

Appendix Volume 1

Counts

PREPARED FOR



MassDevelopment
33 Andrews Parkway
Devens, Massachusetts

PREPARED BY



260 Arsenal Place, #2
PO Box 9151
Watertown, MA 02471
617.924.1770

February 2026

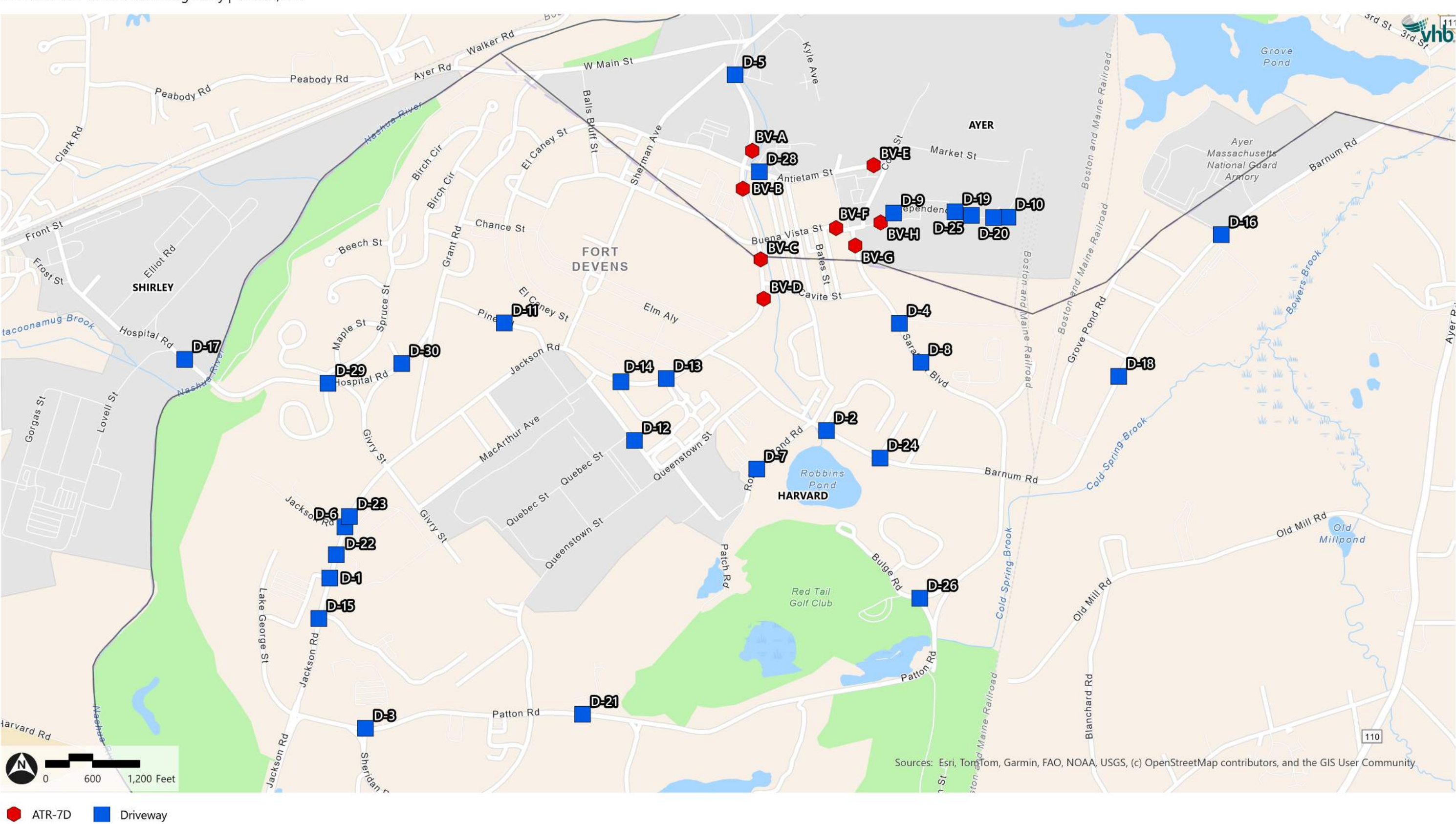
Divider

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Counts

Figure A-1: Driveway and Buena Vista Count Locations

Devens 5-Year Traffic Monitoring Study | Devens, MA



Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	16	0	0	0	16	0	0	7	0	0	0	7
0015	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0030	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0045	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0100	0	0	5	0	0	1	6	0	0	2	0	1	0	3
0115	0	0	11	0	1	0	12	0	0	3	0	0	1	4
0130	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0145	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0200	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0230	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0300	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0330	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0345	0	0	0	0	1	0	1	0	0	2	0	0	0	2
0400	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0415	0	0	4	0	1	0	5	0	0	1	0	0	0	1
0430	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0445	0	0	2	0	0	0	2	0	0	7	0	1	0	8
0500	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0515	0	0	6	0	0	0	6	0	0	2	0	0	1	3
0530	0	0	7	0	1	0	8	0	0	9	0	0	0	9
0545	0	0	10	0	0	0	10	0	0	11	0	0	1	12
0600	0	0	10	0	0	0	10	0	0	12	0	0	0	12
0615	0	0	31	0	0	0	31	0	0	20	0	1	0	21
0630	0	0	28	0	1	1	30	0	0	31	0	0	0	31
0645	0	0	35	0	1	0	36	0	0	31	0	0	0	31
0700	0	0	28	0	0	1	29	0	0	26	0	0	1	27
0715	0	0	41	0	0	0	41	0	0	37	0	0	0	37
0730	0	0	47	0	1	1	49	0	0	45	0	0	0	45
0745	0	0	66	0	0	1	67	0	0	46	0	0	1	47
0800	0	0	37	0	0	1	38	0	0	56	0	0	2	58
0815	0	0	53	0	0	2	55	0	0	49	0	0	0	49
0830	0	0	52	0	1	0	53	0	0	89	0	1	0	90
0845	0	0	61	0	0	0	61	0	0	70	0	0	0	70
0900	0	0	72	0	1	1	74	0	0	63	0	1	0	64
0915	0	1	98	0	0	0	99	0	0	89	0	0	0	89
0930	1	1	76	0	2	3	83	0	2	75	0	0	0	77
0945	0	0	78	0	1	2	81	0	0	74	0	1	0	75
1000	0	0	78	0	0	1	79	0	0	75	0	0	0	75
1015	0	0	79	0	0	0	79	2	0	94	0	2	0	98
1030	0	0	78	0	1	0	79	0	0	84	0	0	0	84
1045	0	0	74	0	0	1	75	0	1	85	0	0	0	86
1100	0	0	79	0	2	1	82	0	0	81	0	0	0	81
1115	0	2	81	0	0	0	83	0	0	74	0	1	0	75
1130	0	0	82	0	1	0	83	0	1	106	0	0	0	107
1145	0	0	100	0	0	0	100	0	0	106	0	3	0	109
1200	0	1	83	0	0	2	86	0	3	128	0	1	0	132
1215	0	1	77	0	0	0	78	0	1	87	0	1	0	89
1230	0	3	104	0	0	0	107	0	0	90	0	1	1	92
1245	0	1	101	0	3	0	105	0	0	92	0	3	1	96
1300	0	0	81	0	0	0	81	0	0	85	0	0	0	85
1315	0	0	71	0	1	1	73	0	0	120	0	0	2	122
1330	0	0	85	0	0	1	86	0	0	118	0	0	2	120
1345	0	0	122	0	0	0	122	0	2	88	0	0	0	90
1400	0	0	106	0	2	0	108	0	0	93	0	1	0	94
1415	0	0	88	0	0	0	88	0	0	86	0	0	1	87
1430	0	0	83	0	0	1	84	0	0	86	0	1	0	87
1445	0	0	98	0	0	0	98	0	0	75	0	1	0	76
1500	0	0	95	0	2	1	98	0	0	96	0	0	0	96
1515	0	0	94	0	0	0	94	0	0	89	0	2	0	91
1530	0	0	91	0	0	0	91	0	0	88	0	0	0	88
1545	0	0	83	0	1	1	85	0	0	59	0	0	1	60
1600	0	0	106	0	1	0	107	0	0	93	0	1	0	94
1615	0	0	88	0	0	0	88	0	0	80	0	0	0	80
1630	0	1	90	0	0	0	91	0	0	68	0	0	0	68
1645	0	0	75	0	0	0	75	0	1	85	0	1	0	87
1700	0	0	78	0	0	0	78	0	0	71	0	0	0	71
1715	0	0	79	0	0	1	80	0	0	78	0	0	1	79
1730	0	0	75	0	0	0	75	0	0	64	0	0	0	64
1745	0	0	61	0	2	0	63	0	0	59	0	0	0	59
1800	0	0	79	0	0	0	79	0	0	57	0	0	0	57
1815	0	0	45	0	0	0	45	0	0	56	0	0	0	56
1830	0	0	58	0	0	1	59	0	0	57	0	1	0	58
1845	0	0	59	0	0	0	59	0	0	35	0	0	0	35
1900	0	0	52	0	1	0	53	0	1	39	0	0	1	41
1915	0	0	49	0	0	0	49	0	0	36	0	0	0	36
1930	0	0	50	0	0	0	50	0	1	57	0	1	0	59
1945	0	0	47	0	1	1	49	0	0	43	0	0	0	43
2000	0	0	50	0	0	1	51	0	0	40	0	0	0	40
2015	0	0	46	0	0	0	46	0	0	30	0	0	0	30
2030	0	0	36	0	0	1	37	0	0	21	0	0	0	21
2045	0	0	27	0	2	0	29	0	0	21	0	0	0	21
2100	0	0	28	0	0	0	28	0	0	22	0	0	0	22
2115	0	0	26	0	1	0	27	0	0	19	0	0	0	19
2130	0	0	27	0	0	2	29	0	0	20	0	0	0	20
2145	0	0	16	0	0	0	16	0	0	19	0	0	0	19
2200	0	0	15	0	2	0	17	0	0	14	0	0	0	14
2215	0	0	18	0	0	1	19	0	0	18	0	0	0	18
2230	0	0	15	0	1	0	16	0	0	9	0	0	0	9
2245	0	0	16	0	0	0	16	0	0	9	0	0	0	9
2300	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2315	0	0	12	0	0	0	12	0	0	6	0	0	0	6
2330	0	0	13	0	0	1	14	0	0	7	0	0	0	7
2345	0	0	16	0	0	0	16	0	0	6	0	2	0	8
Total	1	11	4507	0	37	33	4589	2	13	4334	0	29	17	4395

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0015	0	0	3	0	0	0	3	0	0	8	0	0	0	8
0030	0	0	7	0	1	0	8	0	0	3	0	1	0	4
0045	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0100	0	0	3	0	0	1	4	0	0	6	0	0	1	7
0115	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0130	0	0	3	0	1	1	5	0	0	2	0	0	0	2
0145	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0200	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0215	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0230	0	0	6	0	1	1	8	0	0	2	0	0	0	2
0245	0	0	4	0	1	0	5	0	0	3	0	0	3	6
0300	0	0	3	0	0	0	3	0	0	3	0	1	1	5
0315	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0330	0	0	3	0	1	0	4	0	0	8	0	0	1	9
0345	0	0	6	0	1	0	7	0	0	4	0	0	3	7
0400	0	0	6	0	0	1	7	0	0	4	0	0	1	5
0415	0	0	11	0	2	1	14	0	0	10	0	0	2	12
0430	0	0	10	0	2	0	12	0	0	12	0	1	1	14
0445	0	0	21	0	1	2	24	0	0	17	0	1	2	20
0500	0	0	12	0	1	1	14	0	0	31	0	1	1	33
0515	0	0	30	0	0	1	31	0	0	40	0	0	2	42
0530	0	0	52	0	2	0	54	0	0	52	1	1	3	57
0545	0	0	50	0	3	3	56	0	0	54	1	0	3	58
0600	0	0	52	0	0	2	54	0	0	65	1	3	3	72
0615	0	0	50	1	3	5	59	0	0	78	0	1	4	83
0630	0	0	70	0	1	4	75	0	0	91	1	3	3	98
0645	0	0	82	0	8	6	96	0	0	103	3	1	0	107
0700	0	0	84	1	3	1	89	0	0	135	3	1	4	143
0715	0	0	113	0	3	3	119	0	0	118	2	7	4	131
0730	0	0	100	0	3	7	110	0	0	141	1	5	4	151
0745	0	0	165	2	1	5	173	0	0	128	1	7	4	140
0800	0	0	173	2	4	2	181	0	0	127	0	5	6	138
0815	0	0	128	1	2	2	133	0	0	126	2	5	6	139
0830	0	0	136	1	4	6	147	0	0	124	1	4	3	132
0845	0	0	140	6	5	9	160	0	0	106	1	6	4	117
0900	0	0	120	3	11	12	146	0	0	68	0	7	3	78
0915	0	0	91	0	9	5	105	0	0	86	0	8	3	97
0930	0	0	94	0	6	6	106	0	0	82	0	4	4	90
0945	0	0	92	2	5	5	104	0	0	80	0	8	10	98
1000	0	0	77	0	4	8	89	0	0	73	1	5	4	83
1015	0	0	88	0	7	4	99	0	0	89	0	5	6	100
1030	0	0	80	1	4	5	90	0	0	85	0	4	4	93
1045	0	0	76	0	6	6	88	0	0	82	0	7	5	94
1100	0	0	69	0	7	9	85	0	0	72	0	4	6	82
1115	0	0	107	0	4	10	121	0	0	87	0	3	4	94
1130	0	0	89	0	7	5	101	0	0	72	1	11	5	89
1145	0	0	86	0	4	7	97	0	0	93	0	4	4	101
1200	0	0	85	0	3	7	95	0	0	87	0	7	4	98
1215	0	0	88	1	7	10	106	0	0	80	1	2	2	85
1230	0	0	100	0	3	3	106	0	0	88	0	6	6	100
1245	0	0	83	0	2	5	90	0	0	85	1	5	7	98
1300	0	0	86	0	7	4	97	0	0	79	3	2	2	86
1315	0	0	81	0	4	6	91	0	0	76	0	6	4	86
1330	0	0	102	1	3	4	110	0	0	93	0	1	2	96
1345	0	0	108	1	6	3	118	0	0	72	0	5	1	78
1400	0	0	121	0	8	8	137	0	0	91	5	5	5	106
1415	0	0	109	1	7	9	126	0	0	89	3	5	4	101
1430	0	0	108	0	4	5	117	0	0	132	2	3	2	139
1445	0	0	147	3	6	1	157	0	0	102	1	2	4	109
1500	0	0	143	2	11	4	160	0	0	132	0	5	3	140
1515	0	0	142	2	2	3	149	0	0	124	2	3	2	131
1530	0	0	165	0	4	4	173	0	0	136	0	4	11	151
1545	0	0	161	3	5	4	173	0	0	122	1	3	5	131
1600	0	0	119	1	3	5	128	0	0	121	0	6	5	132
1615	0	0	130	3	2	3	138	0	0	113	0	3	2	118
1630	0	0	157	3	3	2	165	0	0	142	0	2	1	145
1645	0	0	155	0	4	0	159	0	0	151	0	1	3	155
1700	0	0	155	2	1	0	158	0	0	135	0	1	1	137
1715	0	0	146	1	2	2	151	0	0	146	0	0	2	148
1730	0	0	157	0	2	1	160	0	0	112	0	1	2	115
1745	0	0	158	1	0	0	159	0	0	106	0	0	2	108
1800	0	0	119	0	1	2	122	0	0	76	0	2	3	81
1815	0	0	86	0	0	0	86	0	0	56	0	0	0	56
1830	0	0	96	0	1	1	98	0	0	62	0	0	5	67
1845	0	0	97	0	1	1	99	0	0	59	1	0	1	61
1900	0	0	68	1	1	4	74	0	0	65	0	0	1	66
1915	0	0	67	0	1	2	70	0	0	60	0	0	0	60
1930	0	0	64	1	0	1	66	0	0	69	1	3	1	74
1945	0	0	44	0	1	1	46	0	0	32	1	1	0	34
2000	0	0	29	1	0	1	31	0	0	36	0	0	2	38
2015	0	0	37	0	0	1	38	0	0	36	0	0	1	37
2030	0	0	27	0	0	1	28	0	0	32	0	1	3	36
2045	0	0	36	0	1	1	38	0	0	35	0	1	1	37
2100	0	0	31	0	0	0	31	0	0	33	0	1	2	36
2115	0	0	25	0	1	0	26	0	0	27	0	0	0	27
2130	0	0	37	0	0	2	39	0	0	18	0	0	1	19
2145	0	0	20	0	0	0	20	0	0	19	0	0	0	19
2200	0	0	22	0	0	1	23	0	0	21	0	0	0	21
2215	0	0	22	0	0	0	22	0	0	14	0	0	0	14
2230	0	0	22	0	0	0	22	0	0	13	0	0	0	13
2245	0	0	16	0	0	0	16	0	0	17	0	1	1	19
2300	0	0	13	0	0	2	15	0	0	18	0	0	1	19
2315	0	0	14	0	2	0	16	0	0	17	0	0	1	18
2330	0	0	8	0	0	1	9	0	0	18	0	0	1	19
2345	0	0	11	0	0	1	12	0	0	17	0	0	1	18
Total	0	0	6636	48	237	262	7183	0	0	6047	42	212	236	6537

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	3	9	0	0	4	0	0	0	4
0015	0	0	8	0	0	2	10	0	0	4	0	0	0	4
0030	0	0	10	0	0	0	10	0	0	3	0	1	0	4
0045	0	0	4	0	0	0	4	0	0	5	0	2	1	8
0100	0	0	4	0	0	0	4	0	0	5	0	0	1	6
0115	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0130	0	0	2	0	0	2	4	0	0	4	0	0	0	4
0145	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0200	0	0	4	0	0	0	4	0	0	6	0	1	0	7
0215	0	0	4	0	0	1	5	0	0	2	0	0	1	3
0230	0	0	3	0	0	0	3	0	0	2	0	2	0	4
0245	0	0	2	0	0	3	5	0	0	2	0	0	1	3
0300	0	0	4	0	0	1	5	0	0	4	0	1	0	5
0315	0	0	8	0	0	1	9	0	0	6	0	0	2	8
0330	0	0	2	0	2	0	4	0	0	3	0	0	1	4
0345	0	0	5	0	0	1	6	0	0	11	0	0	1	12
0400	0	0	7	0	2	1	10	0	0	6	0	0	0	6
0415	0	0	8	0	1	1	10	0	0	12	0	0	1	13
0430	0	0	11	0	3	0	14	0	1	9	0	1	5	16
0445	0	0	18	0	2	0	20	0	0	22	0	0	3	25
0500	0	0	16	0	0	1	17	0	0	32	0	1	3	36
0515	0	0	31	0	1	0	32	0	0	44	0	0	2	46
0530	0	0	50	0	0	0	50	0	0	47	1	0	1	49
0545	0	0	74	0	1	4	79	0	0	55	2	1	0	58
0600	0	0	43	0	4	4	51	0	0	67	0	0	4	71
0615	0	0	60	0	5	4	69	0	0	102	0	2	3	107
0630	0	0	83	0	2	2	87	0	0	104	1	6	2	113
0645	0	0	98	0	6	1	105	0	0	112	0	3	5	120
0700	0	0	93	1	3	3	100	0	0	125	4	6	4	139
0715	0	0	105	0	5	6	116	0	0	151	1	3	4	159
0730	0	0	129	0	5	3	137	0	0	143	2	5	5	155
0745	0	0	127	1	1	4	133	0	0	147	1	4	3	155
0800	0	0	180	4	5	5	194	0	0	149	0	4	2	155
0815	0	0	144	0	10	10	164	0	0	145	2	6	5	158
0830	0	0	139	2	6	8	155	0	0	132	1	5	6	144
0845	0	0	141	0	3	4	148	0	0	119	1	3	11	134
0900	0	0	116	7	2	9	134	0	0	96	2	2	8	108
0915	0	0	113	0	4	4	121	0	0	78	0	5	3	86
0930	0	0	104	0	11	6	121	0	0	112	0	3	5	120
0945	0	0	109	0	7	5	121	0	0	87	0	7	7	101
1000	0	0	92	3	6	12	113	0	0	106	1	2	3	112
1015	0	0	90	0	2	7	99	0	0	100	0	7	6	113
1030	0	0	170	0	10	11	191	0	0	99	1	4	4	108
1045	0	0	98	0	6	7	111	0	0	92	2	3	4	101
1100	0	0	100	0	4	8	112	0	0	89	1	13	6	109
1115	0	0	90	1	2	6	99	0	0	78	0	9	5	92
1130	0	0	91	1	1	6	99	0	0	102	1	4	1	108
1145	0	0	102	0	4	9	115	0	0	86	0	6	5	97
1200	0	0	87	1	6	2	96	0	0	106	1	4	6	117
1215	0	0	88	1	5	7	101	0	0	107	0	2	6	115
1230	0	0	97	0	4	6	107	0	0	80	0	4	7	91
1245	0	0	105	0	9	7	121	0	0	103	0	3	2	108
1300	0	0	87	0	2	3	92	0	0	97	3	3	7	110
1315	0	0	87	0	5	4	96	0	0	98	0	7	4	109
1330	0	0	98	0	3	8	109	0	0	80	0	0	5	85
1345	0	0	117	2	3	5	127	0	0	105	0	7	5	117
1400	0	0	107	1	0	1	109	0	0	108	3	4	4	119
1415	0	0	112	0	5	5	122	0	0	94	7	2	4	107
1430	0	0	151	0	10	4	165	0	0	123	2	3	4	132
1445	0	0	166	4	4	6	180	0	0	114	2	6	3	125
1500	0	0	138	0	8	5	151	0	0	125	0	3	2	130
1515	0	0	149	2	5	1	157	0	0	120	2	7	4	133
1530	0	0	167	3	0	6	176	0	0	149	0	1	1	151
1545	0	0	170	0	4	4	178	0	0	139	0	1	8	148
1600	0	0	128	2	3	2	135	0	0	115	1	2	3	121
1615	0	0	172	3	2	2	179	0	0	146	0	3	2	151
1630	0	0	139	0	0	2	141	0	0	119	0	0	3	122
1645	0	0	158	0	1	3	162	0	0	132	0	0	1	133
1700	0	0	144	0	3	1	148	0	0	149	0	2	1	152
1715	0	0	155	0	0	0	155	0	0	139	0	1	4	144
1730	0	0	143	0	0	0	143	0	0	130	0	1	0	131
1745	0	0	181	0	1	1	183	0	0	98	0	2	2	102
1800	0	0	147	0	1	0	148	0	0	111	0	1	0	112
1815	0	0	124	1	1	1	127	0	0	87	0	0	1	88
1830	0	0	156	0	0	0	156	0	0	83	0	0	1	84
1845	0	0	114	0	1	1	116	0	0	60	0	0	0	60
1900	0	0	80	0	0	3	83	0	0	49	0	1	0	50
1915	0	0	94	0	0	1	95	0	0	54	0	0	1	55
1930	0	0	64	0	0	1	65	0	0	54	0	0	1	55
1945	0	0	51	0	0	2	53	0	0	43	0	0	0	43
2000	0	0	49	0	0	3	52	0	0	43	0	1	3	47
2015	0	0	45	0	0	0	45	0	0	44	0	0	2	46
2030	0	0	43	0	0	0	43	0	0	26	0	0	0	26
2045	0	0	33	0	2	1	36	0	0	22	0	0	2	24
2100	0	0	36	0	0	1	37	0	0	26	0	0	3	29
2115	0	0	37	0	0	1	38	0	0	27	0	0	1	28
2130	0	0	36	0	0	1	37	0	0	23	0	0	0	23
2145	0	0	27	0	0	0	27	0	0	42	0	1	1	44
2200	0	0	22	0	0	0	22	0	0	53	0	0	1	54
2215	0	0	18	0	0	2	20	0	0	17	0	1	0	18
2230	0	0	17	0	0	2	19	0	0	19	0	1	0	20
2245	0	0	21	0	0	0	21	0	0	12	0	0	0	12
2300	0	0	17	0	0	0	17	0	0	11	0	0	0	11
2315	0	0	14	0	2	2	18	0	0	17	0	0	0	17
2330	0	0	10	0	1	1	12	0	0	27	0	2	0	29
2345	0	0	9	0	0	1	10	0	0	11	0	0	0	11
Total	0	0	7311	40	217	274	7842	0	1	6651	45	198	239	7134

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	11	0	0	2	13	0	0	7	0	0	0	7
0015	0	1	10	0	0	0	11	0	0	6	0	0	2	8
0030	0	0	9	0	0	1	10	0	0	4	0	0	1	5
0045	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0100	0	0	6	0	0	2	8	0	0	4	0	0	0	4
0115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0130	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0145	0	0	2	0	0	0	2	0	0	1	0	0	3	4
0200	0	0	3	0	0	0	3	0	0	2	0	1	1	4
0215	0	0	5	0	0	1	6	0	0	4	0	0	1	5
0230	0	0	2	0	0	0	2	0	0	3	0	0	3	6
0245	0	0	0	0	0	2	2	0	0	2	0	0	0	2
0300	0	0	1	0	0	1	2	0	0	5	0	0	1	6
0315	0	0	2	0	0	3	5	0	0	8	0	0	1	9
0330	0	0	5	0	0	1	6	0	0	8	0	0	0	8
0345	0	0	12	0	0	1	13	0	0	7	0	0	2	9
0400	0	0	5	0	0	2	7	0	0	7	0	0	2	9
0415	0	0	5	0	0	1	6	0	0	10	0	0	0	10
0430	0	0	9	0	0	3	12	0	0	14	0	0	1	15
0445	0	0	19	0	0	1	20	0	0	24	0	0	4	28
0500	0	0	20	0	1	1	22	0	0	36	0	0	2	38
0515	0	0	23	0	0	2	25	0	0	37	0	1	4	42
0530	0	0	57	0	1	3	61	0	0	55	0	2	4	61
0545	0	0	77	0	1	5	83	0	0	54	1	0	2	57
0600	0	0	54	0	0	1	55	0	0	68	1	2	2	73
0615	0	0	72	0	1	1	74	0	0	101	0	4	2	107
0630	0	0	84	1	2	3	90	0	0	108	1	3	0	112
0645	0	0	115	0	3	3	121	0	0	125	0	6	1	132
0700	0	0	99	1	0	3	103	0	0	132	3	6	2	143
0715	0	0	107	0	4	3	114	0	0	120	2	4	4	130
0730	0	1	105	0	5	4	115	0	0	167	1	4	3	175
0745	0	0	153	1	2	3	159	0	0	180	1	6	1	188
0800	0	0	190	4	12	6	212	0	0	132	0	4	5	141
0815	0	0	172	0	9	4	185	0	0	125	2	6	3	136
0830	0	0	163	1	10	4	178	0	0	127	1	6	5	139
0845	0	0	149	2	9	7	167	0	0	131	1	8	5	145
0900	0	0	113	6	8	6	133	0	0	100	1	5	2	108
0915	0	0	131	0	7	4	142	0	0	99	0	4	6	109
0930	0	0	86	0	6	5	97	0	0	116	0	10	7	133
0945	0	0	93	0	8	5	106	0	0	101	1	7	4	113
1000	0	0	99	0	7	6	112	0	0	95	1	4	5	105
1015	0	0	94	0	5	5	104	0	0	100	0	10	7	117
1030	0	1	100	1	9	1	112	0	0	102	0	6	5	113
1045	0	0	98	0	8	2	108	0	1	83	0	5	4	93
1100	0	0	89	0	11	8	108	0	0	107	0	11	5	123
1115	0	0	86	0	12	8	106	0	0	89	0	7	3	99
1130	0	0	90	0	6	11	107	0	0	111	1	6	3	121
1145	0	0	94	0	6	4	104	0	0	87	0	14	4	105
1200	0	1	81	0	8	7	97	1	0	98	0	4	5	108
1215	0	0	125	2	7	7	141	0	1	101	0	7	4	113
1230	0	1	102	1	4	5	113	0	0	83	0	7	9	99
1245	0	0	98	1	6	10	115	0	1	107	2	10	3	123
1300	0	0	106	1	8	5	120	0	1	84	3	5	3	96
1315	0	0	100	0	9	3	112	0	1	86	1	7	5	100
1330	0	0	106	1	3	3	113	0	1	106	1	6	4	118
1345	0	0	101	0	11	6	118	0	0	112	0	3	5	120
1400	0	0	104	0	6	6	116	0	0	136	6	5	2	149
1415	0	0	124	0	5	4	133	0	0	103	2	5	3	113
1430	0	0	137	1	3	8	149	0	0	114	1	5	3	123
1445	0	0	157	4	12	7	180	0	0	125	3	5	2	135
1500	0	0	155	0	7	5	167	0	0	153	1	0	1	155
1515	0	1	180	3	5	4	193	0	0	136	2	2	5	145
1530	0	0	147	1	1	6	155	0	0	136	0	5	7	148
1545	0	0	189	3	2	3	197	1	0	144	1	0	2	148
1600	0	0	141	3	1	1	146	1	1	119	0	4	2	127
1615	0	2	148	2	0	3	155	0	0	124	0	2	1	127
1630	0	0	167	3	1	3	174	0	0	155	0	1	1	157
1645	0	0	177	1	1	2	181	0	0	129	0	2	2	133
1700	0	0	187	0	7	2	196	0	0	155	0	0	2	157
1715	0	0	199	0	2	1	202	0	0	118	1	2	0	121
1730	0	0	171	0	4	0	175	0	0	102	0	3	1	106
1745	0	2	158	0	1	0	161	0	0	114	1	3	1	119
1800	1	0	120	0	5	0	126	0	1	107	0	1	3	112
1815	0	0	129	3	2	0	134	0	0	84	0	1	1	86
1830	0	1	124	0	0	1	126	0	0	90	0	0	1	91
1845	0	1	104	0	2	2	109	0	2	81	0	1	1	85
1900	0	0	95	0	0	1	96	0	0	92	0	2	0	94
1915	0	0	68	0	0	0	68	0	1	81	0	0	1	83
1930	0	0	70	1	0	1	72	0	0	68	0	1	0	69
1945	0	1	101	1	0	0	103	0	2	56	1	0	1	60
2000	0	0	76	0	0	1	77	0	0	60	0	0	1	61
2015	0	0	52	0	1	0	53	0	0	52	0	0	0	52
2030	0	0	42	0	1	5	48	0	0	50	0	0	3	53
2045	0	0	46	0	1	0	47	0	0	30	0	3	0	33
2100	0	0	47	0	1	0	48	0	0	34	0	1	2	37
2115	0	0	41	0	0	1	42	0	0	26	0	0	1	27
2130	0	0	43	0	0	1	44	0	0	28	0	0	0	28
2145	0	0	37	0	0	1	38	0	0	26	0	2	3	31
2200	0	0	28	0	1	1	30	0	0	21	0	0	1	22
2215	0	0	34	0	0	2	36	0	0	15	0	0	1	16
2230	0	0	27	0	0	0	27	0	0	13	0	1	1	15
2245	0	0	24	0	0	2	26	0	0	15	0	0	0	15
2300	0	0	15	0	1	0	16	0	0	17	0	0	0	17
2315	0	0	20	0	1	0	21	0	0	16	0	0	0	16
2330	0	0	16	0	0	0	16	0	0	19	0	0	2	21
2345	0	0	13	0	0	2	15	0	0	16	0	0	1	17
Total	1	13	7661	49	283	261	8268	3	13	6949	44	258	219	7486

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	14	0	2	0	16	0	0	10	0	0	0	10
0015	0	0	10	0	0	0	10	0	0	4	0	0	1	5
0030	0	0	6	0	0	0	6	0	0	5	0	2	0	7
0045	0	0	6	0	0	0	6	0	0	7	0	0	0	7
0100	0	0	4	0	1	0	5	0	0	7	0	0	0	7
0115	0	0	1	0	0	1	2	0	0	6	0	0	0	6
0130	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0145	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0200	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0215	0	0	1	0	1	0	2	0	0	6	0	1	0	7
0230	0	0	5	0	0	0	5	0	0	4	0	1	0	5
0245	0	0	7	0	1	0	8	0	0	5	0	0	0	5
0300	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0315	0	0	4	0	2	1	7	0	0	1	0	0	2	3
0330	0	0	3	0	0	2	5	0	0	3	0	0	1	4
0345	0	0	6	0	1	0	7	0	0	4	0	0	1	5
0400	0	0	4	0	1	0	5	0	0	7	0	1	2	10
0415	0	0	8	0	1	0	9	0	0	6	0	0	1	7
0430	0	0	14	0	4	1	19	0	0	12	0	0	0	12
0445	0	0	20	0	1	0	21	0	0	22	0	0	3	25
0500	0	0	14	0	0	1	15	0	0	36	0	1	2	39
0515	0	0	38	0	0	2	40	0	1	38	0	1	2	42
0530	0	0	43	0	1	1	45	0	0	53	0	0	4	57
0545	0	0	75	0	1	1	77	0	0	64	1	0	1	66
0600	0	0	46	0	0	4	50	0	1	70	0	1	0	72
0615	0	0	64	0	0	2	66	0	1	90	0	3	2	96
0630	0	0	67	1	2	3	73	0	1	123	1	5	1	131
0645	0	1	107	1	5	3	117	0	0	117	1	3	4	125
0700	0	0	100	1	6	4	111	0	0	121	2	2	5	130
0715	0	0	111	0	8	4	123	0	1	146	2	9	4	162
0730	0	2	129	0	3	1	135	0	0	163	1	7	6	177
0745	0	0	159	2	7	4	172	0	0	146	2	10	5	163
0800	0	0	171	2	5	5	183	0	0	120	0	6	5	131
0815	0	0	146	1	7	6	160	0	0	111	2	7	2	122
0830	0	0	152	2	9	9	172	0	0	132	1	9	4	146
0845	0	0	133	5	5	7	150	0	0	106	1	8	2	117
0900	0	0	114	3	8	7	132	0	0	113	1	3	3	120
0915	0	0	109	0	7	6	122	0	0	115	0	6	7	128
0930	0	2	105	1	8	11	127	0	3	104	0	8	4	119
0945	0	0	86	0	5	5	96	0	0	85	1	7	7	100
1000	0	0	81	0	3	10	94	0	0	89	1	9	12	111
1015	0	1	81	0	11	5	98	0	1	94	0	12	5	112
1030	0	0	87	0	5	5	97	0	1	86	1	10	5	103
1045	1	1	97	2	11	4	116	0	0	78	0	7	4	89
1100	0	1	112	0	9	5	127	0	1	95	0	5	4	105
1115	0	0	85	0	4	6	95	0	1	77	0	6	1	85
1130	0	0	81	0	11	8	100	0	4	106	1	4	9	124
1145	0	0	132	0	10	10	152	0	0	96	0	9	4	109
1200	0	1	77	1	9	5	93	0	1	82	2	8	6	99
1215	0	2	98	0	4	4	108	0	0	92	0	6	4	102
1230	0	1	96	0	7	8	112	0	1	116	1	9	8	135
1245	0	2	108	0	9	3	122	0	1	109	1	7	11	129
1300	0	1	93	0	10	6	110	0	0	90	2	7	5	104
1315	0	3	98	0	5	5	111	0	1	116	1	9	2	129
1330	0	0	111	1	8	1	121	0	1	103	0	6	2	112
1345	0	1	119	0	7	7	134	0	0	98	0	2	4	104
1400	1	1	102	0	7	8	119	0	1	108	4	9	0	122
1415	0	0	108	1	8	6	123	0	0	102	3	7	6	118
1430	1	0	121	0	5	8	135	0	1	111	1	3	1	117
1445	0	0	151	3	1	4	159	0	0	112	2	3	9	126
1500	0	0	172	1	10	3	186	0	0	133	2	2	5	142
1515	1	0	148	3	2	6	160	0	0	137	3	0	3	143
1530	0	0	179	4	4	3	190	0	0	133	0	3	2	138
1545	0	0	170	1	5	5	181	0	2	139	1	1	2	145
1600	1	0	185	4	5	7	202	0	1	122	1	3	1	128
1615	0	0	159	3	6	1	169	0	1	137	0	0	2	140
1630	1	0	187	0	2	3	193	0	3	150	0	4	1	158
1645	2	0	192	1	2	2	199	0	0	124	0	2	0	126
1700	0	0	174	0	3	4	181	0	0	140	0	2	2	144
1715	3	0	161	0	0	0	164	0	1	132	1	3	2	139
1730	0	0	150	0	6	0	156	0	0	144	1	4	1	150
1745	2	0	149	1	1	1	154	0	0	96	0	0	4	100
1800	0	0	126	0	2	3	131	0	1	95	0	1	0	97
1815	0	0	122	0	1	0	123	0	0	97	1	2	1	101
1830	0	0	121	1	1	1	124	0	1	88	1	1	1	92
1845	0	0	96	0	0	2	98	0	0	65	0	2	1	68
1900	0	0	104	0	2	0	106	0	0	74	0	0	0	74
1915	0	0	99	0	0	0	99	0	0	67	0	0	3	70
1930	0	0	77	0	3	0	80	0	0	59	0	0	1	60
1945	0	0	64	2	2	1	69	0	0	42	0	1	0	43
2000	0	0	40	1	2	1	44	0	0	49	0	0	0	49
2015	0	0	56	0	1	1	58	0	0	36	0	0	2	38
2030	0	0	41	0	2	0	43	0	0	32	0	0	2	34
2045	0	0	49	1	0	0	50	0	0	23	0	1	1	25
2100	0	0	29	0	2	0	31	0	0	40	0	2	0	42
2115	0	0	38	0	0	0	38	0	0	41	0	1	0	42
2130	0	0	37	0	1	2	40	0	0	29	0	0	0	29
2145	0	0	32	0	0	0	32	0	0	15	0	0	0	15
2200	0	0	23	0	1	0	24	0	0	21	0	0	0	21
2215	0	0	26	0	0	0	26	0	0	16	0	0	0	16
2230	0	0	23	0	0	0	23	0	0	21	0	0	1	22
2245	0	0	20	0	0	0	20	0	0	16	0	0	0	16
2300	0	0	9	0	1	0	10	0	0	11	0	0	0	11
2315	0	0	16	0	1	0	17	0	0	16	0	1	0	17
2330	0	0	11	0	0	0	11	0	0	25	0	0	1	26
2345	0	0	7	0	0	0	7	0	0	14	0	2	0	16
Total	13	20	7425	50	314	255	8077	0	33	6720	47	277	222	7299

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	2	0	10	0	0	10	0	0	0	10
0015	0	0	11	1	0	0	12	0	0	3	0	0	0	3
0030	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0045	0	0	8	0	0	0	8	0	0	4	0	1	0	5
0100	0	0	4	1	0	0	5	0	0	6	0	0	0	6
0115	0	0	5	0	0	0	5	0	0	5	0	0	1	6
0130	0	0	1	0	1	0	2	0	0	5	0	0	0	5
0145	0	0	4	0	0	0	4	0	0	7	0	1	1	9
0200	0	0	3	0	1	0	4	0	0	10	0	0	0	10
0215	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0230	0	0	0	0	0	0	0	0	0	4	0	1	0	5
0245	0	0	4	0	0	1	5	0	0	8	0	1	0	9
0300	0	0	1	0	0	0	1	0	0	2	0	1	1	4
0315	0	0	4	0	0	0	4	0	0	9	0	0	2	11
0330	0	0	7	0	0	0	7	0	0	3	0	0	1	4
0345	0	0	12	0	0	0	12	0	0	3	0	0	2	5
0400	0	0	1	0	3	0	4	0	0	3	0	0	1	4
0415	0	0	11	0	1	0	12	0	0	4	0	1	2	7
0430	0	0	10	0	2	0	12	0	0	12	0	1	0	13
0445	0	0	23	0	1	1	25	0	0	13	0	1	1	15
0500	0	0	16	0	0	0	16	0	0	27	0	0	1	28
0515	0	0	28	0	1	1	30	0	0	38	0	0	3	41
0530	0	0	45	0	1	2	48	0	0	37	0	1	1	39
0545	0	0	73	0	1	4	78	0	1	50	2	2	0	55
0600	0	0	50	0	2	7	59	0	0	58	0	1	1	60
0615	0	0	56	1	4	2	63	0	0	93	0	2	1	96
0630	0	0	68	0	4	4	76	0	0	93	1	4	3	101
0645	0	0	116	0	3	3	122	0	0	120	1	5	1	127
0700	0	0	92	1	4	2	99	0	0	107	2	2	2	113
0715	0	0	108	0	5	2	115	0	0	118	2	3	3	126
0730	0	0	127	0	4	6	137	0	0	153	1	7	8	169
0745	0	0	146	2	2	4	154	0	0	146	1	7	5	159
0800	0	0	159	4	5	7	175	0	0	136	0	3	7	146
0815	0	0	133	2	7	5	147	0	0	108	2	5	3	118
0830	0	0	116	2	9	4	131	0	0	148	1	5	5	159
0845	0	0	135	0	9	7	151	0	0	109	1	0	2	112
0900	0	0	114	7	5	5	131	0	0	93	1	5	1	100
0915	0	0	100	0	8	5	113	0	0	108	0	7	6	121
0930	0	0	78	0	5	7	90	0	0	109	0	5	4	118
0945	0	0	92	0	4	1	97	0	0	89	1	6	4	100
1000	0	0	94	0	6	5	105	0	0	87	1	5	3	96
1015	0	0	91	0	5	3	99	0	0	82	0	7	3	92
1030	0	0	90	1	8	12	111	0	0	86	0	3	5	94
1045	0	0	87	1	4	4	96	0	0	92	0	6	4	102
1100	0	0	90	0	9	12	111	0	0	87	0	2	6	95
1115	0	0	89	0	10	3	102	0	0	81	0	3	2	86
1130	0	0	94	3	7	4	108	0	0	95	1	1	7	104
1145	0	0	106	0	11	7	124	0	0	98	0	8	5	111
1200	0	0	97	1	7	4	109	0	0	107	1	9	3	120
1215	0	0	102	1	9	6	118	0	0	97	0	4	1	102
1230	0	0	91	2	4	5	102	0	0	118	0	9	4	131
1245	0	0	92	2	4	5	103	0	0	73	0	4	7	84
1300	0	0	117	0	8	4	129	0	0	103	5	9	5	122
1315	0	0	93	0	10	4	107	0	0	105	1	7	3	116
1330	0	0	86	0	5	14	105	0	0	95	1	6	2	104
1345	0	0	121	1	5	5	132	0	0	93	0	4	7	104
1400	0	0	99	1	7	4	111	0	0	116	3	5	1	125
1415	0	0	94	0	5	3	102	0	0	98	5	7	5	115
1430	0	0	118	1	3	7	129	0	0	107	1	0	1	109
1445	0	0	149	3	3	4	159	0	0	121	0	2	5	128
1500	0	0	165	0	3	3	171	0	0	134	0	2	2	138
1515	0	0	164	2	3	5	174	0	0	138	2	2	4	146
1530	0	0	156	3	3	3	165	0	0	127	0	2	6	135
1545	0	0	186	1	4	3	194	0	0	129	1	1	4	135
1600	0	0	183	2	3	1	189	0	0	129	0	0	2	131
1615	0	0	182	2	4	3	191	0	0	103	0	1	0	104
1630	0	0	152	1	3	4	160	0	0	118	0	2	1	121
1645	0	0	150	0	2	2	154	0	0	95	0	1	4	100
1700	0	0	143	0	3	1	147	0	0	125	0	1	2	128
1715	2	0	147	1	1	3	154	0	0	102	0	2	3	107
1730	0	0	126	0	0	0	126	0	0	91	0	0	3	94
1745	0	0	130	0	1	0	131	0	0	83	0	1	2	86
1800	0	0	106	0	1	2	109	0	0	91	0	0	0	91
1815	0	0	96	0	1	0	97	0	0	79	0	1	1	81
1830	0	0	104	0	2	1	107	0	0	94	0	1	0	95
1845	0	0	97	1	0	0	98	0	0	70	0	0	2	72
1900	0	0	68	0	3	1	72	0	0	71	0	0	2	73
1915	0	0	73	0	1	1	75	0	0	68	0	0	1	69
1930	0	0	49	0	0	1	50	0	0	47	0	0	2	49
1945	0	0	60	0	1	2	63	0	0	40	0	0	1	41
2000	0	0	56	0	1	1	58	0	0	39	0	2	2	43
2015	0	0	46	0	0	1	47	0	0	32	0	0	0	32
2030	0	0	56	1	2	0	59	0	0	42	0	1	0	43
2045	0	0	42	0	0	0	42	0	0	41	1	0	0	42
2100	0	0	32	0	2	0	34	0	0	25	0	0	0	25
2115	0	0	37	0	0	0	37	0	0	19	0	0	1	20
2130	0	0	39	0	0	0	39	0	0	30	0	0	0	30
2145	0	0	38	0	1	0	39	0	0	25	0	0	0	25
2200	0	0	34	0	0	0	34	0	0	44	1	0	0	45
2215	0	0	33	0	0	0	33	0	0	37	0	1	0	38
2230	0	0	31	1	1	0	33	0	0	23	0	0	0	23
2245	0	0	24	0	0	0	24	0	0	20	0	0	0	20
2300	0	0	27	0	0	0	27	0	0	23	0	0	0	23
2315	0	0	24	0	1	1	26	0	0	22	0	0	0	22
2330	0	0	16	0	0	0	16	0	0	24	0	1	0	25
2345	0	0	15	0	0	0	15	0	0	19	0	0	0	19
Total	2	0	7067	53	271	234	7627	0	1	6401	40	201	197	6840

Volume Report

Job 1645_10_VHB_ATR 1W
Area Harvard, MA
Location Route 110-111, north of Route 2



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	10	0	1	0	11	0	0	14	0	1	0	15
0015	0	0	8	0	0	0	8	0	0	7	0	0	1	8
0030	0	0	10	0	0	0	10	0	0	12	0	0	0	12
0045	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0100	0	0	9	0	0	0	9	0	0	8	0	0	0	8
0115	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0130	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0145	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0200	0	0	6	0	1	0	7	0	0	8	0	0	0	8
0215	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	5	0	0	1	6
0245	0	0	1	0	0	0	1	0	0	3	0	1	1	5
0300	0	0	3	0	0	1	4	0	0	7	0	0	1	8
0315	0	0	5	0	0	0	5	0	0	1	0	1	0	2
0330	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0345	0	0	4	0	0	1	5	0	0	2	0	0	0	2
0400	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0415	0	0	4	0	0	1	5	0	0	5	0	0	0	5
0430	0	0	7	0	1	1	9	0	0	6	0	0	1	7
0445	0	0	6	0	3	0	9	0	0	4	0	0	0	4
0500	0	0	6	0	1	1	8	0	0	11	0	1	2	14
0515	0	0	13	0	1	0	14	0	0	10	0	0	2	12
0530	0	0	19	0	1	1	21	0	0	9	0	0	1	10
0545	0	0	20	0	0	1	21	0	0	15	0	0	0	15
0600	0	0	13	0	0	1	14	0	0	23	0	0	0	23
0615	0	0	23	0	1	0	24	0	0	28	0	0	1	29
0630	0	0	31	0	1	0	32	0	0	31	0	0	1	32
0645	0	0	34	0	0	1	35	0	0	40	0	0	0	40
0700	0	0	31	0	1	0	32	0	0	41	2	0	0	43
0715	0	0	44	0	0	1	45	0	0	43	0	1	1	45
0730	0	0	42	0	3	4	49	0	0	46	0	2	0	48
0745	0	0	46	0	1	3	50	0	0	44	0	0	3	47
0800	0	0	61	0	4	2	67	0	0	51	0	5	2	58
0815	0	0	48	1	0	1	50	0	0	67	1	0	0	68
0830	0	0	53	0	0	0	53	0	0	78	0	1	3	82
0845	0	1	72	0	1	2	76	0	0	78	1	0	1	80
0900	0	0	54	0	1	0	55	0	0	71	0	1	2	74
0915	0	0	77	0	1	2	80	0	0	77	0	1	2	80
0930	0	0	66	1	2	3	72	0	0	100	0	1	2	103
0945	0	0	94	0	3	0	97	0	0	77	0	2	3	82
1000	0	0	80	0	0	1	81	0	0	80	0	1	0	81
1015	0	0	88	0	3	2	93	0	0	95	0	1	0	96
1030	0	0	80	0	1	1	82	0	0	117	0	1	0	118
1045	0	0	88	0	0	4	92	0	0	114	0	0	2	116
1100	0	0	113	0	0	2	115	0	0	120	0	1	1	122
1115	0	0	108	1	1	1	111	0	0	126	0	1	1	128
1130	0	0	117	0	2	1	120	0	0	112	0	0	2	114
1145	0	0	111	0	2	1	114	0	0	130	0	1	0	131
1200	0	0	110	0	2	2	114	0	0	110	1	1	0	112
1215	0	0	123	0	1	0	124	0	0	99	0	0	0	99
1230	0	0	95	0	0	0	95	0	0	94	0	1	1	96
1245	0	0	119	0	2	2	123	0	0	103	0	0	1	104
1300	0	0	124	1	1	1	127	0	0	106	0	3	0	109
1315	0	0	104	1	1	1	107	0	0	96	0	2	0	98
1330	0	0	136	0	0	0	136	0	0	89	0	0	0	89
1345	0	0	124	0	1	1	126	0	0	95	0	0	2	97
1400	0	0	109	0	1	0	110	0	0	103	0	1	0	104
1415	0	0	81	0	1	0	82	0	0	98	1	1	0	100
1430	0	0	98	0	1	2	101	0	0	78	0	3	1	82
1445	0	0	112	0	0	0	112	0	0	82	0	1	1	84
1500	0	0	92	2	0	1	95	0	0	91	0	0	0	91
1515	0	0	91	0	0	1	92	0	0	111	0	0	1	112
1530	0	0	88	0	1	0	89	0	0	98	0	0	0	98
1545	0	1	96	0	1	1	99	1	1	98	0	1	0	101
1600	0	0	92	0	0	0	92	0	0	71	0	0	0	71
1615	0	0	101	0	3	0	104	0	0	70	0	0	0	70
1630	0	0	85	0	0	0	85	0	0	78	1	0	0	79
1645	1	1	91	1	0	0	94	0	0	68	0	0	1	69
1700	0	0	91	0	0	0	91	0	0	67	0	0	2	69
1715	0	0	81	0	0	0	81	0	0	65	0	0	0	65
1730	0	0	86	0	1	1	88	0	0	64	0	0	0	64
1745	1	2	74	0	0	0	77	0	0	63	0	0	0	63
1800	0	0	79	0	0	0	79	0	0	64	0	1	0	65
1815	0	0	85	0	0	0	85	0	0	63	0	0	0	63
1830	0	2	63	0	0	0	65	0	0	44	0	0	0	44
1845	0	0	82	0	0	0	82	0	0	58	0	0	0	58
1900	0	1	71	0	0	0	72	0	0	65	0	0	0	65
1915	0	1	66	0	1	0	68	1	0	66	0	0	0	67
1930	0	0	64	0	1	0	65	0	0	44	0	0	0	44
1945	0	0	64	0	0	0	64	0	0	53	0	0	1	54
2000	0	0	51	0	0	0	51	0	1	40	0	1	0	42
2015	0	0	78	0	1	0	79	0	0	33	0	0	0	33
2030	0	0	61	0	0	0	61	0	0	33	0	0	0	33
2045	0	0	36	0	0	0	36	0	0	31	0	0	0	31
2100	0	0	56	0	0	0	56	0	0	38	0	0	0	38
2115	0	0	45	0	0	0	45	0	0	39	0	0	0	39
2130	0	0	37	0	0	1	38	0	0	28	0	0	1	29
2145	0	0	30	0	0	0	30	0	0	33	0	0	0	33
2200	0	0	18	0	0	0	18	0	0	37	0	0	1	38
2215	0	0	35	0	1	0	36	0	0	27	0	0	0	27
2230	0	0	32	0	0	0	32	0	0	38	0	0	0	38
2245	0	0	27	0	0	0	27	0	0	30	0	0	0	30
2300	0	0	20	0	0	0	20	0	0	32	0	0	0	32
2315	0	0	24	0	0	0	24	0	0	21	0	1	0	22
2330	0	0	19	0	0	0	19	0	0	20	0	0	1	21
2345	0	0	16	0	0	0	16	0	0	11	0	0	0	11
Total	2	9	5295	8	58	54	5426	2	2	4990	7	41	51	5093

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	8	0	0	0	8	0	0	10	0	0	0	10
0015	0	0	4	0	1	0	5	0	0	8	0	0	0	8
0030	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0045	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0100	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0115	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0130	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0230	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0245	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0430	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0445	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0500	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0515	0	0	8	0	0	0	8	0	0	5	0	1	0	6
0530	0	0	9	0	0	0	9	0	0	7	0	0	0	7
0545	0	0	12	0	0	1	13	0	0	12	0	0	0	12
0600	0	0	7	0	0	1	8	0	0	7	0	2	0	9
0615	0	0	12	0	0	0	12	0	0	11	0	0	0	11
0630	0	0	9	0	1	1	11	0	0	17	0	0	0	17
0645	0	0	14	0	0	0	14	0	0	15	0	0	0	15
0700	0	0	24	0	3	0	27	0	0	19	0	1	0	20
0715	0	0	29	0	0	1	30	0	0	27	0	0	1	28
0730	0	0	36	0	0	2	38	0	0	26	0	0	0	26
0745	0	0	35	0	0	0	35	0	0	34	0	0	1	35
0800	0	0	44	0	0	1	45	0	0	26	0	0	0	26
0815	0	0	42	0	0	1	43	0	0	29	0	0	1	30
0830	0	0	55	0	0	1	56	0	0	26	0	0	2	28
0845	0	0	51	0	0	0	51	0	0	27	0	0	1	28
0900	0	1	46	0	0	0	47	0	0	36	0	0	1	37
0915	0	0	62	0	0	1	63	0	0	35	0	0	1	36
0930	0	0	50	0	0	1	51	0	0	42	0	0	1	43
0945	0	1	72	0	1	0	74	1	0	43	0	1	0	45
1000	0	0	54	0	0	1	55	0	0	45	0	0	0	45
1015	0	0	67	0	0	5	72	4	0	38	0	0	0	42
1030	0	0	57	0	0	0	57	0	0	40	0	1	1	42
1045	0	0	66	0	1	2	69	0	0	41	0	0	2	43
1100	0	1	68	0	0	0	69	0	0	49	0	0	0	49
1115	0	0	61	0	0	1	62	2	0	55	0	0	1	58
1130	0	0	81	0	0	0	81	0	0	61	0	1	0	62
1145	0	0	67	0	1	2	70	0	0	58	0	0	0	58
1200	0	0	78	0	1	3	82	0	0	63	0	0	0	63
1215	0	0	44	0	0	1	45	0	0	58	0	1	0	59
1230	0	0	65	0	0	0	65	0	1	60	0	1	0	62
1245	0	0	59	0	0	1	60	0	1	62	0	2	0	65
1300	1	0	62	0	2	0	65	0	1	68	0	0	0	69
1315	0	0	67	0	1	1	69	1	0	58	0	0	1	60
1330	0	0	67	0	0	1	68	0	0	58	0	0	1	59
1345	1	0	80	0	0	0	81	0	0	60	0	0	0	60
1400	0	0	78	0	0	0	78	0	0	65	0	0	1	66
1415	1	0	65	0	0	1	67	0	0	57	0	0	0	57
1430	0	0	67	0	0	0	67	0	0	48	0	0	0	48
1445	0	0	63	0	0	0	63	0	0	79	0	0	0	79
1500	0	0	59	0	0	0	59	0	0	65	0	0	0	65
1515	0	0	51	0	0	3	54	1	0	60	0	0	0	61
1530	0	0	70	0	1	0	71	0	0	57	0	0	2	59
1545	0	0	62	0	0	1	63	0	0	62	0	0	0	62
1600	0	0	48	0	0	0	48	0	0	61	0	0	0	61
1615	0	0	50	0	0	0	50	0	0	53	0	0	0	53
1630	0	0	62	0	0	0	62	0	0	51	0	0	0	51
1645	0	0	44	0	0	0	44	0	0	57	0	0	0	57
1700	0	0	51	0	2	0	53	0	0	66	0	0	0	66
1715	0	0	35	0	0	0	35	0	0	68	0	0	0	68
1730	0	0	38	0	0	0	38	0	0	69	0	0	0	69
1745	0	0	41	0	1	0	42	0	0	37	0	0	0	37
1800	0	0	37	0	0	0	37	0	0	47	0	0	0	47
1815	0	0	46	0	0	1	47	0	0	40	0	1	0	41
1830	0	0	42	0	0	0	42	0	0	43	0	0	0	43
1845	0	0	37	0	0	0	37	0	0	58	0	0	0	58
1900	0	1	36	0	0	0	37	0	0	29	0	0	0	29
1915	0	1	28	0	0	0	29	0	0	39	0	0	0	39
1930	0	0	31	0	0	0	31	0	0	33	0	0	0	33
1945	0	0	22	0	0	0	22	0	0	43	0	0	1	44
2000	0	0	42	0	0	1	43	0	0	25	0	0	0	25
2015	0	0	18	0	0	0	18	0	0	22	0	0	0	22
2030	0	0	20	0	0	0	20	0	0	17	0	0	0	17
2045	0	0	12	0	0	0	12	0	0	23	0	0	1	24
2100	0	0	20	0	0	0	20	0	0	20	0	0	0	20
2115	0	0	10	0	0	0	10	0	0	28	1	0	0	29
2130	0	0	16	0	0	0	16	0	0	19	0	0	2	21
2145	0	0	14	0	0	1	15	0	0	20	0	0	1	21
2200	0	0	13	0	0	0	13	0	0	16	0	0	0	16
2215	0	0	8	0	0	0	8	0	0	12	0	0	0	12
2230	0	0	12	0	0	0	12	0	0	11	0	0	0	11
2245	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2300	0	0	6	0	0	0	6	0	0	8	0	0	1	9
2315	0	0	8	0	0	0	8	0	0	9	0	0	1	10
2330	0	0	7	0	0	1	8	0	0	10	0	0	0	10
2345	0	0	3	0	1	0	4	0	0	6	0	0	0	6
Total	3	5	3092	0	17	38	3155	9	3	2926	1	12	25	2976

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	1	0	3	0	0	9	0	0	0	9
0015	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0030	0	0	3	0	1	1	5	0	0	3	0	0	0	3
0045	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0100	0	0	3	0	0	1	4	0	0	5	0	0	0	5
0115	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0200	0	0	3	0	0	2	5	0	0	2	0	0	0	2
0215	0	0	5	0	0	3	8	0	0	2	0	0	3	5
0230	0	0	0	0	0	2	2	0	0	5	0	0	1	6
0245	0	0	3	0	1	0	4	0	0	3	0	0	0	3
0300	0	0	2	0	0	1	3	0	0	1	0	0	1	2
0315	0	0	6	0	0	2	8	0	0	1	0	0	1	2
0330	0	0	3	0	0	4	7	0	0	5	0	1	0	6
0345	0	0	6	0	0	1	7	0	0	2	0	0	3	5
0400	0	0	3	0	1	3	7	0	0	5	0	0	1	6
0415	0	0	6	0	0	0	6	0	0	4	0	0	1	5
0430	0	0	18	0	1	2	21	0	0	15	0	0	4	19
0445	0	0	16	0	0	1	17	0	0	18	0	2	1	21
0500	0	0	41	0	1	3	45	0	0	19	0	0	1	20
0515	0	0	45	0	0	4	49	0	0	21	0	3	0	24
0530	0	0	65	0	2	2	69	0	0	25	0	0	3	28
0545	0	0	58	0	3	2	63	0	0	25	0	3	2	30
0600	0	0	71	0	0	6	77	0	0	22	0	0	6	28
0615	0	0	103	0	0	8	111	0	0	20	0	2	4	26
0630	0	0	111	1	0	3	115	0	0	22	0	0	0	22
0645	0	0	122	1	1	5	129	0	0	40	0	2	5	47
0700	0	0	115	1	3	3	122	0	0	43	1	4	4	52
0715	0	0	108	1	5	8	122	0	0	44	0	3	6	53
0730	0	0	126	0	6	3	135	0	0	36	0	4	6	46
0745	0	0	107	0	5	9	121	0	0	42	0	2	5	49
0800	0	0	110	1	5	5	121	0	0	58	2	3	1	64
0815	0	0	109	0	4	5	118	0	0	49	1	3	5	58
0830	0	0	104	0	4	5	113	0	0	41	0	3	5	49
0845	0	0	77	8	5	9	99	0	0	49	2	1	5	57
0900	0	0	75	0	4	2	81	0	0	42	0	6	3	51
0915	0	0	46	0	2	2	50	0	0	49	0	2	8	59
0930	0	0	59	0	1	10	70	0	0	45	0	6	6	57
0945	0	0	69	0	6	10	85	0	0	38	0	2	5	45
1000	0	0	64	0	1	9	74	0	0	40	0	3	6	49
1015	0	0	58	0	8	5	71	0	0	42	0	1	7	50
1030	0	0	46	0	4	5	55	0	0	36	0	4	11	51
1045	0	0	62	0	7	5	74	0	0	46	0	5	8	59
1100	0	0	54	0	7	6	67	0	0	34	0	2	7	43
1115	0	0	62	0	4	9	75	0	0	46	0	3	15	64
1130	0	0	66	0	2	9	77	0	0	44	0	2	5	51
1145	0	0	58	0	3	8	69	0	0	45	0	6	4	55
1200	0	0	62	0	4	8	74	0	0	50	0	5	7	62
1215	0	0	61	0	4	5	70	0	0	51	0	3	9	63
1230	0	0	62	0	5	15	82	0	0	61	0	5	6	72
1245	0	0	55	0	0	7	62	0	0	58	0	5	10	73
1300	0	0	52	0	4	1	57	0	0	61	0	4	11	76
1315	0	0	63	0	3	5	71	0	0	58	0	2	5	65
1330	0	0	58	1	4	6	69	0	0	50	0	4	6	60
1345	0	0	60	0	3	10	73	0	0	64	0	6	12	82
1400	0	0	75	1	4	3	83	0	0	62	0	3	7	72
1415	0	0	75	0	4	6	85	0	0	65	0	0	14	79
1430	0	0	69	0	3	6	78	0	0	80	0	5	6	91
1445	0	0	63	1	5	6	75	0	0	85	2	0	6	93
1500	0	0	76	0	3	3	82	0	0	91	1	4	6	102
1515	0	0	62	0	8	5	75	0	0	104	0	6	4	114
1530	0	0	89	1	4	4	98	0	0	94	1	3	10	108
1545	0	0	89	0	4	3	96	0	0	116	0	2	3	121
1600	0	0	65	0	1	3	69	0	0	100	1	2	5	108
1615	0	0	90	0	3	7	100	0	0	103	0	2	6	111
1630	0	0	92	0	2	5	99	0	0	136	0	2	4	142
1645	0	0	76	0	3	6	85	0	0	110	0	1	4	115
1700	0	0	74	0	2	2	78	0	0	102	0	2	2	106
1715	0	0	72	0	2	4	78	0	0	113	0	1	2	116
1730	0	0	74	0	1	4	79	0	0	114	0	1	2	117
1745	0	0	58	0	0	2	60	0	0	108	0	1	1	110
1800	0	0	53	0	0	5	58	0	0	114	0	0	3	117
1815	0	0	53	0	2	2	57	1	0	93	0	0	2	96
1830	0	0	59	0	0	0	59	0	0	81	0	0	3	84
1845	0	0	28	0	0	2	30	0	0	63	0	0	2	65
1900	0	0	36	0	1	1	38	0	0	53	0	0	1	54
1915	0	0	39	0	0	2	41	0	0	39	1	1	0	41
1930	0	0	31	0	0	3	34	0	0	44	0	1	1	46
1945	0	0	32	0	2	0	34	0	0	42	0	1	3	46
2000	0	0	30	0	1	1	32	0	0	36	0	1	1	38
2015	0	0	17	0	0	1	18	0	0	37	0	0	1	38
2030	0	0	25	0	0	1	26	0	0	35	0	0	0	35
2045	0	0	24	0	0	3	27	0	0	31	0	0	2	33
2100	0	0	9	0	0	1	10	0	0	30	0	1	2	33
2115	0	0	8	0	0	1	9	0	0	25	0	0	1	26
2130	0	0	19	0	0	1	20	0	0	22	0	2	0	24
2145	0	0	17	0	0	2	19	0	0	22	0	0	2	24
2200	0	0	12	0	0	0	12	0	0	12	0	0	1	13
2215	0	0	14	0	0	1	15	0	0	20	0	1	5	26
2230	0	0	12	0	0	0	12	0	0	13	0	0	0	13
2245	0	0	9	0	0	0	9	0	0	12	0	0	0	12
2300	0	0	8	0	1	1	10	0	0	16	0	1	2	19
2315	0	0	4	0	2	1	7	0	0	17	0	2	1	20
2330	0	0	9	0	0	2	11	0	0	9	0	0	0	9
2345	0	0	3	0	0	0	3	0	0	7	0	0	1	8
Total	0	0	4505	17	183	340	5045	1	0	4068	12	158	341	4580

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0015	0	0	3	0	0	2	5	0	0	7	0	1	1	9
0030	0	0	0	0	0	1	1	0	0	4	0	0	0	4
0045	0	0	2	0	0	2	4	0	0	4	0	0	0	4
0100	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0115	0	0	4	0	0	0	4	0	0	0	0	1	0	1
0130	0	0	6	0	0	0	6	0	0	8	0	0	0	8
0145	0	0	3	0	0	0	3	0	0	3	0	2	0	5
0200	0	0	5	0	0	2	7	0	0	1	0	1	0	2
0215	0	0	3	0	0	3	6	0	0	5	0	0	0	5
0230	0	0	5	0	1	1	7	0	0	6	0	1	0	7
0245	0	0	3	0	0	0	3	0	0	3	0	1	0	4
0300	0	0	7	0	1	3	11	0	0	2	0	1	0	3
0315	0	0	4	0	1	2	7	0	0	2	0	1	0	3
0330	0	0	6	0	0	1	7	0	0	2	0	2	0	4
0345	0	0	11	0	0	6	17	0	0	3	0	1	0	4
0400	0	0	7	0	0	2	9	0	0	2	0	0	0	2
0415	0	0	5	0	0	1	6	0	0	8	0	2	0	10
0430	0	0	22	0	0	2	24	0	0	20	0	4	0	24
0445	0	0	17	0	0	2	19	0	0	15	0	3	0	18
0500	0	0	35	0	0	3	38	0	0	18	0	1	0	19
0515	0	0	42	0	0	5	47	0	0	12	0	0	3	15
0530	0	0	59	0	0	4	63	0	0	21	0	1	2	24
0545	0	0	77	0	0	2	79	0	0	29	0	2	1	32
0600	0	0	74	0	0	11	85	0	0	24	0	2	4	30
0615	0	0	98	0	6	7	111	0	0	21	0	2	3	26
0630	0	0	118	1	3	2	124	0	0	29	0	1	5	35
0645	0	0	121	1	1	5	128	0	0	49	0	2	3	54
0700	0	0	115	1	1	8	125	0	0	35	1	1	7	44
0715	0	0	131	1	4	9	145	0	0	37	0	3	4	44
0730	0	0	143	0	4	9	156	0	0	40	0	6	5	51
0745	0	0	130	0	4	3	137	0	0	48	0	3	0	51
0800	0	0	110	1	4	6	121	0	0	67	2	3	5	77
0815	0	0	120	1	7	4	132	0	0	44	0	5	4	53
0830	0	0	117	0	4	6	127	0	0	57	0	6	6	69
0845	0	0	84	0	3	6	93	0	0	33	1	3	7	44
0900	0	0	88	0	5	3	96	0	0	39	0	3	8	50
0915	0	0	67	0	4	8	79	0	0	45	0	10	6	61
0930	0	0	80	0	5	5	90	0	0	44	0	8	6	58
0945	0	0	48	0	5	5	58	0	0	30	0	4	9	43
1000	0	0	52	0	2	4	58	0	0	39	0	9	6	54
1015	0	0	62	0	8	8	78	0	0	38	0	9	8	55
1030	0	0	57	1	1	5	64	0	0	31	0	5	11	47
1045	0	0	66	0	7	4	77	0	0	54	0	6	7	67
1100	0	0	49	0	5	10	64	0	0	47	0	4	7	58
1115	0	0	31	0	7	9	47	0	0	52	0	5	10	67
1130	0	0	54	0	6	7	67	0	0	43	0	6	6	55
1145	0	0	42	0	2	7	51	0	0	60	0	4	6	70
1200	0	0	58	0	5	10	73	0	0	60	0	1	10	71
1215	0	0	70	0	4	6	80	0	0	61	0	4	14	79
1230	0	0	62	0	4	2	68	0	0	56	0	7	7	70
1245	0	0	66	0	2	6	74	0	0	52	0	4	7	63
1300	0	0	57	0	0	5	62	0	0	64	0	4	11	79
1315	0	0	46	0	4	5	55	0	0	62	0	4	11	77
1330	0	0	66	0	5	5	76	0	0	46	0	1	10	57
1345	0	0	72	1	5	9	87	0	0	70	0	7	7	84
1400	0	0	69	0	3	4	76	0	0	59	0	1	9	69
1415	0	0	50	0	3	9	62	0	0	57	0	2	9	68
1430	0	0	75	0	1	9	85	0	0	81	0	1	1	83
1445	0	0	62	1	1	4	68	0	0	88	2	2	3	95
1500	0	0	79	0	3	8	90	0	0	90	0	4	4	98
1515	0	0	64	0	1	1	66	1	0	107	0	7	3	118
1530	0	0	97	1	5	2	105	0	0	97	1	1	4	103
1545	0	1	78	0	2	3	84	0	0	128	1	3	6	138
1600	0	0	82	0	3	2	87	0	0	118	1	2	2	123
1615	0	0	84	0	2	3	89	0	0	99	0	4	3	106
1630	0	0	101	0	2	2	105	0	0	117	0	2	4	123
1645	0	0	86	0	1	1	88	0	0	121	0	3	2	126
1700	0	0	89	0	2	5	96	0	0	104	0	2	3	109
1715	0	0	99	0	2	2	103	0	0	116	0	0	1	117
1730	0	0	64	0	2	1	67	0	0	113	0	3	4	120
1745	0	0	72	0	0	2	74	0	0	106	0	1	2	109
1800	0	0	47	0	1	1	49	0	0	105	0	1	2	108
1815	0	0	61	0	0	1	62	0	0	106	0	0	0	106
1830	0	0	50	0	2	0	52	0	0	81	0	0	4	85
1845	0	0	36	0	2	4	42	0	0	78	0	0	1	79
1900	0	0	45	0	0	1	46	0	0	50	0	0	0	50
1915	0	0	37	0	1	2	40	0	0	67	0	2	3	72
1930	0	0	21	0	0	2	23	0	0	43	0	0	2	45
1945	0	0	33	0	0	0	33	0	0	59	0	0	1	60
2000	0	0	41	0	1	2	44	0	0	40	0	1	0	41
2015	0	0	26	0	1	2	29	0	0	34	0	0	1	35
2030	0	0	28	0	0	2	30	0	0	38	0	0	1	39
2045	0	0	18	0	0	1	19	0	0	35	0	0	1	36
2100	0	0	15	0	1	0	16	0	0	34	0	0	0	34
2115	0	0	10	0	0	3	13	0	0	31	0	1	0	32
2130	0	0	12	0	0	0	12	0	0	24	0	0	0	24
2145	0	0	17	0	0	1	18	0	0	18	0	0	2	20
2200	0	0	21	0	1	4	26	0	0	25	0	0	1	26
2215	0	0	14	0	0	1	15	0	0	19	0	0	0	19
2230	0	0	17	0	0	0	17	0	0	14	0	0	1	15
2245	0	0	9	0	0	2	11	0	0	6	0	0	2	8
2300	0	0	7	0	0	2	9	0	0	11	0	0	1	12
2315	0	0	7	0	1	0	8	0	0	10	0	0	1	11
2330	0	0	9	0	0	1	10	0	0	13	0	0	1	14
2345	0	0	7	0	1	2	10	0	0	7	0	0	0	7
Total	0	1	4721	10	175	336	5243	1	0	4204	9	211	312	4737

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0015	0	0	3	0	0	1	4	0	0	7	0	0	3	10
0030	0	0	1	0	0	1	2	0	0	5	0	1	0	6
0045	0	0	0	0	0	2	2	0	0	4	0	1	0	5
0100	0	0	3	0	0	3	6	0	0	6	0	0	2	8
0115	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0130	0	0	4	0	0	1	5	0	0	3	0	0	0	3
0145	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0200	0	0	4	0	0	2	6	0	0	4	0	0	0	4
0215	0	0	7	0	0	2	9	0	0	2	0	0	0	2
0230	0	0	5	0	0	3	8	0	0	4	0	0	0	4
0245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0300	0	0	5	0	0	3	8	0	0	2	0	0	1	3
0315	0	0	4	0	0	2	6	0	0	2	0	0	0	2
0330	0	0	7	0	1	2	10	0	0	3	0	0	2	5
0345	0	0	12	0	0	2	14	0	0	3	0	1	1	5
0400	0	0	9	0	0	3	12	0	0	2	0	1	0	3
0415	0	0	5	0	0	2	7	0	0	8	0	0	2	10
0430	0	0	18	0	0	0	18	0	0	18	0	1	2	21
0445	0	0	20	1	1	2	24	0	0	16	0	0	1	17
0500	0	0	45	0	2	0	47	0	0	21	0	0	4	25
0515	0	0	50	0	1	6	57	0	0	18	0	0	1	19
0530	0	2	53	0	1	2	58	0	0	23	0	0	3	26
0545	0	0	70	0	1	4	75	0	0	25	0	1	2	28
0600	1	0	91	0	2	4	98	0	0	26	0	3	1	30
0615	0	0	104	0	1	3	108	0	0	24	0	3	4	31
0630	0	0	121	0	0	3	124	0	0	28	0	3	3	34
0645	0	0	134	2	2	2	140	0	0	48	0	1	5	54
0700	0	0	132	1	1	4	138	1	0	50	1	2	4	58
0715	0	1	128	1	8	7	145	0	0	39	0	4	3	46
0730	0	1	157	0	3	6	167	0	0	46	0	3	6	55
0745	1	0	138	0	5	4	148	0	0	44	0	2	5	51
0800	0	0	117	1	4	5	127	0	0	59	2	4	5	70
0815	0	0	122	1	2	4	129	0	0	62	1	2	3	68
0830	0	0	99	0	1	5	105	0	0	49	0	3	6	58
0845	0	0	87	0	2	8	97	0	0	55	1	3	4	63
0900	0	0	63	0	7	5	75	0	0	44	0	3	7	54
0915	0	0	80	0	8	4	92	0	0	48	0	5	6	59
0930	0	0	85	0	5	4	94	0	0	51	0	9	12	72
0945	0	0	67	0	4	9	80	0	0	42	0	9	5	56
1000	0	1	50	0	2	6	59	0	0	36	0	3	6	45
1015	0	0	62	0	7	6	75	0	0	53	0	6	12	71
1030	0	0	55	0	8	4	67	0	0	47	0	3	7	57
1045	0	0	68	0	2	6	76	0	0	47	0	3	6	56
1100	0	0	41	0	3	6	50	0	1	49	0	6	10	66
1115	0	1	61	0	6	6	74	0	0	48	0	2	4	54
1130	0	0	58	0	7	7	72	0	0	49	0	4	6	59
1145	0	0	67	0	4	8	79	0	0	62	0	4	3	69
1200	0	0	64	0	5	6	75	0	0	62	0	6	9	77
1215	0	0	75	0	4	7	86	0	0	69	0	5	10	84
1230	0	0	66	0	4	8	78	0	1	50	0	9	4	64
1245	0	0	63	0	4	7	74	0	1	57	1	2	5	66
1300	0	0	54	0	9	6	69	0	0	82	0	3	11	96
1315	0	0	65	1	6	1	73	0	0	64	0	4	11	79
1330	0	0	76	1	5	5	87	0	0	61	0	7	7	75
1345	0	0	85	1	6	5	97	0	0	54	0	3	5	62
1400	0	0	82	1	2	12	97	0	0	80	0	3	5	88
1415	0	0	86	0	3	7	96	0	0	88	0	4	3	95
1430	0	0	81	0	3	4	88	0	1	86	0	5	4	96
1445	0	1	70	1	5	10	87	0	2	96	2	4	5	109
1500	0	0	79	0	4	6	89	0	0	87	0	2	4	93
1515	0	0	82	0	2	4	88	0	1	102	1	7	4	115
1530	0	0	93	1	3	2	99	0	0	129	1	2	2	134
1545	0	0	77	0	2	7	86	0	0	111	0	5	3	119
1600	0	0	75	0	1	1	77	0	0	139	2	2	3	146
1615	0	1	73	0	4	4	82	0	0	124	0	4	6	134
1630	0	0	91	0	0	5	96	0	0	134	0	2	4	140
1645	0	1	71	0	0	1	73	0	0	136	0	2	0	138
1700	0	0	66	0	5	2	73	1	2	137	0	3	0	143
1715	1	0	91	0	0	3	95	0	0	121	0	0	1	122
1730	1	0	63	0	1	0	65	0	1	138	0	1	3	143
1745	0	0	62	0	1	0	63	0	0	109	0	0	4	113
1800	0	0	61	0	1	3	65	0	2	83	0	0	0	85
1815	0	0	79	0	1	4	84	0	0	108	0	1	0	109
1830	0	0	56	0	0	1	57	0	0	97	0	0	3	100
1845	0	0	48	0	0	3	51	0	0	53	0	1	1	55
1900	0	1	52	0	0	3	56	0	1	58	0	0	2	61
1915	0	0	43	0	0	0	43	0	0	59	0	1	1	61
1930	0	0	50	0	0	0	50	0	0	61	0	1	1	63
1945	0	1	46	0	0	3	50	0	0	50	0	0	3	53
2000	0	0	62	0	0	1	63	0	1	63	0	2	2	68
2015	0	1	44	0	0	3	48	0	0	52	0	1	1	54
2030	0	0	36	0	2	3	41	0	0	48	0	2	0	50
2045	0	0	31	0	2	0	33	0	0	43	0	0	2	45
2100	0	0	25	0	0	0	25	0	0	37	0	0	1	38
2115	0	0	17	0	0	1	18	0	0	36	0	0	2	38
2130	0	0	24	0	0	1	25	0	0	27	0	0	1	28
2145	0	0	19	0	1	1	21	0	0	33	0	0	2	35
2200	0	0	20	0	0	2	22	0	0	20	0	0	1	21
2215	0	0	19	0	0	3	22	0	0	33	0	0	0	33
2230	0	0	18	0	0	1	19	0	0	20	0	0	1	21
2245	0	0	6	0	1	2	9	0	0	20	1	0	0	21
2300	0	0	8	0	0	1	9	1	0	16	0	0	1	18
2315	0	0	3	0	2	0	5	0	0	18	0	0	0	18
2330	0	0	11	0	0	0	11	0	0	15	0	0	0	15
2345	0	0	6	0	1	0	7	0	0	7	0	0	1	8
Total	4	12	5094	13	191	318	5632	3	14	4674	13	190	297	5191

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	13	0	0	0	13
0015	0	0	1	0	0	0	1	0	0	7	0	0	1	8
0030	0	0	2	0	0	0	2	0	0	5	0	0	2	7
0045	0	0	3	0	0	1	4	0	0	2	0	0	0	2
0100	0	0	1	0	0	1	2	0	0	4	0	0	0	4
0115	0	0	3	0	0	0	3	0	0	6	0	0	1	7
0130	0	0	5	0	0	1	6	0	0	2	0	0	0	2
0145	0	0	5	0	0	2	7	0	0	4	0	0	1	5
0200	0	0	3	0	0	1	4	0	0	6	0	0	1	7
0215	0	0	10	0	0	1	11	0	0	1	0	0	0	1
0230	0	0	6	0	0	3	9	0	0	1	0	0	1	2
0245	0	0	2	0	0	2	4	0	0	2	0	0	3	5
0300	0	0	5	0	0	0	5	0	0	0	0	0	1	1
0315	0	0	6	0	1	3	10	0	0	1	0	0	1	2
0330	0	0	4	0	0	4	8	0	0	2	0	1	0	3
0345	1	0	13	0	2	1	17	0	0	6	0	0	0	6
0400	0	0	10	0	0	0	10	0	0	7	0	0	3	10
0415	0	0	4	0	0	2	6	0	0	8	0	1	3	12
0430	0	0	17	0	0	0	17	0	0	17	0	1	4	22
0445	0	0	24	0	0	6	30	0	0	16	0	0	2	18
0500	0	0	31	0	0	1	32	0	0	17	0	0	5	22
0515	0	0	51	0	1	6	58	0	0	12	0	0	3	15
0530	0	1	57	0	0	4	62	0	0	23	0	0	2	25
0545	0	1	69	0	0	2	72	0	0	25	0	1	5	31
0600	0	0	75	0	1	10	86	0	0	16	0	1	4	21
0615	0	0	114	0	5	5	124	0	1	27	0	0	3	31
0630	0	2	117	0	0	5	124	0	0	35	0	2	8	45
0645	0	0	131	1	3	4	139	0	0	42	0	4	5	51
0700	0	0	126	1	2	6	135	0	0	48	1	3	3	55
0715	0	0	115	1	5	6	127	0	0	43	0	2	4	49
0730	0	0	116	0	4	4	124	0	0	47	0	7	3	57
0745	0	0	114	0	0	5	119	0	0	52	0	2	4	58
0800	0	0	111	1	3	3	118	0	0	56	1	1	5	63
0815	0	0	128	1	3	5	137	0	0	45	2	2	4	53
0830	0	0	118	0	2	5	125	0	0	52	0	6	2	60
0845	0	0	99	0	4	8	111	0	0	43	1	2	3	49
0900	0	0	85	1	9	2	97	0	0	43	0	1	6	50
0915	0	0	66	0	5	5	76	0	0	48	0	2	5	55
0930	0	0	69	0	5	7	81	0	0	51	0	6	7	64
0945	0	0	72	0	6	6	84	0	0	36	0	2	7	45
1000	1	0	60	0	2	4	67	0	0	42	1	6	14	63
1015	0	0	56	0	3	8	67	0	0	49	0	4	8	61
1030	1	0	67	0	4	10	82	0	1	57	0	2	11	71
1045	0	0	49	0	2	9	60	0	0	56	0	4	4	64
1100	0	0	60	0	4	9	73	0	0	48	0	4	4	56
1115	0	0	49	0	4	7	60	0	1	47	0	3	6	57
1130	0	0	62	0	3	8	73	0	2	60	0	2	3	67
1145	0	0	75	0	5	8	88	0	0	70	0	6	6	82
1200	0	0	64	0	5	7	76	0	1	59	0	5	8	73
1215	1	1	46	0	5	6	59	0	0	70	0	2	3	75
1230	0	1	58	0	7	6	72	0	0	53	0	4	6	63
1245	0	0	70	0	1	5	76	0	1	56	0	5	8	70
1300	0	0	44	0	5	9	58	1	0	65	0	5	6	77
1315	0	0	67	0	2	8	77	0	2	64	0	7	5	78
1330	0	1	75	1	1	5	83	0	0	71	0	2	5	78
1345	0	1	62	1	7	1	72	0	1	67	0	3	9	80
1400	0	1	90	1	4	4	100	0	0	71	0	4	7	82
1415	0	0	68	0	3	2	73	0	1	69	1	4	6	81
1430	0	0	74	0	6	6	86	0	0	70	0	1	6	77
1445	0	0	82	1	6	6	95	0	0	85	2	3	5	95
1500	0	0	86	0	2	6	94	0	0	100	0	1	3	104
1515	0	0	81	1	2	4	88	1	0	96	0	8	7	112
1530	0	0	110	0	1	3	114	0	1	143	2	4	2	152
1545	0	0	75	0	5	1	81	0	0	150	1	2	2	155
1600	0	0	111	0	7	5	123	0	2	116	2	1	6	127
1615	2	0	72	0	3	1	78	0	0	104	0	5	7	116
1630	0	0	99	1	4	0	104	0	0	138	0	0	4	142
1645	0	0	77	0	2	2	81	0	0	117	0	2	1	120
1700	0	0	81	0	1	3	85	0	0	115	0	0	2	117
1715	0	0	74	0	1	2	77	0	1	109	0	1	2	113
1730	1	0	67	0	0	3	71	0	1	110	0	2	3	116
1745	0	1	78	0	0	2	81	1	0	96	0	1	1	99
1800	0	0	56	0	1	1	58	0	2	110	0	2	0	114
1815	0	0	70	0	2	0	72	0	0	104	0	0	1	105
1830	0	0	43	0	0	1	44	0	0	91	1	0	0	92
1845	0	0	67	0	1	2	70	0	0	74	0	1	5	80
1900	0	0	44	0	1	4	49	0	0	72	0	0	2	74
1915	0	0	46	0	2	1	49	0	0	56	0	2	1	59
1930	0	0	31	0	1	3	35	0	0	52	0	0	1	53
1945	0	0	38	0	0	0	38	0	0	49	0	0	0	49
2000	0	0	33	0	0	2	35	0	0	59	0	1	2	62
2015	0	0	29	0	0	1	30	0	0	34	0	0	1	35
2030	0	0	32	0	0	1	33	0	0	53	0	0	1	54
2045	0	0	20	0	0	2	22	0	0	51	0	1	1	53
2100	0	0	23	0	0	2	25	0	0	35	0	0	1	36
2115	0	0	17	0	0	1	18	0	0	36	0	0	1	37
2130	0	0	25	0	0	2	27	0	0	43	0	0	1	44
2145	0	0	12	0	0	0	12	0	0	33	0	0	1	34
2200	0	0	12	0	1	0	13	0	0	27	0	0	1	28
2215	0	0	10	0	0	2	12	0	0	12	0	0	0	12
2230	0	0	15	0	0	0	15	0	0	11	0	0	1	12
2245	0	0	8	0	0	1	9	0	0	13	0	0	1	14
2300	0	0	9	0	0	1	10	1	0	12	0	0	0	13
2315	0	0	8	0	0	1	9	0	0	18	0	0	3	21
2330	0	0	9	0	1	2	12	0	0	12	0	0	0	12
2345	0	0	5	0	0	1	6	0	0	9	0	0	0	9
Total	7	10	4940	12	178	318	5465	4	18	4560	15	157	307	5061

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	4	0	0	1	5
0015	0	0	2	0	1	0	3	0	0	4	0	0	0	4
0030	0	0	3	0	0	2	5	0	0	7	0	1	0	8
0045	0	0	4	0	0	1	5	0	0	10	0	0	0	10
0100	0	0	7	0	0	0	7	0	0	4	0	0	1	5
0115	0	0	3	0	0	1	4	0	0	5	0	0	1	6
0130	0	0	7	0	0	0	7	0	0	4	0	1	0	5
0145	0	0	5	0	0	0	5	0	0	3	1	1	1	6
0200	0	0	4	0	0	3	7	0	0	1	0	0	0	1
0215	0	0	8	0	1	2	11	0	0	5	0	0	0	5
0230	0	0	8	0	0	0	8	0	0	3	0	1	0	4
0245	0	0	3	0	0	2	5	0	0	6	0	1	0	7
0300	0	0	7	0	1	3	11	0	0	0	0	0	0	0
0315	0	0	6	0	0	3	9	0	0	2	0	0	2	4
0330	1	0	2	0	0	3	6	0	0	2	0	0	1	3
0345	0	0	6	0	0	3	9	0	0	3	0	2	0	5
0400	0	0	7	0	0	3	10	0	0	5	0	0	2	7
0415	0	0	11	0	0	1	12	0	0	3	0	0	1	4
0430	0	0	14	0	2	3	19	0	0	16	0	2	3	21
0445	0	0	20	0	1	3	24	0	0	20	0	0	3	23
0500	0	0	36	0	2	2	40	0	0	12	0	1	4	17
0515	0	0	44	0	0	5	49	0	0	16	0	1	3	20
0530	0	0	54	0	1	2	57	0	0	19	0	2	1	22
0545	0	0	68	0	0	4	72	0	0	25	0	0	3	28
0600	0	0	67	0	1	6	74	0	0	19	0	1	2	22
0615	0	0	82	0	2	4	88	0	0	25	0	1	5	31
0630	0	0	94	0	1	3	98	0	0	40	0	3	4	47
0645	0	0	120	2	1	8	131	0	0	42	0	0	4	46
0700	0	0	114	1	1	3	119	0	0	32	1	6	6	45
0715	0	0	98	1	3	4	106	0	0	36	0	4	4	44
0730	0	0	121	0	2	7	130	0	0	43	0	4	5	52
0745	0	0	109	0	3	4	116	0	0	41	0	6	4	51
0800	0	0	117	1	4	8	130	0	0	48	2	1	7	58
0815	0	0	96	0	2	0	98	0	0	50	1	4	4	59
0830	0	0	101	0	5	3	109	0	0	51	0	1	5	57
0845	0	0	82	0	5	5	92	0	0	43	1	3	9	56
0900	0	0	73	0	4	9	86	0	0	47	0	2	5	54
0915	0	0	64	1	2	6	73	0	0	59	0	11	6	76
0930	0	0	64	0	2	7	73	0	1	47	0	5	2	55
0945	0	0	69	0	3	5	77	0	0	50	0	7	8	65
1000	0	0	67	0	5	2	74	0	0	42	0	8	4	54
1015	0	0	76	0	4	7	87	0	0	50	1	1	7	59
1030	0	0	69	0	7	4	80	0	0	51	0	3	6	60
1045	0	0	54	0	1	7	62	0	0	56	0	2	4	62
1100	0	0	64	0	2	4	70	0	0	57	0	3	8	68
1115	0	0	53	0	5	4	62	0	0	46	0	4	4	54
1130	0	0	52	0	10	10	72	0	0	54	0	10	5	69
1145	0	0	55	0	3	8	66	0	0	58	0	4	13	75
1200	0	0	75	0	6	4	85	0	0	65	0	3	11	79
1215	0	0	86	0	7	5	98	0	0	64	1	10	11	86
1230	0	0	86	0	5	8	99	0	0	75	0	9	13	97
1245	0	0	60	0	4	6	70	0	0	51	0	4	4	59
1300	0	0	63	0	4	7	74	0	0	58	0	2	10	70
1315	0	0	73	0	5	3	81	0	0	71	0	3	5	79
1330	0	0	63	1	1	5	70	0	0	73	0	3	6	82
1345	0	0	69	0	1	5	75	0	0	53	0	0	6	59
1400	0	0	64	3	3	7	77	0	0	62	0	2	4	68
1415	0	0	70	0	1	5	76	0	0	81	0	7	4	92
1430	0	0	80	0	4	4	88	0	0	83	0	2	3	88
1445	0	0	75	1	3	9	88	0	0	67	2	3	4	76
1500	0	0	81	0	1	4	86	0	0	117	0	0	5	122
1515	0	0	78	0	2	2	82	0	0	114	1	3	5	123
1530	0	0	80	1	2	4	87	0	0	114	1	1	7	123
1545	0	0	100	0	4	4	108	0	0	141	1	1	2	145
1600	0	0	76	0	2	4	82	0	0	139	1	0	7	147
1615	0	0	74	0	0	6	80	0	0	109	0	3	6	118
1630	0	0	87	0	4	1	92	0	0	133	0	1	4	138
1645	0	0	68	0	1	7	76	0	0	119	0	1	5	125
1700	0	0	82	0	1	1	84	0	0	110	0	1	4	115
1715	0	0	69	0	0	3	72	0	0	105	0	2	2	109
1730	0	0	79	0	1	3	83	0	0	112	0	1	3	116
1745	0	0	58	0	2	1	61	0	0	110	0	2	2	114
1800	0	0	59	0	1	2	62	0	0	70	0	1	1	72
1815	0	0	66	0	3	0	69	0	0	73	0	0	2	75
1830	0	0	56	0	3	1	60	0	0	71	0	0	1	72
1845	0	0	55	0	0	0	55	0	0	61	0	0	1	62
1900	0	0	49	0	0	3	52	0	0	53	0	0	4	57
1915	0	0	95	0	0	6	101	0	0	58	0	0	3	61
1930	0	0	63	0	0	2	65	0	0	61	0	0	0	61
1945	0	0	58	0	2	1	61	0	0	44	0	0	0	44
2000	0	0	36	0	0	4	40	0	0	47	0	0	1	48
2015	0	0	28	0	0	1	29	0	0	36	0	1	2	39
2030	0	0	29	0	2	2	33	0	0	29	0	0	1	30
2045	0	0	33	0	0	2	35	0	0	28	0	0	0	28
2100	0	0	19	0	1	0	20	0	0	37	0	0	0	37
2115	0	0	23	0	0	1	24	0	0	40	0	0	0	40
2130	0	0	19	0	0	0	19	0	0	36	0	0	2	38
2145	0	0	25	0	0	1	26	0	0	35	0	0	0	35
2200	0	0	20	0	0	2	22	0	0	29	0	0	1	30
2215	0	0	16	0	0	1	17	0	0	22	0	0	0	22
2230	0	0	19	0	1	0	20	0	0	20	0	0	0	20
2245	0	0	19	0	0	0	19	0	0	19	0	0	0	19
2300	0	0	19	0	0	0	19	0	0	16	0	2	0	18
2315	0	0	5	0	0	0	5	0	0	22	0	0	0	22
2330	0	0	7	0	0	0	7	0	0	25	0	0	0	25
2345	0	0	19	0	1	0	20	0	0	13	0	1	1	15
Total	1	0	4926	12	165	311	5415	0	1	4437	14	176	311	4939

Volume Report

Job 1645_10_VHB_ATR 2W
Area Littleton/Ayer, MA
Location Route 2A-110 at Littleton/Ayer Town Line



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	8	0	0	0	8	0	0	11	0	1	0	12
0015	0	0	11	0	1	2	14	0	0	13	0	0	0	13
0030	0	0	7	0	0	0	7	0	0	12	0	0	0	12
0045	0	0	8	0	0	0	8	0	0	8	0	0	1	9
0100	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0115	0	0	5	0	1	0	6	0	0	3	0	0	1	4
0130	0	0	3	0	0	0	3	0	0	6	0	0	1	7
0145	0	0	3	0	0	0	3	0	0	2	0	0	2	4
0200	0	0	3	0	0	1	4	0	0	1	0	0	1	2
0215	0	0	1	0	1	0	2	0	0	5	0	0	0	5
0230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0245	0	0	6	0	1	0	7	0	0	5	0	0	1	6
0300	0	0	2	0	0	2	4	0	0	1	0	0	0	1
0315	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0330	0	0	4	0	1	3	8	0	0	4	0	0	0	4
0345	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	2	0	0	1	3	0	0	3	0	0	1	4
0430	0	0	6	0	0	0	6	0	0	2	0	1	0	3
0445	0	0	8	0	0	1	9	0	0	3	0	1	0	4
0500	0	0	14	0	0	4	18	0	0	1	0	2	2	5
0515	0	0	12	0	1	1	14	0	0	2	0	0	4	6
0530	0	0	19	0	0	0	19	0	0	11	0	0	2	13
0545	0	0	14	0	0	2	16	0	0	10	0	0	0	10
0600	0	0	10	0	0	3	13	0	0	6	0	0	0	6
0615	0	0	23	0	0	2	25	0	0	7	0	2	2	11
0630	0	0	33	0	0	4	37	0	1	16	0	1	2	20
0645	0	0	27	0	0	2	29	0	0	17	0	0	5	22
0700	0	0	24	1	0	3	28	0	0	24	0	1	0	25
0715	0	0	30	0	1	2	33	0	0	17	0	2	2	21
0730	0	1	44	0	0	2	47	0	0	18	0	1	4	23
0745	0	0	46	0	1	2	49	0	0	23	0	0	2	25
0800	0	0	53	0	3	3	59	0	0	22	0	1	3	26
0815	0	0	63	0	0	3	66	0	0	29	0	0	3	32
0830	0	0	64	0	0	1	65	0	0	29	0	1	2	32
0845	0	0	55	0	3	2	60	0	0	27	0	3	1	31
0900	0	0	65	0	0	4	69	0	0	42	0	1	3	46
0915	0	0	65	0	0	1	66	0	0	49	0	3	4	56
0930	0	0	68	0	0	1	69	0	0	45	0	0	3	48
0945	0	0	61	0	2	2	65	0	0	49	0	1	3	53
1000	0	0	62	0	2	3	67	0	0	47	0	1	1	49
1015	0	0	72	0	1	1	74	0	0	55	0	2	2	59
1030	0	0	82	0	4	1	87	0	0	46	0	1	1	48
1045	0	0	58	0	2	2	62	0	0	71	0	0	1	72
1100	0	0	78	0	0	0	78	0	0	66	0	1	1	68
1115	0	0	91	0	2	1	94	0	0	75	0	1	3	79
1130	0	0	82	0	1	3	86	0	0	58	0	1	2	61
1145	0	0	86	0	1	0	87	0	0	60	0	1	3	64
1200	0	0	86	0	0	0	86	0	0	73	0	0	4	77
1215	0	0	73	0	0	1	74	0	0	55	0	1	2	58
1230	0	0	73	0	0	2	75	0	0	66	0	1	1	68
1245	0	0	68	0	0	3	71	0	0	72	0	1	3	76
1300	0	1	63	0	1	2	67	0	0	71	0	0	1	72
1315	0	0	74	0	0	2	76	0	0	64	0	0	1	65
1330	0	0	71	0	0	1	72	0	0	74	0	0	0	74
1345	1	0	62	0	0	0	63	0	0	79	0	2	2	83
1400	0	0	70	0	0	0	70	0	0	76	0	0	0	76
1415	0	0	60	0	2	0	62	0	0	76	0	2	1	79
1430	2	0	63	0	0	1	66	0	0	71	0	2	2	75
1445	0	1	55	0	0	0	56	0	0	77	0	0	3	80
1500	0	0	75	0	1	1	77	0	0	68	0	0	1	69
1515	1	0	63	0	0	1	65	1	0	61	0	0	0	62
1530	0	0	73	0	2	1	76	0	0	71	0	0	1	72
1545	0	0	73	0	1	0	74	0	0	67	0	0	1	68
1600	0	0	67	0	1	0	68	0	0	79	1	0	0	80
1615	0	0	65	0	1	0	66	0	0	59	0	0	1	60
1630	0	0	73	0	0	0	73	0	0	60	0	0	0	60
1645	0	0	62	0	2	2	66	0	1	60	0	1	0	62
1700	0	0	51	0	0	0	51	0	1	63	0	0	0	64
1715	0	0	58	0	1	1	60	0	0	64	0	0	1	65
1730	0	0	53	0	0	0	53	0	1	66	0	0	0	67
1745	0	1	50	0	0	0	51	0	0	54	0	0	0	54
1800	0	0	53	0	0	0	53	0	0	69	0	0	0	69
1815	0	0	61	0	0	0	61	0	1	65	0	0	1	67
1830	0	1	63	0	1	0	65	0	0	59	0	0	0	59
1845	0	0	54	0	0	0	54	0	0	67	0	0	0	67
1900	0	0	42	0	0	1	43	0	0	68	0	0	0	68
1915	0	0	45	0	0	0	45	0	0	56	0	0	0	56
1930	0	0	41	0	2	0	43	0	0	43	0	0	1	44
1945	0	0	57	0	0	0	57	0	0	46	0	0	1	47
2000	0	0	37	0	1	0	38	0	1	53	0	1	0	55
2015	0	0	34	0	2	0	36	0	0	44	0	0	0	44
2030	0	0	21	0	1	0	22	0	0	47	0	2	0	49
2045	0	0	35	0	2	0	37	0	0	30	0	0	1	31
2100	0	0	18	0	1	0	19	0	0	40	0	0	0	40
2115	0	0	29	0	0	0	29	0	0	43	0	0	0	43
2130	0	0	24	0	0	0	24	0	1	36	0	1	0	38
2145	0	0	25	0	0	0	25	0	0	42	0	2	0	44
2200	0	0	29	0	0	0	29	0	0	31	0	0	0	31
2215	0	0	16	0	0	0	16	0	0	29	0	0	0	29
2230	0	0	25	0	0	0	25	0	0	25	0	0	0	25
2245	0	0	18	0	0	0	18	0	0	20	0	0	1	21
2300	0	0	14	0	1	0	15	1	0	19	0	0	0	20
2315	0	0	11	0	1	0	12	0	0	18	0	0	0	18
2330	0	0	20	0	0	0	20	0	0	20	0	0	0	20
2345	0	0	15	0	1	0	16	0	0	18	0	0	0	18
Total	4	5	3858	1	54	84	4006	2	7	3626	1	48	99	3783

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	35	0	0	0	35	0	0	112	0	1	1	114
0015	0	0	38	0	0	0	38	0	0	80	0	1	0	81
0030	0	0	39	0	0	0	39	0	0	60	0	0	0	60
0045	0	0	24	0	0	0	24	0	0	42	0	0	0	42
0100	0	0	17	1	0	1	19	0	0	46	0	1	0	47
0115	0	0	20	0	1	0	21	0	0	39	0	1	0	40
0130	0	0	13	0	0	0	13	0	0	37	0	1	0	38
0145	0	0	9	0	0	1	10	0	0	35	0	0	0	35
0200	0	0	17	0	0	1	18	0	0	20	0	0	0	20
0215	0	0	14	0	0	0	14	0	0	27	0	0	0	27
0230	0	0	13	0	1	1	15	0	0	22	0	0	0	22
0245	0	0	6	0	0	1	7	0	0	15	0	0	0	15
0300	0	0	13	0	0	0	13	0	0	21	0	0	0	21
0315	0	0	17	0	1	0	18	0	0	22	0	0	0	22
0330	0	0	20	0	0	0	20	0	0	14	0	0	0	14
0345	0	0	19	0	0	2	21	0	0	10	0	1	0	11
0400	0	0	20	0	1	1	22	0	0	7	0	0	0	7
0415	0	0	23	0	1	0	24	0	0	15	0	1	0	16
0430	0	0	35	0	0	0	35	0	0	13	0	0	0	13
0445	0	0	44	0	0	0	44	0	0	12	0	0	0	12
0500	0	0	35	1	2	1	39	0	0	20	0	1	0	21
0515	0	0	56	0	0	1	57	0	0	25	0	0	0	25
0530	0	0	63	0	0	0	63	0	0	33	0	0	0	33
0545	0	0	62	0	1	1	64	0	0	46	0	0	0	46
0600	0	0	72	0	1	3	76	0	1	51	0	0	0	52
0615	0	0	120	0	2	0	122	0	0	90	0	0	0	90
0630	0	0	119	0	0	1	120	0	0	78	0	2	0	80
0645	0	0	125	0	1	0	126	0	0	111	0	0	1	112
0700	0	0	128	0	0	0	128	0	0	132	0	1	1	134
0715	0	0	144	0	1	1	146	0	0	175	1	3	0	179
0730	0	0	136	0	0	1	137	0	0	216	0	1	1	218
0745	0	0	138	0	3	0	141	0	0	258	0	0	0	258
0800	0	1	168	0	1	0	170	0	1	193	0	2	0	196
0815	0	0	194	0	2	0	196	0	2	171	0	1	0	174
0830	0	0	207	0	1	0	208	0	1	187	1	0	0	189
0845	0	0	208	0	1	0	209	0	0	206	0	2	0	208
0900	0	0	233	0	2	0	235	0	0	233	0	3	1	237
0915	0	0	267	2	4	0	273	0	0	248	0	4	0	252
0930	0	0	314	0	2	0	316	0	0	229	0	1	0	230
0945	0	0	291	0	2	1	294	0	0	242	0	0	0	242
1000	0	0	284	0	10	0	294	0	1	264	0	0	0	265
1015	0	0	352	0	1	0	353	0	0	271	0	2	0	273
1030	0	0	334	0	0	1	335	0	0	277	0	3	0	280
1045	0	2	348	0	3	0	353	0	1	301	0	0	0	302
1100	0	1	358	2	0	0	361	0	0	291	0	2	0	293
1115	0	0	335	0	2	2	339	0	0	278	0	1	2	281
1130	0	0	357	0	5	1	363	0	2	320	0	4	1	327
1145	0	1	388	0	0	0	389	0	1	362	0	1	1	365
1200	0	2	379	0	1	0	382	0	1	339	1	1	0	342
1215	0	0	407	0	4	0	411	0	0	376	0	0	0	376
1230	0	0	404	0	4	2	410	0	2	349	0	1	1	353
1245	0	0	411	0	2	0	413	0	0	369	0	1	1	371
1300	0	0	387	0	0	0	387	0	1	329	0	0	1	331
1315	0	1	400	0	4	1	406	0	0	377	0	3	1	381
1330	0	0	408	0	0	0	408	0	0	327	0	2	0	329
1345	0	0	474	0	1	1	476	0	0	346	0	0	2	348
1400	0	0	405	0	0	0	405	0	0	354	2	1	0	357
1415	0	0	435	0	3	0	438	0	0	318	0	1	0	319
1430	0	0	382	0	2	0	384	0	0	347	0	1	2	350
1445	0	1	464	0	0	1	466	0	0	312	0	2	1	315
1500	0	2	457	0	2	1	462	0	1	360	0	1	0	362
1515	0	1	444	0	1	1	447	0	0	337	0	0	1	338
1530	0	0	396	0	1	0	397	0	0	368	0	2	0	370
1545	0	0	434	0	1	1	436	0	0	407	0	4	0	411
1600	0	2	424	3	0	0	429	0	0	361	0	4	0	365
1615	0	0	405	0	0	0	405	0	0	324	0	2	0	326
1630	0	0	367	0	2	1	370	0	0	376	0	1	0	377
1645	0	0	326	0	1	0	327	0	0	306	0	0	0	306
1700	0	0	359	1	2	1	363	0	0	352	0	1	0	353
1715	0	0	309	0	2	2	313	0	0	385	0	1	0	386
1730	0	0	339	1	3	0	343	0	0	365	0	3	0	368
1745	0	0	284	0	2	0	286	0	0	344	0	3	0	347
1800	0	0	278	0	0	0	278	0	0	258	0	0	0	258
1815	0	0	268	0	1	0	269	0	0	225	0	1	1	227
1830	0	0	286	0	0	1	287	0	0	239	0	1	1	241
1845	0	0	251	0	1	1	253	0	0	216	0	1	1	218
1900	0	1	220	0	1	2	224	0	0	223	0	4	0	227
1915	0	0	195	0	3	0	198	0	0	222	0	0	0	222
1930	0	1	191	0	1	2	195	0	0	217	0	3	2	222
1945	0	0	185	0	1	0	186	0	0	173	0	1	1	175
2000	0	0	151	0	1	0	152	0	0	156	0	0	0	156
2015	0	0	134	0	2	0	136	0	0	157	0	2	0	159
2030	0	0	128	0	0	1	129	0	0	168	0	1	1	170
2045	0	0	166	0	2	0	168	0	0	127	0	1	0	128
2100	0	0	117	0	0	0	117	0	0	143	0	0	0	143
2115	0	0	93	0	1	0	94	0	0	122	0	2	0	124
2130	0	0	103	0	1	0	104	0	0	125	0	0	2	127
2145	0	0	97	0	0	0	97	0	0	105	0	0	0	105
2200	0	0	85	0	0	1	86	0	0	117	0	0	0	117
2215	0	0	80	0	0	0	80	0	0	86	0	0	0	86
2230	0	0	81	0	1	0	82	0	0	70	0	1	0	71
2245	0	0	54	0	0	0	54	0	0	88	0	1	0	89
2300	0	0	49	0	0	0	49	0	0	89	0	0	2	91
2315	0	0	39	0	1	0	40	0	0	74	0	1	1	76
2330	0	0	30	0	0	0	30	0	0	73	0	0	0	73
2345	0	0	32	0	0	0	32	0	0	67	0	1	1	69
Total	0	16	19085	11	107	42	19261	0	15	17925	5	97	32	18074

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	25	0	0	0	25	0	0	65	0	0	0	65
0015	0	0	17	0	0	1	18	0	0	64	0	0	0	64
0030	0	0	12	0	1	0	13	0	0	52	0	0	0	52
0045	0	0	15	0	0	1	16	0	0	35	0	0	0	35
0100	0	0	16	0	0	0	16	0	0	39	0	0	0	39
0115	0	0	11	0	1	1	13	0	0	33	0	0	0	33
0130	0	0	12	0	0	0	12	0	0	22	0	0	1	23
0145	0	0	13	0	0	0	13	0	0	27	0	0	0	27
0200	0	0	13	0	0	1	14	0	0	22	0	0	0	22
0215	0	0	15	0	0	1	16	0	0	17	0	0	0	17
0230	0	0	11	0	0	5	16	0	0	17	0	0	1	18
0245	0	0	12	0	2	1	15	0	0	11	0	0	0	11
0300	0	0	19	0	0	3	22	0	0	12	0	0	0	12
0315	0	0	24	0	0	2	26	0	0	6	0	2	0	8
0330	0	0	30	0	1	4	35	0	0	14	0	3	0	17
0345	0	0	41	0	2	3	46	0	0	12	0	1	0	13
0400	0	0	61	0	2	2	65	0	0	13	0	1	0	14
0415	0	0	90	0	3	5	98	0	0	21	1	0	0	22
0430	0	0	118	1	2	6	127	0	0	31	0	0	2	33
0445	0	0	204	0	0	2	206	0	0	30	0	0	2	32
0500	0	0	240	0	6	4	250	0	0	33	0	4	1	38
0515	0	0	377	2	4	5	388	0	0	64	0	2	0	66
0530	0	0	501	3	14	3	521	0	0	84	2	2	0	88
0545	0	0	587	5	17	4	613	0	0	85	0	5	3	93
0600	0	0	593	2	18	7	620	0	0	103	0	3	2	108
0615	0	0	643	1	10	14	668	0	0	138	1	8	3	150
0630	0	0	576	0	13	7	596	0	0	188	0	6	2	196
0645	0	0	618	5	15	14	652	0	0	225	0	10	4	239
0700	0	0	594	1	10	5	610	0	0	236	0	10	3	249
0715	0	0	670	0	14	6	690	0	0	268	1	4	4	277
0730	0	0	665	2	10	2	679	0	0	348	0	5	6	359
0745	0	0	706	0	12	2	720	0	0	400	1	3	8	412
0800	0	0	574	1	14	8	597	0	0	361	1	7	3	372
0815	0	0	676	0	20	1	697	0	0	354	4	7	6	371
0830	0	0	601	3	13	10	627	0	0	285	1	4	6	296
0845	0	0	510	2	15	6	533	0	0	288	2	8	5	303
0900	0	0	445	3	17	3	468	0	0	260	1	11	5	277
0915	0	0	412	0	12	7	431	0	0	270	0	11	8	289
0930	0	0	384	0	16	4	404	0	0	277	1	8	3	289
0945	0	0	369	0	15	6	390	0	0	240	1	9	8	258
1000	0	0	322	1	16	8	347	0	0	227	0	10	8	245
1015	0	0	318	0	13	10	341	0	0	264	0	18	8	290
1030	0	0	281	0	16	10	307	0	0	268	1	10	10	289
1045	0	0	287	0	22	11	320	0	0	249	2	8	8	267
1100	0	0	299	0	17	10	326	0	0	274	1	12	10	297
1115	0	0	280	1	11	12	304	0	0	251	0	16	12	279
1130	0	0	263	1	20	8	292	0	0	288	0	7	14	309
1145	0	0	239	3	14	9	265	0	0	245	2	12	11	270
1200	0	0	260	1	13	8	282	0	0	265	0	16	4	285
1215	0	0	278	0	15	5	298	0	0	303	0	15	10	328
1230	0	0	259	1	10	7	277	0	0	254	0	9	9	272
1245	0	0	278	0	9	3	290	0	0	247	0	13	12	272
1300	0	0	239	2	22	3	266	0	0	267	0	14	11	292
1315	0	0	277	0	11	11	299	0	0	293	0	11	7	311
1330	0	0	263	0	10	6	279	0	0	334	2	13	11	360
1345	0	0	262	0	14	5	281	0	0	372	0	12	11	395
1400	0	0	267	2	7	4	280	0	0	358	1	16	10	385
1415	0	0	268	2	11	4	285	0	0	429	1	16	4	450
1430	0	0	311	2	9	4	326	0	0	461	0	15	8	484
1445	0	0	349	0	3	2	354	0	0	502	0	11	6	519
1500	0	0	275	1	4	3	283	0	0	538	6	20	1	565
1515	0	0	307	0	7	3	317	0	0	511	1	2	6	520
1530	0	0	296	1	4	2	303	0	0	585	0	4	4	593
1545	0	0	335	0	4	0	339	0	0	524	1	11	2	538
1600	0	0	292	3	11	1	307	0	0	597	0	4	1	602
1615	0	0	322	4	1	0	327	0	0	612	1	10	4	627
1630	0	0	318	0	3	2	323	0	0	558	1	7	2	568
1645	0	0	331	1	2	3	337	0	0	619	4	9	1	633
1700	0	0	300	0	5	1	306	0	0	626	1	6	1	634
1715	0	0	379	2	2	2	385	0	0	601	0	6	1	608
1730	0	0	368	1	0	0	369	0	0	530	1	3	2	536
1745	0	0	334	0	1	2	337	0	0	547	1	4	2	554
1800	0	0	280	1	1	2	284	0	0	521	0	3	1	525
1815	0	0	255	0	1	2	258	0	0	465	2	6	0	473
1830	0	0	246	0	2	2	250	0	0	400	2	4	1	407
1845	0	0	196	1	4	2	203	0	0	321	0	4	0	325
1900	0	0	168	2	0	2	172	0	0	262	0	2	1	265
1915	0	0	193	2	3	1	199	0	0	229	0	1	1	231
1930	0	0	176	1	2	1	180	0	0	220	1	5	1	227
1945	0	0	163	0	1	0	164	0	0	177	1	3	0	181
2000	0	0	129	1	4	1	135	0	0	183	0	3	1	187
2015	0	0	126	0	0	1	127	0	0	185	0	5	0	190
2030	0	0	94	0	1	3	98	0	0	148	0	2	0	150
2045	0	0	112	0	0	2	114	0	0	155	0	1	0	156
2100	0	0	72	0	1	0	73	0	0	151	0	4	0	155
2115	0	0	97	0	1	0	98	0	0	130	0	2	0	132
2130	0	0	87	0	1	2	90	0	0	120	0	2	1	123
2145	0	0	69	0	0	1	70	0	0	109	0	0	3	112
2200	0	0	66	0	1	0	67	0	0	105	0	0	2	107
2215	0	0	74	0	0	1	75	0	0	93	0	0	2	95
2230	0	0	54	0	1	4	59	0	0	96	0	0	1	97
2245	0	0	44	0	0	1	45	0	0	123	0	0	5	128
2300	0	0	49	0	0	0	49	0	0	113	0	0	1	114
2315	0	0	37	0	0	0	37	0	0	118	0	0	2	120
2330	0	0	29	0	0	1	30	0	0	99	0	0	1	100
2345	0	0	26	0	0	2	28	0	0	61	0	1	0	62
Total	0	0	23799	68	610	346	24823	0	0	22633	50	522	321	23526

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	21	0	2	1	24	0	0	64	0	3	0	67
0015	0	0	13	0	1	2	16	0	0	58	0	1	1	60
0030	0	0	12	0	1	0	13	0	0	53	0	1	0	54
0045	0	0	9	0	0	0	9	0	0	35	0	3	1	39
0100	0	0	11	0	2	2	15	0	0	34	0	2	0	36
0115	0	0	10	0	1	0	11	0	0	23	0	2	0	25
0130	0	0	7	0	1	0	8	0	0	18	0	0	0	18
0145	0	0	11	0	0	0	11	0	0	21	0	1	2	24
0200	0	0	15	0	1	1	17	0	0	21	0	0	0	21
0215	0	0	13	0	0	2	15	0	0	18	0	0	1	19
0230	0	0	9	0	3	0	12	0	0	23	0	0	2	25
0245	0	0	15	0	2	1	18	0	0	20	0	0	2	22
0300	0	0	18	0	1	1	20	0	0	14	0	0	0	14
0315	0	0	18	0	1	0	19	0	0	14	0	0	2	16
0330	0	0	33	0	5	0	38	0	0	17	0	0	0	17
0345	0	0	42	0	2	0	44	0	0	12	0	1	1	14
0400	0	0	54	0	2	1	57	0	0	9	0	1	1	11
0415	0	0	87	0	4	1	92	0	0	16	0	0	1	17
0430	0	0	129	0	2	2	133	0	0	27	0	4	0	31
0445	0	0	182	0	4	3	189	0	0	29	0	2	0	31
0500	0	0	265	0	7	5	277	0	0	34	0	3	0	37
0515	0	0	391	2	10	5	408	0	0	53	0	0	1	54
0530	0	0	518	3	11	7	539	0	0	87	2	2	2	93
0545	0	0	574	0	10	5	589	0	0	87	0	4	2	93
0600	0	0	691	3	22	3	719	0	0	123	0	3	3	129
0615	0	0	659	0	13	8	680	0	0	160	1	5	3	169
0630	0	0	680	0	13	13	706	0	0	236	0	1	2	239
0645	0	1	629	6	23	12	671	0	0	219	0	7	4	230
0700	0	0	649	0	23	4	676	0	0	257	0	12	6	275
0715	0	0	702	0	15	5	722	0	0	340	1	12	3	356
0730	0	0	672	2	14	3	691	0	0	360	0	11	5	376
0745	0	0	639	1	24	4	668	0	0	401	0	7	10	418
0800	0	0	675	1	15	6	697	0	0	351	1	11	7	370
0815	0	0	657	0	17	10	684	0	0	370	6	11	8	395
0830	0	0	614	1	18	8	641	0	0	320	1	13	7	341
0845	0	1	566	1	20	6	594	0	0	322	2	10	3	337
0900	0	0	430	2	18	7	457	0	0	333	2	9	3	347
0915	0	0	432	2	17	8	459	0	0	291	6	17	6	320
0930	0	0	425	0	11	6	442	0	0	282	3	11	7	303
0945	0	0	350	0	7	5	362	0	0	229	1	19	10	259
1000	0	0	345	2	18	10	375	0	0	232	0	14	13	259
1015	0	0	301	1	14	11	327	0	0	236	1	15	13	265
1030	0	0	343	1	19	8	371	0	0	253	1	23	13	290
1045	0	0	316	0	20	7	343	0	0	208	0	6	8	222
1100	0	0	286	0	12	8	306	0	0	252	1	19	6	278
1115	0	0	280	1	19	5	305	0	0	250	0	12	8	270
1130	0	0	284	2	17	5	308	0	0	265	0	16	16	297
1145	0	0	321	3	24	5	353	0	0	265	0	13	15	293
1200	0	0	266	0	12	6	284	0	0	283	2	18	4	307
1215	0	0	263	0	8	7	278	0	0	308	2	20	10	340
1230	0	0	302	2	6	3	313	0	0	309	0	18	14	341
1245	0	0	252	0	6	10	268	0	0	315	0	19	9	343
1300	0	0	242	1	9	6	258	0	0	296	0	9	4	309
1315	0	0	254	2	11	4	271	0	0	336	1	10	8	355
1330	0	0	266	0	9	4	279	0	0	342	2	17	6	367
1345	0	0	287	1	10	4	302	0	0	351	0	10	6	367
1400	0	0	299	2	10	3	314	0	0	436	1	8	6	451
1415	0	0	260	3	7	4	274	0	0	458	1	14	5	478
1430	0	0	312	2	5	2	321	0	0	483	0	10	2	495
1445	0	0	288	0	8	6	302	0	0	541	0	9	4	554
1500	0	0	316	1	11	2	330	0	0	537	3	10	3	553
1515	0	0	341	0	3	1	345	0	0	602	1	8	2	613
1530	0	0	327	3	6	1	337	0	0	630	1	16	1	648
1545	0	0	330	0	2	2	334	0	0	570	0	16	2	588
1600	0	0	317	4	5	0	326	0	0	593	1	4	1	599
1615	0	0	322	2	5	1	330	0	0	604	1	7	2	614
1630	0	0	334	0	8	2	344	0	0	624	2	9	5	640
1645	0	0	366	1	2	2	371	0	0	640	0	9	1	650
1700	0	0	348	0	1	2	351	0	0	605	1	11	0	617
1715	0	0	363	2	5	1	371	0	0	647	0	9	2	658
1730	0	0	320	1	1	1	323	0	0	598	1	4	3	606
1745	0	0	330	0	2	0	332	0	0	625	0	4	0	629
1800	0	0	294	1	3	2	300	0	0	605	0	1	0	606
1815	0	0	270	1	4	1	276	0	0	624	0	0	0	624
1830	0	0	249	0	4	1	254	0	0	540	2	8	1	551
1845	0	0	195	1	4	1	201	0	0	512	1	4	2	519
1900	0	0	161	1	1	1	164	0	0	421	1	4	1	427
1915	0	0	189	1	5	0	195	0	0	318	0	8	0	326
1930	0	0	154	0	6	1	161	0	0	254	1	3	1	259
1945	0	0	133	1	4	0	138	0	0	207	3	3	1	214
2000	0	0	114	0	9	1	124	0	0	158	0	3	0	161
2015	0	0	106	0	3	1	110	0	0	201	0	0	0	201
2030	0	0	106	0	1	0	107	0	0	167	1	2	0	170
2045	0	0	85	0	0	0	85	0	0	178	0	2	0	180
2100	0	0	107	0	0	0	107	0	0	152	0	3	1	156
2115	0	0	104	0	3	0	107	0	0	149	0	2	1	152
2130	0	0	86	0	1	0	87	0	0	136	0	4	1	141
2145	0	0	98	0	2	0	100	0	0	109	0	2	0	111
2200	0	0	134	0	0	0	134	0	0	133	0	1	0	134
2215	0	0	78	0	2	2	82	0	0	121	0	0	0	121
2230	0	0	62	0	2	2	66	0	0	127	0	3	0	130
2245	0	0	59	0	0	1	60	0	0	105	0	0	0	105
2300	0	0	46	0	2	0	48	0	0	120	0	0	0	120
2315	0	0	25	0	1	0	26	0	0	128	0	4	1	133
2330	0	0	39	0	2	1	42	0	0	117	0	2	0	119
2345	0	0	35	0	1	1	37	0	0	72	0	1	0	73
Total	0	2	24637	67	698	296	25700	0	0	24729	58	636	308	25731

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	19	0	0	0	19	0	0	91	0	2	0	93
0015	0	0	12	0	0	0	12	0	0	38	0	1	2	41
0030	0	0	12	0	0	0	12	0	0	63	0	0	0	63
0045	0	0	10	0	2	0	12	0	0	44	0	3	1	48
0100	0	0	10	0	1	0	11	0	0	40	0	1	2	43
0115	0	0	10	0	1	0	11	0	0	25	0	1	0	26
0130	0	0	6	0	2	0	8	0	0	36	0	2	0	38
0145	0	0	14	0	1	0	15	0	0	21	0	2	2	25
0200	0	0	13	0	0	0	13	0	0	19	0	3	0	22
0215	0	0	11	0	3	0	14	0	0	20	0	3	0	23
0230	0	0	10	0	0	0	10	0	0	14	0	0	0	14
0245	0	0	12	0	2	0	14	0	0	10	0	1	0	11
0300	0	0	21	0	3	0	24	0	0	12	0	2	0	14
0315	0	0	28	0	2	0	30	0	0	8	0	1	0	9
0330	0	0	38	0	3	0	41	0	0	16	0	3	0	19
0345	0	0	31	0	2	1	34	0	0	13	0	2	0	15
0400	0	0	56	1	3	3	63	0	0	12	0	2	0	14
0415	0	0	89	0	3	3	95	0	0	23	1	2	0	26
0430	0	0	124	0	0	3	127	0	0	22	0	3	1	26
0445	0	0	168	0	6	2	176	0	0	39	0	3	1	43
0500	0	0	289	0	7	11	307	0	0	35	0	3	1	39
0515	0	0	423	0	10	11	444	0	0	53	0	2	1	56
0530	0	0	560	0	20	10	590	0	0	120	2	3	0	125
0545	0	0	666	0	16	12	694	0	0	90	0	3	3	96
0600	0	0	688	1	16	17	722	0	0	133	0	8	4	145
0615	0	0	716	0	21	14	751	0	0	168	1	4	5	178
0630	0	0	657	0	19	13	689	0	0	233	1	5	5	244
0645	0	0	614	5	17	6	642	0	0	271	0	3	0	274
0700	0	0	687	0	21	8	716	0	0	256	0	12	4	272
0715	0	0	703	0	14	4	721	0	0	349	1	16	2	368
0730	0	0	834	3	19	4	860	0	0	373	0	8	11	392
0745	0	0	689	1	15	5	710	0	0	368	0	14	10	392
0800	0	0	729	0	16	6	751	0	0	397	2	15	9	423
0815	0	2	624	0	15	3	644	0	0	353	3	14	7	377
0830	0	0	642	1	25	10	678	0	0	336	2	10	4	352
0845	0	1	575	1	17	8	602	0	0	334	2	16	7	359
0900	0	1	500	2	25	12	540	0	0	296	2	12	7	317
0915	0	0	522	3	18	5	548	0	1	249	1	20	5	276
0930	0	0	446	1	25	11	483	0	0	265	1	12	9	287
0945	0	0	363	0	15	8	386	0	0	263	1	9	2	275
1000	0	0	362	1	19	6	388	0	0	236	2	18	11	267
1015	0	0	303	0	22	9	334	0	0	232	0	16	16	264
1030	0	0	330	3	23	9	365	0	1	263	1	19	11	295
1045	0	0	300	0	18	14	332	0	2	245	1	20	8	276
1100	0	0	313	0	11	10	334	0	0	231	1	19	4	255
1115	0	0	302	1	18	7	328	0	0	261	1	18	10	290
1130	0	0	297	3	14	14	328	0	2	297	0	10	10	319
1145	0	1	333	1	19	5	359	0	0	311	0	20	7	338
1200	0	0	322	0	21	7	350	0	0	273	1	18	6	298
1215	0	1	302	1	12	6	322	0	0	330	1	15	13	359
1230	0	0	308	0	20	8	336	0	0	309	1	18	11	339
1245	0	0	208	2	19	8	337	0	0	296	3	20	11	330
1300	0	0	245	3	14	7	269	0	1	330	4	18	9	362
1315	0	1	264	1	13	14	293	0	0	366	1	8	5	380
1330	0	1	316	0	16	8	341	0	0	357	3	16	6	382
1345	0	1	305	0	11	1	318	0	1	366	1	15	8	391
1400	0	0	287	8	17	3	315	0	0	431	0	16	7	454
1415	0	0	326	0	6	7	339	0	0	438	2	22	7	469
1430	0	0	311	0	8	6	325	0	0	495	2	14	4	515
1445	0	1	299	1	7	2	310	0	0	588	2	18	5	613
1500	0	0	317	0	7	4	328	0	0	591	2	17	2	612
1515	0	0	383	0	6	5	394	0	0	582	1	23	0	606
1530	0	0	395	1	7	4	407	0	0	600	1	12	3	616
1545	0	0	371	1	7	3	382	0	0	619	1	20	3	643
1600	0	0	392	1	12	1	406	0	0	616	0	11	4	631
1615	0	1	434	2	7	0	444	0	2	565	3	10	6	586
1630	0	0	419	0	4	1	424	0	1	697	1	8	3	710
1645	0	1	477	1	9	0	488	0	0	628	0	12	1	641
1700	0	0	467	0	3	2	472	0	1	592	0	6	2	601
1715	0	0	483	2	4	0	489	0	1	588	0	5	3	597
1730	0	1	472	2	4	2	481	0	1	617	1	19	0	638
1745	0	0	363	1	3	1	368	0	1	534	1	6	0	542
1800	0	0	386	2	4	1	393	0	1	589	1	10	0	601
1815	0	1	309	0	4	1	315	0	2	556	1	8	0	567
1830	0	0	280	1	2	2	285	0	0	511	2	9	2	524
1845	0	0	208	1	6	0	215	0	2	388	0	9	2	401
1900	0	0	207	3	4	1	215	0	2	428	1	4	2	437
1915	0	0	228	0	5	1	234	0	0	354	2	4	0	360
1930	0	1	182	1	2	2	188	0	0	303	0	3	1	307
1945	0	2	193	0	0	0	195	0	0	206	1	4	2	213
2000	0	0	180	0	4	1	185	0	0	250	0	5	2	257
2015	0	1	197	0	4	1	203	0	0	217	0	1	0	218
2030	0	0	155	0	1	0	156	0	0	212	0	2	0	214
2045	0	0	138	0	2	0	140	0	0	176	0	4	0	180
2100	0	0	128	0	2	0	130	0	0	178	0	3	0	181
2115	0	0	127	0	1	0	128	0	0	157	0	2	0	159
2130	0	0	118	0	0	0	118	0	0	147	0	1	0	148
2145	0	0	95	0	1	0	96	0	0	152	0	2	0	154
2200	0	0	96	0	0	0	96	0	0	155	0	5	0	160
2215	0	0	99	0	0	0	99	0	0	151	0	2	0	153
2230	0	0	56	0	0	0	56	0	0	130	0	2	0	132
2245	0	0	66	0	0	0	66	0	0	197	0	2	0	199
2300	0	0	57	0	0	0	57	0	0	132	0	2	0	134
2315	0	0	33	0	0	0	33	0	0	136	0	2	0	138
2330	0	0	31	0	0	0	31	0	0	140	0	4	0	144
2345	0	0	37	0	0	0	37	0	0	83	0	4	0	87
Total	0	18	27333	63	808	374	28596	0	22	25340	66	807	312	26547

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	19	0	1	0	20	0	0	80	0	1	0	81
0015	0	0	16	0	2	0	18	0	0	64	0	0	0	64
0030	0	0	11	0	1	2	14	0	0	49	0	0	1	50
0045	0	0	12	0	2	0	14	0	0	37	0	1	0	38
0100	0	0	13	0	1	1	15	0	0	40	0	0	1	41
0115	0	0	10	0	1	0	11	0	0	33	0	0	0	33
0130	0	0	10	0	2	2	14	0	0	29	0	0	1	30
0145	0	0	11	0	0	1	12	0	0	19	0	0	0	19
0200	0	0	16	0	0	0	16	0	0	22	0	1	0	23
0215	0	0	20	0	0	0	20	0	0	14	0	0	0	14
0230	0	0	15	0	2	0	17	0	0	20	0	0	1	21
0245	0	0	18	0	2	0	20	0	0	12	0	3	0	15
0300	0	0	20	0	1	1	22	0	0	11	0	0	1	12
0315	0	0	19	0	1	0	20	0	0	14	0	0	0	14
0330	0	0	26	0	4	3	33	0	0	12	0	1	1	14
0345	0	0	29	0	0	3	32	0	0	15	0	1	0	16
0400	0	0	61	0	0	5	66	0	0	21	0	3	0	24
0415	0	0	97	0	1	2	100	0	0	26	0	0	1	27
0430	0	0	131	0	2	2	135	0	0	27	0	1	1	29
0445	0	0	183	0	3	2	188	0	0	31	0	1	3	35
0500	0	0	277	0	6	1	284	0	0	33	1	1	1	36
0515	0	0	447	0	10	1	458	0	0	59	0	3	2	64
0530	0	0	548	0	17	4	569	0	0	89	1	1	5	96
0545	0	0	592	0	9	7	608	0	1	110	0	1	4	116
0600	0	0	643	0	23	7	673	0	0	125	0	4	3	132
0615	0	0	730	0	29	9	768	0	0	182	1	6	3	192
0630	0	0	664	0	17	7	688	0	0	240	0	4	3	247
0645	0	0	717	2	21	17	757	0	0	239	0	14	3	256
0700	0	0	702	0	14	9	725	0	1	236	0	7	6	250
0715	0	0	720	0	17	5	742	0	0	323	1	12	5	341
0730	0	0	755	2	19	7	783	0	0	348	0	14	4	366
0745	0	0	728	0	19	3	750	0	0	377	1	8	10	396
0800	0	0	555	1	18	4	578	0	0	397	1	17	6	421
0815	0	0	437	1	7	8	453	0	0	354	4	19	6	383
0830	0	0	409	1	11	8	429	0	1	332	1	9	14	357
0845	0	0	472	3	17	8	500	0	0	338	1	10	8	357
0900	0	0	426	3	12	8	449	0	2	302	3	15	7	329
0915	0	1	444	3	21	10	479	0	1	307	0	10	5	323
0930	0	1	431	0	23	7	462	0	2	257	1	12	4	276
0945	0	0	409	0	20	11	440	0	0	263	3	17	7	290
1000	0	0	370	2	18	7	397	0	1	239	0	23	7	270
1015	0	0	333	0	13	8	354	0	0	256	0	17	11	284
1030	0	1	332	0	16	7	356	0	0	242	1	27	11	281
1045	0	0	304	0	17	8	329	0	2	274	2	19	13	310
1100	0	2	308	1	8	8	327	0	0	259	0	16	4	279
1115	0	1	352	1	14	4	372	0	2	288	0	25	11	326
1130	0	1	332	1	22	5	361	0	2	284	0	18	12	316
1145	0	0	314	1	19	11	345	0	1	298	0	21	11	331
1200	0	0	297	0	19	7	323	0	0	273	2	19	7	301
1215	0	0	318	1	19	12	350	0	0	313	0	19	14	346
1230	0	0	290	1	17	8	316	0	0	315	0	16	11	342
1245	0	0	305	0	14	8	327	0	1	343	0	21	8	373
1300	0	0	244	1	13	5	263	0	0	319	1	19	5	344
1315	0	0	307	1	9	7	324	0	2	329	0	11	8	350
1330	0	1	321	1	14	10	347	0	1	346	2	16	9	374
1345	0	0	315	2	14	3	334	0	0	398	0	17	7	422
1400	0	1	277	2	10	7	297	0	1	377	2	15	10	405
1415	0	1	320	1	9	6	337	0	0	441	1	15	13	470
1430	0	1	292	1	9	6	309	0	1	476	0	17	4	498
1445	0	0	306	0	6	4	316	0	0	517	0	24	4	545
1500	0	0	324	2	10	8	344	0	0	598	4	14	3	619
1515	0	1	368	1	9	2	381	0	1	603	1	12	2	619
1530	0	0	373	2	8	0	383	0	2	602	2	13	4	623
1545	0	0	362	0	5	4	371	0	1	534	1	16	2	554
1600	0	2	388	4	4	0	398	0	0	578	0	15	2	595
1615	0	0	381	2	5	0	388	0	0	584	2	8	2	596
1630	0	0	411	0	3	5	419	0	1	620	2	11	1	635
1645	0	0	380	1	3	0	384	0	0	596	1	6	4	607
1700	0	0	382	0	2	4	388	0	0	641	0	8	4	653
1715	0	0	407	1	3	1	412	0	0	653	1	7	2	663
1730	0	0	423	1	2	4	430	0	1	591	1	8	1	602
1745	0	0	398	0	5	0	403	0	0	556	0	6	0	562
1800	0	0	300	1	3	0	304	0	0	560	0	9	0	569
1815	0	0	274	0	1	1	276	0	0	561	0	6	2	569
1830	0	0	251	1	1	1	254	0	0	479	1	4	0	484
1845	0	0	238	0	4	5	247	0	0	506	1	4	2	513
1900	0	0	211	0	3	0	214	0	0	424	0	5	1	430
1915	0	0	224	0	1	3	228	0	0	434	0	6	0	440
1930	0	0	185	0	5	2	192	0	0	339	1	2	0	342
1945	0	0	150	0	0	3	153	0	0	306	1	3	1	311
2000	0	0	143	0	2	2	147	0	0	259	0	0	1	260
2015	0	0	145	0	3	0	148	0	0	235	0	2	0	237
2030	0	0	139	0	2	0	141	0	0	196	0	2	1	199
2045	0	0	136	0	0	2	138	0	0	209	0	0	0	209
2100	0	0	115	0	1	5	121	0	0	152	0	1	0	153
2115	0	0	122	0	1	1	124	0	0	142	0	1	0	143
2130	0	0	99	0	0	1	100	0	0	168	0	0	0	168
2145	0	0	90	0	1	0	91	0	0	128	0	0	0	128
2200	0	0	86	0	2	2	90	0	0	133	0	1	0	134
2215	0	0	66	0	1	1	68	0	0	126	0	1	0	127
2230	0	0	98	0	1	2	101	0	0	103	0	1	1	105
2245	0	0	45	0	1	0	46	0	0	102	0	1	0	103
2300	0	0	53	0	0	1	54	0	0	90	0	2	0	92
2315	0	0	42	0	0	3	45	0	0	114	0	1	0	115
2330	0	0	41	0	0	1	42	0	0	118	0	1	1	120
2345	0	0	22	0	0	0	22	0	0	62	0	0	0	62
Total	0	14	25952	49	728	370	27113	0	28	25176	49	749	334	26336

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	39	0	0	0	39	0	0	56	0	2	0	58
0015	0	0	21	0	0	0	21	0	0	50	0	1	1	52
0030	0	0	16	1	2	0	19	0	0	48	0	1	0	49
0045	0	0	14	0	1	0	15	0	0	39	0	2	0	41
0100	0	0	10	0	1	0	11	0	0	34	0	1	0	35
0115	0	0	15	0	0	1	16	0	0	30	0	4	1	35
0130	0	0	7	0	0	1	8	0	0	23	0	0	0	23
0145	0	0	14	0	0	0	14	0	0	23	0	0	0	23
0200	0	0	12	0	4	0	16	0	0	28	0	2	0	30
0215	0	0	13	0	0	1	14	0	0	19	0	1	1	21
0230	0	0	19	0	0	0	19	0	0	21	0	2	2	25
0245	0	0	20	0	1	2	23	0	0	14	0	2	0	16
0300	0	0	23	0	2	1	26	0	0	13	0	1	0	14
0315	0	1	17	0	2	0	20	0	0	21	0	1	0	22
0330	0	0	30	0	1	0	31	0	0	18	0	5	0	23
0345	0	0	37	0	1	0	38	0	1	12	0	1	0	14
0400	0	1	43	0	1	1	46	0	1	16	0	0	0	17
0415	0	0	89	0	1	2	92	0	0	14	0	2	0	16
0430	0	0	106	0	4	0	110	0	0	29	0	0	0	29
0445	0	1	175	0	4	0	180	0	0	33	0	1	1	35
0500	0	0	214	0	3	3	220	0	0	41	0	0	1	42
0515	0	0	399	0	9	3	411	0	0	57	0	3	1	61
0530	0	0	452	0	13	7	472	0	0	80	0	3	1	84
0545	0	0	502	1	16	1	520	0	0	102	1	8	0	111
0600	0	0	554	0	14	3	571	0	0	109	0	4	7	120
0615	0	0	526	0	28	4	558	0	0	168	0	6	2	176
0630	0	0	624	0	29	21	674	0	0	198	0	5	1	204
0645	0	0	520	4	13	2	539	0	0	223	0	5	5	233
0700	0	0	528	1	10	8	547	0	0	220	0	7	8	235
0715	0	0	610	1	17	2	630	0	0	260	1	12	8	281
0730	0	0	589	2	18	5	614	0	0	310	1	13	7	331
0745	0	0	617	1	20	3	641	0	0	325	0	11	19	355
0800	0	0	532	1	23	10	566	0	0	353	1	11	7	372
0815	0	1	505	1	13	5	525	0	0	378	6	8	12	404
0830	0	0	495	1	12	4	512	0	0	308	1	12	4	325
0845	0	0	471	0	16	5	492	0	0	309	1	12	9	331
0900	0	0	398	4	18	5	425	0	0	335	1	16	10	362
0915	0	0	397	3	23	15	438	0	0	274	2	14	6	296
0930	0	0	398	0	17	9	424	0	0	290	2	14	7	313
0945	0	0	386	1	12	10	409	0	0	233	0	25	7	265
1000	0	1	325	0	16	5	347	0	0	266	0	24	13	303
1015	0	0	310	0	16	12	338	0	0	286	0	14	10	310
1030	0	0	298	0	19	11	328	0	0	259	1	18	10	288
1045	0	0	290	0	20	6	316	0	0	277	2	14	10	303
1100	0	0	319	0	10	8	337	0	0	282	0	9	14	305
1115	0	0	291	1	13	8	313	0	0	297	0	17	4	318
1130	0	0	312	2	12	10	336	0	0	338	1	16	5	360
1145	0	0	318	1	14	5	338	0	0	289	1	14	10	314
1200	0	0	276	0	14	6	296	0	0	332	2	19	8	361
1215	0	0	302	0	20	9	331	0	0	329	0	19	5	353
1230	0	0	325	0	10	8	343	0	0	361	0	20	10	391
1245	0	0	295	0	12	10	317	0	0	394	0	9	10	413
1300	0	0	288	2	11	8	309	0	0	349	0	16	11	376
1315	0	0	291	0	19	4	314	0	0	402	1	16	9	428
1330	0	0	307	1	12	6	326	0	0	429	3	12	12	456
1345	0	0	298	1	6	3	308	0	0	444	1	12	5	462
1400	0	0	261	2	7	3	273	0	0	504	0	8	6	518
1415	0	0	314	1	3	2	320	0	0	496	2	18	3	519
1430	0	0	274	1	10	5	290	0	0	529	0	22	4	555
1445	0	0	354	0	9	3	366	0	1	528	1	5	2	537
1500	0	0	325	0	8	0	333	0	0	596	3	7	2	608
1515	0	0	310	0	6	4	320	0	0	559	2	9	5	575
1530	0	0	312	2	6	1	321	0	0	597	1	9	2	609
1545	0	0	371	1	6	3	381	0	0	563	2	9	8	582
1600	0	0	319	2	4	2	327	0	1	554	1	7	0	563
1615	0	0	340	0	8	2	350	0	0	598	1	7	4	610
1630	0	0	295	1	8	3	307	0	0	618	2	4	1	625
1645	0	0	266	0	2	0	268	0	0	510	1	7	2	520
1700	0	0	321	0	3	1	325	0	0	548	0	2	2	552
1715	0	0	335	4	4	1	344	0	0	517	1	4	3	525
1730	0	0	390	4	4	1	399	0	0	552	2	3	0	557
1745	0	0	416	0	3	3	422	0	0	490	1	10	3	504
1800	0	0	302	3	0	1	306	0	0	532	1	4	2	539
1815	0	0	336	0	1	1	338	0	0	438	2	6	2	448
1830	0	0	293	0	0	0	293	0	0	492	1	6	2	501
1845	0	0	256	1	1	1	259	0	0	404	1	3	0	408
1900	0	0	242	2	1	1	246	0	2	369	0	4	1	376
1915	0	0	240	1	0	1	242	0	1	352	0	2	0	355
1930	0	0	221	0	2	2	225	0	2	276	0	2	3	283
1945	0	1	202	0	2	2	207	0	1	276	1	2	0	280
2000	0	0	186	0	0	1	187	0	0	226	0	2	1	229
2015	0	0	185	0	0	1	186	0	0	216	0	0	1	217
2030	0	0	147	0	0	1	148	0	0	218	0	0	0	218
2045	0	0	146	0	0	0	146	0	0	185	0	0	0	185
2100	0	0	173	0	0	0	173	0	0	190	0	0	0	190
2115	0	0	151	0	0	0	151	0	0	162	0	0	0	162
2130	0	0	135	0	0	0	135	0	0	193	0	0	0	193
2145	0	0	125	0	0	0	125	0	0	168	0	0	0	168
2200	0	0	115	0	0	0	115	0	0	157	0	0	0	157
2215	0	0	107	0	0	0	107	0	0	162	0	0	0	162
2230	0	0	104	0	0	0	104	0	0	172	0	0	0	172
2245	0	0	100	0	0	0	100	0	0	160	0	0	0	160
2300	0	0	102	0	1	0	103	0	0	142	0	0	1	143
2315	0	0	67	0	0	0	67	0	0	148	0	0	0	148
2330	0	0	48	0	0	0	48	0	0	152	0	0	0	152
2345	0	0	61	0	0	0	61	0	0	130	0	0	0	130
Total	0	6	24529	55	672	299	25561	0	10	25127	55	629	334	26155

Volume Report

Job 1645_10_VHB_ATR 3W
Area Littleton, MA
Location Route 2, east of I-495



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	32	0	2	0	34	0	0	64	0	0	0	64
0015	0	0	24	0	2	1	27	0	0	65	0	1	0	66
0030	0	0	24	0	1	0	25	0	0	50	0	1	0	51
0045	0	0	19	0	0	0	19	0	0	48	0	0	0	48
0100	0	0	11	0	0	0	11	0	0	43	0	0	0	43
0115	0	0	10	0	1	0	11	0	0	42	0	1	0	43
0130	0	0	16	0	0	0	16	0	0	34	0	0	0	34
0145	0	0	14	0	1	0	15	0	0	40	0	1	0	41
0200	0	0	10	0	0	0	10	0	0	27	0	0	0	27
0215	0	0	8	0	0	0	8	0	0	20	0	0	0	20
0230	0	0	14	0	0	0	14	0	0	26	0	0	0	26
0245	0	0	9	0	1	0	10	0	0	21	0	0	0	21
0300	0	0	15	0	0	0	15	0	0	22	0	0	0	22
0315	0	0	11	0	0	0	11	0	0	28	0	0	0	28
0330	0	0	18	1	4	0	23	0	0	21	0	0	0	21
0345	0	0	16	0	1	1	18	0	0	12	0	0	0	12
0400	0	0	26	0	2	2	30	0	0	18	0	0	0	18
0415	0	0	35	0	1	0	36	0	0	11	0	0	0	11
0430	0	0	52	0	2	1	55	0	0	17	0	1	0	18
0445	0	0	49	0	0	0	49	0	0	17	0	2	0	19
0500	0	0	58	0	1	1	60	0	0	14	0	0	0	14
0515	0	0	105	0	6	0	111	0	0	26	0	0	0	26
0530	0	0	94	0	2	4	100	0	0	30	0	0	1	31
0545	0	0	131	0	5	1	137	0	0	47	0	0	2	49
0600	0	0	103	0	3	5	111	0	0	52	0	1	0	53
0615	0	0	145	0	5	6	156	0	0	74	0	3	2	79
0630	0	0	187	2	5	2	196	0	0	111	0	1	2	114
0645	0	0	179	0	1	1	181	0	0	140	0	2	3	145
0700	0	0	170	2	2	0	174	0	0	149	1	0	3	153
0715	0	0	182	1	4	1	188	0	1	180	0	6	1	188
0730	0	0	198	0	2	4	204	0	0	177	0	1	3	181
0745	0	0	218	1	5	1	225	0	0	182	0	6	1	189
0800	0	0	211	2	4	2	219	0	0	165	0	3	1	169
0815	0	0	286	1	4	0	291	0	0	181	2	6	3	192
0830	0	0	274	1	5	0	280	0	1	218	0	5	2	226
0845	0	0	278	1	2	0	281	0	0	253	1	3	2	259
0900	0	0	303	0	7	0	310	0	0	240	0	5	1	246
0915	0	0	318	0	9	1	328	0	0	230	1	3	1	235
0930	0	0	332	1	1	4	338	0	0	300	0	3	1	304
0945	0	0	305	0	4	5	314	0	0	320	0	4	0	324
1000	0	0	308	0	5	0	313	0	11	279	1	5	1	297
1015	0	0	367	0	8	0	375	0	0	350	0	5	3	358
1030	0	0	344	0	2	0	346	0	0	363	0	2	1	366
1045	0	0	334	0	3	0	337	0	1	358	0	3	1	363
1100	0	0	360	2	4	2	368	0	0	412	0	4	2	418
1115	0	0	355	0	9	2	366	0	0	355	1	3	1	360
1130	0	0	374	1	6	0	381	0	0	383	0	6	1	390
1145	0	0	379	0	4	1	384	0	0	381	1	4	1	387
1200	0	0	400	1	1	4	406	0	0	371	0	4	1	376
1215	0	0	382	0	5	0	387	0	0	402	1	5	0	408
1230	0	0	436	1	2	0	439	0	0	451	1	6	0	458
1245	0	0	425	2	3	1	431	0	0	403	1	3	0	407
1300	0	0	355	0	1	0	356	0	0	423	1	5	1	430
1315	0	0	422	0	6	1	429	0	0	381	0	5	2	388
1330	0	0	435	0	1	0	436	0	0	420	0	2	1	423
1345	0	0	392	0	1	2	395	0	0	370	0	4	2	376
1400	0	0	455	1	9	0	465	0	0	418	0	5	1	424
1415	0	2	447	1	2	2	454	0	0	394	0	4	1	399
1430	0	1	385	0	1	1	388	0	0	428	0	5	1	434
1445	0	0	449	2	4	1	456	0	0	391	0	0	1	392
1500	0	1	410	0	5	1	417	0	0	401	1	0	0	402
1515	0	0	401	0	4	4	409	0	0	400	1	5	2	408
1530	0	1	385	0	4	0	390	0	0	413	2	2	0	417
1545	0	0	427	1	5	2	435	0	0	353	1	2	0	356
1600	0	1	390	1	4	1	397	0	0	369	0	2	1	372
1615	0	0	488	1	5	1	495	0	0	377	1	4	0	382
1630	0	1	473	4	1	1	480	0	0	341	0	0	0	341
1645	0	1	451	2	6	2	462	0	0	352	0	1	1	354
1700	0	0	492	0	1	0	493	0	0	366	0	0	0	366
1715	0	0	464	4	3	1	472	0	0	346	1	4	1	352
1730	0	1	402	1	3	0	407	0	0	295	0	6	1	302
1745	0	0	414	0	1	0	415	0	0	279	1	2	1	283
1800	0	0	332	0	0	2	334	0	0	303	0	2	0	305
1815	0	1	330	1	1	0	333	0	0	307	0	3	0	310
1830	0	0	365	0	2	0	367	0	0	285	1	1	0	287
1845	0	0	298	0	0	2	300	0	0	270	0	1	1	272
1900	0	0	258	1	1	1	261	0	0	238	0	2	0	240
1915	0	1	258	1	2	2	264	0	0	281	0	1	0	282
1930	0	1	290	0	1	1	293	0	0	242	1	1	0	244
1945	0	1	224	0	0	0	225	0	0	224	1	1	1	227
2000	0	0	208	2	0	1	211	0	0	181	0	0	1	182
2015	0	0	181	0	1	1	183	0	0	180	0	1	0	181
2030	0	0	179	0	0	0	179	0	0	165	0	0	0	165
2045	0	0	185	0	0	1	186	0	0	182	0	2	0	184
2100	0	0	173	0	2	0	175	0	0	169	0	2	0	171
2115	0	0	169	0	1	0	170	0	0	164	0	0	0	164
2130	0	0	148	0	0	0	148	0	0	162	0	1	0	163
2145	0	0	146	0	1	0	147	0	0	143	0	0	0	143
2200	0	0	143	0	0	0	143	0	0	151	0	1	2	154
2215	0	0	137	0	5	1	143	0	0	125	0	0	0	125
2230	0	0	163	0	0	0	163	0	0	120	0	0	0	120
2245	0	0	138	0	2	0	140	0	0	152	0	1	0	153
2300	0	0	113	0	0	0	113	0	0	136	0	1	0	137
2315	0	0	92	0	0	1	93	0	0	128	0	1	1	130
2330	0	0	73	0	0	0	73	0	0	140	0	1	0	141
2345	0	0	68	0	0	0	68	0	0	125	0	0	0	125
Total	0	13	22162	43	233	86	22537	0	14	20313	23	190	64	20604

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	52	0	0	0	52	0	0	142	0	0	3	145
0015	0	0	49	0	0	1	50	0	0	102	0	0	4	106
0030	0	0	42	0	0	0	42	0	0	86	0	3	1	90
0045	0	0	31	0	1	0	32	0	0	53	0	0	2	55
0100	0	0	32	0	1	2	35	0	0	71	0	2	2	75
0115	0	0	26	0	1	1	28	0	0	56	0	1	0	57
0130	0	0	20	0	0	0	20	0	0	47	0	0	2	49
0145	0	0	17	0	0	1	18	0	0	48	0	0	1	49
0200	0	0	21	0	0	0	21	0	0	32	0	0	2	34
0215	0	0	20	0	0	0	20	0	0	40	0	0	0	40
0230	0	0	15	0	0	2	17	0	0	35	0	0	1	36
0245	0	0	11	0	0	1	12	0	0	22	0	0	0	22
0300	0	0	14	0	0	0	14	0	0	20	0	0	3	23
0315	0	0	23	0	0	0	23	0	0	19	0	0	0	19
0330	0	0	36	0	0	1	37	0	0	15	0	0	0	15
0345	0	0	24	0	1	0	25	0	0	13	0	0	0	13
0400	0	0	29	0	0	1	30	0	0	14	0	0	1	15
0415	0	0	31	0	0	1	32	0	0	23	0	0	1	24
0430	0	0	39	0	0	0	39	0	0	25	0	0	1	26
0445	0	0	50	0	1	0	51	0	0	24	0	0	2	26
0500	0	0	34	0	2	0	36	0	0	26	0	1	2	29
0515	0	0	72	0	1	1	74	0	0	36	0	1	1	38
0530	0	0	78	1	0	0	79	0	0	53	0	0	1	54
0545	0	0	69	0	1	1	71	0	0	76	1	0	1	78
0600	0	0	111	0	0	0	111	0	1	77	0	0	0	78
0615	0	0	137	0	1	3	141	0	0	122	0	0	2	124
0630	0	0	132	0	0	2	134	0	0	119	0	1	2	122
0645	0	0	164	0	0	1	165	0	0	150	0	0	1	151
0700	0	0	157	0	0	1	158	0	0	173	0	1	1	175
0715	0	0	177	0	3	1	181	0	0	257	1	3	2	263
0730	0	0	178	0	1	3	182	0	0	312	0	2	3	317
0745	0	0	200	0	0	3	203	0	0	387	0	0	0	387
0800	0	0	230	0	1	2	233	0	1	271	1	0	2	275
0815	0	0	260	0	0	3	263	0	0	235	0	0	0	235
0830	0	0	278	0	1	1	280	0	3	246	1	0	2	252
0845	0	1	277	0	2	0	280	0	0	253	0	1	1	255
0900	0	0	250	0	0	1	251	0	0	291	0	0	5	296
0915	0	0	320	0	3	0	323	0	1	345	0	1	3	350
0930	0	0	392	1	0	0	393	0	0	322	0	4	3	329
0945	0	0	346	0	1	2	349	0	0	368	0	2	2	372
1000	0	1	333	0	3	2	339	0	1	357	1	1	1	361
1015	0	0	339	0	0	7	346	0	0	408	0	0	2	410
1030	0	2	471	0	1	2	476	0	0	404	2	2	3	411
1045	0	0	453	0	1	1	455	0	0	441	0	2	2	445
1100	0	2	512	2	1	1	518	0	2	440	1	2	3	448
1115	0	0	514	0	1	1	516	0	0	427	0	2	3	432
1130	0	0	489	2	2	1	494	0	2	444	0	3	5	454
1145	0	1	462	1	5	4	473	0	0	504	0	2	1	507
1200	0	1	497	0	3	3	504	0	1	463	1	0	2	467
1215	0	0	514	0	3	0	517	0	1	483	0	2	0	486
1230	0	0	529	0	4	1	534	0	2	540	1	2	2	547
1245	0	1	519	0	1	2	523	0	0	561	0	1	1	563
1300	0	0	462	0	0	3	465	0	0	500	0	0	2	502
1315	0	0	499	0	1	4	504	0	1	497	0	1	0	499
1330	0	0	512	0	0	3	515	0	3	463	0	1	3	470
1345	0	1	551	0	3	1	556	0	0	468	0	0	7	475
1400	0	0	463	0	1	3	467	0	0	535	2	3	2	542
1415	0	1	548	0	3	0	552	0	0	480	0	1	1	482
1430	0	0	521	1	0	0	522	0	0	417	0	0	2	419
1445	0	1	590	0	2	1	594	0	0	480	0	0	1	481
1500	0	0	530	0	1	3	534	0	0	525	0	0	1	526
1515	0	1	518	0	1	4	524	0	0	509	0	0	3	512
1530	0	0	437	0	1	1	439	0	0	504	0	2	1	507
1545	0	1	495	0	2	3	501	0	0	512	0	5	2	519
1600	0	2	537	2	3	0	544	0	0	479	0	3	2	484
1615	0	0	502	0	2	1	505	0	0	423	0	1	1	425
1630	0	1	450	0	1	1	453	0	0	467	0	1	1	469
1645	0	0	386	0	0	2	388	0	0	417	2	1	1	421
1700	0	1	441	1	1	4	448	0	0	457	0	1	0	458
1715	0	0	387	1	3	3	394	0	0	502	0	2	0	504
1730	0	0	371	1	1	0	373	0	0	480	0	5	2	487
1745	0	1	353	1	2	2	359	0	0	411	1	1	0	413
1800	0	0	357	0	0	1	358	0	0	384	1	0	1	386
1815	0	0	379	0	0	4	383	0	0	369	0	2	5	376
1830	0	0	356	0	1	2	359	0	0	376	0	2	0	378
1845	0	0	326	0	0	2	328	0	0	353	0	1	1	355
1900	0	0	230	0	2	1	233	0	0	308	0	3	0	311
1915	0	0	264	0	5	4	273	0	0	304	0	1	1	306
1930	0	0	219	0	8	2	229	0	0	265	0	4	1	270
1945	0	0	281	0	6	1	288	0	0	255	0	5	3	263
2000	0	0	223	0	3	1	227	0	0	214	0	2	0	216
2015	0	0	240	0	6	1	247	0	0	205	0	2	0	207
2030	0	0	200	0	2	2	204	0	0	190	0	2	0	192
2045	0	0	207	0	2	1	210	0	0	165	0	1	1	167
2100	0	0	141	0	2	1	144	0	0	174	0	1	1	176
2115	0	0	144	0	3	2	149	0	0	148	0	2	0	150
2130	0	0	132	0	2	1	135	0	0	156	0	2	1	159
2145	0	0	129	0	3	0	132	0	0	126	0	0	0	126
2200	0	0	90	0	0	1	91	0	0	130	0	2	1	133
2215	0	0	97	0	0	0	97	0	0	111	0	1	0	112
2230	0	0	77	0	0	1	78	0	0	83	0	0	2	85
2245	0	0	69	0	0	1	70	0	0	108	0	0	1	109
2300	0	0	82	0	0	0	82	0	0	95	0	3	2	100
2315	0	0	60	0	0	3	63	0	0	103	0	1	1	105
2330	0	0	44	0	0	0	44	0	0	86	0	0	0	86
2345	0	0	40	0	0	0	40	0	0	83	0	0	4	87
Total	0	19	24016	14	120	132	24301	0	19	24795	16	107	143	25080

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	36	0	1	0	37	0	0	73	1	1	4	79
0015	0	0	28	0	0	0	28	0	0	79	0	3	1	83
0030	0	0	15	0	1	2	18	0	0	63	0	2	2	67
0045	0	0	20	0	1	1	22	0	0	54	0	1	2	57
0100	0	0	26	0	1	0	27	0	0	68	0	2	2	72
0115	0	0	11	0	1	1	13	0	0	46	0	3	1	50
0130	0	0	15	0	1	0	16	0	0	39	0	2	2	43
0145	0	0	16	0	1	1	18	0	0	37	0	1	0	38
0200	0	0	13	0	1	2	16	0	0	30	0	1	2	33
0215	0	0	19	0	1	1	21	0	0	20	0	0	3	23
0230	0	0	11	0	1	0	12	0	0	22	0	1	2	25
0245	0	0	15	0	3	0	18	0	0	18	0	0	1	19
0300	0	0	26	0	2	0	28	0	0	10	0	1	1	12
0315	0	0	29	0	2	1	32	0	0	12	0	1	3	16
0330	0	0	53	0	2	2	57	0	0	24	0	1	4	29
0345	0	0	41	0	2	4	47	0	0	19	0	0	1	20
0400	0	0	87	0	2	4	93	0	0	20	0	2	4	26
0415	0	0	101	0	3	2	106	0	0	53	0	5	6	64
0430	0	0	138	0	2	6	146	0	0	68	0	3	4	75
0445	0	0	220	0	5	2	227	0	0	98	0	4	9	111
0500	0	0	263	0	8	8	279	0	0	73	0	7	10	90
0515	0	0	343	0	2	7	352	0	0	114	0	4	6	124
0530	0	0	399	0	6	10	415	0	0	184	3	3	13	203
0545	0	0	438	2	8	10	458	0	0	211	4	7	18	240
0600	0	0	534	2	9	10	555	0	0	218	1	10	7	236
0615	0	0	638	0	5	16	659	0	0	293	1	12	5	311
0630	0	0	605	0	15	12	632	0	0	356	0	13	12	381
0645	0	0	651	4	11	16	682	0	0	440	0	18	13	471
0700	0	0	656	0	14	18	688	0	0	325	0	13	14	352
0715	0	0	699	0	13	9	721	0	0	395	1	11	11	418
0730	0	0	672	2	19	11	704	0	0	488	0	24	16	528
0745	0	0	609	0	18	19	646	0	0	516	1	10	20	547
0800	0	0	528	1	13	13	555	0	0	474	2	14	14	504
0815	0	0	572	1	16	20	609	0	0	416	4	14	11	445
0830	0	0	588	1	12	19	620	0	0	394	0	8	18	420
0845	0	0	520	1	16	14	551	0	0	405	2	19	10	436
0900	0	0	475	2	17	15	509	0	0	369	0	17	20	406
0915	0	0	487	1	11	9	508	0	0	364	0	20	18	402
0930	0	0	386	0	8	13	407	0	0	290	1	19	14	324
0945	0	0	389	0	16	23	428	0	0	315	2	11	27	355
1000	0	0	359	1	19	24	403	0	0	314	0	19	11	344
1015	0	0	300	0	19	12	331	0	0	334	0	17	25	376
1030	0	0	357	0	9	17	383	0	0	358	1	23	35	417
1045	0	0	363	0	15	16	394	0	0	337	2	8	21	368
1100	0	0	341	1	9	17	368	0	0	306	0	16	24	346
1115	0	0	340	2	9	17	368	0	0	327	1	25	14	367
1130	0	0	290	1	9	6	306	0	0	340	0	20	21	381
1145	0	0	276	3	12	18	309	0	0	339	1	19	22	381
1200	0	0	286	0	22	10	318	0	0	332	4	16	14	366
1215	0	0	371	0	15	15	401	0	0	397	0	21	25	443
1230	0	0	332	1	12	12	357	0	0	346	0	17	15	378
1245	0	0	279	0	12	8	299	0	0	327	0	19	31	377
1300	0	0	293	1	13	6	313	0	0	338	2	17	23	380
1315	0	0	381	1	17	17	416	0	0	377	0	13	15	405
1330	0	0	327	0	18	9	354	0	0	419	2	17	14	452
1345	0	0	329	0	15	18	362	0	0	445	0	14	16	475
1400	0	0	331	1	12	10	354	0	0	476	1	17	22	516
1415	0	0	338	1	14	11	364	0	0	598	2	12	10	622
1430	0	0	380	1	11	9	401	0	1	627	0	18	7	653
1445	0	0	435	0	10	7	452	0	0	642	0	12	15	669
1500	0	0	462	1	12	6	481	0	0	646	3	21	5	675
1515	0	0	495	1	5	11	512	0	0	673	3	12	14	702
1530	0	0	413	1	12	13	439	0	0	764	0	11	11	786
1545	0	0	427	0	7	10	444	0	0	724	0	11	7	742
1600	0	0	402	3	5	6	416	0	0	703	0	5	6	714
1615	0	0	405	1	5	5	416	0	0	793	0	9	9	811
1630	0	0	417	0	9	1	427	0	0	738	2	7	8	755
1645	0	0	417	1	6	12	436	0	0	812	1	6	3	822
1700	0	0	423	0	6	3	432	0	0	858	2	5	3	868
1715	0	0	421	3	3	5	432	0	0	836	0	5	3	844
1730	0	0	419	1	4	2	426	0	0	773	2	0	3	778
1745	0	0	365	0	3	3	371	0	0	688	1	8	5	702
1800	0	0	358	1	1	4	364	0	0	684	0	1	4	689
1815	0	0	303	1	4	2	310	0	0	554	2	4	2	562
1830	0	0	244	0	2	4	250	0	0	472	2	0	2	476
1845	0	0	217	1	3	5	226	0	0	412	0	5	1	418
1900	0	1	184	1	1	2	189	0	0	345	1	3	5	354
1915	0	0	211	1	1	5	218	0	0	316	0	1	1	318
1930	0	0	205	3	1	4	213	0	0	264	0	4	1	269
1945	0	0	203	0	1	0	204	0	0	221	1	3	1	226
2000	0	0	138	0	2	3	143	0	0	237	0	6	4	247
2015	0	0	161	0	2	3	166	0	0	202	0	6	7	215
2030	0	0	134	0	0	1	135	0	0	180	0	3	7	190
2045	0	0	128	0	1	2	131	0	0	194	0	4	5	203
2100	0	0	110	0	2	2	114	0	0	164	0	3	7	174
2115	0	0	115	0	2	3	120	0	0	160	0	4	5	169
2130	0	0	102	0	1	3	106	0	0	163	0	4	4	171
2145	0	0	81	0	1	2	84	0	0	143	0	2	4	149
2200	0	0	76	0	0	2	78	0	0	127	0	4	4	135
2215	0	0	67	0	1	5	73	0	0	104	0	1	3	108
2230	0	0	71	0	1	3	75	0	0	129	0	1	3	133
2245	0	0	58	0	2	1	61	0	0	124	0	2	4	130
2300	0	0	80	0	0	0	80	0	0	120	0	3	4	127
2315	0	0	58	0	0	3	61	0	0	91	0	2	3	96
2330	0	0	47	0	0	2	49	0	0	105	0	2	5	112
2345	0	0	52	0	1	4	57	0	0	68	0	0	4	72
Total	0	1	26549	51	649	702	27952	0	1	30059	59	796	878	31793

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	33	0	0	0	33	0	0	74	0	1	0	75
0015	0	0	25	0	6	3	34	0	0	61	0	3	4	68
0030	0	0	18	0	0	0	18	0	0	47	0	1	1	49
0045	0	0	14	0	1	0	15	0	0	36	0	3	2	41
0100	0	0	13	0	2	1	16	0	0	45	0	2	1	48
0115	0	0	20	0	0	2	22	0	0	32	0	4	4	40
0130	0	0	8	0	2	0	10	0	0	32	0	2	3	37
0145	0	0	13	0	1	0	14	0	0	25	0	1	0	26
0200	0	0	22	0	3	1	26	0	0	18	0	0	1	19
0215	0	0	9	0	2	2	13	0	0	21	0	2	2	25
0230	0	0	12	0	2	1	15	0	0	29	0	2	3	34
0245	0	0	25	0	1	0	26	0	0	21	0	2	4	27
0300	0	0	25	0	3	1	29	0	0	16	0	1	1	18
0315	0	0	26	0	4	3	33	0	0	18	0	1	1	20
0330	0	0	39	0	5	1	45	0	0	25	0	1	2	28
0345	0	0	49	0	1	0	50	0	0	25	0	4	3	32
0400	0	0	68	0	1	3	72	0	0	20	0	2	2	24
0415	0	0	110	0	2	1	113	0	0	39	0	6	4	49
0430	0	0	161	0	2	3	166	0	0	71	0	4	6	81
0445	0	0	220	0	4	3	227	0	0	66	0	6	6	78
0500	0	0	262	0	8	6	276	0	0	57	0	6	7	70
0515	0	0	414	0	9	6	429	0	0	107	0	4	7	118
0530	0	0	560	0	19	12	591	0	0	184	2	9	3	198
0545	0	0	591	0	5	9	605	0	0	220	1	12	11	244
0600	0	0	722	2	15	8	747	0	0	222	0	10	9	241
0615	0	0	805	0	4	13	822	0	0	290	1	10	8	309
0630	0	0	749	1	15	10	775	0	0	431	0	18	9	458
0645	0	0	665	4	14	12	695	0	0	419	0	13	10	442
0700	0	0	740	0	16	13	769	0	0	341	0	7	10	358
0715	0	0	789	0	9	13	811	0	0	449	1	20	10	480
0730	0	0	768	3	13	9	793	0	0	506	0	15	16	537
0745	0	0	645	1	18	13	677	0	0	540	1	18	13	572
0800	0	0	739	1	13	16	769	0	0	442	3	12	18	475
0815	0	0	711	0	13	18	742	0	0	464	5	22	19	510
0830	0	0	703	1	11	14	729	0	0	419	2	14	17	452
0845	0	0	613	1	18	11	643	0	0	422	2	21	11	456
0900	0	0	516	2	13	19	550	0	0	407	1	10	14	432
0915	0	0	439	0	15	10	464	0	0	355	0	24	18	397
0930	0	0	445	0	9	10	464	0	0	356	2	17	24	399
0945	0	0	385	1	9	11	406	0	0	325	1	17	16	359
1000	0	0	338	1	15	17	371	0	0	297	0	24	24	345
1015	0	0	383	1	19	18	421	0	0	312	1	17	29	359
1030	0	0	352	0	12	14	378	0	0	320	1	22	24	367
1045	0	0	319	0	20	8	347	0	0	299	0	14	19	332
1100	0	0	312	0	12	22	346	0	0	315	1	17	25	358
1115	0	0	310	1	17	10	338	0	0	305	0	19	14	338
1130	0	0	324	1	14	11	350	0	0	341	0	18	31	390
1145	0	0	342	0	16	14	372	0	0	332	0	15	31	378
1200	0	0	334	0	12	17	363	0	0	310	1	19	17	347
1215	0	0	310	0	16	7	333	0	0	369	0	23	26	418
1230	0	0	329	2	9	14	354	0	0	356	0	16	17	389
1245	0	0	303	0	13	14	330	0	0	373	0	17	25	415
1300	0	0	316	2	15	17	350	0	0	336	0	18	12	366
1315	0	0	335	0	21	18	374	0	0	366	0	12	18	396
1330	0	0	337	0	12	16	365	0	0	381	2	16	19	418
1345	0	0	349	0	16	13	378	0	0	424	1	20	19	464
1400	0	0	353	4	12	6	375	0	0	524	1	16	7	548
1415	0	0	355	1	10	10	376	0	0	536	1	17	10	564
1430	0	0	381	2	11	8	402	0	0	619	0	13	15	647
1445	0	0	363	0	10	11	384	0	0	640	0	16	16	672
1500	0	0	408	0	16	5	429	0	0	614	2	8	10	634
1515	0	0	490	0	11	11	512	0	0	668	1	4	16	689
1530	0	0	411	1	8	8	428	0	0	713	1	8	9	731
1545	0	0	429	2	4	7	442	0	0	721	0	10	7	738
1600	0	0	405	3	7	6	421	0	0	738	1	10	5	754
1615	0	0	434	0	4	5	443	0	0	717	1	8	4	730
1630	0	0	379	0	10	7	396	0	0	713	1	6	12	732
1645	0	0	430	1	2	8	441	0	0	733	0	5	5	743
1700	0	0	396	0	1	3	400	0	0	673	0	4	4	681
1715	0	0	461	2	1	7	471	0	0	616	0	5	4	625
1730	0	0	427	2	3	4	436	0	0	574	1	1	3	579
1745	0	0	386	1	3	1	391	0	0	680	0	4	3	687
1800	0	0	338	1	4	5	348	0	0	677	0	6	4	687
1815	0	0	315	1	6	4	326	0	0	641	0	5	5	651
1830	0	0	289	0	6	2	297	0	0	559	2	4	0	565
1845	0	0	173	0	5	0	178	0	0	541	1	2	4	548
1900	0	0	193	0	1	3	197	0	0	474	0	5	2	481
1915	0	0	228	2	1	1	232	0	0	421	0	2	2	425
1930	0	0	163	0	2	4	169	0	0	314	0	2	2	318
1945	0	0	169	0	1	2	172	0	0	249	1	6	4	260
2000	0	0	153	0	3	3	159	0	0	204	0	3	1	208
2015	0	0	127	0	2	3	132	0	0	215	0	2	1	218
2030	0	0	123	0	1	0	124	0	0	190	0	5	1	196
2045	0	0	126	0	0	0	126	0	0	183	0	3	4	190
2100	0	0	118	0	0	1	119	0	0	203	0	4	3	210
2115	0	0	122	0	1	3	126	0	0	189	0	2	1	192
2130	0	0	124	0	0	0	124	0	0	168	0	3	2	173
2145	0	0	123	0	0	0	123	0	0	139	0	2	1	142
2200	0	0	101	0	1	0	102	0	0	148	0	2	2	152
2215	0	0	104	0	2	1	107	0	0	126	0	0	0	126
2230	0	0	86	0	2	3	91	0	0	123	0	2	2	127
2245	0	0	74	0	1	3	80	0	0	113	0	1	3	117
2300	0	0	77	0	1	2	80	0	0	119	0	3	2	124
2315	0	0	49	0	0	0	49	0	0	112	0	3	2	117
2330	0	0	52	0	2	1	55	0	0	116	0	3	4	123
2345	0	0	58	0	2	2	62	0	0	83	0	3	3	89
Total	0	0	28457	48	684	638	29827	0	0	29899	43	822	835	31599

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	34	0	2	1	37	0	0	95	0	0	2	97
0015	0	0	18	0	2	1	21	0	0	62	0	1	0	63
0030	0	0	23	0	0	2	25	0	0	70	0	1	2	73
0045	0	0	15	0	2	1	18	0	0	51	0	7	2	60
0100	0	0	13	0	0	0	13	0	0	39	0	4	1	44
0115	0	0	20	0	3	1	24	0	0	43	0	1	2	46
0130	0	0	8	0	2	0	10	0	0	34	0	1	1	36
0145	0	0	13	0	2	1	16	0	0	19	0	1	1	21
0200	0	0	18	0	1	1	20	0	0	23	0	1	0	24
0215	0	0	16	0	5	2	23	0	0	24	0	2	3	29
0230	0	0	16	0	2	4	22	0	0	23	1	2	1	27
0245	0	0	15	0	5	2	22	0	0	14	0	1	1	16
0300	0	0	22	0	4	2	28	0	0	18	0	1	3	22
0315	0	0	34	0	2	6	42	0	0	20	0	2	2	24
0330	0	0	49	0	1	3	53	0	0	28	0	3	3	34
0345	0	0	42	0	5	2	49	0	0	21	0	3	4	28
0400	0	0	65	0	4	6	75	0	0	24	0	1	2	27
0415	0	0	107	0	3	2	112	0	0	48	0	7	3	58
0430	0	0	162	0	4	6	172	0	0	55	0	7	4	66
0445	0	0	204	0	13	7	224	0	0	82	0	5	2	89
0500	0	0	310	0	8	3	321	0	0	80	0	4	7	91
0515	0	0	437	0	8	14	459	0	0	114	0	3	9	126
0530	0	0	549	0	13	10	572	0	0	205	2	12	7	226
0545	0	0	661	0	14	16	691	0	0	246	0	8	10	264
0600	0	0	755	2	13	9	779	0	0	252	0	10	8	270
0615	0	0	753	0	19	12	784	0	0	342	1	15	10	368
0630	0	0	635	0	25	9	669	0	0	435	1	13	14	463
0645	0	0	617	3	23	7	650	0	0	456	0	12	8	476
0700	0	0	620	0	20	6	646	0	0	355	0	15	17	387
0715	0	0	631	0	12	9	652	0	0	432	1	25	15	473
0730	0	0	776	2	22	15	815	0	1	488	0	19	8	516
0745	0	0	710	2	13	8	733	0	0	485	1	19	21	526
0800	0	0	653	1	16	11	681	0	0	476	2	23	8	509
0815	0	0	611	0	24	11	650	0	0	425	3	24	16	468
0830	0	0	571	0	14	13	598	0	0	444	0	21	15	480
0845	0	0	518	0	25	18	561	0	0	478	2	21	13	514
0900	0	1	421	3	24	14	463	0	0	370	3	16	21	410
0915	0	0	419	2	20	8	449	0	1	345	0	20	23	389
0930	0	0	430	0	21	12	463	0	1	351	3	20	20	395
0945	0	0	365	0	12	10	387	0	0	365	1	15	17	398
1000	0	2	368	1	16	16	403	0	0	295	2	21	21	339
1015	0	0	341	1	17	14	373	0	0	304	1	21	26	352
1030	0	0	357	0	23	15	395	0	0	337	1	17	18	373
1045	0	0	354	0	17	11	382	0	2	290	1	26	19	338
1100	0	0	325	0	23	17	365	0	0	279	0	18	27	324
1115	0	0	339	2	19	12	372	0	0	310	1	20	28	359
1130	0	0	325	2	16	14	357	0	0	341	0	13	25	379
1145	0	1	302	2	28	13	346	0	0	316	0	16	12	344
1200	0	0	310	0	13	14	337	0	0	318	1	18	23	360
1215	0	1	322	2	12	13	350	0	0	410	0	31	22	463
1230	0	0	348	0	17	16	381	0	0	395	0	26	21	442
1245	0	0	354	1	17	10	382	0	0	336	2	20	20	378
1300	0	1	306	3	15	9	334	0	1	375	2	27	13	418
1315	0	0	338	1	21	12	372	0	2	441	0	15	13	471
1330	0	0	334	2	25	11	372	0	0	462	3	24	9	498
1345	0	0	360	4	10	12	386	0	1	445	0	16	27	489
1400	0	0	371	3	16	8	398	0	0	513	1	16	10	540
1415	0	0	350	0	12	12	374	0	0	634	1	19	18	672
1430	0	0	371	0	15	9	395	0	0	590	3	17	23	633
1445	0	2	393	1	11	10	417	0	1	649	1	17	9	677
1500	0	0	389	1	17	8	415	0	1	658	0	21	9	689
1515	0	1	452	0	13	12	478	0	0	711	1	20	11	743
1530	0	1	438	1	14	7	461	0	0	763	1	11	13	788
1545	0	0	429	0	12	10	451	0	1	755	1	9	8	774
1600	0	0	393	1	14	3	411	0	0	746	0	17	6	769
1615	0	0	437	0	4	5	446	0	2	726	2	16	12	758
1630	0	0	448	0	5	7	460	0	1	750	2	11	5	769
1645	0	0	397	1	3	3	404	0	0	761	0	13	4	778
1700	0	0	400	1	2	5	408	0	1	796	1	12	5	815
1715	0	1	487	1	8	0	497	0	0	762	0	9	8	779
1730	0	0	437	1	7	6	451	0	1	716	1	8	9	735
1745	0	0	311	2	4	5	322	0	0	701	1	11	0	713
1800	0	0	365	1	4	4	374	0	1	659	1	7	1	669
1815	0	1	295	1	5	4	306	0	1	660	1	10	1	673
1830	0	0	285	1	2	6	294	0	0	590	1	3	4	598
1845	0	0	240	0	5	0	245	0	0	484	2	3	3	492
1900	0	0	193	2	4	4	203	0	2	487	1	8	3	501
1915	0	0	253	1	2	7	263	0	0	412	2	2	1	417
1930	0	2	216	1	4	3	226	0	0	328	1	1	2	332
1945	0	0	218	0	0	2	220	0	0	303	3	3	1	310
2000	0	0	198	0	10	3	211	0	0	287	1	4	3	295
2015	0	0	187	0	3	1	191	0	0	264	0	5	3	272
2030	0	0	162	0	5	2	169	0	0	226	0	3	6	235
2045	0	0	154	0	4	4	162	0	0	230	0	4	4	238
2100	0	0	129	0	4	4	137	0	0	228	0	1	4	233
2115	0	0	141	0	1	0	142	0	0	197	0	2	0	199
2130	0	0	116	0	1	1	118	0	0	199	0	3	1	203
2145	0	0	103	0	1	2	106	0	0	176	0	2	1	179
2200	0	0	108	0	2	1	111	0	0	192	0	3	4	199
2215	0	0	101	0	2	3	106	0	0	194	0	2	3	199
2230	0	0	76	0	1	5	82	0	0	140	0	1	2	143
2245	0	0	84	0	4	0	88	0	0	205	0	3	2	210
2300	0	0	74	0	1	1	76	0	0	147	0	2	1	150
2315	0	0	63	0	2	2	67	0	0	133	0	3	4	140
2330	0	0	43	0	4	3	50	0	0	135	0	2	0	137
2345	0	0	59	0	2	3	64	0	0	102	0	3	1	106
Total	0	14	28085	56	927	653	29735	0	21	31800	64	1002	835	33722

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	45	0	2	0	47	0	0	94	0	3	1	98
0015	0	0	22	0	3	2	27	0	0	73	0	4	0	77
0030	0	0	23	0	4	2	29	0	0	56	0	3	1	60
0045	0	0	17	0	2	0	19	0	0	47	0	3	1	51
0100	0	0	26	0	2	0	28	0	0	43	0	4	0	47
0115	0	0	19	0	1	3	23	0	0	37	0	7	2	46
0130	0	0	10	0	2	0	12	0	0	30	0	3	2	35
0145	0	0	17	0	5	0	22	0	0	18	0	3	1	22
0200	0	0	24	0	4	1	29	0	0	28	0	2	4	34
0215	0	0	22	0	5	2	29	0	0	14	0	2	2	18
0230	0	0	21	0	3	0	24	0	0	19	0	2	1	22
0245	0	0	19	0	0	1	20	0	0	16	0	4	3	23
0300	0	0	29	0	2	2	33	0	0	15	0	5	0	20
0315	0	0	28	0	2	2	32	0	0	24	0	4	3	31
0330	0	0	40	0	7	0	47	0	0	22	0	2	3	27
0345	0	0	44	0	3	1	48	0	0	25	0	2	2	29
0400	0	0	87	0	5	2	94	0	0	41	0	3	1	45
0415	0	0	113	0	5	2	120	0	0	58	0	4	3	65
0430	0	0	195	0	5	6	206	0	0	58	0	7	5	70
0445	0	0	209	0	10	7	226	0	0	75	0	6	6	87
0500	0	0	332	0	10	5	347	0	0	86	0	5	6	97
0515	0	0	500	0	15	6	521	0	0	110	0	7	10	127
0530	0	0	646	0	18	11	675	0	0	202	1	7	13	223
0545	0	1	664	0	7	14	686	0	1	253	0	7	11	272
0600	0	2	728	0	11	11	752	0	0	257	0	18	12	287
0615	0	0	825	0	17	8	850	0	0	360	1	21	17	399
0630	0	1	802	1	26	15	845	0	0	424	0	16	15	455
0645	0	0	820	3	19	19	861	0	0	437	0	21	12	470
0700	0	1	791	0	19	13	824	0	0	368	1	27	22	418
0715	0	0	805	0	16	12	833	0	1	448	1	19	10	479
0730	0	2	860	4	13	7	886	0	0	533	0	19	10	562
0745	0	0	730	0	24	12	766	0	1	546	1	22	15	585
0800	0	0	727	1	16	15	759	0	0	500	2	23	14	539
0815	0	0	669	0	13	15	697	0	0	479	4	27	23	533
0830	0	0	651	3	13	17	684	0	0	474	0	18	21	513
0845	0	1	621	4	23	15	664	0	1	445	1	13	17	477
0900	0	1	543	4	22	16	586	0	1	436	1	25	16	479
0915	0	1	503	1	18	16	539	0	1	400	0	26	23	450
0930	0	0	502	0	21	10	533	0	2	374	1	17	18	412
0945	0	1	452	0	18	20	491	0	0	378	3	18	15	414
1000	0	1	436	4	17	17	475	0	0	341	0	26	19	386
1015	0	1	354	0	19	15	389	0	0	364	0	19	29	412
1030	0	3	386	1	20	12	422	0	0	393	1	30	20	444
1045	0	0	350	0	15	23	388	0	2	348	3	25	24	402
1100	0	1	349	1	21	20	392	0	0	323	0	21	24	368
1115	0	1	423	1	23	11	459	0	3	325	1	28	27	384
1130	0	1	385	1	18	16	421	0	1	347	0	27	37	412
1145	0	1	354	1	20	19	395	0	0	352	1	21	20	394
1200	0	0	381	1	17	11	410	0	0	346	2	22	26	396
1215	0	0	404	0	22	15	441	0	1	409	0	27	27	464
1230	0	0	362	2	15	11	390	0	0	369	0	17	20	406
1245	0	2	392	0	12	12	418	0	0	410	1	26	21	458
1300	0	0	341	1	20	9	371	0	0	398	1	19	12	430
1315	0	0	364	1	11	13	389	0	1	432	0	14	18	465
1330	0	3	368	1	20	14	406	0	2	494	2	21	15	534
1345	0	0	444	0	18	17	479	0	0	507	0	25	19	551
1400	0	1	427	1	16	11	456	0	1	495	2	16	14	528
1415	0	2	447	0	13	11	473	0	0	563	2	18	24	607
1430	0	0	417	1	12	12	442	0	1	612	3	17	6	639
1445	0	2	460	1	12	18	493	0	0	660	1	25	11	697
1500	0	0	465	4	15	12	496	0	0	759	4	18	12	793
1515	0	1	497	2	11	9	520	0	1	729	2	15	7	754
1530	0	0	483	2	10	3	498	0	2	773	2	19	11	807
1545	0	1	488	2	9	5	505	0	1	729	1	15	6	752
1600	0	2	430	5	7	3	447	0	1	761	0	11	8	781
1615	0	2	525	0	4	3	534	0	0	802	1	13	7	823
1630	0	0	473	0	6	7	486	0	4	790	1	8	7	810
1645	0	1	480	1	17	5	504	0	2	721	1	8	6	738
1700	0	1	476	0	9	8	494	0	0	772	0	7	5	784
1715	0	0	492	2	4	4	502	0	1	785	1	6	2	795
1730	0	0	460	1	7	7	475	0	0	778	1	10	3	792
1745	0	0	407	0	8	3	418	0	0	701	0	6	5	712
1800	0	0	353	2	6	3	364	0	1	685	0	7	3	696
1815	0	0	356	0	2	5	363	0	0	670	0	2	5	677
1830	0	0	305	1	2	5	313	0	0	600	1	3	1	605
1845	0	0	263	1	6	2	272	0	0	581	1	8	3	593
1900	0	0	277	2	2	1	282	0	0	533	0	6	3	542
1915	0	0	276	1	3	8	288	0	0	508	0	5	1	514
1930	0	0	237	1	2	4	244	0	0	464	1	3	5	473
1945	0	0	209	0	4	2	215	0	0	377	3	12	2	394
2000	0	0	210	1	4	2	217	0	0	356	1	8	3	368
2015	0	0	207	0	2	0	209	0	0	303	0	14	0	317
2030	0	0	184	0	3	0	187	0	0	257	0	7	2	266
2045	0	0	191	0	2	4	197	0	0	291	0	3	0	294
2100	0	0	136	0	2	3	141	0	0	227	0	10	1	238
2115	0	0	133	0	0	1	134	0	0	205	0	5	0	210
2130	0	0	115	0	1	1	117	0	0	247	0	4	0	251
2145	0	0	98	0	1	0	99	0	0	225	0	5	0	230
2200	0	0	80	0	1	0	81	0	0	219	0	9	0	228
2215	0	0	88	0	2	0	90	0	0	195	0	8	1	204
2230	0	0	94	0	2	4	100	0	0	174	0	9	1	184
2245	0	0	66	0	1	1	68	0	0	166	0	3	0	169
2300	0	0	78	0	1	0	79	0	0	124	0	2	0	126
2315	0	0	59	0	3	0	62	0	0	136	0	3	2	141
2330	0	0	69	0	2	1	72	0	0	120	0	2	1	123
2345	0	0	53	0	2	2	57	0	0	103	0	3	2	108
Total	0	38	31838	67	915	695	33553	0	33	33657	58	1150	869	35767

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	45	0	1	3	49	0	0	77	0	1	2	80
0015	0	0	25	0	3	0	28	0	0	58	0	0	3	61
0030	0	0	32	0	2	2	36	0	0	63	0	2	2	67
0045	0	0	24	0	3	1	28	0	0	54	0	2	2	58
0100	0	0	18	0	2	0	20	0	0	42	0	2	1	45
0115	0	0	20	0	0	1	21	0	0	38	0	5	0	43
0130	0	0	14	0	1	1	16	0	0	37	0	1	1	39
0145	0	0	19	0	3	0	22	0	0	26	0	1	2	29
0200	0	0	16	0	1	5	22	0	0	28	0	0	2	30
0215	0	0	12	0	2	3	17	0	0	23	0	0	6	29
0230	0	0	18	0	2	1	21	0	0	26	0	1	3	30
0245	0	0	16	0	1	2	19	0	0	19	0	2	0	21
0300	0	0	20	0	0	2	22	0	0	18	0	1	2	21
0315	0	0	27	0	2	3	32	0	0	31	0	0	2	33
0330	0	0	36	0	3	2	41	0	0	24	0	1	5	30
0345	0	0	44	0	2	3	49	0	0	19	0	2	3	24
0400	0	0	56	0	1	11	68	0	0	25	0	0	4	29
0415	0	0	105	0	2	5	112	0	0	45	0	2	2	49
0430	0	0	138	0	2	10	150	0	0	57	0	4	6	67
0445	0	0	171	0	4	6	181	0	0	70	0	4	6	80
0500	0	0	220	0	4	4	228	0	0	67	0	5	7	79
0515	0	0	330	0	10	9	349	0	0	100	0	2	5	107
0530	0	0	361	0	17	11	389	0	0	186	0	2	12	200
0545	0	0	402	2	9	12	425	0	0	205	1	7	10	223
0600	0	0	530	2	20	13	565	0	0	217	0	8	17	242
0615	0	0	599	0	17	13	629	0	0	247	0	11	8	266
0630	0	0	645	2	22	7	676	0	0	383	0	9	11	403
0645	0	0	596	2	18	10	626	0	0	381	0	19	12	412
0700	0	0	533	1	12	8	554	0	0	280	0	14	15	309
0715	0	0	659	1	25	14	699	0	0	352	1	12	9	374
0730	0	0	682	2	12	10	706	0	0	430	1	18	12	461
0745	0	0	622	2	27	13	664	0	0	406	1	16	29	452
0800	0	0	568	2	22	18	610	0	0	412	3	15	21	451
0815	0	0	543	3	6	10	562	0	0	378	3	23	24	428
0830	0	0	597	0	16	13	626	0	0	377	0	9	14	400
0845	0	0	528	1	15	16	560	0	0	408	1	19	21	449
0900	0	0	463	5	10	7	485	0	0	396	1	26	18	441
0915	0	0	429	0	29	19	477	0	0	298	2	17	22	339
0930	0	0	414	1	12	18	445	0	0	338	2	23	18	381
0945	0	0	420	1	16	15	452	0	0	300	2	23	19	344
1000	0	0	327	1	23	25	376	0	0	325	0	22	30	377
1015	0	0	390	0	16	15	421	0	0	355	0	21	20	396
1030	0	0	334	0	19	21	374	0	0	314	2	20	19	355
1045	0	0	309	0	16	22	347	0	0	335	2	21	19	377
1100	0	0	379	0	19	12	410	0	0	312	0	16	30	358
1115	0	0	359	1	13	14	387	0	0	337	0	16	21	374
1130	0	0	320	1	11	11	343	0	0	390	1	20	13	424
1145	0	0	369	1	19	13	402	0	0	388	1	19	17	425
1200	0	0	350	0	17	7	374	0	0	396	2	22	24	444
1215	0	0	348	0	19	13	380	0	0	378	0	22	28	428
1230	0	0	383	0	21	10	414	0	0	433	0	21	15	469
1245	0	0	392	0	15	12	419	0	0	453	3	22	22	500
1300	0	0	407	2	18	19	446	0	0	458	0	26	25	509
1315	0	0	385	1	17	11	414	0	0	505	0	36	25	566
1330	0	0	387	1	17	13	418	0	0	525	2	14	21	562
1345	0	0	353	1	9	15	378	0	0	544	1	17	16	578
1400	0	0	346	1	16	13	376	0	0	499	0	10	15	524
1415	0	0	389	0	14	9	412	0	0	574	1	15	15	605
1430	0	0	358	1	12	13	384	0	0	681	0	15	12	708
1445	0	0	392	0	6	11	409	0	1	691	1	11	14	718
1500	0	0	414	0	7	5	426	0	0	707	1	9	8	725
1515	0	0	357	0	8	10	375	0	0	686	2	14	11	713
1530	0	0	368	1	4	5	378	0	0	689	2	14	10	715
1545	0	0	409	1	8	5	423	0	0	632	1	8	6	647
1600	0	0	327	2	3	4	336	0	1	543	1	3	6	554
1615	0	0	377	0	8	5	390	0	0	562	1	13	10	586
1630	0	0	363	1	9	4	377	0	0	575	1	4	10	590
1645	0	0	384	1	4	2	391	0	0	522	1	5	9	537
1700	0	0	346	0	4	2	352	0	0	554	0	1	7	562
1715	0	0	412	1	3	3	419	0	0	640	2	4	2	648
1730	0	0	400	1	2	5	408	0	0	624	3	4	3	634
1745	0	0	342	1	1	8	352	0	0	592	1	5	5	603
1800	0	0	326	2	3	4	335	0	0	528	1	2	2	533
1815	0	0	308	0	3	3	314	0	0	497	2	3	2	504
1830	0	0	269	0	2	3	274	0	0	536	1	4	3	544
1845	0	0	243	0	4	5	252	0	0	516	2	7	2	527
1900	0	0	185	0	1	2	188	0	0	407	0	6	4	417
1915	0	0	212	1	3	4	220	0	0	385	1	7	1	394
1930	0	0	201	0	3	6	210	0	0	332	1	10	3	346
1945	0	0	140	1	3	8	152	0	0	281	1	19	6	307
2000	0	0	159	0	2	5	166	0	0	225	0	10	7	242
2015	0	0	144	0	4	0	148	0	0	229	0	3	2	234
2030	0	0	152	0	0	0	152	0	0	206	0	3	2	211
2045	0	0	155	0	3	3	161	0	0	207	0	4	2	213
2100	0	0	129	0	1	1	131	0	0	204	0	5	3	212
2115	0	0	137	0	0	2	139	0	0	186	0	0	2	188
2130	0	0	116	0	0	3	119	0	0	240	0	2	0	242
2145	0	0	108	0	0	3	111	0	0	192	0	2	1	195
2200	0	0	116	0	0	3	119	0	0	169	0	3	1	173
2215	0	0	88	0	0	3	91	0	0	153	0	2	2	157
2230	0	0	106	0	0	1	107	0	0	142	0	4	2	148
2245	0	0	96	0	0	2	98	0	0	181	0	3	2	186
2300	0	0	87	0	0	4	91	0	0	145	0	0	1	146
2315	0	0	66	0	0	2	68	0	0	122	0	0	1	123
2330	0	0	53	0	0	0	53	0	0	102	0	3	2	107
2345	0	0	52	0	0	1	53	0	0	95	0	1	0	96
Total	0	0	26421	51	766	706	27944	0	2	29440	59	882	899	31282

Volume Report

Job 1645_10_VHB_ATR 4W
Area Littleton, MA
Location Route 2, west of I-495



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	58	0	0	0	58	0	0	92	0	0	0	92
0015	0	0	45	0	3	2	50	0	0	88	0	2	0	90
0030	0	0	35	0	0	0	35	0	0	68	0	2	0	70
0045	0	0	27	0	0	0	27	0	0	63	0	3	0	66
0100	0	0	24	0	1	0	25	0	0	51	0	2	0	53
0115	0	0	31	0	1	1	33	0	0	54	0	2	1	57
0130	0	0	15	0	0	0	15	0	0	41	0	2	0	43
0145	0	0	19	0	0	1	20	0	0	49	0	1	1	51
0200	0	0	14	0	0	0	14	0	0	39	0	0	0	39
0215	0	0	13	0	0	0	13	0	0	24	0	2	0	26
0230	0	0	11	0	1	0	12	0	0	32	0	0	1	33
0245	0	0	11	0	1	0	12	0	0	27	0	0	1	28
0300	0	0	19	0	0	1	20	0	0	21	0	2	0	23
0315	0	0	14	0	0	0	14	0	0	34	0	1	1	36
0330	0	0	26	0	1	0	27	0	0	27	0	0	2	29
0345	0	0	31	0	0	0	31	0	0	25	0	1	2	28
0400	0	0	40	0	1	1	42	0	0	19	0	1	0	20
0415	0	0	45	0	1	0	46	0	0	24	0	2	1	27
0430	0	0	57	0	0	3	60	0	0	30	0	2	3	35
0445	0	0	70	0	0	0	70	0	0	28	0	3	1	32
0500	0	0	68	0	1	2	71	0	0	23	0	0	3	26
0515	0	0	120	1	1	3	125	0	0	41	0	2	3	46
0530	0	0	113	0	2	3	118	0	0	65	0	1	4	70
0545	0	0	144	0	1	5	150	0	0	76	0	0	5	81
0600	0	0	154	0	3	2	159	0	0	66	0	2	3	71
0615	0	0	194	0	4	4	202	0	0	92	0	5	4	101
0630	0	0	227	0	1	3	231	0	1	136	0	3	2	142
0645	0	0	212	0	2	3	217	0	0	167	0	4	1	172
0700	0	0	244	1	1	2	248	0	0	197	2	3	2	204
0715	0	0	240	1	5	5	251	0	1	221	1	5	3	231
0730	0	0	245	0	2	4	251	0	0	249	0	3	3	255
0745	0	0	253	0	3	4	260	0	0	227	3	7	1	238
0800	0	0	250	1	5	4	260	0	0	203	1	5	5	214
0815	0	0	338	2	2	4	346	0	0	248	2	5	3	258
0830	0	0	384	1	1	5	391	0	1	274	2	5	3	285
0845	0	0	328	1	3	3	335	0	0	331	1	2	7	341
0900	0	0	375	1	7	2	385	0	0	298	1	2	5	306
0915	0	0	367	0	5	6	378	0	0	288	1	4	4	297
0930	0	0	441	1	4	3	449	0	1	349	1	8	4	363
0945	0	0	374	0	4	4	382	0	0	411	1	7	2	421
1000	0	0	406	1	3	1	411	0	9	382	1	5	6	403
1015	0	0	502	0	8	2	512	0	0	420	2	6	5	433
1030	0	0	480	0	9	5	494	0	0	442	1	5	2	450
1045	0	0	481	0	5	2	488	0	1	467	0	3	3	474
1100	0	0	484	0	3	2	489	0	0	519	2	6	4	531
1115	0	0	502	0	8	3	513	0	0	460	1	3	4	468
1130	0	0	505	1	5	1	512	0	0	477	0	2	2	481
1145	0	0	463	1	5	1	470	0	0	496	0	2	2	500
1200	0	9	445	1	3	1	459	0	0	478	0	4	1	483
1215	0	0	536	0	6	1	543	0	0	493	1	4	1	499
1230	0	0	474	0	3	1	478	0	0	526	1	1	2	530
1245	0	0	446	0	2	2	450	0	0	536	0	3	3	542
1300	0	0	581	0	5	2	588	0	1	496	1	4	2	504
1315	0	0	513	0	3	4	520	0	0	510	1	5	3	519
1330	0	0	505	0	4	3	512	0	0	575	0	2	1	578
1345	0	0	516	0	4	3	523	0	0	512	1	4	1	518
1400	0	0	591	0	4	2	597	0	0	530	0	3	3	536
1415	0	0	547	0	5	1	553	0	0	565	0	2	2	569
1430	0	0	514	2	3	3	522	0	0	550	0	3	3	556
1445	0	1	489	0	2	0	492	0	0	541	1	5	2	549
1500	0	1	497	0	1	0	499	0	0	451	1	2	2	456
1515	0	0	501	1	1	4	507	0	1	521	1	2	4	529
1530	0	0	524	0	2	1	527	0	1	462	2	3	2	470
1545	0	1	506	1	1	1	510	0	1	471	0	5	2	479
1600	0	1	441	1	7	0	450	0	1	512	0	1	4	518
1615	0	0	382	2	4	1	389	0	0	463	0	3	2	468
1630	0	1	460	2	3	0	466	0	0	479	1	0	1	481
1645	0	2	395	0	4	3	404	0	2	459	2	3	5	471
1700	0	1	410	0	4	0	415	0	0	447	0	1	2	450
1715	0	1	383	0	2	8	394	0	2	448	0	5	0	455
1730	0	1	459	0	4	1	465	0	2	396	0	2	1	401
1745	0	0	443	2	1	1	447	0	0	417	0	3	0	420
1800	0	0	407	0	2	1	410	0	0	359	0	4	1	364
1815	0	1	368	3	4	4	380	0	0	431	0	1	2	434
1830	0	2	360	2	1	5	370	0	0	357	0	2	1	360
1845	0	0	323	1	1	1	326	0	2	364	0	3	2	371
1900	0	1	281	3	0	1	286	0	1	381	1	1	0	384
1915	0	1	283	0	2	0	286	0	0	340	0	3	0	343
1930	0	0	269	2	1	1	273	0	0	326	0	3	2	331
1945	0	1	254	0	1	0	256	0	0	298	0	2	2	302
2000	0	0	194	0	5	1	200	0	0	270	0	1	1	272
2015	0	1	196	1	3	1	202	0	0	293	0	4	0	297
2030	0	0	197	0	1	2	200	0	0	291	0	4	3	298
2045	0	0	190	1	2	3	196	0	0	251	0	3	0	254
2100	0	0	160	1	1	0	162	0	0	270	0	1	1	272
2115	0	0	195	1	5	0	201	0	0	257	0	1	0	258
2130	0	0	161	0	2	0	163	0	0	260	1	1	1	263
2145	0	0	165	0	0	0	165	0	0	215	0	0	0	215
2200	0	0	149	0	1	0	150	0	0	216	0	1	0	217
2215	0	0	158	0	0	0	158	0	0	194	0	2	0	196
2230	0	0	133	0	0	0	133	0	0	192	0	1	0	193
2245	0	0	148	0	2	0	150	0	0	169	0	3	0	172
2300	0	0	116	0	2	0	118	0	0	180	0	2	0	182
2315	0	0	102	0	1	0	103	0	0	165	0	1	3	169
2330	0	0	91	0	0	0	91	0	0	132	0	1	0	133
2345	0	0	84	0	1	0	85	0	0	118	0	0	0	118
Total	0	26	26041	40	229	160	26496	0	28	26628	38	248	177	27119

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	31	0	3	0	34	0	0	77	0	2	0	79
0015	0	0	26	0	2	0	28	0	0	74	0	1	1	76
0030	0	0	24	0	3	1	28	0	0	62	0	2	1	65
0045	0	0	22	0	1	0	23	0	0	56	0	1	2	59
0100	0	0	17	0	2	0	19	0	0	40	0	0	0	40
0115	0	0	18	0	1	0	19	0	0	38	0	2	1	41
0130	0	0	21	0	2	1	24	0	0	34	0	1	0	35
0145	0	0	23	0	1	0	24	0	0	26	0	1	1	28
0200	0	0	22	0	3	0	25	0	0	24	0	2	0	26
0215	0	0	18	0	2	1	21	0	0	20	0	1	2	23
0230	0	0	20	0	3	0	23	0	0	17	0	1	1	19
0245	0	0	28	0	2	0	30	0	0	16	0	2	0	18
0300	0	0	35	0	3	1	39	0	0	18	0	1	2	21
0315	0	0	41	0	2	0	43	0	0	22	0	1	0	23
0330	0	0	52	0	3	2	57	0	0	29	0	0	2	31
0345	0	0	45	0	6	1	52	0	0	27	0	3	1	31
0400	0	0	53	0	5	2	60	0	0	35	0	2	0	37
0415	0	0	60	0	6	4	70	0	0	32	0	2	1	35
0430	0	0	73	0	5	3	81	0	0	41	0	3	1	45
0445	0	0	64	0	3	3	70	0	0	36	0	2	0	38
0500	0	0	62	0	0	0	62	0	0	33	0	1	2	36
0515	0	0	100	0	1	1	102	0	0	39	0	0	1	40
0530	0	0	99	0	1	0	100	0	0	33	0	1	1	35
0545	0	0	114	0	1	0	115	0	0	42	0	0	0	42
0600	0	0	147	0	0	0	147	0	0	83	1	0	1	85
0615	0	0	181	0	1	4	186	0	1	63	0	0	1	65
0630	0	0	248	0	0	2	250	0	0	93	0	1	0	94
0645	0	0	161	0	0	2	163	0	0	122	0	0	2	124
0700	0	0	207	0	1	2	210	0	0	149	0	3	1	153
0715	0	0	208	1	1	2	212	0	0	187	1	0	1	189
0730	0	1	224	5	0	2	232	0	0	178	0	0	1	179
0745	0	0	228	0	0	3	231	0	0	189	0	3	2	194
0800	0	0	241	0	1	4	246	0	1	201	0	0	2	204
0815	0	0	309	0	2	3	314	0	0	229	0	1	2	232
0830	0	1	289	0	0	3	293	0	3	235	0	0	2	240
0845	0	0	266	0	2	2	270	0	0	233	7	2	3	245
0900	0	0	318	0	2	0	320	0	0	239	0	0	2	241
0915	0	0	378	0	1	1	380	0	0	315	0	1	4	320
0930	0	0	374	1	1	4	380	0	0	304	0	1	4	309
0945	0	0	357	0	2	3	362	0	0	333	0	1	1	335
1000	0	0	410	0	1	6	417	0	2	325	0	2	0	329
1015	0	0	436	0	0	3	439	0	0	362	0	9	1	372
1030	0	1	431	0	1	4	437	0	0	410	0	1	1	412
1045	0	0	427	1	1	2	431	0	0	426	0	1	2	429
1100	0	0	458	0	0	2	460	0	0	412	1	1	3	417
1115	0	0	495	0	1	0	496	0	1	427	0	1	2	431
1130	0	0	479	0	3	2	484	0	0	419	0	1	4	424
1145	0	3	468	0	0	2	473	0	2	439	0	3	5	449
1200	0	0	476	0	1	3	480	0	1	463	0	1	1	466
1215	0	0	486	0	2	1	489	0	0	496	1	0	1	498
1230	0	0	554	0	2	2	558	0	2	533	0	1	4	540
1245	0	1	488	0	0	3	492	0	0	515	0	3	3	521
1300	0	1	510	0	1	2	514	0	0	437	0	3	2	442
1315	0	0	507	0	1	4	512	0	0	505	0	1	3	509
1330	0	0	497	0	0	2	499	0	1	470	0	1	1	473
1345	0	0	478	0	4	0	482	0	3	455	0	0	4	462
1400	0	1	521	0	2	1	525	0	0	476	2	2	5	485
1415	0	0	543	1	1	2	547	0	0	523	0	1	3	527
1430	0	1	564	0	4	1	570	0	0	378	0	0	3	381
1445	0	0	481	0	1	0	482	0	0	493	0	1	1	495
1500	0	0	462	0	2	6	470	0	0	451	0	0	1	452
1515	0	0	438	0	1	1	440	0	0	518	0	0	2	520
1530	0	0	446	0	2	4	452	0	0	436	0	0	0	436
1545	0	0	467	0	2	1	470	0	1	499	0	1	1	502
1600	0	2	450	0	1	1	454	0	0	523	0	2	5	530
1615	0	1	492	1	2	2	498	0	0	429	0	0	1	430
1630	0	0	440	0	0	1	441	0	0	467	0	1	0	468
1645	0	1	456	1	1	6	465	0	0	414	0	1	2	417
1700	0	0	425	1	1	2	429	0	0	407	2	0	0	409
1715	0	0	412	1	2	2	417	0	0	403	0	2	1	406
1730	0	0	375	0	1	1	377	0	0	453	1	1	0	455
1745	0	0	367	0	1	2	370	0	0	429	0	2	1	432
1800	0	0	351	0	0	2	353	0	0	389	1	0	0	390
1815	0	0	359	0	0	5	364	0	0	363	0	1	0	364
1830	0	0	330	0	1	1	332	0	0	357	0	0	2	359
1845	0	0	304	0	1	4	309	0	0	320	0	0	0	320
1900	0	0	292	1	0	3	296	0	1	325	0	2	1	329
1915	0	0	234	0	2	3	239	0	0	284	0	1	2	287
1930	0	0	239	0	2	2	243	0	0	247	0	0	4	251
1945	0	0	205	0	2	2	209	0	0	216	0	0	0	216
2000	0	1	185	0	3	2	191	0	1	214	1	0	3	219
2015	0	0	197	0	1	3	201	0	0	184	0	0	0	184
2030	0	0	166	0	3	2	171	0	0	213	0	1	1	215
2045	0	0	149	0	3	3	155	0	0	193	0	0	2	195
2100	0	0	140	0	0	1	141	0	0	175	0	0	1	176
2115	0	0	113	0	2	0	115	0	0	193	0	1	1	195
2130	0	0	129	0	1	2	132	0	0	152	2	1	1	156
2145	0	0	99	0	1	3	103	0	0	159	0	0	2	161
2200	0	0	104	0	0	3	107	0	0	137	0	0	0	137
2215	0	0	116	0	1	1	118	0	0	154	0	2	0	156
2230	0	0	92	0	0	1	93	0	0	75	0	0	1	76
2245	0	0	81	0	0	0	81	0	0	125	0	0	2	127
2300	0	0	56	0	0	2	58	0	0	128	0	0	2	130
2315	0	0	51	0	0	4	55	0	0	111	0	1	3	115
2330	0	0	53	0	0	1	54	0	0	91	0	0	1	92
2345	0	0	41	0	0	0	41	0	0	98	0	0	1	99
Total	0	15	24229	14	140	178	24576	0	20	23320	20	98	142	23600

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	28	0	0	0	28	0	0	75	0	3	1	79
0015	0	0	16	0	4	0	20	0	0	93	0	0	2	95
0030	0	0	28	0	2	0	30	0	0	63	0	1	2	66
0045	0	0	17	0	2	0	19	0	0	61	0	1	1	63
0100	0	0	16	0	0	1	17	0	0	42	0	3	0	45
0115	0	0	16	0	2	0	18	0	0	44	0	1	0	45
0130	0	0	20	0	3	0	23	0	0	42	0	0	0	42
0145	0	0	19	0	2	0	21	0	0	23	0	1	0	24
0200	0	0	19	0	4	1	24	0	0	28	0	0	1	29
0215	0	0	17	0	1	0	18	0	0	22	0	3	1	26
0230	0	0	23	0	4	0	27	0	0	15	0	0	0	15
0245	0	0	26	0	2	1	29	0	0	21	0	2	1	24
0300	0	0	30	0	4	1	35	0	0	17	0	2	3	22
0315	0	0	48	0	1	0	49	0	0	18	0	0	1	19
0330	0	0	60	0	8	1	69	0	0	21	0	2	1	24
0345	0	0	78	0	7	1	86	0	0	15	0	2	2	19
0400	0	0	112	0	6	3	121	0	0	19	0	2	1	22
0415	0	0	146	0	11	3	160	0	0	20	0	3	1	24
0430	0	0	271	0	4	2	277	0	0	45	0	4	2	51
0445	0	0	296	0	10	4	310	0	0	48	0	3	5	56
0500	0	0	418	0	8	3	429	0	0	65	0	5	8	78
0515	0	0	539	0	3	13	555	0	0	70	0	10	11	91
0530	0	0	704	0	8	12	724	0	0	97	0	6	3	106
0545	0	0	787	0	7	9	803	0	0	118	1	10	7	136
0600	0	0	781	2	7	16	806	0	0	130	0	6	14	150
0615	0	0	838	0	14	11	863	0	0	177	0	11	3	191
0630	0	0	733	2	15	14	764	0	0	141	0	7	4	152
0645	0	0	723	0	7	17	747	0	0	246	0	21	12	279
0700	0	0	769	0	12	12	793	0	0	283	0	11	8	302
0715	0	0	815	1	11	13	840	0	0	269	0	14	12	295
0730	0	0	740	1	14	18	773	0	0	280	0	12	11	303
0745	0	0	710	1	15	15	741	0	1	315	0	26	16	358
0800	0	0	723	1	13	18	755	0	0	316	1	7	14	338
0815	0	0	616	0	9	19	644	0	0	321	0	18	13	352
0830	0	0	605	1	19	20	645	0	0	298	1	12	14	325
0845	0	0	550	2	19	21	592	0	0	324	2	6	16	348
0900	0	0	484	1	22	17	524	0	0	273	2	22	8	305
0915	0	0	426	0	7	21	454	0	0	234	3	11	20	268
0930	0	0	381	1	11	21	414	0	0	262	1	12	13	288
0945	0	0	384	0	20	21	425	0	0	261	1	17	18	297
1000	0	0	341	0	21	22	384	0	0	246	0	10	17	273
1015	0	0	333	0	11	16	360	0	0	276	0	25	15	316
1030	0	0	380	0	13	17	410	0	0	298	0	20	24	342
1045	0	0	356	0	19	24	399	0	0	329	0	19	28	376
1100	0	0	343	1	12	25	381	0	0	288	1	12	24	325
1115	0	0	350	0	14	14	378	0	0	273	1	19	23	316
1130	0	0	280	0	19	15	314	0	0	343	0	22	21	386
1145	0	0	297	1	21	16	335	0	0	310	0	26	27	363
1200	0	0	314	0	18	16	348	0	0	351	2	18	21	392
1215	0	0	366	0	20	15	401	0	0	369	2	25	24	420
1230	0	0	326	0	4	14	344	0	0	370	1	10	18	399
1245	0	0	317	1	17	18	353	0	0	364	0	12	20	396
1300	0	0	382	2	15	17	416	0	0	329	0	20	33	382
1315	0	0	338	0	16	18	372	0	0	354	1	15	24	394
1330	0	0	347	0	18	17	382	0	0	405	0	10	19	434
1345	0	0	365	1	16	14	396	0	0	390	0	16	13	419
1400	0	0	396	4	14	16	430	0	0	433	1	11	16	461
1415	0	0	387	0	17	15	419	0	0	517	1	13	29	560
1430	0	0	443	2	9	7	461	0	1	588	1	17	16	623
1445	0	0	424	9	20	11	464	0	0	683	2	17	13	715
1500	0	0	375	0	15	14	404	0	0	732	1	8	18	759
1515	0	0	372	2	6	13	393	0	0	767	1	19	13	800
1530	0	0	396	0	12	14	422	0	0	744	0	12	15	771
1545	0	0	372	0	4	10	386	0	0	769	1	14	15	799
1600	0	0	376	1	5	8	390	0	0	715	0	10	12	737
1615	0	0	373	2	6	9	390	0	0	746	0	8	4	758
1630	0	0	438	0	6	2	446	0	0	777	0	8	8	793
1645	0	0	393	1	7	4	405	0	0	823	1	4	11	839
1700	0	0	380	1	6	8	395	0	0	739	0	6	9	754
1715	0	0	381	0	1	6	388	0	0	776	0	6	9	791
1730	0	0	368	1	2	2	373	0	0	689	0	1	4	694
1745	0	0	345	0	0	4	349	0	0	641	1	2	10	654
1800	0	0	320	1	4	2	327	0	0	628	1	3	5	637
1815	0	0	259	0	6	6	271	0	0	568	2	1	3	574
1830	0	0	241	0	2	9	252	0	0	426	0	4	2	432
1845	0	0	200	0	0	2	202	0	0	389	0	2	2	393
1900	0	0	206	1	3	6	216	0	0	345	1	1	0	347
1915	0	0	186	0	1	5	192	0	0	290	0	3	6	299
1930	0	0	172	0	1	2	175	0	0	288	0	1	0	289
1945	0	0	146	0	2	1	149	0	0	261	1	3	2	267
2000	0	0	161	0	3	2	166	0	0	231	1	1	2	235
2015	0	0	141	0	2	2	145	0	0	242	0	2	3	247
2030	0	0	117	0	2	2	121	0	0	220	0	2	1	223
2045	0	0	113	0	2	2	117	0	0	205	0	2	3	210
2100	0	0	118	0	1	3	122	0	0	179	0	3	3	185
2115	0	0	122	0	1	0	123	0	0	185	0	4	2	191
2130	0	0	96	0	0	0	96	0	0	165	0	2	1	168
2145	0	0	76	0	2	3	81	0	0	160	0	1	3	164
2200	0	0	103	0	2	4	109	0	0	131	0	1	1	133
2215	0	0	81	0	1	1	83	0	0	118	0	3	2	123
2230	0	0	85	0	3	4	92	0	0	120	0	2	1	123
2245	0	0	69	0	3	0	72	0	0	174	0	1	4	179
2300	0	0	55	0	1	1	57	0	0	164	0	2	2	168
2315	0	0	54	0	1	0	55	0	0	137	0	2	0	139
2330	0	0	47	0	5	6	58	0	0	112	0	2	1	115
2345	0	0	44	0	1	0	45	0	0	125	0	2	1	128
Total	0	0	28878	44	751	813	30486	0	2	27509	36	762	853	29162

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	33	0	1	2	36	0	0	72	0	0	0	72
0015	0	0	27	0	1	1	29	0	0	75	0	1	1	77
0030	0	0	22	0	0	2	24	0	0	58	0	1	5	64
0045	0	0	14	0	1	2	17	0	0	36	0	1	2	39
0100	0	0	21	0	0	4	25	0	0	31	0	1	2	34
0115	0	0	10	0	1	2	13	0	0	39	0	1	2	42
0130	0	0	12	0	0	1	13	0	0	41	0	2	2	45
0145	0	0	21	0	0	1	22	0	0	38	0	0	2	40
0200	0	0	18	0	1	3	22	0	0	24	0	1	0	25
0215	0	0	16	0	2	3	21	0	0	27	0	0	1	28
0230	0	0	27	0	2	4	33	0	0	18	0	2	5	25
0245	0	0	26	0	0	3	29	0	0	26	1	0	5	32
0300	0	0	28	0	0	3	31	0	0	33	0	1	2	36
0315	0	0	38	0	2	4	44	0	0	31	0	1	3	35
0330	0	0	71	0	1	5	77	0	0	26	0	2	4	32
0345	0	0	84	0	2	4	90	0	0	30	0	0	4	34
0400	0	0	92	0	1	5	98	0	0	15	0	1	5	21
0415	0	0	183	0	2	5	190	0	0	33	0	1	6	40
0430	0	0	275	0	3	6	284	0	0	36	0	0	5	41
0445	0	0	298	0	2	5	305	0	0	48	0	1	12	61
0500	0	0	384	0	6	11	401	0	0	52	0	2	13	67
0515	0	0	512	0	8	21	541	0	0	68	0	4	9	81
0530	0	0	644	0	10	20	674	0	0	80	0	6	12	98
0545	0	0	710	0	16	23	749	0	0	101	1	8	13	123
0600	0	0	829	2	9	14	854	0	0	164	0	7	8	179
0615	0	0	827	0	10	13	850	0	0	158	0	7	8	173
0630	0	0	782	2	15	15	814	0	0	210	0	10	7	227
0645	0	0	729	0	17	14	760	0	0	292	1	14	11	318
0700	0	0	756	0	13	20	789	0	0	283	0	13	17	313
0715	0	0	755	1	13	14	783	0	0	310	0	12	5	327
0730	0	0	673	2	14	703	703	0	0	329	0	18	18	365
0745	0	0	656	2	12	16	686	0	0	360	1	19	16	396
0800	0	0	682	0	13	24	719	0	0	297	0	14	22	333
0815	0	0	667	1	11	18	697	0	0	328	0	9	15	352
0830	0	0	689	1	17	21	728	0	0	337	3	16	14	370
0845	0	0	542	2	13	18	575	0	0	293	4	22	23	342
0900	0	0	464	0	16	18	498	0	0	294	2	18	15	329
0915	0	0	440	0	11	14	465	0	0	304	2	16	25	347
0930	0	0	494	0	21	12	527	0	0	251	2	20	24	297
0945	0	0	376	0	16	30	422	0	0	296	2	20	14	332
1000	0	0	389	3	15	24	431	0	0	272	1	23	22	318
1015	0	0	361	1	13	17	392	0	0	265	1	31	20	317
1030	0	0	327	0	22	13	362	0	0	254	0	24	33	311
1045	0	0	345	0	11	20	376	0	0	323	0	21	20	364
1100	0	0	329	0	10	18	357	0	0	303	3	30	21	357
1115	0	0	323	0	13	14	350	0	0	278	0	21	20	319
1130	0	0	380	0	19	17	416	0	0	287	0	19	21	327
1145	0	0	360	0	21	17	398	0	0	350	0	25	26	401
1200	0	0	315	0	11	12	338	0	0	327	0	13	22	362
1215	0	0	368	0	16	18	402	0	0	340	0	18	19	377
1230	0	0	320	0	14	19	353	0	0	362	0	20	28	410
1245	0	0	314	1	18	22	355	0	0	380	1	14	14	409
1300	0	0	323	0	16	19	358	0	0	382	0	20	19	421
1315	0	0	332	0	17	17	366	0	0	378	0	17	15	410
1330	0	0	397	0	15	21	433	0	0	394	1	15	27	437
1345	0	0	389	2	10	12	413	0	0	393	0	20	15	428
1400	0	0	377	1	8	11	397	0	0	546	2	23	17	588
1415	0	0	395	2	12	19	428	0	0	473	0	12	20	505
1430	0	0	425	3	11	9	448	0	0	725	2	14	23	764
1445	0	0	395	5	14	20	434	0	0	723	1	19	15	758
1500	0	0	428	1	14	16	459	0	0	828	1	14	15	858
1515	0	0	409	2	5	11	427	0	0	694	0	11	13	718
1530	0	0	413	0	4	11	428	0	0	750	1	11	15	777
1545	0	0	377	1	8	8	394	0	0	788	1	9	17	815
1600	0	0	413	1	8	4	426	0	1	745	0	13	12	771
1615	0	0	408	0	5	11	424	0	0	751	1	7	8	767
1630	0	0	399	0	7	13	419	0	0	749	1	11	8	769
1645	0	0	356	0	8	5	369	0	0	689	1	8	14	712
1700	0	0	392	0	1	6	399	0	0	679	0	8	7	694
1715	0	0	362	1	4	4	371	0	0	685	0	6	7	698
1730	0	0	392	1	5	3	401	0	0	656	0	8	11	675
1745	0	0	322	1	4	6	333	0	0	635	0	6	5	646
1800	0	0	315	0	7	6	328	0	0	710	1	6	7	724
1815	0	0	295	0	5	4	304	0	0	613	0	4	5	622
1830	0	0	250	0	3	1	254	0	0	438	0	5	5	448
1845	0	0	199	0	4	2	205	0	0	495	2	4	1	502
1900	0	0	216	0	1	4	221	0	0	456	1	6	5	468
1915	0	0	224	1	1	8	234	0	0	417	0	4	3	424
1930	0	0	167	0	2	5	174	0	0	320	0	8	3	331
1945	0	0	164	0	3	4	171	0	0	252	0	3	5	260
2000	0	0	147	0	2	2	151	0	0	240	0	3	3	246
2015	0	0	172	0	1	1	174	0	0	213	0	2	3	218
2030	0	0	125	0	2	3	130	0	0	180	0	3	5	188
2045	0	0	138	0	1	2	141	0	0	192	0	1	3	196
2100	0	0	139	0	2	3	144	0	0	173	0	2	4	179
2115	0	0	131	0	1	1	133	0	0	182	0	1	3	186
2130	0	0	103	0	1	2	106	0	0	175	0	2	2	179
2145	0	0	82	0	0	1	83	0	0	148	0	2	4	154
2200	0	0	98	0	1	2	101	0	0	139	0	2	4	145
2215	0	0	120	0	1	3	124	0	0	131	0	1	3	135
2230	0	0	99	0	2	4	105	0	0	133	0	1	3	137
2245	0	0	65	0	1	3	69	0	0	182	0	2	3	187
2300	0	0	64	0	1	2	67	0	0	159	0	2	2	163
2315	0	0	53	0	1	1	55	0	0	147	0	2	4	153
2330	0	0	74	0	1	2	77	0	0	130	0	1	3	134
2345	0	0	47	0	2	2	51	0	0	127	0	1	3	131
Total	0	0	29249	40	688	920	30897	0	1	28300	41	851	992	30185

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	24	0	0	5	29	0	0	103	0	0	3	106
0015	0	0	33	0	3	1	37	0	0	92	0	0	0	92
0030	0	0	20	0	0	1	21	0	0	73	0	0	0	73
0045	0	0	19	0	2	0	21	0	0	56	0	3	3	62
0100	0	0	17	0	1	1	19	0	0	46	0	2	2	50
0115	0	0	9	0	3	2	14	0	0	38	0	1	2	41
0130	0	0	8	0	1	3	12	0	0	43	0	0	0	43
0145	0	0	18	0	0	1	19	0	0	37	0	0	1	38
0200	0	0	14	0	4	1	19	0	0	24	0	0	4	28
0215	0	0	26	0	4	2	32	0	0	32	0	2	1	35
0230	0	0	18	0	4	4	26	0	0	26	0	1	5	32
0245	0	0	17	0	3	4	24	0	0	32	0	2	2	36
0300	0	0	41	0	3	0	44	0	0	27	0	0	1	28
0315	0	0	51	0	6	3	60	0	0	21	0	0	1	22
0330	0	0	66	0	5	2	73	0	0	25	0	3	3	31
0345	0	0	79	0	7	2	88	0	0	22	0	2	3	27
0400	0	0	117	0	4	0	121	0	0	19	0	3	4	26
0415	0	0	156	0	4	5	165	0	0	27	0	0	5	32
0430	0	0	245	0	8	4	257	0	0	42	0	3	4	49
0445	0	0	298	0	5	5	308	0	0	44	0	5	8	57
0500	0	0	395	0	8	9	412	0	0	70	0	1	9	80
0515	0	0	591	0	6	9	606	0	0	68	0	2	8	78
0530	0	0	765	0	6	17	788	0	0	119	0	4	12	135
0545	0	1	865	0	6	14	886	0	0	124	1	11	10	146
0600	0	0	842	1	13	18	874	0	0	174	0	6	8	188
0615	0	1	771	1	19	10	802	0	0	186	0	12	9	207
0630	0	1	797	1	19	12	830	0	0	248	0	12	19	279
0645	0	0	810	0	24	11	845	0	0	301	2	16	7	326
0700	0	0	748	0	13	11	772	0	0	302	0	16	11	329
0715	0	0	739	1	21	18	779	0	0	284	0	15	14	313
0730	0	0	631	2	12	16	661	0	0	337	0	21	18	376
0745	0	0	718	2	12	10	742	0	0	348	0	14	10	372
0800	0	0	716	1	25	18	760	0	0	343	0	18	15	376
0815	0	0	663	2	16	17	698	0	0	287	0	25	16	328
0830	0	0	622	0	19	20	661	0	0	302	1	21	14	338
0845	0	1	533	0	25	19	578	0	0	328	3	18	19	368
0900	0	0	485	3	25	11	524	0	0	304	1	18	18	341
0915	0	0	484	1	14	16	515	0	0	290	3	17	19	329
0930	0	0	407	0	16	19	442	0	0	285	2	21	25	333
0945	0	0	410	1	16	16	443	0	0	292	3	15	19	329
1000	0	0	407	0	22	19	448	0	0	274	2	16	25	317
1015	0	0	396	0	13	23	432	0	0	328	2	26	26	382
1030	0	0	382	1	21	15	419	0	0	304	0	25	25	354
1045	0	0	373	1	16	19	409	0	0	282	0	19	30	331
1100	0	0	331	1	20	26	378	0	0	272	0	18	19	309
1115	0	0	356	1	19	16	392	0	0	314	0	20	31	365
1130	0	0	336	1	18	11	366	0	0	328	1	14	22	365
1145	0	1	345	0	23	18	387	0	1	326	0	15	20	362
1200	0	0	352	1	12	20	385	0	0	335	0	15	22	372
1215	0	0	387	0	11	19	417	0	0	347	0	18	32	397
1230	0	0	372	0	8	14	394	0	0	387	0	29	14	430
1245	0	0	357	1	18	19	395	0	0	352	0	25	20	397
1300	0	1	363	1	14	16	395	0	0	336	0	22	17	375
1315	0	0	402	1	23	15	441	0	0	395	0	22	20	437
1330	0	0	341	3	19	11	374	0	3	480	0	19	12	514
1345	0	1	397	2	18	19	437	0	0	465	2	21	17	505
1400	0	1	371	2	13	13	400	0	1	490	0	13	22	526
1415	0	0	432	2	11	17	462	0	2	575	2	14	16	609
1430	0	0	404	0	13	17	434	0	0	670	3	20	23	716
1445	0	0	409	9	21	18	457	0	0	752	6	11	10	779
1500	0	1	431	1	15	15	463	0	1	721	2	19	11	754
1515	0	0	425	1	17	14	457	0	0	768	1	17	10	796
1530	0	1	466	0	14	13	494	0	0	762	0	13	9	784
1545	0	0	380	0	12	7	399	0	2	788	1	10	18	819
1600	0	1	412	0	4	7	424	0	2	814	0	10	14	840
1615	0	0	416	1	7	6	430	0	1	787	0	11	9	808
1630	0	0	395	1	6	4	406	0	3	792	1	7	8	811
1645	0	1	377	0	9	6	393	0	0	829	1	8	7	845
1700	0	0	407	0	6	4	417	0	0	789	0	9	7	805
1715	0	1	423	0	9	7	440	0	2	735	1	13	10	761
1730	0	1	373	2	1	6	383	0	2	726	1	6	5	740
1745	0	0	355	1	4	9	369	0	0	705	1	10	6	722
1800	0	0	316	2	3	3	324	0	0	692	0	9	2	703
1815	0	0	320	1	2	6	329	0	2	599	0	7	6	614
1830	0	0	273	1	4	6	284	0	0	597	1	6	4	608
1845	0	0	261	3	0	2	266	0	0	468	1	5	5	479
1900	0	1	241	1	3	10	256	0	2	439	1	1	8	451
1915	0	1	278	1	1	7	288	0	3	467	1	8	1	480
1930	0	0	212	0	1	3	216	0	0	366	2	1	3	372
1945	0	0	180	0	0	0	180	0	0	336	1	8	3	348
2000	0	0	185	0	4	3	192	0	0	263	2	5	4	274
2015	0	0	158	0	2	4	164	0	0	234	0	2	0	236
2030	0	0	159	0	4	5	168	0	0	225	0	1	5	231
2045	0	0	164	0	2	3	169	0	0	185	0	1	3	189
2100	0	0	128	0	2	3	133	0	0	202	0	2	3	207
2115	0	0	121	0	0	1	122	0	0	209	0	1	1	211
2130	0	0	130	0	1	1	132	0	0	179	0	0	1	180
2145	0	0	112	0	1	1	114	0	0	174	0	0	4	178
2200	0	0	122	0	1	3	126	0	0	164	0	0	1	165
2215	0	0	118	0	0	7	125	0	0	167	0	2	4	173
2230	0	0	107	0	1	4	112	0	0	171	0	2	2	175
2245	0	0	113	0	2	1	116	0	0	213	0	0	2	215
2300	0	0	67	0	2	3	72	0	0	216	0	0	0	216
2315	0	0	58	0	4	3	65	0	0	153	0	2	3	158
2330	0	0	61	0	3	4	68	0	0	129	0	0	3	132
2345	0	0	33	0	2	3	38	0	0	136	0	1	2	139
Total	0	16	30558	59	864	866	32363	0	27	30033	52	889	939	31940

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	26	0	2	2	30	0	0	99	0	2	1	102
0015	0	0	17	0	3	2	22	0	0	87	0	3	0	90
0030	0	0	36	0	2	1	39	0	0	60	0	2	1	63
0045	0	0	26	0	1	1	28	0	0	54	0	1	2	57
0100	0	0	15	0	1	3	19	0	0	45	0	2	1	48
0115	0	0	16	0	0	2	18	0	0	43	0	0	1	44
0130	0	0	22	0	0	1	23	0	0	40	0	1	0	41
0145	0	0	23	0	2	1	26	0	0	37	1	2	0	40
0200	0	0	25	0	3	0	28	0	0	25	0	1	1	27
0215	0	0	22	0	4	1	27	0	0	34	0	1	3	38
0230	0	0	34	0	0	0	34	0	0	23	0	0	2	25
0245	0	0	22	0	3	0	25	0	0	29	0	1	2	32
0300	0	0	31	0	2	0	33	0	0	25	0	3	3	31
0315	0	0	49	0	3	2	54	0	0	20	0	2	2	24
0330	0	0	63	0	2	3	68	0	0	26	0	0	1	27
0345	0	0	71	0	2	5	78	0	0	17	0	0	2	19
0400	0	0	122	0	2	5	129	0	0	22	0	1	2	25
0415	0	0	166	0	7	7	180	0	0	39	0	4	3	46
0430	0	0	237	0	14	9	260	0	0	41	0	3	7	51
0445	0	0	289	0	6	4	299	0	0	38	0	7	6	51
0500	0	0	455	0	7	8	470	0	0	60	0	5	9	74
0515	0	0	610	1	18	12	641	0	0	76	0	4	7	87
0530	0	0	826	0	5	16	847	0	0	82	0	7	11	100
0545	0	1	828	0	8	17	854	0	0	130	1	6	10	147
0600	0	0	753	1	9	10	773	0	0	153	0	17	7	177
0615	0	2	783	0	18	13	816	0	1	191	0	16	17	225
0630	0	0	811	1	10	22	844	0	0	254	0	21	17	292
0645	0	0	665	0	14	10	689	0	0	292	0	24	15	331
0700	0	0	743	0	23	18	784	0	1	294	0	20	16	331
0715	0	2	759	2	14	6	783	0	1	279	0	25	12	317
0730	0	0	774	1	11	19	805	0	0	348	0	11	11	370
0745	0	0	767	1	21	17	806	0	0	359	0	21	9	389
0800	0	0	801	0	19	11	831	0	0	360	1	21	14	396
0815	0	0	670	1	14	18	703	0	0	305	1	18	16	340
0830	0	1	661	4	17	20	703	0	0	344	0	27	24	395
0845	0	0	617	2	14	30	663	0	1	327	4	21	18	371
0900	0	0	519	1	19	19	558	0	0	312	2	17	10	341
0915	0	0	515	1	25	13	554	0	0	353	3	24	23	403
0930	0	2	482	3	14	22	523	0	0	315	2	22	17	356
0945	0	0	407	0	24	15	446	0	3	313	2	19	17	354
1000	0	0	357	0	16	21	394	0	0	312	1	23	29	365
1015	0	1	390	1	18	16	426	0	0	326	0	36	21	383
1030	0	0	426	0	17	33	476	0	0	355	0	20	27	402
1045	0	0	334	0	18	21	373	0	1	300	1	23	22	347
1100	0	0	361	2	14	20	397	0	0	305	0	21	21	347
1115	0	0	359	0	27	15	401	0	0	335	1	22	26	384
1130	0	0	406	1	17	20	444	0	0	325	0	23	33	381
1145	0	0	359	0	17	18	394	0	1	375	0	18	33	427
1200	0	0	383	0	21	16	420	0	0	351	1	13	24	389
1215	0	0	384	1	13	12	410	0	1	362	0	28	29	420
1230	0	0	374	0	14	18	406	0	1	388	0	17	29	435
1245	0	1	362	0	12	13	388	0	0	366	1	22	21	410
1300	0	1	367	0	23	15	406	0	0	401	0	24	17	442
1315	0	3	356	1	22	23	405	0	0	407	1	20	26	454
1330	0	1	408	1	16	17	443	0	3	447	0	20	15	485
1345	0	1	458	1	19	21	500	0	1	440	0	19	16	476
1400	0	0	428	1	15	23	467	0	2	576	0	21	21	620
1415	0	3	495	0	13	12	523	0	1	538	2	16	16	573
1430	0	0	429	3	11	19	462	0	2	618	5	25	17	667
1445	0	0	424	5	11	17	457	0	0	715	4	26	12	757
1500	0	1	436	4	10	16	467	0	3	736	2	21	9	771
1515	0	1	467	0	15	8	491	0	1	781	2	13	8	805
1530	0	1	435	1	13	8	458	0	1	820	1	15	6	843
1545	0	2	450	2	6	10	470	0	1	783	2	13	7	806
1600	0	0	394	2	6	5	407	0	3	787	0	6	11	807
1615	0	0	423	0	3	7	433	0	3	808	0	6	8	825
1630	0	0	431	1	10	7	449	0	1	731	0	15	11	758
1645	0	0	403	0	8	11	422	0	2	782	0	9	11	804
1700	0	0	418	0	5	4	427	0	2	806	1	7	12	828
1715	0	0	398	0	5	6	409	0	0	749	2	9	5	765
1730	0	0	425	0	2	8	435	0	1	739	0	2	5	747
1745	0	0	347	0	7	6	360	0	0	748	0	9	7	764
1800	0	0	353	0	1	4	358	0	1	661	0	9	7	678
1815	0	0	271	1	3	6	281	0	0	636	1	5	5	647
1830	0	0	258	2	5	4	269	0	1	535	0	13	5	554
1845	0	0	251	0	4	2	257	0	0	465	1	6	5	477
1900	0	0	217	1	1	4	223	0	0	475	1	8	4	488
1915	0	0	196	0	3	9	208	0	0	454	0	7	7	468
1930	0	0	178	0	3	5	186	0	0	327	0	5	4	336
1945	0	0	165	1	5	2	173	0	0	314	0	5	5	324
2000	0	0	183	0	3	3	189	0	0	303	0	2	3	308
2015	0	0	185	0	5	2	192	0	0	276	0	2	4	282
2030	0	0	166	0	4	1	171	0	0	269	0	4	1	274
2045	0	0	158	0	2	2	162	0	0	260	0	1	6	267
2100	0	0	128	0	2	1	131	0	0	230	0	1	2	233
2115	0	0	138	0	3	2	143	0	0	225	0	2	2	229
2130	0	0	131	0	2	5	138	0	0	190	0	2	3	195
2145	0	0	89	0	1	4	94	0	0	204	0	3	2	209
2200	0	0	96	0	1	4	101	0	0	177	0	1	0	178
2215	0	0	92	0	2	2	96	0	0	145	0	3	7	155
2230	0	0	107	0	2	4	113	0	0	135	0	2	2	139
2245	0	0	68	0	3	4	75	0	0	186	0	1	5	192
2300	0	0	63	0	2	1	66	0	0	157	0	1	2	160
2315	0	0	71	0	1	4	76	0	0	145	0	2	3	150
2330	0	0	69	0	3	1	73	0	0	136	0	0	3	139
2345	0	0	42	0	1	2	45	0	0	130	0	1	5	136
Total	0	24	31320	51	849	909	33153	0	40	30498	47	1030	967	32582

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	36	0	1	2	39	0	0	94	0	0	0	94
0015	0	0	30	0	3	1	34	0	0	69	0	0	2	71
0030	0	0	28	0	0	2	30	0	0	66	0	0	3	69
0045	0	0	21	0	0	3	24	0	0	53	0	0	1	54
0100	0	0	19	0	0	3	22	0	0	49	0	2	1	52
0115	0	0	17	0	0	1	18	0	0	39	0	3	1	43
0130	0	0	21	0	0	3	24	0	0	40	0	1	2	43
0145	0	0	15	0	2	0	17	0	0	36	0	0	2	38
0200	0	0	14	0	0	3	17	0	0	32	0	0	0	32
0215	0	0	20	0	3	2	25	0	0	41	0	0	1	42
0230	0	0	32	0	0	4	36	0	0	25	0	1	6	32
0245	0	0	24	1	0	1	26	0	0	30	0	1	2	33
0300	0	0	24	0	3	0	27	0	0	25	0	1	2	28
0315	0	0	51	0	2	2	55	0	0	37	0	0	1	38
0330	0	0	60	0	2	1	63	0	0	28	0	1	4	33
0345	0	0	65	0	2	9	76	0	0	19	0	2	3	24
0400	0	0	106	0	1	8	115	0	0	16	0	1	5	22
0415	0	0	158	0	2	9	169	0	0	25	0	0	4	29
0430	0	0	239	0	4	6	249	0	0	24	0	4	4	32
0445	0	0	292	0	0	6	298	0	0	56	0	3	4	63
0500	0	0	407	0	3	12	422	0	0	65	0	1	11	77
0515	0	0	608	1	5	18	632	0	0	70	0	3	6	79
0530	0	0	693	0	4	12	709	0	0	94	1	8	9	112
0545	0	0	813	0	11	23	847	0	0	110	0	6	5	121
0600	0	0	703	1	6	17	727	0	0	149	1	9	14	173
0615	0	0	789	0	14	20	823	0	0	180	0	8	13	201
0630	0	0	788	2	12	15	817	0	0	244	0	12	11	267
0645	0	0	656	0	10	16	682	0	0	297	1	10	16	324
0700	0	0	671	2	13	18	704	0	0	286	0	18	14	318
0715	0	0	734	1	14	14	763	0	0	249	0	14	17	280
0730	0	0	727	3	14	8	752	0	0	322	0	11	15	348
0745	0	0	712	1	15	21	749	0	0	333	1	9	17	360
0800	0	0	640	2	11	22	675	0	0	321	0	17	34	372
0815	0	0	633	3	13	17	666	0	0	326	0	18	18	362
0830	0	0	597	0	11	16	624	0	0	311	1	13	19	344
0845	0	0	552	1	7	14	574	0	0	338	3	11	16	368
0900	0	0	511	1	18	19	549	0	0	314	3	16	18	351
0915	0	0	491	0	19	23	533	0	0	280	5	20	22	327
0930	0	0	468	0	13	18	499	0	0	294	1	18	18	331
0945	0	0	440	0	17	24	481	0	1	322	2	16	19	360
1000	0	0	431	0	17	26	474	0	0	312	3	18	17	350
1015	0	0	447	0	26	17	490	0	0	353	0	25	18	396
1030	0	0	379	0	23	24	426	0	0	337	0	21	23	381
1045	0	0	390	0	14	18	422	0	0	351	0	19	18	388
1100	0	0	429	0	24	16	469	0	0	360	1	20	24	405
1115	0	0	378	0	21	22	421	0	0	349	0	16	23	388
1130	0	0	398	3	14	21	436	0	0	382	1	17	23	423
1145	0	0	416	0	20	19	455	0	0	376	0	17	19	412
1200	0	0	401	0	15	16	432	0	0	415	1	21	21	458
1215	0	0	399	0	21	13	433	0	0	464	0	15	27	506
1230	0	0	434	0	17	12	463	0	0	459	0	22	26	507
1245	0	0	443	1	18	16	478	0	0	429	4	15	20	468
1300	0	0	398	0	11	17	426	0	0	486	5	14	20	525
1315	0	0	404	0	14	20	438	0	0	526	0	28	22	576
1330	0	0	439	1	4	14	458	0	0	518	0	24	16	558
1345	0	0	421	1	15	16	453	0	0	617	1	15	19	652
1400	0	0	423	1	12	12	448	0	0	563	0	14	19	596
1415	0	0	439	2	5	13	459	0	0	582	2	7	11	602
1430	0	0	470	1	5	12	488	0	0	710	0	11	15	736
1445	0	0	455	6	12	10	483	0	0	882	2	9	12	905
1500	0	0	458	4	7	13	482	0	1	805	1	6	21	834
1515	0	0	462	0	4	6	472	0	0	721	0	9	8	738
1530	0	0	472	0	9	11	492	0	0	754	2	10	9	775
1545	0	0	463	0	10	7	480	0	0	733	0	4	21	758
1600	0	0	441	0	7	8	456	0	0	798	1	6	9	814
1615	0	0	400	1	5	6	412	0	0	700	1	8	6	715
1630	0	0	448	0	7	3	458	0	0	755	2	6	7	770
1645	0	0	428	0	1	4	433	0	0	783	0	5	15	803
1700	0	0	413	0	4	4	421	0	0	711	2	5	11	729
1715	0	0	476	0	1	6	483	0	0	680	0	4	11	695
1730	0	0	444	1	2	3	450	0	0	692	0	4	5	701
1745	0	0	383	1	1	4	389	0	0	684	1	6	8	699
1800	0	0	413	0	3	5	421	0	0	659	1	5	6	671
1815	0	0	383	0	3	7	393	0	0	606	1	4	2	613
1830	0	0	332	0	3	7	342	0	0	490	2	2	5	499
1845	0	0	360	0	3	1	364	0	0	487	0	3	3	493
1900	0	0	295	0	2	2	299	0	0	460	2	2	8	472
1915	0	0	271	0	2	10	283	0	0	410	1	4	6	421
1930	0	0	256	0	2	2	260	0	0	348	0	4	2	354
1945	0	0	220	0	3	1	224	0	0	290	1	4	7	302
2000	0	0	197	0	1	3	201	0	0	223	0	2	3	228
2015	0	0	221	0	2	2	225	0	0	270	0	1	5	276
2030	0	0	230	0	1	3	234	0	0	220	0	1	2	223
2045	0	0	190	0	0	1	191	0	0	236	0	0	0	236
2100	0	0	148	0	1	1	150	0	0	207	0	2	4	213
2115	0	0	162	0	2	5	169	0	0	215	0	0	3	218
2130	0	0	138	0	0	2	140	0	0	211	0	0	1	212
2145	0	0	123	0	1	3	127	0	0	229	0	1	0	230
2200	0	0	124	0	1	1	126	0	0	177	0	0	1	178
2215	0	0	118	0	0	3	121	0	0	176	0	2	0	178
2230	0	0	126	0	1	2	129	0	0	183	0	0	1	184
2245	0	0	97	0	0	0	97	0	0	227	0	1	3	231
2300	0	0	90	0	0	3	93	0	0	256	0	1	3	260
2315	0	0	78	0	0	0	78	0	0	142	0	1	2	145
2330	0	0	80	0	0	1	81	0	0	159	0	0	3	162
2345	0	0	100	0	0	0	100	0	0	155	0	0	3	158
Total	0	0	32339	42	652	887	33920	0	2	31032	57	719	957	32767

Volume Report

Job 1645_10_VHB_ATR 5W
Area Lancaster, MA
Location Route 2, west of Route 70



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	44	0	0	2	46	0	0	108	0	0	1	109
0015	0	0	41	0	0	2	43	0	0	110	0	0	1	111
0030	0	0	33	0	0	1	34	0	0	82	0	0	4	86
0045	0	0	31	0	0	1	32	0	0	70	0	0	2	72
0100	0	0	36	0	0	1	37	0	0	52	0	0	3	55
0115	0	0	18	0	1	0	19	0	0	47	0	0	2	49
0130	0	0	28	0	0	2	30	0	0	49	0	0	4	53
0145	0	0	18	0	1	2	21	0	0	47	0	0	1	48
0200	0	0	9	0	0	0	9	0	0	50	0	0	2	52
0215	0	0	14	0	2	0	16	0	0	35	0	0	0	35
0230	0	0	14	0	1	1	16	0	0	27	0	0	1	28
0245	0	0	16	0	0	2	18	0	0	32	0	0	1	33
0300	0	0	22	0	0	1	23	0	0	27	0	1	1	29
0315	0	0	35	0	0	4	39	0	0	36	0	1	3	40
0330	0	0	31	0	1	2	34	0	0	36	0	0	0	36
0345	0	0	41	0	1	2	44	0	0	32	0	0	1	33
0400	0	0	44	0	2	2	48	0	0	23	0	0	3	26
0415	0	0	61	0	1	3	65	0	0	18	0	1	2	21
0430	0	0	91	0	3	1	95	0	0	21	0	0	2	23
0445	0	0	97	0	1	2	100	0	0	24	0	0	2	26
0500	0	0	102	0	1	3	106	0	0	34	1	2	1	38
0515	0	0	136	0	0	1	137	0	0	44	0	1	2	47
0530	0	0	186	1	0	9	196	0	0	56	0	4	6	66
0545	0	0	191	1	5	0	197	0	0	49	0	8	1	58
0600	0	0	192	0	3	2	197	0	0	66	2	3	6	77
0615	0	0	281	0	2	5	288	0	0	74	0	4	6	84
0630	0	0	302	0	1	8	311	0	1	99	0	2	9	111
0645	0	0	228	0	0	3	231	0	0	162	0	4	2	168
0700	0	0	246	0	2	5	253	0	0	192	0	6	2	200
0715	0	0	264	0	3	6	273	0	0	239	2	3	5	249
0730	0	0	270	0	3	7	280	0	1	226	1	2	1	231
0745	0	0	275	0	3	5	283	0	0	255	0	2	4	261
0800	0	0	299	0	3	6	308	0	0	219	1	6	2	228
0815	0	0	339	1	2	4	346	0	0	229	1	4	4	238
0830	0	0	352	1	1	4	358	0	0	263	0	6	2	271
0845	0	0	372	0	4	3	379	0	1	293	2	4	8	308
0900	0	0	358	0	2	4	364	0	1	322	1	0	9	333
0915	0	0	450	1	3	1	455	0	0	300	1	6	6	313
0930	0	0	393	0	3	5	401	0	0	386	0	5	6	397
0945	0	0	421	0	4	2	427	0	1	367	1	5	6	380
1000	0	0	546	0	8	1	555	0	1	381	1	8	2	393
1015	0	0	483	0	4	6	493	0	10	407	1	12	7	437
1030	0	0	495	0	6	7	508	0	0	473	3	6	7	489
1045	0	0	487	0	2	6	495	0	1	531	0	6	2	540
1100	0	0	530	1	6	4	541	0	0	495	0	4	5	504
1115	0	0	531	1	3	3	538	0	0	563	2	9	5	579
1130	0	0	502	1	7	2	512	0	0	466	0	4	5	475
1145	0	0	451	0	6	2	459	0	0	479	0	6	5	490
1200	0	5	566	0	3	5	579	0	0	451	0	2	4	457
1215	0	0	524	0	6	2	532	0	0	489	1	3	3	496
1230	0	0	508	0	2	2	512	0	0	542	1	7	5	555
1245	0	0	526	0	5	6	537	0	0	557	0	6	4	567
1300	0	0	506	0	4	2	512	0	1	496	0	8	5	510
1315	0	1	522	0	2	3	528	0	0	503	0	4	3	510
1330	0	0	509	0	3	2	514	0	0	527	0	5	2	534
1345	0	0	532	0	3	4	539	0	0	525	0	2	3	530
1400	0	0	494	0	2	6	502	0	0	482	0	2	3	487
1415	0	0	453	0	2	1	456	0	0	528	0	3	5	536
1430	0	0	454	0	1	3	458	0	0	546	0	3	0	549
1445	0	0	403	0	1	2	406	0	0	455	0	5	7	467
1500	0	1	438	1	1	4	445	0	0	459	0	5	4	468
1515	0	0	408	0	2	0	410	0	0	465	0	1	2	468
1530	0	1	435	1	5	0	442	0	1	442	1	3	3	450
1545	0	0	465	0	0	1	466	0	0	487	1	4	3	495
1600	0	0	383	2	4	1	390	0	2	416	0	1	2	421
1615	0	0	395	1	3	0	399	0	0	470	1	1	1	473
1630	0	1	418	0	1	4	424	0	0	393	1	3	2	399
1645	0	0	403	0	2	1	406	0	0	441	1	5	2	449
1700	0	0	389	1	1	4	395	0	2	437	0	2	2	443
1715	0	0	395	0	1	2	398	0	1	423	0	1	5	430
1730	0	0	428	0	3	3	434	0	3	394	0	3	0	400
1745	0	1	372	1	1	1	376	0	1	432	0	0	0	433
1800	0	0	332	3	0	2	337	0	0	411	0	7	0	418
1815	0	0	330	2	4	7	343	0	0	363	0	3	1	367
1830	0	0	342	1	0	2	345	0	0	383	0	0	2	385
1845	0	0	297	2	1	2	302	0	0	343	0	4	1	348
1900	0	0	304	1	1	1	307	0	1	350	0	2	1	354
1915	0	0	258	0	0	2	260	0	1	297	0	1	1	300
1930	0	0	232	0	1	0	233	0	0	274	0	0	1	275
1945	0	0	210	0	0	1	211	0	0	262	0	1	0	263
2000	0	0	192	0	2	1	195	0	0	242	0	0	2	244
2015	0	0	183	0	0	2	185	0	0	226	0	1	1	228
2030	0	0	175	0	2	3	180	0	0	209	1	0	0	210
2045	0	0	163	0	1	2	166	0	0	185	0	0	1	186
2100	0	0	158	0	2	0	160	0	0	170	0	1	2	173
2115	0	0	132	0	0	2	134	0	0	176	0	0	0	176
2130	0	0	121	0	1	1	123	0	0	163	0	1	1	165
2145	0	0	106	0	0	1	107	0	0	152	1	0	1	154
2200	0	0	97	0	1	2	100	0	0	142	0	0	0	142
2215	0	0	102	0	0	0	102	0	0	136	0	0	1	137
2230	0	0	90	0	0	2	92	0	0	105	0	1	0	106
2245	0	0	87	0	1	1	89	0	0	96	0	0	1	97
2300	0	0	72	0	0	2	74	0	0	88	0	0	0	88
2315	0	0	64	0	0	2	66	0	0	82	0	0	1	83
2330	0	0	50	0	1	0	51	0	0	70	0	1	0	71
2345	0	0	43	0	0	1	44	0	0	72	0	0	1	73
Total	0	10	25472	24	177	243	25926	0	30	24953	29	237	251	25500

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	75	0	4	0	79	0	0	93	0	2	0	95
0015	0	0	62	0	3	0	65	0	0	84	0	1	1	86
0030	0	0	58	0	2	1	61	0	0	90	0	2	0	92
0045	0	0	55	0	1	0	56	0	0	75	0	1	2	78
0100	0	0	46	0	2	0	48	0	0	81	0	3	0	84
0115	0	0	43	0	3	1	47	0	0	77	0	2	1	80
0130	0	0	38	0	1	0	39	0	0	67	0	1	0	68
0145	0	0	41	0	2	2	45	0	0	55	0	2	1	58
0200	0	0	35	0	2	0	37	0	0	58	0	3	0	61
0215	0	0	28	0	2	1	31	0	0	46	0	2	1	49
0230	0	0	32	0	0	1	33	0	0	39	0	3	0	42
0245	0	0	28	0	1	0	29	0	0	42	0	3	1	46
0300	0	0	30	0	2	1	33	0	0	34	0	2	1	37
0315	0	0	26	0	1	1	28	0	0	30	0	1	0	31
0330	0	0	33	0	3	0	36	0	0	42	0	0	2	44
0345	0	0	38	0	3	1	42	0	0	35	0	1	0	36
0400	0	0	45	0	2	1	48	0	0	40	0	1	2	43
0415	0	0	56	0	1	0	57	0	0	38	0	2	0	40
0430	0	0	66	0	0	2	68	0	0	43	0	0	1	44
0445	0	0	73	0	1	0	74	0	0	46	0	1	1	48
0500	0	0	87	0	0	1	88	0	0	52	0	0	0	52
0515	0	0	92	0	1	1	94	0	0	45	0	0	0	45
0530	0	0	119	0	2	0	121	0	0	46	0	2	0	48
0545	0	0	120	0	3	0	123	0	0	45	0	0	0	45
0600	0	0	160	0	0	1	161	0	0	88	1	3	1	93
0615	0	0	190	0	2	4	196	0	1	105	0	4	2	112
0630	0	0	244	0	2	1	247	0	0	116	0	0	1	117
0645	0	0	221	0	2	3	226	0	0	162	0	1	0	163
0700	0	0	232	0	2	1	235	0	0	177	0	1	0	178
0715	0	1	227	0	1	1	230	0	0	254	1	0	0	255
0730	0	0	250	4	1	3	258	0	1	243	0	0	1	245
0745	0	0	317	2	0	0	319	0	0	255	0	4	2	261
0800	0	0	307	0	1	0	308	0	1	305	0	0	1	307
0815	0	0	350	0	1	1	352	0	0	313	2	1	2	318
0830	0	1	384	0	3	1	389	0	3	348	0	1	0	352
0845	0	0	369	0	3	2	374	0	0	333	1	1	2	337
0900	0	0	428	1	3	2	434	0	0	312	0	1	1	314
0915	0	0	561	1	2	0	564	0	0	427	0	4	1	432
0930	0	0	498	0	4	1	503	0	1	444	0	7	1	453
0945	0	1	556	0	2	3	562	0	0	496	0	1	0	497
1000	0	0	590	0	1	1	592	0	1	478	1	0	0	480
1015	0	0	616	0	4	3	623	0	1	493	0	10	0	504
1030	0	2	614	0	2	0	618	0	0	550	0	4	1	555
1045	0	1	618	2	2	2	625	0	0	553	0	4	0	557
1100	0	0	655	0	4	2	661	0	0	544	1	1	3	549
1115	0	0	687	0	2	1	690	0	1	601	0	4	0	606
1130	0	0	646	0	5	0	651	0	0	551	0	2	3	556
1145	0	3	703	0	5	2	713	0	2	601	0	4	1	608
1200	0	0	746	0	5	1	752	0	0	676	0	2	3	681
1215	0	0	710	0	3	1	714	0	1	692	1	2	5	701
1230	0	0	798	0	1	2	801	0	2	645	0	2	1	650
1245	0	1	660	0	2	3	666	0	0	656	0	6	1	663
1300	0	0	665	0	2	2	669	0	1	620	0	2	0	623
1315	0	0	739	0	2	3	744	0	0	662	0	2	1	665
1330	0	0	705	0	3	2	710	0	0	640	0	3	0	643
1345	0	1	691	0	4	2	698	0	0	617	0	5	3	625
1400	0	2	770	0	2	1	775	0	0	668	1	4	5	678
1415	0	0	747	2	2	1	752	0	0	720	1	0	1	722
1430	0	1	787	0	2	2	792	0	0	572	0	2	2	576
1445	0	0	661	0	3	0	664	0	0	659	0	1	3	663
1500	0	1	646	0	2	5	654	0	1	621	0	0	1	623
1515	0	0	676	2	4	1	683	0	1	662	0	3	2	668
1530	0	0	726	0	3	3	732	0	0	615	1	0	0	616
1545	0	2	704	2	3	1	712	0	0	613	0	2	1	616
1600	0	0	677	0	2	2	681	0	0	653	0	2	2	657
1615	0	1	707	0	3	2	713	0	0	678	0	2	2	682
1630	0	1	618	0	3	1	623	0	0	628	0	5	2	635
1645	0	0	623	1	2	3	629	0	0	609	0	2	2	613
1700	0	0	604	1	4	2	611	0	1	498	1	1	0	501
1715	0	0	577	1	5	1	584	0	0	571	0	4	1	576
1730	0	0	491	0	3	3	497	0	0	595	1	2	1	599
1745	0	0	498	0	2	2	502	0	0	584	0	2	2	588
1800	0	0	512	0	2	3	517	0	0	533	1	2	0	536
1815	0	0	446	0	5	4	455	0	0	562	0	3	1	566
1830	0	0	455	0	1	1	457	0	0	495	0	2	1	498
1845	0	0	407	0	2	1	410	0	0	534	0	1	2	537
1900	0	0	388	0	5	4	397	0	0	437	0	3	1	441
1915	0	0	331	0	3	2	336	0	0	396	0	1	0	397
1930	0	0	313	0	0	1	314	0	0	358	0	1	2	361
1945	0	0	267	0	1	1	269	0	0	308	1	1	1	311
2000	0	0	239	2	2	1	244	0	0	294	0	2	2	298
2015	0	0	244	0	2	1	247	0	0	261	0	0	0	261
2030	0	0	242	0	1	0	243	0	0	279	0	1	2	282
2045	0	0	201	0	0	0	201	0	0	270	0	1	4	275
2100	0	0	186	0	1	0	187	0	0	219	0	0	1	220
2115	0	0	158	0	1	1	160	0	0	223	0	0	2	225
2130	0	0	148	0	0	1	149	0	0	190	0	1	0	191
2145	0	0	132	0	1	0	133	0	0	189	0	3	3	195
2200	0	0	125	0	1	0	126	0	0	172	0	0	0	172
2215	0	0	105	0	3	0	108	0	0	173	0	2	0	175
2230	0	0	110	0	3	1	114	0	0	142	0	1	0	143
2245	0	0	81	0	0	0	81	0	0	138	0	1	3	142
2300	0	0	85	0	0	1	86	0	0	153	0	0	2	155
2315	0	0	61	0	1	0	62	0	0	151	0	1	4	156
2330	0	0	62	0	0	1	63	0	0	114	0	0	1	115
2345	0	0	48	0	1	1	50	0	0	117	0	1	0	118
Total	0	19	33321	21	199	120	33680	0	19	31914	15	177	110	32235

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	42	0	1	3	46	0	0	110	0	2	2	114
0015	0	0	22	0	1	2	25	0	0	99	0	2	4	105
0030	0	0	29	0	0	2	31	0	0	100	0	0	1	101
0045	0	0	33	0	1	1	35	0	0	77	0	1	2	80
0100	0	0	19	0	1	1	21	0	0	57	0	1	1	59
0115	0	0	24	0	2	0	26	0	0	73	0	1	2	76
0130	0	0	18	0	1	2	21	0	0	58	0	0	0	58
0145	0	0	15	0	1	3	19	0	0	48	0	1	3	52
0200	0	0	22	0	2	5	29	0	0	34	0	2	1	37
0215	0	0	25	0	1	2	28	0	0	26	0	2	3	31
0230	0	0	21	0	0	3	24	0	0	27	0	2	2	31
0245	0	0	34	0	1	3	38	0	0	23	0	4	0	27
0300	0	0	30	0	2	5	37	0	0	18	0	2	2	22
0315	0	0	47	0	1	3	51	0	0	22	0	1	2	25
0330	0	0	57	0	3	6	66	0	0	19	0	1	4	24
0345	0	0	95	0	3	5	103	0	0	23	0	2	3	28
0400	0	0	105	0	4	6	115	0	0	25	0	1	2	28
0415	0	0	163	0	5	6	174	0	0	32	0	3	6	41
0430	0	0	252	0	3	9	264	0	0	58	0	2	2	62
0445	0	0	318	0	5	7	330	0	0	46	0	1	2	49
0500	0	0	391	0	7	11	409	0	0	77	0	4	8	89
0515	0	0	550	0	4	13	567	0	0	86	0	8	9	103
0530	0	0	699	2	9	13	723	0	0	125	0	6	9	140
0545	0	0	769	3	10	14	796	0	0	159	0	9	9	177
0600	0	0	771	0	7	15	793	0	0	177	0	22	17	216
0615	0	0	849	0	17	16	882	0	0	258	0	19	8	285
0630	0	0	926	4	12	16	958	0	0	398	0	20	11	429
0645	0	0	789	3	9	16	817	0	0	380	1	22	19	422
0700	0	0	797	1	15	7	820	0	0	472	1	19	18	510
0715	0	0	901	1	15	10	927	0	0	492	2	15	18	527
0730	0	0	897	3	14	18	932	0	0	515	0	15	23	553
0745	0	0	798	0	7	11	816	0	0	559	0	19	19	597
0800	0	0	815	0	10	15	840	0	0	478	1	14	10	503
0815	0	0	738	1	16	28	783	0	0	485	1	16	25	527
0830	0	0	733	2	22	16	773	0	0	463	1	25	20	509
0845	0	0	633	3	20	22	678	0	0	507	3	15	20	545
0900	0	0	487	0	23	12	522	0	0	495	5	21	16	537
0915	0	0	463	2	16	18	499	0	0	455	1	39	17	512
0930	0	0	479	0	15	33	527	0	0	442	4	17	20	483
0945	0	0	436	2	18	16	472	0	0	435	1	22	19	477
1000	0	0	424	1	22	23	470	0	0	399	1	11	21	432
1015	0	0	459	0	15	20	494	0	0	419	0	21	29	469
1030	0	0	480	1	18	17	516	0	0	453	0	12	29	494
1045	0	0	493	0	21	18	532	0	0	475	0	19	28	522
1100	0	0	463	2	15	22	502	0	0	457	2	14	27	500
1115	0	0	499	0	18	15	532	0	0	435	0	20	17	472
1130	0	0	423	0	14	22	459	0	0	460	0	13	24	497
1145	0	0	455	4	17	21	497	0	0	531	0	17	25	573
1200	0	0	469	1	18	20	508	0	0	488	2	14	21	525
1215	0	0	538	0	15	14	567	0	0	485	3	23	15	526
1230	0	0	456	2	13	16	487	0	0	495	3	9	12	519
1245	0	0	489	2	18	11	520	0	0	480	2	13	15	510
1300	0	0	517	2	20	20	559	0	0	510	1	13	26	550
1315	0	0	502	0	18	14	534	0	0	555	2	15	21	593
1330	0	0	518	2	16	15	551	0	1	521	3	13	13	551
1345	0	0	516	0	22	19	557	0	0	541	0	20	16	577
1400	0	0	550	8	14	15	587	0	0	622	2	21	13	658
1415	0	0	549	0	15	16	580	0	0	631	3	14	23	671
1430	0	0	543	1	20	9	573	0	1	764	3	7	12	787
1445	0	0	612	1	22	16	651	0	1	802	4	17	14	838
1500	0	0	635	0	12	10	657	0	0	872	1	10	17	900
1515	0	0	551	1	10	22	584	0	0	950	1	13	8	972
1530	0	0	539	2	12	13	566	0	0	963	0	10	6	979
1545	0	0	544	0	13	13	570	0	0	937	1	12	11	961
1600	0	0	605	1	9	5	620	0	0	889	1	6	8	904
1615	0	0	646	1	11	7	665	0	0	1048	1	11	5	1065
1630	0	0	591	0	7	5	603	0	0	915	1	4	8	928
1645	0	0	586	1	13	7	607	0	0	964	4	3	7	978
1700	0	0	599	0	9	10	618	0	0	960	1	3	2	966
1715	0	0	597	0	11	4	612	0	0	900	0	4	5	909
1730	0	0	504	0	5	4	513	0	0	811	1	5	4	821
1745	0	0	497	0	6	5	508	0	0	810	0	2	3	815
1800	0	0	462	1	11	6	480	0	0	760	0	1	1	762
1815	0	0	426	0	7	4	437	0	0	657	0	1	5	663
1830	0	0	366	1	8	4	379	0	0	572	2	2	3	579
1845	0	0	346	0	2	2	350	0	0	508	1	0	0	509
1900	0	0	289	1	5	3	298	0	1	445	2	1	2	451
1915	0	0	266	0	1	5	272	0	0	404	2	1	3	410
1930	0	1	249	1	7	2	260	0	0	382	1	1	1	385
1945	0	0	230	0	5	1	236	0	0	309	0	1	2	312
2000	0	0	199	0	1	0	200	0	0	332	0	2	2	336
2015	0	0	192	0	2	1	195	0	0	304	0	2	3	309
2030	0	0	166	0	0	2	168	0	0	264	0	3	2	269
2045	0	0	164	0	0	0	164	0	0	283	0	1	5	289
2100	0	0	158	0	1	2	161	0	0	249	0	1	2	252
2115	0	0	165	0	2	3	170	0	0	217	0	2	5	224
2130	0	0	125	0	0	0	125	0	0	222	0	1	1	224
2145	0	0	116	0	0	1	117	0	0	210	0	0	3	213
2200	0	0	125	0	2	2	129	0	0	178	0	1	1	180
2215	0	0	122	0	1	2	125	0	0	182	0	2	3	187
2230	0	0	97	0	2	1	100	0	0	160	0	1	3	164
2245	0	0	73	0	2	3	78	0	0	167	0	2	2	171
2300	0	0	75	0	1	1	77	0	0	190	0	2	3	195
2315	0	0	63	0	0	1	64	0	0	143	0	2	2	147
2330	0	0	46	0	1	4	51	0	0	125	0	1	3	129
2345	0	0	38	0	1	3	42	0	0	117	0	1	4	122
Total	0	1	36699	64	835	895	38494	0	4	37355	72	799	905	39135

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	31	0	4	4	39	0	0	93	0	1	2	96
0015	0	0	30	0	0	0	30	0	0	66	0	2	0	68
0030	0	0	28	0	1	2	31	0	0	76	0	4	2	82
0045	0	0	22	0	3	3	28	0	0	46	0	2	1	49
0100	0	0	27	0	3	1	31	0	0	39	0	2	2	43
0115	0	0	24	0	3	1	28	0	0	33	0	2	1	36
0130	0	0	19	0	1	0	20	0	0	39	0	1	0	40
0145	0	0	33	0	3	0	36	0	0	34	0	1	2	37
0200	0	0	21	0	1	4	26	0	0	36	0	1	2	39
0215	0	0	23	0	1	5	29	0	0	33	0	4	1	38
0230	0	0	28	0	0	3	31	0	0	16	0	7	3	26
0245	0	0	29	0	1	4	34	0	0	39	0	4	0	43
0300	0	0	31	0	0	6	37	0	0	21	0	3	1	25
0315	0	0	46	0	4	5	55	0	0	33	0	2	0	35
0330	0	0	70	0	5	1	76	0	0	22	0	1	3	26
0345	0	0	71	0	5	1	77	0	0	27	0	2	3	32
0400	0	0	98	0	2	3	103	0	0	28	0	6	0	34
0415	0	0	164	0	4	3	171	0	0	24	0	1	3	28
0430	0	0	233	0	7	5	245	0	0	46	0	2	1	49
0445	0	0	318	0	1	3	322	0	0	58	0	4	11	73
0500	0	0	377	0	11	8	396	0	0	66	0	1	9	76
0515	0	0	525	2	9	14	550	0	0	84	1	6	6	97
0530	0	0	673	3	21	9	706	0	0	113	1	12	6	132
0545	0	0	744	4	17	7	772	0	0	155	1	8	7	171
0600	0	0	840	6	11	12	869	0	0	203	1	15	18	237
0615	0	0	968	3	14	13	998	0	0	226	0	20	10	256
0630	0	0	920	2	16	16	954	0	0	320	0	20	20	360
0645	0	0	882	2	20	13	917	0	0	416	2	23	23	464
0700	0	0	863	1	15	11	890	0	0	441	0	12	21	474
0715	0	0	875	1	12	14	902	0	0	495	4	16	16	531
0730	0	0	858	1	14	18	891	0	0	533	1	21	22	577
0745	0	0	808	3	14	14	839	0	0	593	1	18	22	634
0800	0	0	921	0	21	20	962	0	0	497	1	15	16	529
0815	0	0	752	1	23	9	785	0	0	483	2	18	21	524
0830	0	0	741	3	16	21	781	0	0	505	3	18	16	542
0845	0	0	655	2	25	20	702	0	0	507	5	16	24	552
0900	0	0	559	1	18	20	598	0	0	462	2	18	15	497
0915	0	0	542	1	18	9	570	0	0	465	2	24	15	506
0930	0	0	538	0	17	20	575	0	0	424	3	28	30	485
0945	0	0	471	1	22	20	514	0	0	444	1	7	27	479
1000	0	0	502	4	17	17	540	0	0	394	2	22	28	446
1015	0	0	494	1	15	16	526	0	0	415	4	28	27	474
1030	0	0	447	4	25	16	492	0	0	416	1	17	46	480
1045	0	0	483	1	16	29	529	0	0	447	0	24	22	493
1100	0	0	481	0	11	18	510	0	0	443	3	22	24	492
1115	0	0	459	0	22	16	497	0	0	439	0	24	24	487
1130	0	0	500	3	23	18	544	0	0	423	1	17	15	456
1145	0	0	496	2	19	21	538	0	0	494	4	24	22	544
1200	0	0	465	1	16	14	496	0	0	463	2	15	21	501
1215	0	0	496	2	29	23	550	0	0	353	0	5	4	362
1230	0	0	512	2	18	32	564	0	0	529	2	16	19	566
1245	0	1	512	2	18	33	566	0	0	468	2	17	25	512
1300	0	0	495	1	26	16	538	0	0	497	1	16	28	542
1315	0	1	533	0	17	13	564	0	0	507	0	16	17	540
1330	0	0	530	4	22	22	578	0	0	513	3	10	23	549
1345	0	0	550	5	21	18	594	0	0	519	1	12	12	544
1400	0	0	553	3	17	19	592	0	0	600	4	10	26	640
1415	0	0	580	4	24	14	622	0	0	673	3	11	17	704
1430	0	0	586	7	14	8	615	0	0	737	2	9	16	764
1445	0	0	558	1	18	11	588	0	0	832	4	18	14	868
1500	0	0	629	1	21	16	667	0	0	883	1	13	15	912
1515	0	0	600	1	12	14	627	0	0	899	2	9	5	915
1530	0	0	627	0	17	12	656	0	0	943	1	9	9	962
1545	0	0	589	0	13	10	612	0	0	932	2	9	13	956
1600	0	0	592	1	11	14	618	0	0	891	0	5	11	907
1615	0	0	542	0	9	11	562	0	0	885	1	13	9	908
1630	0	0	602	0	5	11	618	0	0	901	1	11	9	922
1645	0	0	565	0	6	8	579	0	0	855	4	4	11	874
1700	0	0	575	0	8	9	592	0	0	869	2	5	5	881
1715	0	0	569	1	8	5	583	0	0	846	0	8	4	858
1730	0	0	480	0	5	4	489	0	0	842	1	3	9	855
1745	0	0	430	0	15	8	453	0	0	737	1	2	5	745
1800	0	0	406	0	8	8	422	0	0	716	1	3	3	723
1815	0	0	427	1	13	6	447	0	0	653	0	6	1	660
1830	0	0	377	3	6	3	389	0	0	556	0	5	0	561
1845	0	0	341	0	7	8	356	0	0	543	4	3	3	553
1900	0	0	289	0	7	2	298	0	0	548	2	2	4	556
1915	0	0	285	0	2	5	292	0	0	530	0	5	2	537
1930	0	0	233	0	2	2	237	0	0	459	0	4	4	467
1945	0	0	256	1	3	3	263	0	0	323	0	0	3	326
2000	0	0	210	0	3	1	214	0	0	284	0	1	1	286
2015	0	0	216	0	3	0	219	0	0	308	0	1	1	310
2030	0	0	181	0	5	3	189	0	0	256	0	0	2	258
2045	0	0	180	0	2	0	182	0	0	291	0	2	0	293
2100	0	0	169	0	7	0	176	0	0	219	0	2	0	221
2115	0	0	168	0	3	1	172	0	0	232	0	2	3	237
2130	0	0	132	0	1	0	133	0	0	216	0	1	1	218
2145	0	0	108	0	1	0	109	0	0	175	0	1	3	179
2200	0	0	124	0	3	4	131	0	0	165	0	1	0	166
2215	0	0	142	0	1	0	143	0	0	163	0	0	0	163
2230	0	0	113	0	0	3	116	0	0	180	0	0	0	180
2245	0	0	82	0	1	4	87	0	0	152	0	1	1	154
2300	0	0	74	0	2	0	76	0	0	192	0	0	4	196
2315	0	0	84	0	1	4	89	0	0	164	0	1	1	166
2330	0	0	59	0	1	3	63	0	0	130	0	2	1	133
2345	0	0	42	0	6	2	50	0	0	125	0	1	4	130
Total	0	2	37588	93	989	900	39572	0	0	36466	93	836	959	38354

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	103	0	1	4	108	0	0	25	0	2	2	29
0015	0	0	98	0	0	0	98	0	0	43	0	1	5	49
0030	0	0	61	0	0	0	61	0	0	26	0	1	3	30
0045	0	0	64	0	0	4	68	0	0	17	0	1	1	19
0100	0	0	45	0	4	2	51	0	0	24	0	1	2	27
0115	0	0	39	0	0	1	40	0	0	15	0	3	2	20
0130	0	0	49	0	2	1	52	0	0	18	0	0	3	21
0145	0	0	37	0	2	1	40	0	0	22	0	1	6	29
0200	0	0	31	0	0	3	34	0	0	19	0	0	2	21
0215	0	0	34	0	5	3	42	0	0	28	0	3	4	35
0230	0	0	21	0	3	4	28	0	0	20	0	2	3	25
0245	0	0	41	0	3	3	47	0	0	33	0	1	1	35
0300	0	0	19	0	3	1	23	0	0	38	0	2	3	43
0315	0	0	22	0	3	2	27	0	0	46	0	2	4	52
0330	0	0	22	0	4	3	29	0	0	76	0	3	6	85
0345	0	0	38	0	3	4	45	0	0	77	0	4	2	83
0400	0	0	22	0	3	5	30	0	0	119	0	4	4	127
0415	0	0	31	0	7	5	43	0	0	155	0	4	7	166
0430	0	0	54	0	5	4	63	0	0	272	0	5	7	284
0445	0	0	62	0	4	6	72	0	0	330	0	4	5	339
0500	0	0	62	0	6	4	72	0	0	372	0	4	15	391
0515	0	0	84	1	5	11	101	0	2	595	0	14	20	631
0530	0	0	130	0	12	13	155	0	1	794	4	22	19	840
0545	0	0	184	1	12	13	210	0	1	934	2	11	12	960
0600	0	0	233	0	16	19	268	0	0	850	1	26	16	893
0615	0	0	306	1	21	13	341	0	1	991	3	20	13	1028
0630	0	0	381	1	26	11	419	0	0	950	1	29	11	991
0645	0	0	433	3	28	13	477	0	2	890	1	23	13	929
0700	0	0	452	3	20	15	490	0	0	865	1	21	14	901
0715	0	0	518	2	23	23	566	0	0	909	4	22	17	952
0730	0	0	511	1	28	16	556	0	0	899	2	21	16	938
0745	0	1	550	0	19	16	586	0	1	869	1	18	11	900
0800	0	0	541	1	22	21	585	0	0	810	0	22	17	849
0815	0	0	506	2	27	23	558	0	0	801	5	25	13	844
0830	0	0	482	1	28	15	526	0	1	756	0	22	18	797
0845	0	0	472	7	20	13	512	0	2	637	1	19	19	678
0900	0	0	448	3	27	20	498	0	1	592	4	26	15	638
0915	0	0	486	3	29	29	547	0	0	561	0	15	14	590
0930	0	0	443	1	26	26	496	0	1	542	1	21	14	579
0945	0	0	460	5	18	18	501	0	2	482	4	19	20	527
1000	0	1	435	4	26	23	489	0	1	484	1	25	14	525
1015	0	0	446	2	37	20	505	0	1	531	4	32	21	589
1030	0	0	465	1	24	25	515	0	0	527	1	20	12	560
1045	0	0	462	2	24	23	511	0	1	473	0	27	26	527
1100	0	0	401	0	16	22	439	0	0	435	1	25	16	477
1115	0	0	455	0	19	30	504	0	0	495	2	21	15	533
1130	0	0	463	0	22	17	502	0	1	504	2	25	11	543
1145	0	0	491	3	20	22	536	0	1	473	4	20	24	522
1200	0	0	482	2	21	22	527	0	0	544	2	11	28	585
1215	0	0	500	1	18	30	549	0	1	519	3	18	33	574
1230	0	1	479	1	24	12	517	0	1	558	0	20	23	602
1245	0	0	487	5	21	22	535	0	1	523	2	24	21	571
1300	0	0	466	2	14	14	496	0	2	528	1	27	19	577
1315	0	0	472	1	21	14	508	0	2	567	2	22	24	617
1330	0	0	603	1	16	18	638	0	0	540	3	29	25	597
1345	0	0	597	3	20	9	629	0	0	543	3	15	17	578
1400	0	1	574	4	10	23	612	0	0	564	3	21	30	618
1415	0	2	677	4	18	19	720	0	0	626	7	23	13	669
1430	0	1	671	5	14	20	711	0	0	620	3	28	19	670
1445	0	0	830	3	10	13	856	0	0	631	6	37	15	689
1500	0	1	936	2	17	7	963	0	2	631	4	21	19	677
1515	0	0	955	3	16	7	981	0	0	650	3	19	16	688
1530	0	0	1017	1	15	9	1042	0	0	639	0	16	15	670
1545	0	5	939	0	13	13	970	0	0	630	0	12	11	653
1600	0	1	929	3	12	9	954	0	0	607	0	11	9	627
1615	0	1	888	3	8	3	903	0	2	628	2	18	12	662
1630	0	2	943	2	6	4	957	0	0	617	3	20	10	650
1645	0	0	981	2	12	3	998	0	0	641	2	10	7	660
1700	0	0	1018	1	11	5	1035	0	0	593	0	9	7	609
1715	0	4	868	0	6	6	884	0	0	632	0	11	14	657
1730	0	3	908	3	3	7	924	0	1	533	1	9	6	550
1745	0	2	818	0	8	1	829	0	1	489	0	6	5	501
1800	0	0	883	2	6	2	893	0	0	485	2	10	2	499
1815	0	0	777	0	2	4	783	0	1	440	1	7	5	454
1830	0	1	747	1	6	2	757	0	0	457	2	10	5	474
1845	0	0	641	2	3	3	649	0	1	402	3	6	6	418
1900	0	2	567	2	4	4	579	0	0	389	0	11	6	406
1915	0	1	543	1	5	1	551	0	0	396	1	3	9	409
1930	0	1	448	4	3	2	458	0	2	290	0	4	1	297
1945	0	0	440	3	2	2	447	0	0	281	0	9	0	290
2000	0	0	401	5	1	5	412	0	0	297	2	7	2	308
2015	0	0	386	0	3	4	393	0	0	222	0	5	4	231
2030	0	0	328	1	0	1	330	0	0	210	0	7	3	220
2045	0	0	325	0	0	3	328	0	0	237	0	4	2	243
2100	0	0	298	1	3	0	302	0	0	176	0	0	7	183
2115	0	0	295	0	0	2	297	0	0	182	0	1	1	184
2130	0	0	260	0	1	2	263	0	0	202	0	0	2	204
2145	0	0	244	0	0	2	246	0	0	142	0	3	2	147
2200	0	0	229	0	0	2	231	0	0	172	0	1	2	175
2215	0	0	240	0	0	6	246	0	0	145	0	3	3	151
2230	0	0	220	0	1	1	222	0	0	138	0	3	2	143
2245	0	0	209	1	0	3	213	0	0	91	0	2	5	98
2300	0	0	227	0	0	1	228	0	0	97	0	0	4	101
2315	0	0	183	0	3	2	188	0	0	71	0	1	6	78
2330	0	0	145	0	1	4	150	0	0	59	0	1	7	67
2345	0	0	132	0	1	3	136	0	0	43	0	1	4	48
Total	0	31	39399	123	1032	921	41506	0	37	40101	111	1175	1006	42430

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	38	0	3	0	41	0	0	114	0	5	0	119
0015	0	0	29	0	2	5	36	0	0	81	0	3	0	84
0030	0	0	31	0	3	3	37	0	0	72	0	4	2	78
0045	0	0	22	0	1	1	24	0	0	68	0	4	2	74
0100	0	0	27	0	1	3	31	0	0	44	0	1	1	46
0115	0	0	26	0	3	1	30	0	0	46	0	2	1	49
0130	0	0	24	0	2	2	28	0	0	42	0	2	1	45
0145	0	0	23	0	1	4	28	0	0	41	0	2	1	44
0200	0	0	34	0	0	3	37	0	0	28	0	6	1	35
0215	0	0	20	0	3	4	27	0	0	42	0	5	3	50
0230	0	0	24	0	0	1	25	0	0	22	0	2	1	25
0245	0	0	36	0	2	4	42	0	0	31	0	3	0	34
0300	0	0	35	0	1	1	37	0	0	26	0	9	2	37
0315	0	0	62	0	4	3	69	0	0	25	0	6	1	32
0330	0	1	63	0	3	4	71	0	0	31	0	2	1	34
0345	0	0	68	0	6	6	80	0	0	23	0	2	1	26
0400	0	1	129	0	3	2	135	0	0	32	0	4	0	36
0415	0	0	165	0	5	10	180	0	0	38	0	10	2	50
0430	0	0	234	0	10	4	248	0	0	54	0	5	4	63
0445	0	0	280	0	8	5	293	0	0	57	0	9	3	69
0500	0	0	383	2	13	6	404	0	0	72	0	7	5	84
0515	0	1	633	10	27	7	678	0	0	100	1	5	8	114
0530	0	5	817	4	12	18	856	0	0	123	2	9	13	147
0545	0	2	808	2	22	14	848	0	0	179	1	10	12	202
0600	0	2	870	0	12	9	893	0	0	223	0	20	9	252
0615	0	1	957	1	17	18	994	0	0	304	0	27	24	355
0630	0	0	830	3	19	13	865	0	0	375	1	21	18	415
0645	0	0	864	0	12	11	887	0	0	438	1	26	22	487
0700	0	1	876	1	17	8	903	0	0	472	2	22	25	521
0715	0	2	919	3	17	8	949	0	0	488	2	38	24	552
0730	0	0	901	1	23	12	937	0	0	534	1	19	16	570
0745	0	0	856	1	20	14	891	0	0	494	1	17	10	522
0800	0	2	829	0	18	15	864	0	0	521	2	17	13	553
0815	0	1	749	5	15	12	782	0	0	457	0	22	16	495
0830	0	1	751	3	19	19	793	0	0	466	1	29	20	516
0845	0	0	692	3	19	17	731	0	0	549	6	19	23	597
0900	0	3	643	2	24	19	691	0	0	486	0	21	23	530
0915	0	0	575	2	16	21	614	0	1	485	2	27	22	537
0930	0	0	564	1	20	21	606	0	0	474	3	25	26	528
0945	0	0	568	1	22	13	604	0	0	458	1	10	20	489
1000	0	0	505	1	25	20	551	0	0	440	0	17	15	472
1015	0	1	535	2	15	15	568	0	1	484	1	23	27	536
1030	0	2	475	3	14	25	519	0	0	481	2	29	26	538
1045	0	0	494	2	16	20	532	0	0	452	1	18	27	498
1100	0	0	533	3	22	22	580	0	0	458	1	14	26	499
1115	0	1	517	1	26	20	565	0	3	460	3	18	22	506
1130	0	1	506	3	16	15	541	0	2	504	2	25	23	556
1145	0	1	502	2	18	20	543	0	2	514	0	21	27	564
1200	0	0	516	0	24	18	558	0	0	533	3	19	21	576
1215	0	0	558	0	14	16	588	0	1	568	3	28	33	633
1230	0	1	517	2	13	28	561	0	0	595	1	26	26	648
1245	0	4	533	0	18	15	570	0	1	591	3	26	14	635
1300	0	1	511	0	30	18	560	0	0	556	1	23	16	596
1315	0	3	514	1	24	19	561	0	0	595	3	16	13	627
1330	0	2	582	0	25	22	631	0	1	576	1	20	17	615
1345	0	3	603	4	24	18	652	0	1	676	0	19	12	708
1400	0	3	623	3	20	10	659	0	1	678	2	21	18	720
1415	0	2	645	2	12	16	677	0	2	749	4	17	16	788
1430	0	1	606	4	21	16	648	0	3	733	1	21	16	774
1445	0	0	648	2	17	23	690	0	0	896	3	15	12	926
1500	0	3	631	3	21	17	675	0	0	838	3	9	17	867
1515	0	3	663	1	12	12	691	0	2	879	1	16	11	909
1530	0	1	632	5	19	9	666	0	2	892	3	16	7	920
1545	0	0	645	1	18	11	675	0	5	986	6	11	9	1017
1600	0	2	623	4	15	4	648	0	3	933	3	6	5	950
1615	0	2	645	0	8	8	663	0	1	927	1	6	9	944
1630	0	0	650	1	14	10	675	0	2	915	2	7	5	931
1645	0	0	591	1	9	10	611	0	3	957	1	7	4	972
1700	0	2	619	1	13	9	644	0	2	921	3	3	7	936
1715	0	1	654	0	8	6	669	0	1	1086	2	6	3	1098
1730	0	1	596	1	7	4	609	0	1	1010	2	7	4	1024
1745	0	0	520	0	12	4	536	0	1	880	0	5	2	888
1800	0	0	509	3	3	5	520	0	0	721	0	6	3	730
1815	0	0	397	3	7	8	415	0	0	661	3	11	5	680
1830	0	0	391	4	11	5	411	0	0	654	2	5	4	665
1845	0	0	386	0	10	3	399	0	0	531	3	1	1	536
1900	0	0	295	1	6	3	305	0	0	451	2	1	1	455
1915	0	0	254	0	6	7	267	0	0	455	0	8	2	465
1930	0	0	233	0	6	4	243	0	0	344	2	5	5	356
1945	0	0	201	0	8	2	211	0	0	295	0	2	6	303
2000	0	0	206	0	2	0	208	0	0	380	1	8	5	394
2015	0	0	212	0	6	5	223	0	0	398	0	9	5	412
2030	0	0	210	0	3	2	215	0	0	350	0	12	7	369
2045	0	0	176	0	3	3	182	0	0	344	0	6	4	354
2100	0	0	169	0	3	2	174	0	0	300	0	5	2	307
2115	0	0	177	0	6	2	185	0	0	281	0	2	5	288
2130	0	0	130	0	2	1	133	0	0	229	0	3	1	233
2145	0	0	134	0	2	2	138	0	0	276	0	3	2	281
2200	0	0	149	0	2	1	152	0	0	232	0	3	2	237
2215	0	0	132	0	4	2	138	0	0	191	0	4	5	200
2230	0	0	110	0	3	2	115	0	0	211	0	3	1	215
2245	0	0	107	0	1	0	108	0	0	170	0	3	5	178
2300	0	0	87	0	6	3	96	0	0	182	0	3	1	186
2315	0	0	82	0	4	1	87	0	0	155	0	2	2	159
2330	0	0	76	0	1	2	79	0	0	143	0	2	3	148
2345	0	0	54	0	2	4	60	0	0	154	0	1	7	162
Total	0	64	39724	109	1082	890	41869	0	42	39486	102	1100	950	41680

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	45	0	4	2	51	0	0	106	0	1	2	109
0015	0	0	32	0	2	1	35	0	0	69	0	2	1	72
0030	0	0	39	0	2	1	42	0	0	68	0	1	1	70
0045	0	0	35	0	0	1	36	0	0	56	0	0	3	59
0100	0	0	25	0	0	4	29	0	0	49	0	2	0	51
0115	0	0	18	0	0	3	21	0	0	48	0	2	2	52
0130	0	0	25	0	0	4	29	0	0	51	0	1	3	55
0145	0	0	22	0	1	3	26	0	0	35	0	0	0	35
0200	0	0	18	0	0	5	23	0	0	29	0	2	0	31
0215	0	0	20	0	1	0	21	0	0	30	0	2	2	34
0230	0	0	29	0	2	5	36	0	0	37	0	6	4	47
0245	0	0	32	0	1	1	34	0	0	33	0	2	0	35
0300	0	0	38	0	3	4	45	0	0	24	0	2	1	27
0315	0	0	51	0	1	1	53	0	0	33	0	3	1	37
0330	0	0	67	0	2	4	73	0	0	32	0	2	2	36
0345	0	0	65	0	3	9	77	0	0	23	0	3	2	28
0400	0	0	108	0	2	8	118	0	0	21	0	2	1	24
0415	0	0	161	0	4	8	173	0	0	28	0	6	5	39
0430	0	0	229	0	5	10	244	0	0	46	0	5	2	53
0445	0	0	291	0	1	9	301	0	0	51	0	5	4	60
0500	0	0	388	0	8	9	405	0	0	63	0	4	5	72
0515	0	0	491	3	23	18	535	0	0	93	0	5	8	106
0530	0	0	639	5	16	3	663	0	0	103	0	7	8	118
0545	0	0	647	2	22	11	682	0	0	160	2	12	9	183
0600	0	0	668	1	13	13	695	0	0	167	0	9	11	187
0615	0	0	885	0	19	8	912	0	0	235	0	17	13	265
0630	0	0	767	4	20	18	809	0	0	311	1	18	9	339
0645	0	0	738	5	17	11	771	0	0	411	2	17	15	445
0700	0	1	756	3	20	14	794	0	0	438	2	20	15	475
0715	0	0	799	1	20	7	827	0	0	412	3	24	23	462
0730	0	0	868	3	20	11	902	0	0	449	2	19	18	488
0745	0	0	826	1	13	14	854	0	0	519	2	22	14	557
0800	0	0	722	3	19	19	763	0	0	469	0	25	25	519
0815	0	0	710	4	18	15	747	0	0	478	0	19	18	515
0830	0	0	720	1	15	13	749	0	0	442	1	24	22	489
0845	0	0	622	2	24	16	664	0	0	497	4	17	19	537
0900	0	0	558	4	30	25	617	0	0	474	2	30	15	521
0915	0	0	566	3	21	16	606	0	0	404	5	26	24	459
0930	0	2	600	2	17	21	642	0	0	425	2	31	28	486
0945	0	0	547	1	27	24	599	0	2	475	2	22	29	530
1000	0	0	536	3	29	24	592	0	1	398	2	24	19	444
1015	0	0	545	1	26	28	600	0	0	468	1	26	17	512
1030	0	0	508	0	23	20	551	0	0	464	0	24	25	513
1045	0	0	536	2	24	17	579	0	0	477	0	19	26	522
1100	0	0	485	1	33	15	534	0	0	500	1	25	20	546
1115	0	0	508	0	19	20	547	0	1	515	1	17	29	563
1130	0	0	551	5	22	21	599	0	0	533	1	21	18	573
1145	0	0	571	2	16	11	600	0	0	549	1	15	18	583
1200	0	0	566	0	21	13	600	0	0	558	3	28	24	613
1215	0	0	591	2	23	18	634	0	0	615	0	27	19	661
1230	0	0	599	2	13	17	631	0	0	650	2	18	22	692
1245	0	0	562	1	19	15	597	0	0	612	5	14	18	649
1300	0	0	587	0	19	17	623	0	0	589	4	12	16	621
1315	0	0	592	2	23	16	633	0	0	648	3	20	21	692
1330	0	0	612	1	12	17	642	0	0	634	3	22	20	679
1345	0	0	580	3	19	18	620	0	0	688	1	24	19	732
1400	0	0	577	2	23	22	624	0	0	620	1	11	10	642
1415	0	0	654	5	18	13	690	0	0	807	6	12	12	837
1430	0	0	623	3	14	17	657	0	0	715	1	15	16	747
1445	0	0	686	1	11	9	707	0	0	870	4	13	9	896
1500	0	0	611	0	17	10	638	0	1	800	0	15	12	828
1515	0	0	677	1	16	20	714	0	0	766	3	8	5	782
1530	0	0	675	0	13	11	699	0	0	731	1	7	6	745
1545	0	0	642	0	12	9	663	0	0	735	2	9	11	757
1600	0	0	594	1	10	4	609	0	0	769	1	4	10	784
1615	0	0	648	0	4	7	659	0	0	777	1	11	6	795
1630	0	0	656	1	8	9	674	0	0	748	2	4	7	761
1645	0	0	601	0	9	11	621	0	0	750	3	3	9	765
1700	0	0	607	0	9	5	621	0	0	785	2	3	1	791
1715	0	0	635	0	1	4	640	0	0	695	1	4	10	710
1730	0	0	565	0	5	5	575	0	0	742	0	1	3	746
1745	0	0	539	2	9	2	552	0	0	731	2	3	3	739
1800	0	0	534	0	6	6	546	0	1	772	2	2	0	777
1815	0	0	516	0	7	4	527	0	0	713	1	5	1	720
1830	0	0	481	1	5	8	495	0	0	626	2	2	2	632
1845	0	0	402	0	4	1	407	0	0	566	1	5	1	573
1900	0	0	350	0	3	7	360	0	0	643	3	6	1	653
1915	0	0	354	2	5	7	368	0	0	487	1	1	2	491
1930	0	0	305	0	4	6	315	0	0	442	0	1	0	443
1945	0	0	280	0	5	3	288	0	0	338	1	2	3	344
2000	0	0	224	1	5	1	231	0	0	284	1	1	3	289
2015	0	0	211	0	3	1	215	0	0	311	0	3	1	315
2030	0	0	217	0	5	2	224	0	0	270	0	2	1	273
2045	0	0	233	0	6	2	241	0	0	278	0	2	1	281
2100	0	0	199	0	2	1	202	0	0	252	0	4	1	257
2115	0	0	183	0	4	4	191	0	0	233	0	0	3	236
2130	0	0	214	0	2	3	219	0	0	230	0	1	1	232
2145	0	0	179	0	4	0	183	0	0	242	0	1	2	245
2200	0	0	152	0	1	3	156	0	0	226	0	1	1	228
2215	0	0	174	0	0	0	174	0	0	197	0	1	1	199
2230	0	0	157	0	0	4	161	0	0	198	0	1	2	201
2245	0	0	133	0	0	4	137	0	0	216	0	1	2	219
2300	0	0	109	0	0	3	112	0	0	230	0	2	2	234
2315	0	0	94	0	2	1	97	0	0	186	0	1	2	189
2330	0	0	91	0	1	1	93	0	0	188	0	1	5	194
2345	0	0	82	0	0	1	83	0	0	167	0	0	2	169
Total	0	3	39660	93	1010	887	41653	0	6	37128	100	922	865	39021

Volume Report

Job 1645_10_VHB_ATR 6W
Area Leominster, MA
Location Route 2, west of I-190



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	59	0	6	0	65	0	0	114	0	0	1	115
0015	0	0	35	0	2	0	37	0	0	105	0	1	0	106
0030	0	0	40	0	1	0	41	0	0	95	0	3	2	100
0045	0	0	60	0	1	0	61	0	0	65	0	0	1	66
0100	0	0	34	0	1	1	36	0	0	66	0	4	0	70
0115	0	0	27	0	1	0	28	0	0	63	0	3	0	66
0130	0	0	30	0	2	0	32	0	0	65	0	2	2	69
0145	0	0	22	0	1	1	24	0	0	48	0	3	0	51
0200	0	0	15	0	1	3	19	0	0	62	0	5	2	69
0215	0	0	21	0	3	0	24	0	0	40	0	1	1	42
0230	0	0	23	0	1	1	25	0	0	37	0	2	2	41
0245	0	0	24	0	0	1	25	0	0	40	0	4	1	45
0300	0	0	23	0	1	0	24	0	0	31	0	4	2	37
0315	0	0	32	0	2	0	34	0	0	33	0	2	2	37
0330	0	0	45	0	2	1	48	0	0	47	0	1	0	48
0345	0	0	46	0	6	2	54	0	0	28	0	0	1	29
0400	0	0	41	0	1	2	44	0	0	31	0	4	3	38
0415	0	0	60	0	7	2	69	0	0	27	0	4	3	34
0430	0	0	77	0	3	1	81	0	0	25	0	1	0	26
0445	0	0	102	0	4	1	107	0	0	35	0	4	1	40
0500	0	0	103	0	2	0	105	0	0	27	0	4	0	31
0515	0	0	139	0	3	0	142	0	0	37	0	4	2	43
0530	0	0	212	0	8	2	222	0	0	51	0	6	4	61
0545	0	0	176	0	9	2	187	0	0	61	0	2	2	65
0600	0	0	211	0	4	3	218	0	0	77	0	7	4	88
0615	0	0	310	0	6	4	320	0	0	83	0	6	5	94
0630	0	0	309	0	4	10	323	0	1	120	0	7	3	131
0645	0	0	287	0	7	6	300	0	0	186	0	3	1	190
0700	0	0	277	0	3	5	285	0	0	268	0	8	2	278
0715	0	0	344	1	3	4	352	0	0	331	2	6	5	344
0730	0	0	360	0	9	0	369	0	1	274	1	6	4	286
0745	0	0	414	0	7	4	425	0	0	335	0	4	2	341
0800	0	2	383	0	3	6	394	0	0	341	2	3	6	352
0815	0	0	459	1	6	4	470	0	0	336	0	4	2	342
0830	0	0	449	1	4	3	457	0	0	386	1	5	3	395
0845	0	0	496	0	6	4	506	0	0	433	2	3	6	444
0900	0	0	495	0	8	6	509	0	0	456	1	1	3	461
0915	0	0	592	1	6	2	601	0	1	451	1	8	6	467
0930	0	0	541	0	6	6	553	0	0	506	1	7	5	519
0945	0	0	552	1	6	2	561	0	1	563	0	11	3	578
1000	0	0	700	0	6	4	710	0	0	572	1	1	5	579
1015	0	0	650	1	12	4	667	0	10	611	1	17	5	644
1030	0	0	666	0	9	5	680	0	0	658	4	9	4	675
1045	0	0	667	1	6	3	677	0	2	746	0	8	2	758
1100	0	0	698	1	11	3	713	0	1	653	0	5	4	663
1115	0	0	704	0	10	6	720	0	1	753	2	13	7	776
1130	0	0	714	1	9	1	725	0	0	705	0	2	0	707
1145	0	8	700	1	7	0	716	0	0	756	0	4	3	763
1200	0	0	770	0	5	3	778	0	0	685	0	2	3	690
1215	0	0	759	0	7	3	769	0	0	720	0	4	2	726
1230	0	0	720	1	8	1	730	0	1	733	1	6	2	743
1245	0	0	756	1	9	4	770	0	1	783	1	4	2	791
1300	0	0	772	0	5	3	780	0	1	769	0	3	2	775
1315	0	1	789	3	1	5	799	0	0	761	0	3	5	769
1330	0	0	754	0	6	3	763	0	0	775	0	1	0	776
1345	0	1	847	0	8	4	860	0	1	766	1	4	3	775
1400	0	3	684	0	8	0	695	0	1	769	3	4	3	780
1415	0	0	760	1	8	0	769	0	0	759	1	1	2	763
1430	0	0	776	0	2	0	778	0	2	741	0	6	3	752
1445	0	1	733	0	7	0	741	0	2	707	0	4	4	717
1500	0	2	689	1	5	3	700	0	0	708	1	1	1	711
1515	0	1	642	0	1	0	644	0	0	697	0	1	2	700
1530	0	1	757	1	5	1	765	0	1	699	2	4	5	711
1545	0	2	756	1	3	0	762	0	0	736	1	3	4	744
1600	0	0	636	1	5	1	643	0	1	627	0	5	2	635
1615	0	1	677	1	10	0	689	0	1	640	0	2	1	644
1630	0	1	659	0	6	3	669	0	1	650	2	3	3	659
1645	0	3	638	0	7	3	651	0	0	684	0	1	2	687
1700	0	1	620	0	6	5	632	0	2	695	0	3	4	704
1715	0	3	669	0	4	2	678	0	1	666	0	3	3	673
1730	0	0	719	2	2	2	725	0	2	647	0	2	0	651
1745	0	1	598	0	0	2	601	0	4	624	0	2	0	630
1800	0	3	574	3	5	4	589	0	0	602	0	5	0	607
1815	0	2	557	2	3	4	568	0	0	528	0	1	0	529
1830	0	0	516	1	5	2	524	0	1	561	0	1	1	564
1845	0	2	530	3	1	3	539	0	2	528	0	1	1	532
1900	0	0	480	0	4	0	484	0	1	506	1	3	1	512
1915	0	3	458	2	1	0	464	0	0	527	0	1	3	531
1930	0	1	483	0	2	0	486	0	2	482	0	3	1	488
1945	0	1	403	0	2	2	408	0	0	473	0	2	1	476
2000	0	0	315	2	10	1	328	0	0	426	0	1	1	428
2015	0	0	314	1	9	2	326	0	0	379	0	1	0	380
2030	0	0	306	0	2	3	311	0	0	389	0	1	0	390
2045	0	0	256	0	2	1	259	0	0	375	0	0	1	376
2100	0	0	268	0	3	1	272	0	0	323	0	1	0	324
2115	0	0	242	0	2	2	246	0	0	302	0	3	0	305
2130	0	0	211	0	3	2	216	0	0	285	1	2	1	289
2145	0	0	184	1	2	1	188	0	0	265	0	1	0	266
2200	0	0	175	0	2	1	178	0	0	243	0	2	0	245
2215	0	0	165	0	1	0	166	0	0	221	0	0	1	222
2230	0	0	153	0	2	1	156	0	0	218	0	1	0	219
2245	0	0	146	0	0	2	148	0	0	204	0	2	1	207
2300	0	0	125	0	1	0	126	0	0	207	0	1	0	208
2315	0	0	113	0	1	1	115	0	0	195	0	0	1	196
2330	0	0	107	0	0	0	107	0	0	182	0	1	1	184
2345	0	0	96	0	0	1	97	0	0	179	0	1	0	180
Total	0	44	37781	38	417	197	38477	0	46	37474	34	319	195	38068

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0445	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0500	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0515	0	0	5	0	0	1	6	0	0	0	0	0	0	0
0530	0	0	16	0	0	2	18	0	0	1	0	0	0	1
0545	0	0	26	0	1	0	27	0	0	4	0	0	0	4
0600	0	0	16	0	0	1	17	0	0	9	0	0	0	9
0615	1	0	9	0	0	0	10	0	0	2	0	0	0	2
0630	0	0	24	0	1	0	25	0	0	5	0	0	0	5
0645	0	0	31	0	0	2	33	0	0	4	0	0	0	4
0700	0	0	19	0	0	2	21	0	0	9	0	0	0	9
0715	0	0	17	0	1	1	19	0	0	13	0	0	1	14
0730	0	0	21	0	0	1	22	0	0	27	0	0	0	27
0745	0	0	22	0	1	0	23	0	0	10	0	0	0	10
0800	0	0	16	0	2	0	18	1	0	11	0	0	1	13
0815	0	0	13	0	0	0	13	0	0	9	0	0	0	9
0830	0	0	18	0	1	2	21	0	0	9	0	0	0	9
0845	0	0	13	0	0	1	14	0	0	5	0	0	1	6
0900	0	0	14	0	0	1	15	0	0	5	0	0	0	5
0915	0	0	21	0	0	0	21	0	0	7	0	2	1	10
0930	0	0	7	0	1	0	8	0	0	5	0	1	1	7
0945	1	0	15	0	0	2	18	0	0	7	0	1	1	9
1000	0	0	11	0	1	3	15	0	0	10	0	1	1	12
1015	3	0	15	0	0	2	20	2	0	9	0	1	0	12
1030	0	0	14	0	2	1	17	0	0	3	0	0	0	3
1045	0	0	13	0	1	1	15	0	0	8	0	0	1	9
1100	0	0	14	0	0	1	15	0	0	17	0	0	1	18
1115	1	0	12	0	0	0	13	0	0	8	0	0	2	10
1130	0	0	11	0	1	1	13	0	0	11	0	1	1	13
1145	0	0	12	0	0	1	13	0	0	10	0	1	1	12
1200	0	0	15	0	2	2	19	0	0	12	0	0	0	12
1215	0	0	16	0	0	1	17	0	0	15	0	0	1	16
1230	0	0	11	0	0	0	11	0	0	13	0	0	1	14
1245	0	0	16	0	0	0	16	0	0	9	0	0	2	11
1300	0	0	10	0	0	0	10	0	0	20	0	1	3	24
1315	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1330	0	0	14	0	2	0	16	0	0	27	0	0	0	27
1345	0	0	17	0	1	0	18	0	0	27	0	2	0	29
1400	1	1	12	0	0	2	16	0	0	21	0	1	1	23
1415	0	0	5	0	0	0	5	0	0	24	0	0	4	28
1430	0	0	19	0	0	0	19	0	0	21	0	0	0	21
1445	0	0	24	0	0	4	28	0	0	20	0	0	0	20
1500	0	0	12	0	0	0	12	0	0	29	0	0	1	30
1515	0	0	5	0	1	0	6	0	0	12	0	0	0	12
1530	0	0	13	0	0	0	13	0	0	37	0	0	0	37
1545	0	0	8	0	0	0	8	0	0	20	0	1	0	21
1600	0	0	6	0	0	0	6	0	0	21	0	0	0	21
1615	0	0	9	0	0	1	10	0	0	10	0	0	0	10
1630	0	0	6	0	0	0	6	0	0	7	0	0	0	7
1645	0	0	4	0	0	1	5	0	0	9	0	0	1	10
1700	0	0	4	0	0	0	4	0	0	10	0	0	0	10
1715	0	0	12	0	0	0	12	0	0	6	0	0	0	6
1730	0	0	7	0	0	0	7	0	0	20	0	0	0	20
1745	0	0	7	0	0	0	7	0	0	12	0	0	0	12
1800	0	0	5	0	0	0	5	0	0	16	0	0	0	16
1815	0	0	13	0	1	0	14	0	0	7	0	0	0	7
1830	0	0	10	0	0	1	11	0	0	17	0	0	0	17
1845	0	0	12	0	1	0	13	0	0	19	0	0	1	20
1900	0	0	4	0	0	1	5	0	0	5	0	2	1	8
1915	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1930	0	0	1	0	0	0	1	0	0	8	0	0	0	8
1945	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2000	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2015	0	0	2	0	0	1	3	0	0	5	0	0	0	5
2030	0	0	2	0	0	1	3	0	0	3	0	0	0	3
2045	0	0	3	0	0	1	4	0	0	6	0	0	1	7
2100	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2130	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2145	0	0	4	0	0	0	4	0	0	7	0	0	1	8
2200	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2215	0	0	2	0	0	2	4	0	0	3	0	0	1	4
2230	0	0	8	0	0	0	8	0	0	0	0	0	1	1
2245	0	0	18	0	1	0	19	0	0	6	0	0	0	6
2300	0	0	7	0	1	0	8	0	0	4	0	0	0	4
2315	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2330	0	0	9	0	0	1	10	0	0	26	0	2	1	29
2345	0	0	3	0	0	0	3	0	0	20	0	0	0	20
Total	7	1	852	0	23	46	929	3	0	830	0	17	35	885

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0300	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0315	0	0	3	0	0	1	4	0	0	1	0	0	1	2
0330	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0345	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0400	0	0	6	0	0	1	7	0	0	0	0	0	1	1
0415	0	0	11	0	0	1	12	0	0	1	0	0	0	1
0430	0	0	20	0	2	1	23	0	0	3	0	1	1	5
0445	0	0	26	0	1	1	28	0	0	2	0	0	0	2
0500	0	0	25	0	2	2	29	0	0	1	0	0	4	5
0515	0	0	35	0	0	0	35	0	0	5	0	2	2	9
0530	0	0	60	0	0	3	63	0	0	6	0	0	1	7
0545	0	0	104	0	0	2	106	0	0	12	0	0	3	15
0600	0	0	69	0	2	6	77	0	0	9	0	0	3	12
0615	0	0	47	0	0	2	49	0	0	5	0	0	0	5
0630	0	0	48	0	1	3	52	0	0	6	0	0	2	8
0645	0	0	98	0	2	2	102	0	0	4	0	1	1	6
0700	0	0	83	0	2	3	88	0	0	19	0	1	0	20
0715	0	0	81	0	2	1	84	0	0	13	0	1	3	17
0730	0	0	104	0	2	3	109	0	0	35	0	0	1	36
0745	0	0	114	0	1	4	119	0	0	19	0	1	3	23
0800	0	0	81	0	1	2	84	0	0	27	0	2	3	32
0815	0	0	73	1	3	1	78	0	0	11	0	1	0	12
0830	0	0	56	0	0	3	59	0	0	10	0	1	2	13
0845	0	0	59	0	4	7	70	0	0	12	1	3	3	19
0900	0	0	31	0	1	3	35	0	0	12	0	4	2	18
0915	0	0	25	0	0	7	32	0	0	4	0	2	2	8
0930	0	0	20	0	2	5	27	0	0	10	0	2	4	16
0945	0	0	12	0	0	0	12	0	0	4	0	0	2	6
1000	0	0	18	0	1	3	22	0	0	14	0	1	6	21
1015	0	0	17	0	2	3	22	0	0	9	0	0	3	12
1030	0	0	20	0	0	3	23	0	0	9	0	0	2	11
1045	0	0	20	0	2	7	29	0	0	12	0	2	3	17
1100	0	0	10	0	0	4	14	0	0	19	0	2	9	30
1115	0	0	21	0	0	4	25	0	0	20	0	1	5	26
1130	0	0	8	0	7	2	17	0	0	14	0	4	3	21
1145	0	0	24	0	4	2	30	0	0	22	0	0	5	27
1200	0	0	22	0	2	1	25	0	0	32	0	1	10	43
1215	0	0	21	0	0	4	25	0	0	25	0	5	1	31
1230	0	0	23	0	2	3	28	0	0	21	0	1	2	24
1245	0	0	19	0	1	3	23	0	0	21	0	1	3	25
1300	0	0	12	0	1	3	16	0	0	20	0	0	6	26
1315	0	0	28	0	0	4	32	0	0	21	0	2	7	30
1330	0	0	18	0	1	7	26	0	0	25	0	2	4	31
1345	0	0	16	0	1	3	20	0	0	28	0	0	4	32
1400	0	0	11	1	0	7	19	0	0	47	0	0	5	52
1415	0	0	24	0	1	3	28	0	0	40	0	1	14	55
1430	0	0	24	0	3	2	29	0	0	63	0	2	8	73
1445	0	0	41	0	5	1	47	0	0	48	1	0	6	55
1500	0	0	27	0	2	5	34	0	0	72	0	2	4	78
1515	0	0	17	0	1	0	18	0	0	59	0	0	2	61
1530	0	0	25	0	1	2	28	0	0	110	0	3	8	121
1545	0	0	19	0	0	2	21	0	0	106	0	0	3	109
1600	0	0	17	0	1	6	24	0	0	119	0	1	2	122
1615	0	0	13	0	0	3	16	0	0	84	0	1	2	87
1630	0	0	14	0	0	1	15	0	0	111	0	3	4	118
1645	0	0	8	0	0	2	10	0	0	89	0	1	9	99
1700	0	0	10	0	0	2	12	0	0	72	0	0	4	76
1715	0	0	10	0	0	2	12	0	0	64	0	1	2	67
1730	0	0	12	0	0	1	13	0	0	43	0	0	3	46
1745	0	0	12	0	0	2	14	0	0	43	0	0	4	47
1800	0	0	8	0	0	0	8	0	0	37	0	0	1	38
1815	0	0	13	0	0	2	15	0	0	24	0	0	1	25
1830	0	0	11	0	0	2	13	0	0	14	0	0	0	14
1845	0	0	7	0	0	2	9	0	0	17	0	0	0	17
1900	0	0	7	0	0	0	7	0	0	32	0	0	2	34
1915	0	0	2	0	1	1	4	0	0	6	0	0	2	8
1930	0	0	5	0	0	2	7	0	0	13	0	0	1	14
1945	0	0	1	0	0	0	1	0	0	9	0	0	1	10
2000	0	0	2	0	0	0	2	0	0	6	0	0	1	7
2015	0	0	2	0	0	0	2	0	0	2	0	0	3	5
2030	0	0	1	0	0	1	2	0	0	8	0	0	0	8
2045	0	0	6	0	0	2	8	0	0	4	0	0	1	5
2100	0	0	5	0	0	1	6	0	0	3	0	0	1	4
2115	0	0	4	0	0	0	4	0	0	6	0	0	1	7
2130	0	0	0	0	0	1	1	0	0	7	0	0	0	7
2145	0	0	2	0	0	1	3	0	0	4	0	0	3	7
2200	0	0	2	0	0	1	3	0	0	3	0	0	0	3
2215	0	0	2	0	0	0	2	0	0	1	0	0	1	2
2230	0	0	8	0	0	0	8	0	0	0	0	0	1	1
2245	0	0	21	0	0	1	22	0	0	6	0	0	1	7
2300	0	0	6	0	0	0	6	0	0	10	0	1	0	11
2315	0	0	7	0	0	1	8	0	0	6	0	0	0	6
2330	0	0	11	0	0	0	11	0	0	29	0	0	0	29
2345	0	0	1	0	0	2	3	0	0	19	0	0	0	19
Total	0	0	2022	2	67	184	2275	0	0	1991	2	60	219	2272

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	14	0	0	1	15
0015	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0145	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0200	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0215	0	0	3	0	0	2	5	0	0	5	0	0	0	5
0230	0	0	4	0	0	3	7	0	0	0	0	0	1	1
0245	0	0	9	0	0	1	10	0	0	3	0	0	0	3
0300	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0315	0	0	2	0	0	0	2	0	0	2	0	0	2	4
0330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0345	0	0	2	0	1	2	5	0	0	3	0	0	1	4
0400	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0415	0	0	12	0	1	3	16	0	0	0	0	0	3	3
0430	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0445	0	0	29	0	0	4	33	0	0	2	0	1	3	6
0500	0	0	20	0	2	1	23	0	0	3	0	0	0	3
0515	0	0	33	0	0	2	35	0	0	1	0	1	1	3
0530	0	0	62	0	0	6	68	0	0	4	0	1	0	5
0545	0	0	112	0	0	7	119	0	0	6	0	0	0	6
0600	0	0	72	0	1	4	77	0	0	12	0	0	2	14
0615	0	0	53	0	1	3	57	0	0	10	0	0	3	13
0630	0	0	58	0	2	5	65	0	0	5	0	0	0	5
0645	0	0	89	0	2	11	102	0	0	7	0	2	4	13
0700	0	0	85	0	3	8	96	0	0	20	0	0	3	23
0715	0	0	84	0	0	2	86	0	0	21	0	3	0	24
0730	0	0	115	0	3	1	119	0	0	33	0	2	7	42
0745	0	0	109	0	2	2	113	0	0	22	0	3	1	26
0800	0	0	106	0	2	3	111	0	0	26	0	1	5	32
0815	0	0	72	1	3	6	82	0	0	21	0	1	5	27
0830	0	0	64	0	0	8	72	0	0	10	0	1	0	11
0845	0	0	44	0	1	5	50	0	0	9	1	3	2	15
0900	0	0	31	0	1	6	38	0	0	7	0	0	2	9
0915	0	0	26	0	1	1	28	0	0	9	0	2	5	16
0930	0	0	12	0	2	3	17	0	0	11	0	2	6	19
0945	0	0	19	0	6	2	27	0	0	10	0	1	6	17
1000	0	0	20	0	2	6	28	0	0	8	0	5	2	15
1015	0	0	22	0	1	2	25	0	0	7	0	4	3	14
1030	0	0	19	0	1	4	24	0	0	7	0	3	4	14
1045	0	0	19	0	1	2	22	0	0	14	0	2	5	21
1100	0	0	15	0	0	4	19	0	0	13	0	1	5	19
1115	0	0	15	0	2	1	18	0	0	22	0	2	6	30
1130	0	0	19	0	1	2	22	0	0	27	0	1	0	28
1145	0	0	17	0	0	10	27	0	0	27	0	2	2	31
1200	0	0	17	0	0	4	21	0	0	30	0	1	4	35
1215	0	0	23	0	1	7	31	0	0	25	0	2	3	30
1230	0	0	18	0	1	2	21	0	0	22	0	1	7	30
1245	0	0	18	0	5	6	29	0	0	23	0	0	5	28
1300	0	0	20	0	1	2	23	0	0	18	0	2	7	27
1315	0	0	13	0	2	4	19	0	0	21	0	2	6	29
1330	0	0	15	0	1	2	18	0	0	19	0	1	4	24
1345	0	0	8	0	1	4	13	0	0	25	0	2	2	29
1400	0	0	11	1	2	0	14	0	0	37	0	2	6	45
1415	0	0	18	0	1	6	25	0	0	25	0	2	9	36
1430	0	0	20	0	2	4	26	0	0	52	0	0	7	59
1445	0	0	31	0	1	1	33	0	0	51	0	0	5	56
1500	0	0	22	0	1	7	30	0	0	57	0	0	6	63
1515	0	0	23	0	0	3	26	0	0	71	0	0	5	76
1530	0	0	29	0	1	2	32	0	0	114	0	1	4	119
1545	0	1	23	0	0	1	25	0	0	103	0	0	4	107
1600	0	0	11	0	0	1	12	0	0	133	0	0	4	137
1615	0	0	18	0	1	1	20	0	0	107	0	0	3	110
1630	0	0	15	0	1	5	21	0	0	117	0	0	2	119
1645	0	0	13	0	1	2	16	0	0	77	0	1	2	80
1700	0	0	9	0	0	2	11	0	0	73	0	1	2	76
1715	0	0	11	0	0	1	12	0	0	56	0	0	1	57
1730	0	0	22	0	0	2	24	0	0	52	0	0	2	54
1745	0	0	16	0	0	1	17	0	0	29	0	0	6	35
1800	0	0	10	0	0	2	12	0	0	44	0	0	2	46
1815	0	0	11	0	1	2	14	0	0	19	0	1	3	23
1830	0	0	12	0	1	2	15	0	0	18	0	1	2	21
1845	0	0	12	0	1	1	14	0	0	16	0	0	0	16
1900	0	0	4	0	0	1	5	0	0	32	0	1	2	35
1915	0	0	10	0	0	0	10	0	0	12	0	0	2	14
1930	0	0	7	0	0	5	12	0	0	13	0	0	2	15
1945	0	0	3	0	0	2	5	0	0	19	0	0	1	20
2000	0	0	6	0	0	2	8	0	0	13	0	0	3	16
2015	0	0	5	0	0	1	6	0	0	11	0	2	0	13
2030	0	0	6	0	0	0	6	0	0	6	0	0	3	9
2045	0	0	2	0	0	1	3	0	0	3	0	0	0	3
2100	0	0	0	0	0	2	2	0	0	5	0	0	0	5
2115	0	0	2	0	0	0	2	0	0	5	0	0	1	6
2130	0	0	1	0	0	1	2	0	0	6	0	0	0	6
2145	0	0	2	0	0	1	3	0	0	4	0	0	0	4
2200	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2215	0	0	5	0	0	0	5	0	0	4	0	1	2	7
2230	0	0	10	0	0	0	10	0	0	0	0	0	1	1
2245	0	0	21	0	0	0	21	0	0	8	0	0	0	8
2300	0	0	7	0	1	0	8	0	0	5	0	0	1	6
2315	0	0	5	0	0	0	5	0	0	10	0	0	1	11
2330	0	0	4	0	0	1	5	0	0	30	0	0	0	30
2345	0	0	2	0	0	2	4	0	0	14	0	0	0	14
Total	0	1	2065	2	70	231	2369	0	0	2056	1	68	224	2349

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0015	0	0	1	0	0	2	3	0	0	5	0	0	0	5
0030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0045	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0100	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	1	1	0	0	1	0	0	2	3
0145	0	0	3	0	0	1	4	0	0	7	0	0	0	7
0200	0	0	2	0	0	2	4	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	12	0	1	1	14
0230	0	0	2	0	0	2	4	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	4	0	1	0	5	0	0	0	0	0	0	0
0345	0	0	4	0	0	1	5	0	0	1	0	0	1	2
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	13	0	1	2	16	0	0	0	0	0	0	0
0430	0	0	17	0	2	1	20	0	0	2	0	0	0	2
0445	0	0	21	0	0	2	23	0	0	1	0	0	0	1
0500	0	0	26	0	0	2	28	0	0	4	0	0	1	5
0515	0	0	38	0	0	1	39	0	0	0	0	1	1	2
0530	0	1	70	0	0	2	73	0	0	6	0	0	2	8
0545	0	0	105	0	0	4	109	0	0	5	0	0	1	6
0600	0	1	91	0	1	1	94	0	0	17	0	0	1	18
0615	0	0	50	0	1	4	55	0	0	15	0	1	5	21
0630	0	1	64	0	0	3	68	0	0	11	0	1	1	13
0645	0	0	111	0	0	6	117	0	0	12	0	0	3	15
0700	0	0	80	0	2	4	86	0	0	21	0	0	1	22
0715	0	0	97	0	3	1	101	0	0	17	0	0	1	18
0730	0	0	100	0	0	8	108	0	0	28	0	1	3	32
0745	0	0	130	0	0	2	132	0	0	29	0	3	2	34
0800	0	1	101	1	1	2	106	0	0	25	0	1	3	29
0815	0	0	68	1	3	5	77	0	0	17	0	1	4	22
0830	0	0	62	0	0	4	66	0	0	13	0	3	2	18
0845	0	1	54	0	4	4	63	0	0	17	0	2	2	21
0900	0	0	48	0	1	3	52	0	0	7	0	1	6	14
0915	0	0	33	0	2	2	37	0	0	5	0	4	4	13
0930	0	1	15	0	1	3	20	0	0	12	0	0	5	17
0945	0	0	22	0	3	2	27	0	0	14	0	2	5	21
1000	0	0	27	0	4	4	35	0	0	18	0	4	1	23
1015	0	0	13	0	3	5	21	0	0	21	0	2	3	26
1030	0	0	16	0	3	2	21	1	0	10	0	2	4	17
1045	0	0	20	0	3	7	30	0	0	19	0	4	4	27
1100	0	0	10	0	1	5	16	0	0	19	0	2	4	25
1115	0	0	11	0	2	5	18	0	0	16	0	2	9	27
1130	0	0	15	0	1	2	18	0	0	16	0	2	5	23
1145	0	0	16	0	0	2	18	0	0	14	0	2	2	18
1200	0	0	15	0	3	1	19	0	0	28	0	3	7	38
1215	0	0	28	0	2	4	34	0	0	17	0	0	2	19
1230	0	0	19	0	1	4	24	0	0	27	0	4	5	36
1245	0	0	16	0	3	3	22	0	0	20	0	3	1	24
1300	0	0	20	0	1	2	23	0	0	24	0	2	8	34
1315	0	0	21	1	2	6	30	0	0	26	0	2	2	30
1330	0	0	22	0	0	4	26	0	0	27	0	1	3	31
1345	0	0	23	0	1	4	28	0	0	28	0	1	5	34
1400	0	0	21	1	2	2	26	0	0	41	0	2	8	51
1415	0	0	23	0	2	3	28	0	0	40	0	3	4	47
1430	0	0	19	0	2	10	31	0	0	58	0	1	4	63
1445	0	0	34	0	1	3	38	0	0	47	0	1	6	54
1500	0	0	18	0	2	2	22	0	0	70	0	0	7	77
1515	0	0	19	0	1	3	23	0	1	76	0	0	3	80
1530	0	0	22	0	1	3	26	1	0	109	0	2	5	117
1545	0	0	22	0	1	0	23	0	0	82	0	1	5	88
1600	0	0	21	0	1	1	23	0	2	138	0	1	4	145
1615	0	0	24	0	2	5	31	0	1	110	0	0	0	111
1630	0	0	23	0	4	1	28	0	0	124	0	2	3	129
1645	0	0	15	0	0	1	16	0	0	78	0	1	3	82
1700	0	0	12	0	0	1	13	0	1	68	0	0	4	73
1715	0	0	10	0	1	3	14	0	0	78	0	0	1	79
1730	0	0	25	0	1	2	28	0	0	42	0	1	1	44
1745	0	0	17	0	0	3	20	1	0	37	0	1	0	39
1800	0	0	8	0	0	1	9	0	0	37	0	0	4	41
1815	0	0	14	0	0	0	14	0	0	20	0	2	0	22
1830	0	0	8	0	0	2	10	0	0	20	0	0	0	20
1845	0	0	23	0	0	1	24	0	0	11	0	0	4	15
1900	0	0	5	0	0	2	7	0	0	25	0	1	2	28
1915	0	0	7	0	0	0	7	0	1	19	0	0	1	21
1930	0	0	3	0	0	2	5	0	0	19	0	0	0	19
1945	0	0	6	0	0	1	7	0	0	10	0	0	3	13
2000	0	0	7	0	0	1	8	0	0	25	0	0	2	27
2015	0	0	2	0	0	0	2	0	0	11	0	0	0	11
2030	0	0	3	0	0	1	4	0	0	10	0	0	1	11
2045	0	0	3	0	0	0	3	0	0	7	0	0	3	10
2100	0	0	8	0	0	1	9	0	0	6	0	0	0	6
2115	0	0	1	0	0	1	2	0	0	1	0	0	0	1
2130	0	0	3	0	1	0	4	0	0	12	0	0	0	12
2145	0	0	1	0	0	2	3	0	0	5	0	1	2	8
2200	0	0	2	0	1	0	3	0	0	4	0	0	2	6
2215	0	0	2	0	0	0	2	0	0	1	0	0	1	2
2230	0	0	10	0	0	0	10	0	0	4	0	0	1	5
2245	0	0	20	0	0	2	22	0	0	1	0	0	1	2
2300	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2315	0	0	8	0	0	0	8	0	0	10	0	0	0	10
2330	0	0	4	0	0	0	4	0	0	26	0	0	1	27
2345	0	0	2	0	0	1	3	0	0	26	0	0	0	26
Total	0	6	2222	4	79	202	2513	3	6	2168	0	78	209	2464

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	1	1	2	0	0	5	0	0	1	6
0015	0	0	2	0	0	0	2	0	0	10	0	0	0	10
0030	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0045	0	0	2	0	0	2	4	0	0	3	0	0	0	3
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0130	0	0	0	0	0	1	1	0	0	4	0	0	0	4
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0215	0	0	1	0	0	1	2	0	0	6	0	0	0	6
0230	0	0	0	0	0	1	1	0	0	4	0	0	0	4
0245	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	5	0	0	1	6	0	0	1	0	0	0	1
0345	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0400	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0415	0	0	12	0	0	1	13	0	0	0	0	0	2	2
0430	0	0	18	0	1	0	19	0	0	3	0	0	0	3
0445	0	0	36	0	0	5	41	0	0	0	0	0	2	2
0500	0	0	28	0	0	2	30	0	0	3	0	0	1	4
0515	0	0	43	0	0	5	48	0	0	1	0	0	1	2
0530	0	0	62	0	0	9	71	0	0	4	0	0	0	4
0545	0	1	94	0	1	3	99	0	0	9	0	0	1	10
0600	0	0	71	0	1	2	74	0	0	22	0	0	3	25
0615	0	0	57	0	1	0	58	0	0	7	0	0	5	12
0630	0	0	54	0	0	2	56	0	0	5	0	0	2	7
0645	0	0	109	0	1	7	117	0	0	8	0	0	2	10
0700	0	0	80	1	0	3	84	0	0	26	0	0	1	27
0715	0	0	84	0	2	4	90	0	0	17	0	2	0	19
0730	0	0	82	0	2	6	90	0	0	32	1	1	3	37
0745	0	0	102	0	2	6	110	0	0	25	0	2	3	30
0800	0	0	98	1	2	4	105	0	0	25	0	1	4	30
0815	0	0	74	0	3	2	79	0	0	13	0	0	5	18
0830	0	0	61	0	5	3	69	0	0	11	0	2	6	19
0845	0	0	47	0	3	8	58	0	0	14	1	6	4	25
0900	0	0	44	0	1	2	47	0	0	6	0	2	1	9
0915	0	0	22	0	0	3	25	0	0	5	0	1	2	8
0930	0	0	21	0	1	8	30	0	0	9	0	4	7	20
0945	0	0	12	0	2	4	18	0	0	9	0	4	5	18
1000	0	0	17	0	3	2	22	0	0	9	0	2	3	14
1015	0	0	14	0	2	3	19	0	0	7	0	5	5	17
1030	0	0	15	0	2	7	24	0	0	8	0	0	4	12
1045	0	0	19	0	1	8	28	0	0	21	0	1	1	23
1100	0	0	8	0	1	4	13	1	0	12	0	3	4	20
1115	0	0	14	0	4	5	23	0	0	21	0	1	8	30
1130	0	0	14	0	2	2	18	0	0	21	0	2	3	26
1145	0	0	26	0	1	6	33	0	0	17	0	2	6	25
1200	0	1	13	0	2	3	19	0	0	26	0	3	3	32
1215	0	0	27	0	2	4	33	0	0	29	0	1	3	33
1230	0	0	28	0	1	6	35	0	0	29	0	1	6	36
1245	0	0	28	0	0	3	31	0	0	27	0	2	4	33
1300	0	0	24	0	2	6	32	0	0	37	0	2	5	44
1315	0	0	31	0	3	3	37	1	0	33	0	2	4	40
1330	0	0	19	0	1	3	23	0	0	34	0	2	6	42
1345	0	0	20	0	2	2	24	0	1	36	0	2	5	44
1400	0	0	22	1	2	6	31	0	0	47	0	0	5	52
1415	0	0	24	0	1	2	27	0	0	37	0	2	3	42
1430	0	0	22	0	1	3	26	0	0	67	1	0	7	75
1445	0	0	34	0	1	0	35	0	2	56	0	2	3	63
1500	0	0	27	0	2	3	32	0	0	64	0	0	5	69
1515	0	0	22	0	0	4	26	0	0	75	0	1	3	79
1530	0	0	22	0	0	0	22	0	0	75	0	1	4	80
1545	0	0	24	0	2	4	30	0	0	102	0	2	3	107
1600	0	0	4	0	4	1	9	0	1	141	0	0	3	145
1615	0	0	10	0	0	3	13	0	0	78	0	1	4	83
1630	0	0	16	0	2	1	19	0	0	105	0	1	1	107
1645	0	0	12	0	0	1	13	0	0	88	0	1	6	95
1700	0	0	15	0	1	0	16	0	0	85	0	0	4	89
1715	0	0	17	0	0	0	17	0	0	55	0	0	1	56
1730	0	0	12	0	0	0	12	0	0	58	0	0	1	59
1745	0	0	14	0	0	0	14	0	0	41	0	0	3	44
1800	0	0	12	0	0	2	14	0	0	40	0	0	2	42
1815	0	0	11	0	0	3	14	0	0	26	0	0	2	28
1830	0	0	11	0	0	0	11	0	0	27	0	0	1	28
1845	0	0	12	0	0	1	13	0	0	20	0	0	2	22
1900	0	0	5	0	0	0	5	0	0	26	0	0	1	27
1915	0	0	9	0	0	0	9	0	0	8	0	0	4	12
1930	0	0	5	0	0	1	6	0	0	14	0	0	0	14
1945	0	0	2	0	0	2	4	0	0	9	0	0	2	11
2000	0	0	4	0	0	0	4	0	0	13	0	0	1	14
2015	0	0	2	0	0	1	3	0	0	2	0	0	3	5
2030	0	0	4	0	0	0	4	0	0	4	0	0	1	5
2045	0	0	3	0	0	0	3	0	0	5	0	1	3	9
2100	0	0	1	0	0	0	1	0	0	3	0	0	1	4
2115	0	0	6	0	1	0	7	0	0	5	0	0	0	5
2130	0	0	3	0	0	0	3	0	0	10	0	0	0	10
2145	0	0	2	0	0	3	5	0	0	2	0	0	0	2
2200	0	0	4	0	0	1	5	0	0	1	0	0	0	1
2215	0	0	2	0	0	1	3	0	0	6	0	0	1	7
2230	0	0	2	0	0	0	2	0	0	3	0	0	1	4
2245	0	0	27	0	0	0	27	0	0	0	0	0	0	0
2300	0	0	9	0	0	1	10	0	0	8	0	0	1	9
2315	0	0	6	0	0	1	7	0	0	14	0	0	1	15
2330	0	0	5	0	0	1	6	0	0	29	0	1	0	30
2345	0	0	4	0	0	1	5	0	0	16	0	0	0	16
Total	0	2	2103	3	76	211	2395	2	4	2130	3	69	216	2424

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	1	1	0	0	9	0	0	1	10
0015	0	0	0	0	0	0	0	0	0	8	0	0	1	9
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	1	2	0	0	0	0	0	1	1
0100	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0145	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0200	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0215	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0230	0	0	5	0	0	1	6	0	0	2	0	0	1	3
0245	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0300	0	0	0	0	0	1	1	0	0	6	0	0	0	6
0315	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0330	0	0	7	0	0	1	8	0	0	1	0	0	2	3
0345	0	0	0	0	0	3	3	0	0	0	0	0	0	0
0400	0	0	3	0	0	2	5	0	0	1	0	0	0	1
0415	0	0	6	0	1	1	8	0	0	1	0	0	0	1
0430	0	0	15	0	0	0	15	0	0	1	0	0	2	3
0445	0	0	22	0	0	3	25	0	0	1	0	1	1	3
0500	0	0	16	0	3	2	21	0	0	2	0	0	0	2
0515	0	0	33	0	0	1	34	0	0	3	0	0	1	4
0530	0	0	67	0	0	5	72	0	0	5	0	0	2	7
0545	0	0	102	0	0	6	108	0	0	14	0	0	0	14
0600	0	0	61	0	0	5	66	0	0	15	0	0	4	19
0615	0	0	51	0	0	5	56	0	0	14	0	1	5	20
0630	0	0	69	0	1	3	73	0	0	9	0	1	4	14
0645	0	0	94	0	1	3	98	0	0	5	0	0	1	6
0700	0	0	68	0	1	2	71	0	0	18	0	0	1	19
0715	0	0	79	0	1	8	88	0	0	18	0	0	2	20
0730	0	0	83	0	1	4	88	0	0	31	0	1	2	34
0745	0	0	91	0	3	5	99	0	0	25	0	2	4	31
0800	0	0	65	1	0	3	69	0	0	19	0	1	2	22
0815	0	0	55	0	0	2	57	0	0	7	0	2	4	13
0830	0	0	54	0	1	4	59	0	0	22	1	3	5	31
0845	0	0	32	0	0	4	36	0	0	10	0	1	4	15
0900	0	0	33	0	4	2	39	0	0	13	0	0	2	15
0915	0	0	25	0	2	4	31	0	0	10	0	3	6	19
0930	0	0	16	0	6	3	25	0	0	14	0	3	5	22
0945	0	0	21	0	3	2	26	0	0	12	0	2	4	18
1000	0	0	22	0	2	11	35	0	0	14	0	0	1	15
1015	0	0	22	0	4	3	29	0	0	10	0	4	1	15
1030	0	0	20	0	0	3	23	0	0	14	0	3	10	27
1045	0	0	17	0	3	4	24	0	0	12	0	0	7	19
1100	0	0	13	0	2	10	25	0	0	17	0	4	7	28
1115	0	0	11	0	2	8	21	0	0	16	0	2	7	25
1130	0	0	14	0	6	3	23	0	0	26	0	4	6	36
1145	0	0	20	0	1	6	27	0	0	29	0	1	3	33
1200	0	0	20	0	2	3	25	0	0	45	0	1	9	55
1215	0	0	17	0	2	6	25	0	0	35	0	2	9	46
1230	0	0	21	0	0	1	22	0	0	23	0	0	15	38
1245	0	0	21	0	4	4	29	0	0	19	0	2	5	26
1300	0	0	22	0	3	5	30	0	0	28	0	1	4	33
1315	0	0	16	0	1	5	22	0	0	22	0	3	4	29
1330	0	0	23	0	1	5	29	0	0	30	0	1	3	34
1345	0	0	13	0	0	2	15	0	0	32	0	2	8	42
1400	0	0	15	0	1	3	19	0	0	44	0	2	5	51
1415	0	0	13	1	1	3	18	0	0	54	0	3	11	68
1430	0	0	25	0	1	3	29	0	0	36	0	0	3	39
1445	0	0	29	0	2	4	35	0	0	50	1	0	7	58
1500	0	0	28	0	0	2	30	0	0	80	0	4	3	87
1515	0	0	14	0	2	1	17	0	0	70	0	0	1	71
1530	0	0	22	0	1	4	27	0	0	103	0	0	4	107
1545	0	0	21	0	1	2	24	0	0	74	0	1	4	79
1600	0	0	15	0	1	3	19	0	0	101	0	0	5	106
1615	0	0	11	0	1	0	12	0	0	87	0	1	4	92
1630	0	0	15	0	0	3	18	0	0	80	0	0	1	81
1645	0	0	8	0	0	2	10	0	0	74	0	1	2	77
1700	0	0	9	0	0	0	9	0	0	80	0	1	4	85
1715	0	0	13	0	0	2	15	0	0	53	0	1	2	56
1730	0	0	15	0	1	1	17	0	0	34	0	0	5	39
1745	0	0	16	0	0	0	16	0	0	41	0	0	0	41
1800	0	0	16	0	0	3	19	0	0	41	0	0	1	42
1815	0	0	11	0	0	1	12	0	0	27	0	0	1	28
1830	0	0	10	0	0	3	13	0	0	23	0	0	0	23
1845	0	0	15	0	0	1	16	0	0	15	0	0	1	16
1900	0	0	6	0	0	0	6	0	0	29	0	0	5	34
1915	0	0	7	0	0	2	9	0	0	12	0	0	2	14
1930	0	0	3	0	0	0	3	0	0	7	0	0	1	8
1945	0	0	6	0	0	0	6	0	0	9	0	0	4	13
2000	0	0	2	0	1	0	3	0	0	9	0	0	1	10
2015	0	0	9	0	0	0	9	0	0	5	0	1	0	6
2030	0	0	3	0	0	3	6	0	0	8	0	0	0	8
2045	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2100	0	0	3	0	0	0	3	0	0	6	0	0	3	9
2115	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2130	0	0	1	0	0	1	2	0	0	9	0	0	1	10
2145	0	0	2	0	0	0	2	0	0	7	0	0	1	8
2200	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2215	0	0	4	0	0	0	4	0	0	2	0	0	2	4
2230	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2245	0	0	17	0	0	0	17	0	0	3	0	0	0	3
2300	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2315	0	0	8	0	0	0	8	0	0	15	0	0	1	16
2330	0	0	10	0	0	1	11	0	0	22	0	0	0	22
2345	0	0	11	0	0	0	11	0	0	18	0	0	0	18
Total	0	0	1920	2	74	219	2215	0	0	2035	2	66	251	2354

Volume Report

Job 1645_10_VHB_ATR A-1
Area Harvard, MA
Location Patton Road, east of Jackson Road



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	9	0	0	0	9
0015	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0030	0	0	0	0	0	1	1	0	0	3	0	0	1	4
0045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0145	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	1	0	0	1	2	0	0	1	0	0	1	2
0345	0	0	2	0	0	1	3	0	0	1	0	0	1	2
0400	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	2	0	0	2	4	0	0	2	0	0	0	2
0445	0	0	12	0	1	1	14	0	0	1	0	0	0	1
0500	0	0	9	0	0	1	10	0	0	2	0	0	0	2
0515	0	0	8	0	0	1	9	0	0	3	0	0	0	3
0530	0	0	15	0	1	1	17	0	0	6	0	0	0	6
0545	0	0	29	0	0	0	29	0	0	4	0	0	1	5
0600	0	0	17	0	0	2	19	0	0	5	0	0	0	5
0615	0	0	12	0	1	2	15	0	0	2	0	0	0	2
0630	0	0	21	0	0	1	22	0	0	8	0	0	3	11
0645	0	0	36	0	0	1	37	0	0	3	0	0	0	3
0700	0	0	13	0	0	2	15	0	0	10	0	0	2	12
0715	0	0	15	0	0	1	16	0	0	8	0	1	0	9
0730	0	0	19	0	0	3	22	0	0	28	0	0	0	28
0745	0	0	16	0	1	1	18	0	0	19	0	0	2	21
0800	0	0	8	0	0	1	9	0	0	6	0	0	0	6
0815	0	0	3	0	1	0	4	0	0	6	0	1	1	8
0830	0	0	2	0	0	4	6	0	0	3	0	0	1	4
0845	0	0	3	0	0	1	4	0	0	4	0	0	0	4
0900	0	0	4	0	1	1	6	0	0	3	0	0	2	5
0915	0	0	5	0	0	0	5	0	0	4	0	0	2	6
0930	0	0	4	0	1	0	5	0	0	6	0	0	3	9
0945	0	0	8	0	0	0	8	0	0	4	0	0	1	5
1000	0	0	8	0	0	1	9	0	0	3	0	0	0	3
1015	0	0	6	0	0	0	6	0	0	9	0	2	1	12
1030	0	0	12	0	0	0	12	0	0	8	0	1	4	13
1045	0	0	12	0	1	0	13	0	0	7	0	1	0	8
1100	0	0	10	0	0	1	11	0	0	9	0	1	0	10
1115	0	0	9	0	0	1	10	0	0	7	0	1	1	9
1130	0	0	14	0	0	2	16	0	0	9	0	0	1	10
1145	0	0	8	0	0	0	8	0	0	9	0	0	3	12
1200	0	0	12	0	0	0	12	0	0	15	0	0	1	16
1215	0	0	12	0	0	1	13	0	0	8	0	1	2	11
1230	0	0	7	0	0	0	7	0	0	11	0	0	1	12
1245	0	0	20	0	0	1	21	0	0	8	0	0	0	8
1300	0	0	13	0	0	1	14	0	0	14	0	1	0	15
1315	0	0	16	0	0	0	16	0	0	10	0	0	2	12
1330	0	0	9	0	0	0	9	0	0	11	0	0	0	11
1345	0	0	21	0	0	0	21	0	0	15	0	0	1	16
1400	0	0	12	0	0	1	13	0	0	13	0	0	0	13
1415	0	0	13	0	0	1	14	0	0	8	0	0	1	9
1430	0	0	17	0	0	1	18	0	0	14	0	0	2	16
1445	0	0	19	0	0	1	20	0	0	11	0	0	2	13
1500	0	0	18	0	0	0	18	0	0	13	0	0	1	14
1515	0	0	10	0	0	0	10	0	0	32	0	0	0	32
1530	0	0	11	0	0	0	11	0	0	27	0	0	0	27
1545	0	0	11	0	0	0	11	0	0	25	0	0	1	26
1600	0	0	8	0	0	0	8	0	0	11	0	0	3	14
1615	0	0	3	0	0	0	3	0	0	14	0	0	0	14
1630	0	0	5	0	0	0	5	0	0	12	0	0	1	13
1645	0	0	5	0	0	0	5	0	1	6	0	0	0	7
1700	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1715	0	0	11	0	0	0	11	0	0	13	0	0	1	14
1730	0	0	5	0	0	0	5	0	0	11	0	0	0	11
1745	0	0	9	0	0	0	9	0	0	12	0	0	1	13
1800	0	0	5	0	0	0	5	0	0	15	0	0	0	15
1815	0	0	6	0	0	0	6	0	0	7	0	0	0	7
1830	0	0	11	0	0	0	11	0	0	12	0	0	1	13
1845	0	0	4	0	0	1	5	0	0	11	0	0	0	11
1900	0	0	3	0	0	0	3	0	0	23	0	0	0	23
1915	0	0	6	0	0	0	6	0	1	14	0	0	0	15
1930	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1945	0	0	2	0	0	0	2	0	0	9	0	0	0	9
2000	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2015	0	0	4	0	0	0	4	0	1	5	0	0	0	6
2030	0	0	5	0	0	0	5	0	0	4	0	0	1	5
2045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2130	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2145	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2200	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2215	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2230	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2245	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2300	0	0	10	0	1	0	11	0	0	1	0	0	0	1
2315	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2330	0	0	10	0	0	0	10	0	0	19	0	0	0	19
2345	0	0	0	0	0	0	0	0	0	11	0	0	0	11
Total	0	0	746	0	9	44	799	0	3	724	0	10	55	792

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	1	0	1	0	2	0	0	1	0	0	0	1
0445	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0500	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0515	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0530	0	0	14	0	0	2	16	0	0	0	0	0	0	0
0545	0	0	19	0	1	0	20	0	0	3	0	0	0	3
0600	0	0	12	0	0	1	13	0	0	7	0	0	0	7
0615	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0630	0	0	23	0	1	0	24	0	0	6	0	0	0	6
0645	0	0	26	0	0	2	28	0	0	3	0	0	0	3
0700	0	0	12	0	0	2	14	0	0	9	0	0	0	9
0715	0	0	4	0	1	1	6	0	0	14	0	0	1	15
0730	0	0	9	0	0	1	10	0	0	17	0	0	0	17
0745	0	0	9	0	1	0	10	0	0	7	0	0	0	7
0800	0	0	11	0	2	0	13	1	0	2	0	1	0	4
0815	0	0	6	0	0	0	6	0	0	7	0	0	0	7
0830	0	0	10	0	1	2	13	0	0	8	0	0	0	8
0845	0	0	8	0	1	1	10	0	0	4	0	0	1	5
0900	0	0	10	0	0	1	11	0	0	5	0	0	0	5
0915	0	0	14	0	1	0	15	0	0	7	0	1	1	9
0930	0	0	6	0	1	0	7	0	0	7	0	2	0	9
0945	0	0	16	0	0	2	18	0	0	5	0	3	1	9
1000	1	0	6	0	1	3	11	0	0	8	0	1	1	10
1015	1	0	11	0	0	2	14	0	0	7	0	1	0	8
1030	0	0	9	0	2	1	12	0	0	1	0	0	0	1
1045	0	0	10	0	0	1	11	0	0	6	0	0	1	7
1100	0	0	11	0	1	1	13	0	0	8	0	0	1	9
1115	1	0	6	0	0	0	7	0	0	6	0	0	2	8
1130	0	0	5	0	1	1	7	0	0	8	0	1	2	11
1145	0	0	10	0	0	1	11	0	0	10	0	0	0	10
1200	0	0	11	0	2	2	15	0	0	8	0	0	0	8
1215	0	0	14	0	0	0	14	0	0	10	0	1	0	11
1230	0	0	5	0	0	1	6	0	0	10	0	0	2	12
1245	0	0	10	0	0	0	10	0	0	9	0	0	1	10
1300	0	0	6	0	0	0	6	0	0	12	0	1	3	16
1315	0	0	13	0	0	0	13	0	0	8	0	0	0	8
1330	0	0	8	0	2	0	10	0	0	24	0	0	0	24
1345	0	0	17	0	1	0	18	0	0	17	0	2	0	19
1400	1	0	11	0	0	2	14	0	0	14	0	1	1	16
1415	0	0	6	0	0	0	6	0	0	16	0	3	1	20
1430	0	0	19	0	0	0	19	0	0	14	0	0	0	14
1445	0	0	24	0	0	4	28	1	0	16	0	0	0	17
1500	0	0	10	0	0	0	10	0	0	9	0	0	1	10
1515	0	0	2	0	0	0	2	0	0	9	0	0	0	9
1530	0	0	4	0	0	0	4	0	0	28	0	0	0	28
1545	0	0	6	0	0	0	6	0	0	13	0	0	0	13
1600	0	0	3	0	0	0	3	0	0	13	0	0	0	13
1615	0	0	8	0	0	1	9	0	0	10	0	0	0	10
1630	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1645	0	0	6	0	0	1	7	0	0	9	0	0	1	10
1700	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1715	0	0	10	0	0	0	10	0	0	5	0	0	0	5
1730	0	0	6	0	0	0	6	0	0	20	0	0	0	20
1745	0	0	6	0	0	0	6	0	0	11	0	0	0	11
1800	0	0	5	0	0	0	5	0	0	11	0	0	0	11
1815	0	0	12	0	1	0	13	0	0	9	0	0	0	9
1830	0	0	8	0	0	1	9	0	0	14	0	0	0	14
1845	0	0	13	0	0	0	13	0	0	19	0	1	1	21
1900	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1915	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1930	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1945	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2000	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2015	0	0	3	0	2	0	5	0	0	5	0	0	0	5
2030	0	0	2	0	0	1	3	0	0	0	0	0	0	0
2045	0	0	5	0	0	1	6	0	0	4	0	0	1	5
2100	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2115	0	0	2	0	0	0	2	0	0	3	0	0	1	4
2130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2145	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2215	0	0	1	0	0	2	3	0	0	3	0	1	0	4
2230	0	0	2	0	0	0	2	0	0	1	0	0	1	2
2245	0	0	16	0	1	0	17	0	0	3	0	0	0	3
2300	0	0	4	0	1	0	5	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	8	0	2	0	10
2330	0	0	3	0	0	1	4	0	0	18	0	0	0	18
2345	0	0	3	0	0	0	3	0	0	8	0	0	0	8
Total	4	0	619	0	26	44	693	2	0	610	0	22	26	660

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0030	0	0	1	0	1	0	2	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0300	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0315	0	0	2	0	0	1	3	0	0	1	0	0	1	2
0330	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0345	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0400	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0415	0	0	9	0	0	1	10	0	0	1	0	0	0	1
0430	0	0	15	0	2	0	17	0	0	2	0	0	1	3
0445	0	0	23	0	1	1	25	0	0	2	0	0	1	3
0500	0	0	16	0	1	2	19	0	0	2	0	0	4	6
0515	0	0	19	0	0	0	19	0	0	3	0	1	1	5
0530	0	0	26	0	0	3	29	0	0	5	0	0	1	6
0545	0	0	44	0	0	1	45	0	0	6	0	0	3	9
0600	0	0	24	0	1	6	31	0	0	5	0	0	2	7
0615	0	0	29	0	0	2	31	0	0	2	0	0	0	2
0630	0	0	35	0	0	3	38	0	0	5	0	0	2	7
0645	0	0	60	0	2	2	64	0	0	7	0	0	1	8
0700	0	0	40	0	3	3	46	0	0	16	0	1	0	17
0715	0	0	36	0	2	2	40	0	0	12	0	2	3	17
0730	0	0	42	0	2	3	47	0	0	32	0	0	1	33
0745	0	0	48	0	0	3	51	0	0	17	0	0	3	20
0800	0	0	30	0	0	3	33	0	0	20	0	2	3	25
0815	0	0	26	1	2	1	30	0	0	9	0	1	1	11
0830	0	0	31	0	1	1	33	0	0	12	0	2	1	15
0845	0	0	20	0	1	7	28	0	0	12	1	1	2	16
0900	0	0	14	0	1	3	18	0	0	8	0	3	2	13
0915	0	0	10	0	0	7	17	0	0	5	0	1	0	6
0930	0	0	11	0	1	3	15	0	0	5	0	0	4	9
0945	0	0	5	0	0	1	6	0	0	4	0	0	2	6
1000	0	0	14	0	1	2	17	0	0	9	0	2	6	17
1015	0	0	14	0	2	3	19	0	0	8	0	0	2	10
1030	0	0	11	0	1	2	14	0	0	9	0	0	2	11
1045	0	0	10	0	0	8	18	0	0	10	0	3	3	16
1100	0	0	6	0	0	3	9	0	0	10	0	1	9	20
1115	0	0	17	0	2	5	24	0	0	7	0	1	5	13
1130	0	0	4	0	5	2	11	0	0	10	0	2	2	14
1145	0	0	24	0	5	1	30	0	0	10	0	0	6	16
1200	0	0	30	0	2	1	33	0	0	27	0	3	10	40
1215	0	0	13	0	0	5	18	0	0	12	0	4	1	17
1230	0	0	12	0	2	4	18	0	0	23	0	3	2	28
1245	0	0	17	0	1	2	20	0	0	22	0	1	3	26
1300	0	0	15	0	1	4	20	0	0	15	0	1	6	22
1315	0	0	19	0	0	3	22	0	0	24	0	2	7	33
1330	0	0	10	0	1	7	18	0	0	17	0	1	4	22
1345	0	0	12	0	1	5	18	0	0	14	0	1	3	18
1400	0	0	10	0	0	6	16	0	0	21	0	0	5	26
1415	0	0	14	1	0	3	18	0	0	30	0	1	12	43
1430	0	0	26	0	0	2	31	0	0	42	0	1	10	53
1445	0	0	35	0	3	0	38	0	0	26	1	1	4	32
1500	0	0	27	0	2	5	34	0	0	27	0	2	4	33
1515	0	0	18	0	0	1	19	0	0	24	0	0	2	26
1530	0	0	16	0	3	1	20	0	0	70	0	1	8	79
1545	0	0	20	0	0	2	22	0	0	57	0	0	3	60
1600	0	0	27	0	0	5	32	0	0	54	0	1	2	57
1615	0	0	18	0	0	4	22	0	0	41	0	0	2	43
1630	0	0	20	0	0	2	22	0	0	66	0	4	6	76
1645	0	0	8	0	1	2	11	0	0	48	0	1	7	56
1700	0	0	12	0	0	2	14	0	0	45	0	0	4	49
1715	0	0	14	0	0	2	16	0	0	31	0	0	2	33
1730	0	0	9	0	0	1	10	0	0	32	0	0	6	38
1745	0	0	12	0	0	2	14	0	0	20	0	0	1	21
1800	0	0	8	0	0	0	8	0	0	14	0	0	1	15
1815	0	0	17	0	0	2	19	0	0	16	0	0	1	17
1830	0	0	12	0	0	2	14	0	0	7	0	0	0	7
1845	0	0	9	0	0	2	11	0	0	16	0	0	0	16
1900	0	0	10	0	0	0	10	0	0	27	0	0	3	30
1915	0	0	4	0	1	1	6	0	0	8	0	0	1	9
1930	0	0	3	0	0	2	5	0	0	6	0	1	0	7
1945	0	0	3	0	0	0	3	0	0	4	0	0	1	5
2000	0	0	1	0	0	0	1	0	0	6	0	0	1	7
2015	0	0	2	0	0	0	2	0	0	1	0	0	3	4
2030	0	0	1	0	0	1	2	0	0	6	0	0	0	6
2045	0	0	6	0	0	1	7	0	0	0	0	0	1	1
2100	0	0	3	0	0	2	5	0	0	2	0	0	1	3
2115	0	0	2	0	0	0	2	0	0	2	0	0	1	3
2130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2145	0	0	1	0	0	2	3	0	0	1	0	0	3	4
2200	0	0	1	0	0	1	2	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	0	0	0	1	1
2230	0	0	3	0	0	0	3	0	0	0	0	0	1	1
2245	0	0	13	0	0	1	14	0	0	2	0	0	1	3
2300	0	0	6	0	0	0	6	0	0	7	0	1	0	8
2315	0	0	1	0	0	1	2	0	0	5	0	0	0	5
2330	0	0	3	0	0	0	3	0	0	23	0	0	0	23
2345	0	0	0	0	0	2	2	0	0	8	0	0	0	8
Total	0	0	1258	2	58	180	1498	0	0	1224	2	54	211	1491

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0015	0	0	1	0	0	1	2	0	0	1	0	0	1	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	2	0	0	1	3
0145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0215	0	0	2	0	0	2	4	0	0	5	0	0	0	5
0230	0	0	4	0	0	3	7	0	0	0	0	0	1	1
0245	0	0	8	0	0	1	9	0	0	3	0	0	0	3
0300	0	0	1	0	0	0	1	0	0	9	0	0	0	9
0315	0	0	3	0	0	0	3	0	0	2	0	0	2	4
0330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0345	0	0	2	0	1	2	5	0	0	3	0	0	1	4
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	13	0	1	3	17	0	0	0	0	0	3	3
0430	0	0	8	0	1	0	9	0	0	1	0	0	0	1
0445	0	0	24	0	0	4	28	0	0	2	0	1	3	6
0500	0	0	12	0	0	1	13	0	0	1	0	0	0	1
0515	0	0	21	0	2	0	23	0	0	1	0	2	1	4
0530	0	0	28	0	0	5	33	0	0	4	0	0	0	4
0545	0	0	46	0	0	7	53	0	0	6	0	0	0	6
0600	0	0	25	0	1	4	30	0	0	4	0	0	2	6
0615	0	0	34	0	1	3	38	0	0	4	0	0	3	7
0630	0	0	38	0	0	5	43	0	0	6	0	0	0	6
0645	0	0	60	0	1	10	71	0	0	7	0	1	4	12
0700	0	0	44	0	4	8	56	0	0	22	0	0	3	25
0715	0	0	32	0	1	1	34	0	0	20	0	3	1	24
0730	0	0	51	0	3	1	55	0	0	25	0	1	5	31
0745	0	0	52	0	1	2	55	0	0	22	0	2	2	26
0800	0	0	41	0	2	3	46	0	0	14	0	0	4	18
0815	0	0	25	1	2	4	32	0	0	15	0	1	4	20
0830	0	0	20	0	0	6	26	0	0	12	0	0	0	12
0845	0	0	22	0	1	7	30	0	0	11	1	1	2	15
0900	0	0	17	0	0	6	23	0	0	6	0	0	3	9
0915	0	0	14	0	1	1	16	0	0	9	0	4	5	18
0930	0	0	5	0	2	3	10	0	0	7	0	3	6	16
0945	0	0	12	0	5	2	19	0	0	8	0	2	5	15
1000	0	0	15	0	2	6	23	0	0	6	0	3	2	11
1015	0	0	19	0	0	2	21	0	0	6	0	1	4	11
1030	0	0	13	0	0	4	17	0	0	7	0	1	3	11
1045	0	0	23	0	1	2	26	0	0	8	0	5	5	18
1100	0	0	14	0	1	4	19	0	0	12	0	0	4	16
1115	0	0	6	0	3	1	10	0	0	20	0	1	6	27
1130	0	0	16	0	1	2	19	0	0	18	0	0	0	18
1145	0	0	19	0	0	9	28	0	0	14	0	2	3	19
1200	0	0	19	0	0	4	23	0	0	17	0	0	3	20
1215	0	0	25	0	1	5	31	0	0	19	0	2	3	24
1230	0	0	18	0	1	4	23	0	0	20	0	1	6	27
1245	0	0	12	0	2	6	20	0	0	26	0	1	5	32
1300	0	0	14	0	2	2	18	0	0	16	0	1	7	24
1315	0	0	9	0	1	4	14	0	0	16	0	1	5	22
1330	0	0	11	0	1	1	13	0	0	12	0	3	5	20
1345	0	0	7	0	1	4	12	0	0	14	0	1	1	16
1400	0	0	11	1	0	3	15	0	0	25	0	2	7	34
1415	0	0	13	0	0	2	15	0	0	17	0	2	9	28
1430	0	0	18	0	2	7	27	0	0	37	0	0	8	45
1445	0	0	28	0	1	1	30	0	0	28	0	0	4	32
1500	0	0	22	0	1	5	28	0	0	43	0	0	5	48
1515	0	0	15	0	1	3	19	0	0	37	0	0	4	41
1530	0	0	27	0	1	3	31	0	0	73	0	1	5	79
1545	0	1	26	0	0	0	27	0	0	37	0	0	2	39
1600	0	0	23	0	2	1	26	0	0	66	0	0	5	71
1615	0	0	19	0	1	1	21	0	0	58	0	0	2	60
1630	0	0	18	0	0	5	23	0	0	63	0	0	2	65
1645	0	0	14	0	2	2	18	0	0	47	0	1	2	50
1700	0	0	16	0	0	2	18	0	0	46	0	1	2	49
1715	0	0	10	0	0	1	11	0	0	33	0	0	1	34
1730	0	0	19	0	0	2	21	0	0	29	0	0	2	31
1745	0	0	13	0	0	1	14	0	0	17	0	0	6	23
1800	0	0	11	0	0	2	13	0	0	17	0	0	3	20
1815	0	0	13	0	0	2	15	0	0	9	0	0	2	11
1830	0	0	17	0	0	2	19	0	0	8	0	0	2	10
1845	0	0	12	0	2	0	14	0	0	15	0	0	0	15
1900	0	0	5	0	0	1	6	0	0	25	0	1	2	28
1915	0	0	10	0	0	1	11	0	0	12	0	0	2	14
1930	0	0	6	0	0	5	11	0	0	11	0	0	2	13
1945	0	0	3	0	0	2	5	0	0	18	0	0	1	19
2000	0	0	5	0	0	1	6	0	0	11	0	0	3	14
2015	0	0	6	0	0	1	7	0	0	8	0	1	1	10
2030	0	0	7	0	0	0	7	0	0	1	0	0	2	3
2045	0	0	3	0	0	1	4	0	0	2	0	0	0	2
2100	0	0	0	0	0	1	1	0	0	5	0	0	0	5
2115	0	0	1	0	0	1	2	0	0	2	0	0	1	3
2130	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2145	0	0	1	0	0	1	2	0	0	2	0	0	0	2
2200	0	0	2	0	0	0	2	0	0	1	0	0	2	3
2215	0	0	5	0	0	0	5	0	0	2	0	0	1	3
2230	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2245	0	0	12	0	0	0	12	0	0	5	0	0	0	5
2300	0	0	9	0	1	0	10	0	0	3	0	0	1	4
2315	0	0	2	0	0	0	2	0	0	9	0	0	1	10
2330	0	0	2	0	0	0	2	0	0	13	0	0	0	13
2345	0	0	3	0	1	2	6	0	0	4	0	0	0	4
Total	0	1	1350	2	62	220	1635	0	0	1312	1	53	217	1583

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0015	0	0	1	0	0	2	3	0	0	3	0	0	0	3
0030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0045	0	0	1	0	0	1	2	0	0	0	0	1	0	1
0100	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0130	0	0	0	0	1	0	1	0	0	4	0	0	0	4
0145	0	0	3	0	0	1	4	0	0	4	0	0	0	4
0200	0	0	2	0	0	2	4	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	12	0	1	1	14
0230	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	4	0	1	0	5	0	0	0	0	0	0	0
0345	0	0	4	0	0	1	5	0	0	1	0	0	1	2
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	12	0	1	1	14	0	0	0	0	0	0	0
0430	0	0	14	0	3	0	17	0	0	2	0	0	0	2
0445	0	0	20	0	0	2	22	0	0	1	0	0	1	2
0500	0	0	13	0	0	1	14	0	0	4	0	0	0	4
0515	0	0	20	0	0	2	22	0	0	3	0	1	1	5
0530	0	0	30	0	0	2	32	0	0	4	0	0	2	6
0545	0	0	46	0	0	3	49	0	0	7	0	0	2	9
0600	0	1	33	0	1	2	37	0	0	6	0	0	1	7
0615	0	0	30	0	1	4	35	0	0	8	0	1	4	13
0630	0	1	40	0	0	3	44	0	0	10	0	1	1	12
0645	0	0	68	0	1	5	74	0	0	10	0	1	3	14
0700	0	0	36	0	1	5	42	0	0	19	0	0	1	20
0715	0	0	49	0	2	1	52	0	0	15	0	0	1	16
0730	0	0	46	0	0	6	52	0	0	23	0	0	3	26
0745	0	0	64	0	0	4	68	0	0	20	0	3	3	26
0800	0	1	36	1	0	1	39	0	0	17	0	0	3	20
0815	0	0	17	1	2	5	25	0	0	7	0	2	4	13
0830	0	0	21	0	0	3	24	0	0	12	0	2	2	16
0845	0	0	23	0	4	3	30	0	0	15	1	1	2	19
0900	0	0	26	0	3	1	30	0	0	10	0	1	5	16
0915	0	0	15	0	0	2	17	0	0	2	0	3	5	10
0930	0	0	7	0	1	1	9	0	0	7	0	0	4	11
0945	0	0	17	0	3	3	23	0	0	12	0	5	3	20
1000	0	0	18	0	2	3	23	0	0	8	0	2	1	11
1015	0	0	9	0	4	6	19	0	0	13	0	1	3	17
1030	0	0	11	0	4	1	16	0	0	14	0	2	4	20
1045	0	0	14	0	1	4	19	0	0	19	0	5	4	28
1100	0	0	9	0	2	6	17	0	0	12	0	3	4	19
1115	0	0	10	0	2	8	20	0	0	9	0	3	6	18
1130	0	0	18	0	1	2	21	0	0	7	0	1	4	12
1145	0	0	20	0	2	2	24	0	0	13	0	3	3	19
1200	0	0	17	0	4	1	22	0	0	19	0	1	7	27
1215	0	0	26	0	1	4	31	0	0	18	0	1	2	21
1230	0	0	11	0	1	4	16	0	0	24	0	4	5	33
1245	0	0	11	0	2	2	15	0	0	22	0	2	2	26
1300	0	0	15	0	1	2	18	0	0	12	0	0	8	20
1315	0	0	21	0	2	5	28	0	0	18	0	1	2	21
1330	0	0	16	0	0	6	22	0	0	15	0	2	4	21
1345	0	0	8	0	1	4	13	0	0	16	0	1	6	23
1400	0	0	17	0	1	1	19	0	0	30	0	2	6	38
1415	0	0	18	1	2	4	25	0	0	24	0	2	4	30
1430	0	0	19	0	2	10	31	0	0	45	0	1	5	51
1445	0	0	27	0	1	3	31	0	0	30	0	0	7	37
1500	0	0	16	0	1	2	19	0	0	47	0	0	6	53
1515	0	0	12	0	2	3	17	0	1	31	0	0	2	34
1530	0	0	18	0	1	3	22	1	0	78	0	1	5	85
1545	0	0	19	0	1	0	20	0	0	43	0	1	6	50
1600	0	0	37	0	1	1	39	0	1	56	0	1	4	62
1615	0	0	36	0	1	5	42	0	1	49	0	1	2	53
1630	0	0	30	0	4	1	35	0	0	71	0	0	3	74
1645	0	0	25	0	0	1	26	0	0	42	0	1	4	47
1700	0	0	16	0	0	1	17	0	0	37	0	0	3	40
1715	0	0	13	0	1	3	17	0	0	33	0	0	1	34
1730	0	0	18	0	0	2	20	0	0	25	0	0	1	26
1745	0	0	13	0	0	2	15	1	0	22	0	0	0	23
1800	0	0	9	0	0	2	11	0	0	13	0	0	4	17
1815	0	0	13	0	0	0	13	0	0	14	0	1	0	15
1830	0	0	11	0	0	1	12	0	0	14	0	0	1	15
1845	0	0	20	0	0	2	22	0	0	8	0	0	3	11
1900	0	0	6	0	0	0	6	0	0	26	0	0	2	28
1915	0	0	9	0	0	2	11	0	1	14	0	0	1	16
1930	0	0	2	0	0	2	4	0	0	11	0	0	0	11
1945	0	0	6	0	0	1	7	0	0	10	0	0	3	13
2000	0	0	7	0	0	1	8	0	0	22	0	0	2	24
2015	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2030	0	0	3	0	0	1	4	0	0	7	0	0	1	8
2045	0	0	1	0	0	0	1	0	0	4	0	0	3	7
2100	0	0	6	0	0	1	7	0	0	2	0	0	0	2
2115	0	0	1	0	0	1	2	0	0	4	0	0	0	4
2130	0	0	4	0	1	0	5	0	0	3	0	0	0	3
2145	0	0	1	0	0	2	3	0	0	3	0	1	2	6
2200	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2230	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2245	0	0	19	0	0	2	21	0	0	1	0	0	1	2
2300	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2315	0	0	2	0	0	0	2	0	0	12	0	0	0	12
2330	0	0	2	0	0	0	2	0	0	16	0	0	1	17
2345	0	0	1	0	0	1	2	0	0	8	0	0	0	8
Total	0	3	1412	3	74	193	1685	2	4	1369	1	67	201	1644

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0015	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0030	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0045	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	5	0	0	1	6
0215	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0230	0	0	0	0	0	2	2	0	0	5	0	0	0	5
0245	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	4	0	0	1	5	0	0	1	0	0	0	1
0345	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0400	0	0	7	0	0	0	7	0	0	0	0	0	1	1
0415	0	0	11	0	0	1	12	0	0	1	0	0	1	2
0430	0	0	14	0	0	1	15	0	0	2	0	0	0	2
0445	0	0	20	0	0	4	24	0	0	1	0	0	2	3
0500	0	0	15	0	0	3	18	0	0	2	0	0	1	3
0515	0	0	23	0	0	5	28	0	0	2	0	0	1	3
0530	0	0	29	0	0	9	38	0	0	3	0	0	0	3
0545	0	0	40	0	1	3	44	0	0	12	0	0	1	13
0600	0	1	27	0	0	2	30	0	0	7	0	0	3	10
0615	0	2	40	0	1	0	43	0	0	7	0	0	5	12
0630	0	0	39	0	0	1	40	0	0	6	0	0	2	8
0645	0	0	69	0	1	6	76	0	0	10	0	0	3	13
0700	0	0	35	0	0	3	38	1	0	24	0	0	0	25
0715	0	0	45	0	4	2	51	0	0	22	0	1	0	23
0730	0	0	33	0	0	6	39	0	0	23	0	2	3	28
0745	0	0	43	0	2	6	51	0	0	21	0	1	2	24
0800	0	0	35	1	3	5	44	0	0	17	0	2	4	23
0815	0	0	33	0	1	1	35	0	0	15	0	0	6	21
0830	0	0	25	1	7	4	37	0	0	7	1	3	3	14
0845	0	0	25	0	2	8	35	0	0	12	0	6	4	22
0900	0	0	23	0	0	1	24	0	0	9	0	1	1	11
0915	0	0	11	0	1	3	15	0	0	8	0	1	2	11
0930	0	0	18	0	1	5	24	0	0	8	0	2	7	17
0945	0	0	6	0	1	4	11	0	0	5	0	5	5	15
1000	0	0	12	0	3	2	17	0	0	9	0	1	2	12
1015	0	0	14	0	2	3	19	0	0	9	0	1	3	13
1030	0	0	8	0	0	8	16	0	0	9	0	1	4	14
1045	0	0	13	0	3	6	22	0	0	14	0	1	1	16
1100	0	0	6	0	0	5	11	1	0	8	0	1	4	14
1115	0	0	10	0	4	5	19	0	0	8	0	1	8	17
1130	0	0	13	0	4	3	20	0	0	16	0	3	4	23
1145	0	0	27	0	1	6	34	0	0	13	0	1	6	20
1200	0	1	19	0	4	3	27	0	0	15	0	3	3	21
1215	0	0	24	0	2	3	29	0	0	18	0	1	3	22
1230	0	0	17	0	0	6	23	0	0	24	0	3	6	33
1245	0	0	19	0	0	3	22	0	0	27	0	1	4	32
1300	0	0	19	0	2	6	27	1	0	16	0	0	5	22
1315	0	0	23	0	2	2	27	0	0	21	0	3	3	27
1330	0	0	14	0	1	3	18	0	0	22	0	1	7	30
1345	0	0	16	0	2	4	22	0	0	25	0	1	6	32
1400	0	0	20	0	3	4	27	0	0	37	0	0	3	40
1415	0	0	22	0	1	2	25	0	0	26	0	2	3	31
1430	0	0	18	0	1	3	22	0	0	46	1	0	7	54
1445	0	0	27	0	1	1	29	0	2	24	0	1	4	31
1500	0	0	25	0	1	3	29	0	0	60	0	0	5	65
1515	0	0	19	0	0	3	22	0	0	28	0	1	2	31
1530	0	0	21	0	1	1	23	0	0	57	0	0	6	63
1545	0	0	24	0	1	4	29	0	0	49	0	2	2	53
1600	0	0	21	0	3	1	25	0	1	65	0	1	4	71
1615	0	0	19	0	0	3	22	0	0	31	0	1	2	34
1630	0	0	17	0	1	1	19	0	0	65	0	0	2	67
1645	0	0	15	0	0	1	16	0	0	44	0	0	6	50
1700	0	0	16	0	1	0	17	0	0	46	0	0	3	49
1715	0	0	17	0	0	0	17	0	0	35	0	0	1	36
1730	0	0	11	0	0	0	11	0	0	27	0	0	1	28
1745	0	0	9	0	0	0	9	0	0	24	0	0	3	27
1800	0	0	10	0	0	2	12	0	0	21	0	0	2	23
1815	0	0	10	0	0	3	13	0	0	16	0	0	2	18
1830	0	0	10	0	0	0	10	0	0	15	0	0	2	17
1845	0	0	15	0	0	1	16	0	0	17	0	0	1	18
1900	0	0	5	0	0	0	5	0	0	22	0	0	1	23
1915	0	0	9	0	0	0	9	0	0	7	0	0	4	11
1930	0	0	4	0	0	1	5	0	0	16	0	0	0	16
1945	0	0	1	0	0	2	3	0	0	10	0	0	1	11
2000	0	0	3	0	0	0	3	0	0	6	0	0	1	7
2015	0	0	3	0	0	1	4	0	0	1	0	0	3	4
2030	0	0	4	0	0	0	4	0	0	2	0	0	1	3
2045	0	0	2	0	0	0	2	0	0	3	0	0	3	6
2100	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2115	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2130	0	0	4	0	0	0	4	0	0	4	0	1	0	5
2145	0	0	2	0	0	2	4	0	0	1	0	0	0	1
2200	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2215	0	0	2	0	0	1	3	0	0	4	0	0	2	6
2230	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2245	0	0	16	0	0	0	16	0	0	0	0	0	0	0
2300	0	0	7	0	0	1	8	0	0	7	0	0	1	8
2315	0	0	2	0	0	1	3	0	0	13	0	0	0	13
2330	0	0	1	0	0	1	2	0	0	15	0	1	0	16
2345	0	0	3	0	0	0	3	0	0	9	0	0	0	9
Total	0	4	1359	2	69	202	1636	3	3	1377	2	57	208	1650

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	2	5	0	0	0	0	0	0	0
0015	0	0	6	0	0	0	6	0	0	0	0	1	0	1
0030	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0045	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0215	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0230	0	0	1	0	0	1	2	0	0	4	0	0	1	5
0245	0	0	1	0	0	0	1	0	0	12	0	0	0	12
0300	0	0	7	0	0	0	7	0	0	0	0	0	1	1
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	0	0	1	0	0	2	3	0	0	6	0	1	0	7
0345	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0400	0	0	1	0	0	0	1	0	0	3	0	1	1	5
0415	0	0	0	0	0	0	0	0	0	6	0	1	1	8
0430	0	0	1	0	0	2	3	0	0	10	0	0	0	10
0445	0	0	1	0	1	1	3	0	0	17	0	0	2	19
0500	0	0	2	0	0	0	2	0	0	8	0	1	2	11
0515	0	0	2	0	0	1	3	0	0	17	0	0	1	18
0530	0	0	5	0	0	2	7	0	0	26	0	0	4	30
0545	0	0	12	0	0	0	12	0	0	42	0	0	6	48
0600	0	0	6	0	0	4	10	0	0	32	0	0	5	37
0615	0	0	9	0	1	6	16	0	0	33	0	1	3	37
0630	0	0	7	0	0	3	10	0	0	46	0	2	5	53
0645	0	0	8	0	0	1	9	0	0	57	0	1	3	61
0700	0	0	18	0	0	1	19	0	0	36	0	1	2	39
0715	0	0	17	0	1	2	20	0	0	31	0	1	6	38
0730	0	0	28	0	1	3	32	0	0	43	0	0	3	46
0745	0	0	15	0	1	2	18	0	0	34	0	2	6	42
0800	0	0	14	0	3	2	19	0	0	32	1	0	3	36
0815	0	0	17	0	0	4	21	0	0	21	0	0	2	23
0830	0	0	19	1	1	5	26	0	0	16	0	1	4	21
0845	0	0	9	0	1	2	12	0	0	19	0	0	3	22
0900	0	0	9	0	2	3	14	0	0	20	0	3	1	24
0915	0	0	6	0	1	4	11	0	0	15	0	2	3	20
0930	0	0	12	0	2	5	19	0	0	9	0	4	3	16
0945	0	0	8	0	3	4	15	0	0	18	0	3	2	23
1000	0	0	11	0	0	0	11	0	0	15	0	0	8	23
1015	0	0	8	0	3	3	14	0	0	15	0	4	4	23
1030	0	0	15	0	1	8	24	0	0	15	0	1	3	19
1045	0	0	12	0	2	7	21	0	0	10	0	1	5	16
1100	0	0	11	0	3	7	21	0	0	15	0	0	8	23
1115	0	0	12	0	2	6	20	0	0	12	0	4	10	26
1130	0	0	15	0	1	5	21	0	0	15	0	2	3	20
1145	0	0	21	0	2	4	27	0	0	21	0	1	7	29
1200	0	0	38	0	1	8	47	0	0	22	0	4	4	30
1215	0	0	27	0	1	9	37	0	0	20	0	2	4	26
1230	0	0	26	0	1	13	40	0	0	16	0	0	2	18
1245	0	0	19	0	1	5	25	0	0	18	0	2	3	23
1300	0	0	19	0	1	4	24	0	0	19	0	2	5	26
1315	0	0	15	0	2	4	21	0	0	14	0	1	5	20
1330	0	0	17	0	2	3	22	0	0	16	0	1	2	19
1345	0	0	20	0	2	8	30	0	0	7	0	1	2	10
1400	0	0	28	0	2	4	34	0	0	10	0	1	5	16
1415	0	0	24	0	3	9	36	0	0	15	1	0	3	19
1430	0	0	31	0	0	5	36	0	0	22	0	2	3	27
1445	0	0	29	1	0	5	35	0	0	31	0	2	3	36
1500	0	0	53	0	4	3	60	0	0	20	0	0	3	23
1515	0	0	43	0	0	2	45	0	0	14	0	3	0	17
1530	0	0	59	0	0	4	63	0	0	11	0	0	4	15
1545	0	0	44	0	1	2	47	0	0	29	0	1	3	33
1600	0	0	50	0	0	6	56	0	0	15	0	1	2	18
1615	0	0	51	0	0	2	53	0	0	19	0	0	0	19
1630	0	0	52	0	0	2	54	0	0	19	0	0	3	22
1645	0	0	56	0	1	2	59	0	0	8	0	0	2	10
1700	0	0	39	0	1	3	43	0	0	10	0	0	0	10
1715	0	0	41	0	1	2	44	0	0	15	0	0	2	17
1730	0	0	24	0	0	5	29	0	0	11	0	1	1	13
1745	0	0	18	0	0	0	18	0	0	7	0	0	0	7
1800	0	0	22	0	0	1	23	0	0	13	0	0	3	16
1815	0	0	15	0	0	1	16	0	0	8	0	0	1	9
1830	0	0	18	0	0	0	18	0	0	13	0	0	3	16
1845	0	0	10	0	0	2	12	0	0	16	0	0	1	17
1900	0	0	26	0	0	4	30	0	0	8	0	0	0	8
1915	0	0	4	0	0	2	6	0	0	7	0	0	1	8
1930	0	0	6	0	0	1	7	0	0	3	0	0	1	4
1945	0	0	8	0	0	4	12	0	0	4	0	0	0	4
2000	0	0	7	0	0	1	8	0	0	3	0	0	0	3
2015	0	0	1	0	1	0	2	0	0	7	0	0	0	7
2030	0	0	2	0	0	0	2	0	0	3	0	0	3	6
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	3	0	0	3	6	0	0	2	0	0	0	2
2115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2130	0	0	4	0	0	1	5	0	0	2	0	0	1	3
2145	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	2	0	0	1	3
2215	0	0	1	0	0	2	3	0	0	3	0	0	0	3
2230	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2245	0	0	0	0	0	0	0	0	0	13	0	0	0	13
2300	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2315	0	1	10	0	0	0	11	0	0	4	0	0	0	4
2330	0	0	17	0	0	0	17	0	0	4	0	1	0	5
2345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Total	0	1	1362	2	57	235	1657	0	0	1250	2	65	204	1521

Volume Report

Job 1645_10_VHB_ATR A-2
Area Harvard, MA
Location Patton Road, east of Mirror Lake Road



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0030	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0145	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	1	2	0	0	0	0	1	0	1
0345	0	0	2	0	0	1	3	0	0	1	0	1	1	3
0400	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	2	0	0	2	4	0	0	2	0	0	0	2
0445	0	0	8	0	1	1	10	0	0	1	0	0	0	1
0500	0	0	7	0	0	1	8	0	0	2	0	0	0	2
0515	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0530	0	0	8	0	1	1	10	0	0	4	0	0	0	4
0545	0	0	23	0	0	0	23	0	0	2	0	0	1	3
0600	0	0	11	0	1	1	13	0	0	5	0	0	0	5
0615	0	0	8	0	2	0	10	0	0	0	0	0	0	0
0630	0	0	18	0	0	2	20	0	0	2	0	0	3	5
0645	0	0	32	0	0	1	33	0	0	2	0	0	0	2
0700	0	0	10	0	0	2	12	0	0	10	0	0	2	12
0715	0	0	8	0	0	1	9	0	0	10	0	1	0	11
0730	0	0	10	0	0	3	13	0	0	22	0	0	0	22
0745	0	0	10	0	1	1	12	0	0	7	0	0	2	9
0800	0	0	9	0	0	1	10	0	0	3	0	0	1	4
0815	0	0	3	0	1	0	4	0	0	3	0	1	0	4
0830	0	0	1	0	0	3	4	0	0	3	0	0	1	4
0845	0	0	3	0	0	2	5	0	0	4	0	0	0	4
0900	0	0	4	0	1	1	6	0	0	4	0	0	2	6
0915	0	0	4	0	0	0	4	0	0	2	0	0	2	4
0930	0	0	5	0	1	0	6	0	0	6	0	0	3	9
0945	0	0	6	0	0	0	6	0	0	5	0	0	1	6
1000	0	0	9	0	0	1	10	0	0	2	0	0	0	2
1015	0	0	5	0	0	0	5	0	0	9	0	2	1	12
1030	0	0	10	0	0	0	10	0	0	6	0	0	4	10
1045	0	0	8	0	1	0	9	0	0	6	0	1	0	7
1100	0	0	9	0	1	1	11	0	0	7	0	1	0	8
1115	0	0	8	0	0	1	9	0	0	6	0	1	1	8
1130	0	0	14	0	0	2	16	0	0	9	0	0	1	10
1145	0	0	8	0	0	0	8	0	0	9	0	0	4	13
1200	0	0	10	0	0	0	10	0	0	14	0	0	0	14
1215	0	0	11	0	0	1	12	0	0	6	0	1	2	9
1230	0	0	4	0	0	0	4	0	0	9	0	0	1	10
1245	0	0	16	0	0	1	17	0	0	7	0	0	0	7
1300	0	0	11	0	0	1	12	0	0	14	0	1	0	15
1315	0	0	13	0	0	0	13	0	0	5	0	0	2	7
1330	0	0	8	0	0	0	8	0	0	8	0	0	0	8
1345	0	0	19	0	0	0	19	0	0	12	0	0	1	13
1400	0	0	11	0	0	1	12	0	0	9	0	0	0	9
1415	0	0	12	0	0	1	13	0	0	8	0	0	1	9
1430	0	0	11	0	0	1	12	0	0	13	0	0	3	16
1445	0	0	19	0	0	1	20	0	0	9	0	0	1	10
1500	0	0	17	0	0	0	17	0	0	14	0	0	1	15
1515	0	0	5	0	0	0	5	0	0	27	0	0	0	27
1530	0	0	4	0	0	0	4	0	0	25	0	0	0	25
1545	0	0	5	0	0	0	5	0	0	15	0	0	1	16
1600	0	0	9	0	0	0	9	0	0	6	0	0	3	9
1615	0	0	3	0	0	0	3	0	0	13	0	0	0	13
1630	0	0	6	0	0	0	6	0	0	8	0	0	1	9
1645	0	0	5	0	0	0	5	0	1	5	0	0	0	6
1700	0	0	3	0	0	0	3	0	0	9	0	0	0	9
1715	0	0	9	0	0	0	9	0	0	11	0	0	1	12
1730	0	0	4	0	0	0	4	0	0	8	0	0	1	9
1745	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1800	0	0	5	0	0	0	5	0	0	14	0	0	0	14
1815	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1830	0	0	12	0	0	0	12	0	0	12	0	0	1	13
1845	0	0	3	0	0	0	3	0	0	10	0	0	0	10
1900	0	0	3	0	0	0	3	0	0	22	0	0	0	22
1915	0	0	5	0	0	0	5	0	1	13	0	0	0	14
1930	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1945	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2000	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2015	0	0	3	0	0	0	3	0	1	4	0	0	0	5
2030	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2130	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2145	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2200	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2215	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2230	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2245	0	0	7	0	0	0	7	0	0	1	0	0	0	1
2300	0	0	7	0	1	0	8	0	0	1	0	0	0	1
2315	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2330	0	0	2	0	0	0	2	0	0	14	0	0	0	14
2345	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	592	0	12	40	644	0	3	575	0	12	52	642

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	12	0	0	0	12
0015	0	0	5	0	1	0	6	0	0	7	0	0	0	7
0030	0	0	8	0	0	0	8	0	0	8	0	1	0	9
0045	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0100	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0115	0	0	6	0	0	1	7	0	0	3	0	0	0	3
0130	0	0	5	0	0	0	5	0	0	2	0	0	1	3
0145	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0200	0	0	5	0	1	0	6	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0230	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0245	0	0	4	0	0	1	5	0	0	1	0	0	0	1
0300	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0315	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0330	0	0	10	0	0	0	10	0	0	3	0	0	1	4
0345	0	0	14	0	0	0	14	0	0	1	0	0	0	1
0400	0	0	17	0	0	0	17	0	0	2	0	0	0	2
0415	0	0	21	0	0	0	21	0	0	3	0	0	0	3
0430	0	0	26	0	0	0	26	0	0	6	0	0	0	6
0445	0	0	22	0	0	0	22	0	0	13	0	0	0	13
0500	0	0	12	0	0	0	12	0	0	17	0	0	0	17
0515	0	0	13	0	0	0	13	0	0	6	0	0	1	7
0530	0	0	24	0	0	0	24	0	0	3	0	0	0	3
0545	0	0	59	0	0	0	59	0	0	22	0	0	0	22
0600	0	0	43	0	0	0	43	0	0	39	0	0	0	39
0615	0	0	51	0	0	0	51	0	1	22	0	0	0	23
0630	0	0	55	0	1	0	56	0	0	22	0	1	0	23
0645	0	0	65	0	2	0	67	0	0	23	0	0	0	23
0700	0	0	70	0	0	0	70	0	0	21	0	0	0	21
0715	0	0	66	0	0	0	66	0	0	26	0	1	0	27
0730	0	0	76	0	0	0	76	0	0	34	0	0	0	34
0745	0	0	77	0	0	0	77	0	0	38	0	0	0	38
0800	1	0	48	0	0	0	49	0	0	48	0	0	0	48
0815	0	0	38	0	0	0	38	0	0	34	0	1	0	35
0830	0	0	29	0	3	0	32	0	0	44	0	0	0	44
0845	0	0	28	0	1	0	29	0	0	26	0	1	1	28
0900	0	0	37	0	1	2	40	0	0	25	0	0	0	25
0915	0	0	27	0	1	0	28	0	0	31	0	2	1	34
0930	0	0	27	0	2	0	29	0	0	40	0	0	1	41
0945	0	0	33	0	1	0	34	0	0	29	0	0	0	29
1000	0	0	38	0	0	0	38	0	0	31	0	0	6	37
1015	2	0	21	0	5	1	29	2	0	44	0	0	8	54
1030	0	0	35	0	1	0	36	0	0	34	0	0	0	34
1045	0	0	35	0	0	2	37	0	0	45	0	3	6	54
1100	0	0	41	0	1	0	42	0	0	39	0	0	0	39
1115	0	0	47	0	0	0	47	1	0	45	0	1	0	47
1130	0	0	39	0	0	0	39	0	0	56	0	0	3	59
1145	0	0	43	0	0	1	44	0	0	55	0	0	0	55
1200	0	0	46	0	0	0	46	0	0	99	0	0	0	99
1215	0	0	48	0	0	0	48	0	0	67	0	0	0	67
1230	0	1	56	0	0	0	57	0	0	46	0	0	1	47
1245	0	0	51	0	1	0	52	0	0	59	0	0	0	59
1300	0	0	39	0	0	0	39	0	0	39	0	0	1	40
1315	0	0	40	0	0	1	41	0	0	54	0	1	1	56
1330	0	0	39	0	0	0	39	0	0	57	0	2	1	60
1345	0	0	74	0	2	0	76	0	0	58	0	0	1	59
1400	0	1	47	0	0	1	49	1	1	63	0	0	0	65
1415	0	0	35	0	3	13	51	0	0	55	0	0	0	55
1430	0	0	59	0	1	0	60	0	0	48	0	1	0	49
1445	0	1	60	0	0	0	61	0	0	62	0	1	0	63
1500	0	0	58	0	0	0	58	0	0	83	0	0	0	83
1515	0	0	40	0	1	0	41	0	0	70	0	0	0	70
1530	0	0	58	0	0	0	58	0	0	60	0	0	0	60
1545	0	0	56	0	0	1	57	0	0	72	0	0	0	72
1600	0	0	41	0	0	0	41	0	0	83	0	1	1	85
1615	0	0	45	1	0	0	46	0	0	68	0	0	0	68
1630	0	0	49	0	0	0	49	0	0	75	0	0	0	75
1645	0	0	60	0	0	0	60	0	0	53	0	0	1	54
1700	0	0	47	0	0	0	47	0	0	59	0	0	0	59
1715	0	0	51	0	0	0	51	0	0	44	1	0	0	45
1730	0	0	55	0	0	0	55	0	0	36	0	0	0	36
1745	0	0	53	0	0	0	53	0	0	36	0	0	0	36
1800	0	0	44	0	0	0	44	0	0	51	0	0	0	51
1815	0	0	38	0	0	0	38	0	0	31	0	1	0	32
1830	0	0	61	0	0	1	62	0	0	39	0	0	0	39
1845	0	0	41	0	0	1	42	0	0	33	0	0	0	33
1900	0	0	38	0	2	2	42	0	1	58	0	0	0	59
1915	0	0	32	1	0	0	33	0	0	15	0	0	0	15
1930	0	0	36	0	0	0	36	0	0	22	0	0	1	23
1945	0	0	31	0	3	0	34	0	0	22	0	0	0	22
2000	0	0	28	0	0	0	28	0	0	30	0	0	0	30
2015	0	0	18	0	0	0	18	0	0	27	0	2	0	29
2030	0	0	26	0	0	0	26	0	0	20	0	1	0	21
2045	0	0	21	0	0	0	21	0	0	13	0	0	0	13
2100	0	0	19	0	0	0	19	0	0	14	0	0	0	14
2115	0	0	21	0	0	0	21	0	0	16	0	0	0	16
2130	0	0	13	0	0	1	14	0	0	15	0	0	0	15
2145	0	0	19	0	2	0	21	0	0	10	0	0	0	10
2200	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2215	0	0	13	0	0	0	13	0	0	14	0	0	0	14
2230	0	0	13	0	1	1	15	0	0	3	0	0	0	3
2245	0	0	15	0	0	0	15	0	0	9	0	1	0	10
2300	0	0	16	0	0	0	16	0	0	7	0	1	0	8
2315	0	0	13	0	0	1	14	0	0	9	0	0	0	9
2330	0	0	15	0	2	2	19	0	0	10	0	0	0	10
2345	0	0	17	0	0	0	17	0	0	4	0	0	0	4
Total	3	3	3165	2	39	33	3245	4	3	2906	1	24	37	2975

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	18	0	0	0	18
0015	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0030	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0045	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0100	0	0	6	0	0	0	6	0	0	5	0	0	1	6
0115	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0130	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0145	0	0	4	0	0	1	5	0	0	1	0	0	0	1
0200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	4	0	0	1	5	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1	0	0	1	0	0	3	4
0300	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0315	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0330	0	0	9	0	0	0	9	0	0	5	0	0	0	5
0345	0	0	16	0	0	0	16	0	0	1	0	0	0	1
0400	0	0	9	0	0	2	11	0	0	6	0	0	2	8
0415	0	0	23	0	1	0	24	0	0	9	0	0	0	9
0430	0	0	57	0	0	0	57	0	0	10	0	1	1	12
0445	0	0	57	0	0	0	57	0	0	27	0	0	0	27
0500	0	0	26	0	0	0	26	0	0	20	1	0	0	21
0515	0	0	55	0	0	2	57	0	0	23	0	0	0	23
0530	0	0	102	1	0	1	104	0	0	25	0	2	2	29
0545	0	0	174	1	0	2	177	0	0	38	0	0	0	38
0600	0	0	110	0	1	0	111	0	0	61	1	0	1	63
0615	0	0	124	0	3	1	128	0	0	71	0	2	0	73
0630	0	0	156	1	1	1	159	0	0	44	1	3	0	48
0645	0	0	208	0	1	2	211	0	0	72	0	2	1	75
0700	0	0	148	0	2	2	152	0	0	68	0	0	0	68
0715	0	0	159	1	2	0	162	0	0	69	0	2	1	72
0730	0	0	177	1	2	1	181	0	0	74	0	2	5	81
0745	0	0	225	2	1	1	229	0	0	81	1	0	4	86
0800	0	0	218	1	0	5	224	0	0	100	0	3	6	109
0815	0	0	197	2	1	0	200	0	0	76	2	2	0	80
0830	0	0	160	3	1	1	165	0	0	80	2	1	1	84
0845	0	0	127	3	6	2	138	0	0	72	4	1	3	80
0900	0	0	127	1	10	3	141	0	0	41	3	2	1	47
0915	0	0	118	0	2	1	121	0	0	39	3	1	5	48
0930	0	0	81	2	3	2	88	0	0	49	0	5	3	57
0945	0	0	92	0	3	2	97	0	0	48	0	2	5	55
1000	0	0	54	0	4	5	63	0	0	50	0	2	5	57
1015	0	0	53	0	4	1	58	0	0	51	0	2	3	56
1030	0	0	57	0	6	0	63	0	0	39	0	2	0	41
1045	0	0	64	0	3	1	68	0	0	34	0	3	1	38
1100	0	0	66	1	4	1	72	0	0	49	1	0	4	54
1115	0	0	72	1	3	1	77	0	0	56	0	3	3	62
1130	0	0	46	0	7	5	58	0	0	50	0	4	2	56
1145	0	0	58	0	0	2	60	0	0	35	1	7	3	46
1200	0	0	54	0	3	2	59	0	0	70	0	3	0	73
1215	0	0	71	0	4	1	76	0	0	52	0	1	1	54
1230	0	0	54	0	3	1	58	0	0	61	0	0	3	64
1245	0	0	60	0	3	4	67	0	0	45	0	3	3	51
1300	0	0	48	0	0	1	49	0	0	62	0	4	2	68
1315	0	0	71	0	4	1	76	0	0	88	0	1	1	90
1330	0	0	71	1	1	2	75	0	0	80	0	4	2	86
1345	0	0	70	1	2	0	73	0	0	58	0	2	0	60
1400	0	0	73	0	1	1	75	0	0	87	2	3	2	94
1415	0	0	74	1	2	2	79	0	0	76	0	4	3	83
1430	0	0	78	1	2	0	81	0	0	166	0	5	1	172
1445	0	0	95	7	2	2	106	0	0	134	1	2	3	140
1500	0	0	71	2	3	2	78	0	0	147	3	1	0	151
1515	0	0	94	1	1	5	101	0	0	138	2	0	2	142
1530	0	0	96	1	1	1	99	0	0	177	1	4	0	182
1545	0	0	107	0	0	0	107	0	0	163	2	0	3	168
1600	0	0	97	0	3	0	100	0	0	171	1	0	3	175
1615	0	0	89	1	0	1	91	0	0	164	0	2	1	167
1630	0	0	107	1	6	1	115	0	0	186	1	3	1	191
1645	0	0	121	1	1	0	123	0	0	158	0	1	2	161
1700	0	0	104	0	1	0	105	0	0	202	0	0	1	203
1715	0	0	97	0	2	0	99	0	0	166	1	0	1	168
1730	0	0	90	1	1	0	92	0	0	139	0	1	1	141
1745	0	0	85	0	2	0	87	0	0	111	0	0	0	111
1800	0	0	73	0	3	0	76	0	0	133	1	1	0	135
1815	0	0	45	0	3	0	48	0	0	76	0	1	0	77
1830	0	0	53	1	0	0	54	0	0	58	0	4	0	62
1845	0	0	38	1	0	0	39	0	0	54	0	0	0	54
1900	0	0	36	0	1	0	37	0	0	49	1	0	0	50
1915	0	0	42	0	0	0	42	0	0	42	0	0	1	43
1930	0	0	32	0	0	0	32	0	0	39	0	0	0	39
1945	0	0	37	0	0	0	37	0	0	41	0	0	0	41
2000	0	0	25	0	0	0	25	0	0	52	0	0	1	53
2015	0	0	33	0	0	0	33	0	0	28	0	0	1	29
2030	0	0	29	0	0	0	29	0	0	39	0	1	0	40
2045	0	0	18	0	0	1	19	0	0	22	0	1	0	23
2100	0	0	19	0	0	0	19	0	0	19	0	1	0	20
2115	0	0	18	0	1	0	19	0	0	23	0	0	0	23
2130	0	0	20	0	0	0	20	0	0	19	0	0	0	19
2145	0	0	15	0	0	0	15	0	0	21	0	0	0	21
2200	0	0	11	0	0	0	11	0	0	10	0	0	0	10
2215	0	0	19	0	0	0	19	0	0	17	0	2	1	20
2230	0	0	19	0	0	0	19	0	0	36	0	0	0	36
2245	0	0	14	0	0	0	14	0	0	18	0	0	1	19
2300	0	0	9	0	0	0	9	0	0	19	0	0	0	19
2315	0	0	15	0	0	0	15	0	0	9	0	0	0	9
2330	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2345	0	0	17	0	0	0	17	0	0	11	0	0	0	11
Total	0	0	6097	42	127	77	6343	0	0	5372	36	109	107	5624

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	12	0	1	0	13	0	0	13	0	1	0	14
0015	0	0	6	0	1	0	7	0	0	11	0	0	0	11
0030	0	0	4	0	0	0	4	0	0	11	0	0	0	11
0045	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0100	0	0	6	0	0	0	6	0	0	8	0	2	0	10
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	3	0	0	0	3	0	0	9	0	1	0	10
0145	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0245	0	0	2	0	0	0	2	0	0	3	0	1	0	4
0300	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0315	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0330	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0345	0	0	19	0	0	0	19	0	0	3	0	0	0	3
0400	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0415	0	0	20	0	1	0	21	0	0	8	0	0	1	9
0430	0	0	52	0	0	0	52	0	0	10	0	0	0	10
0445	0	0	63	0	1	0	64	0	0	21	0	1	0	22
0500	0	0	29	0	0	0	29	0	0	23	0	1	2	26
0515	0	0	54	0	0	0	54	0	0	30	0	2	0	32
0530	0	0	99	0	0	1	100	0	0	35	0	2	1	38
0545	0	0	168	0	3	0	171	0	0	37	1	2	1	41
0600	0	0	109	0	1	0	110	0	0	46	0	0	1	47
0615	0	0	120	0	3	0	123	0	0	37	0	1	0	38
0630	0	0	160	0	5	1	166	0	0	87	1	3	0	91
0645	0	0	197	0	0	1	198	0	0	75	0	1	0	76
0700	0	0	178	0	3	0	181	0	0	66	0	2	0	68
0715	0	0	165	0	3	0	168	0	0	95	0	2	1	98
0730	0	0	202	0	2	0	204	0	0	89	0	2	0	91
0745	0	0	226	0	3	0	229	0	0	88	1	2	2	93
0800	0	0	210	0	8	3	221	0	0	78	0	4	1	83
0815	0	0	218	0	2	3	223	0	0	76	1	5	0	82
0830	0	0	198	0	9	4	211	0	0	87	2	5	2	96
0845	0	0	168	0	5	2	175	0	0	72	0	3	3	78
0900	0	0	140	0	2	0	142	0	0	60	4	3	1	68
0915	0	0	119	0	7	2	128	0	0	53	6	2	6	67
0930	0	0	95	0	6	2	103	0	0	56	0	3	0	59
0945	0	0	90	0	5	7	102	0	0	46	1	8	1	56
1000	0	0	60	0	2	2	64	0	0	47	0	7	2	56
1015	0	0	63	0	4	3	70	0	0	41	0	3	2	46
1030	0	0	55	0	7	2	64	0	0	39	0	9	5	53
1045	0	0	64	0	4	1	69	0	0	40	0	3	1	44
1100	0	0	50	0	5	1	56	0	0	51	0	4	1	56
1115	0	0	78	0	5	0	83	0	0	51	1	3	4	59
1130	0	0	95	0	3	2	100	0	0	69	0	3	2	74
1145	0	0	116	0	7	1	124	0	0	71	0	3	1	75
1200	0	0	83	0	2	1	86	0	0	64	0	5	1	70
1215	0	0	77	0	2	2	81	0	0	68	0	6	5	79
1230	0	0	90	0	4	1	95	0	0	66	0	5	2	73
1245	0	0	86	0	6	6	98	0	0	49	0	8	2	59
1300	0	0	64	0	4	1	69	0	0	76	0	7	2	85
1315	0	0	47	0	3	1	51	0	0	65	0	3	3	71
1330	0	0	65	0	10	3	78	0	0	82	0	5	0	87
1345	0	0	88	0	5	1	94	0	0	81	0	1	1	83
1400	0	0	51	0	3	0	54	0	0	93	2	5	4	104
1415	0	0	66	0	3	1	70	0	0	92	0	2	5	99
1430	0	0	73	0	4	3	80	0	0	162	0	2	1	165
1445	0	0	70	0	8	0	78	0	0	141	2	0	0	143
1500	0	0	75	0	3	2	80	0	0	138	0	3	2	143
1515	0	0	107	0	3	2	112	0	0	144	1	1	1	147
1530	0	0	99	0	3	5	107	0	0	190	2	2	3	197
1545	0	0	130	0	2	1	133	0	0	161	3	2	3	169
1600	0	0	96	0	1	0	97	0	0	178	1	1	2	182
1615	0	0	100	0	3	1	104	0	0	194	0	0	3	197
1630	0	0	111	0	0	4	115	0	0	171	1	1	1	174
1645	0	0	94	0	3	0	97	0	0	161	0	2	1	164
1700	0	0	94	0	2	0	96	0	0	195	0	0	2	197
1715	0	0	85	0	2	1	88	0	0	220	1	0	3	224
1730	0	0	78	0	1	0	79	0	0	178	0	0	0	178
1745	0	0	78	0	1	0	79	0	0	130	0	3	0	133
1800	0	0	76	0	1	0	77	0	0	139	1	1	0	141
1815	0	0	67	0	3	0	70	0	0	87	0	1	1	89
1830	0	0	55	0	0	0	55	0	0	75	0	1	0	76
1845	0	0	41	0	2	0	43	0	0	60	0	1	0	61
1900	0	0	38	0	1	0	39	0	0	60	3	0	0	63
1915	0	0	48	0	2	0	50	0	0	53	0	0	1	54
1930	0	0	41	0	1	0	42	0	0	30	0	1	0	31
1945	0	0	26	0	0	0	26	0	0	41	0	0	0	41
2000	0	0	34	0	0	0	34	0	0	53	0	1	0	54
2015	0	0	41	0	0	0	41	0	0	25	0	1	0	26
2030	0	0	34	0	0	0	34	0	0	27	0	1	0	28
2045	0	0	30	0	0	0	30	0	0	31	0	1	0	32
2100	0	0	29	0	1	0	30	0	0	19	0	0	0	19
2115	0	0	24	0	0	0	24	0	0	16	0	0	0	16
2130	0	0	18	0	1	0	19	0	0	16	0	0	0	16
2145	0	0	19	0	0	0	19	0	0	14	0	0	0	14
2200	0	0	13	0	0	0	13	0	0	17	0	0	0	17
2215	0	0	16	0	0	0	16	0	0	12	0	0	0	12
2230	0	0	15	0	0	0	15	0	0	35	0	0	0	35
2245	0	0	9	0	0	0	9	0	0	21	0	0	0	21
2300	0	0	10	0	0	0	10	0	0	15	0	0	0	15
2315	0	0	6	0	0	0	6	0	0	11	0	0	0	11
2330	0	0	16	0	0	0	16	0	0	17	0	0	0	17
2345	0	0	15	0	0	0	15	0	0	13	0	1	0	14
Total	0	0	6475	0	198	74	6747	0	0	5767	35	168	90	6060

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	13	0	0	0	13	0	0	17	0	0	0	17
0015	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0030	0	0	6	0	0	0	6	0	0	9	0	1	0	10
0045	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0100	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0115	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0130	0	0	1	0	0	0	1	0	0	10	0	0	0	10
0145	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0200	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0215	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0230	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0245	0	0	4	0	0	0	4	0	0	3	0	0	1	4
0300	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0345	0	0	22	0	0	1	23	0	0	5	0	1	0	6
0400	0	0	9	0	0	0	9	0	0	3	0	1	0	4
0415	0	0	25	0	1	0	26	0	0	11	0	1	1	13
0430	0	0	57	0	0	0	57	0	0	10	0	0	0	10
0445	0	0	69	0	0	0	69	0	0	19	0	2	0	21
0500	0	0	23	0	0	0	23	0	0	27	0	3	0	30
0515	0	0	58	0	0	0	58	0	0	29	0	1	0	30
0530	0	0	108	1	0	0	109	0	0	37	0	2	0	39
0545	0	1	183	1	1	0	186	0	0	44	1	1	0	46
0600	0	0	123	0	3	1	127	0	0	53	0	0	0	53
0615	0	0	145	0	1	0	146	0	0	70	0	2	0	72
0630	0	2	163	1	1	3	170	0	1	63	1	2	0	67
0645	0	0	251	0	1	2	254	0	0	73	0	4	1	78
0700	0	0	178	0	0	0	178	0	0	75	0	1	0	76
0715	0	0	179	0	0	0	179	0	0	75	0	2	1	78
0730	0	0	182	1	4	2	189	0	0	66	1	2	1	70
0745	0	0	221	1	5	1	228	0	0	80	0	3	0	83
0800	0	0	206	1	3	1	211	0	0	91	1	2	4	98
0815	0	0	246	1	2	3	252	0	0	76	1	3	0	80
0830	0	0	214	2	5	0	221	0	0	82	2	6	1	91
0845	0	2	174	1	5	1	183	0	0	70	1	3	2	76
0900	0	0	147	1	4	1	153	0	0	52	2	4	2	60
0915	0	0	96	1	3	3	103	0	0	55	2	5	0	62
0930	0	1	103	1	0	2	107	0	0	48	2	1	5	56
0945	0	0	88	2	1	0	91	0	0	50	0	3	2	55
1000	0	0	70	0	6	4	80	0	0	51	0	2	2	55
1015	0	0	81	0	2	2	85	0	0	57	1	1	3	62
1030	0	0	76	0	4	1	81	0	0	57	0	7	1	65
1045	0	0	86	0	2	1	89	0	0	51	0	3	1	55
1100	0	1	64	1	3	2	71	0	0	36	1	5	1	43
1115	0	0	66	0	3	0	69	0	0	55	0	4	4	63
1130	0	0	58	0	4	2	64	0	0	52	0	2	1	55
1145	0	1	67	0	4	0	72	0	0	64	0	2	2	68
1200	0	0	73	0	4	0	77	0	0	71	0	1	2	74
1215	0	0	85	0	3	1	89	0	1	79	0	3	2	85
1230	0	0	86	0	5	0	91	0	1	75	0	2	0	78
1245	0	0	79	0	0	5	84	0	0	53	0	1	0	54
1300	0	2	71	1	2	2	78	0	0	88	0	2	2	92
1315	0	0	95	0	2	3	100	0	0	71	0	0	3	74
1330	0	1	85	0	1	1	88	0	0	128	0	3	2	133
1345	0	1	95	0	1	2	99	0	0	115	2	2	1	120
1400	0	0	65	1	1	1	68	0	1	106	2	3	4	116
1415	0	0	69	0	0	0	69	0	0	103	0	2	1	106
1430	0	0	75	0	1	1	77	0	0	162	1	3	1	167
1445	0	0	95	7	1	0	103	0	1	127	2	1	3	134
1500	0	2	87	1	3	1	94	0	0	160	2	0	0	162
1515	0	0	88	0	1	3	92	0	0	144	0	1	1	146
1530	0	0	93	1	2	1	97	0	1	177	1	2	1	182
1545	0	0	123	0	0	0	123	0	1	146	1	1	0	149
1600	0	0	98	1	0	4	103	0	0	177	1	0	0	178
1615	0	0	96	1	1	0	98	0	1	202	0	0	3	206
1630	0	0	118	0	3	1	122	0	0	165	1	1	3	170
1645	0	0	103	1	1	1	106	0	0	175	0	2	1	178
1700	0	0	98	0	1	1	100	0	0	200	0	3	3	206
1715	0	0	83	0	0	1	84	0	0	168	1	2	1	172
1730	0	1	93	0	3	1	98	0	0	149	0	0	0	149
1745	0	0	92	0	1	0	93	0	0	142	0	1	0	143
1800	0	0	73	0	1	0	74	0	0	117	1	3	1	122
1815	0	0	63	1	3	0	67	0	2	68	0	0	0	70
1830	0	0	78	0	0	0	78	0	0	80	0	1	0	81
1845	0	1	54	1	1	0	57	0	0	59	0	1	0	60
1900	0	0	51	1	0	0	52	0	0	67	1	1	1	70
1915	0	1	47	0	1	0	49	0	1	33	0	0	0	34
1930	0	0	41	0	0	0	41	0	0	55	0	0	1	56
1945	0	0	45	0	0	0	45	0	0	56	0	1	0	57
2000	0	0	38	0	0	0	38	0	0	88	1	1	0	90
2015	0	0	42	0	0	0	42	0	0	58	0	1	1	60
2030	0	0	28	1	1	0	30	0	0	42	0	0	1	43
2045	0	0	22	0	0	0	22	0	0	38	0	0	1	39
2100	0	0	25	0	0	0	25	0	0	39	0	0	1	40
2115	0	0	27	0	0	0	27	0	0	26	0	0	0	26
2130	0	0	22	0	0	0	22	0	0	17	0	0	1	18
2145	0	0	30	0	0	0	30	0	0	20	0	1	0	21
2200	0	0	13	0	0	1	14	0	0	29	0	0	0	29
2215	0	0	24	0	0	0	24	0	0	15	1	0	0	16
2230	0	0	17	0	0	0	17	0	0	37	0	0	0	37
2245	0	0	9	0	0	0	9	0	0	27	0	0	0	27
2300	0	0	12	0	0	0	12	0	0	16	0	0	0	16
2315	0	0	17	0	0	0	17	0	0	10	0	0	1	11
2330	0	0	14	0	0	0	14	0	0	17	0	0	0	17
2345	0	0	8	0	0	0	8	0	0	20	0	0	0	20
Total	0	17	6844	34	112	64	7071	0	11	6003	34	128	79	6255

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	13	0	0	0	13	0	0	24	0	1	0	25
0015	0	0	5	0	0	1	6	0	0	6	0	0	0	6
0030	0	0	5	0	0	0	5	0	0	6	0	1	0	7
0045	0	0	2	0	1	0	3	0	0	5	0	0	0	5
0100	0	0	5	0	0	0	5	0	0	8	0	0	0	8
0115	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0130	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0145	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0200	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0215	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0230	0	0	1	0	0	0	1	0	0	5	0	0	1	6
0245	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0300	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0315	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0330	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0345	0	0	15	0	0	0	15	0	0	1	0	0	0	1
0400	0	0	16	0	0	0	16	0	0	6	0	3	1	10
0415	0	0	26	0	1	0	27	0	0	6	0	0	0	6
0430	0	0	57	0	0	0	57	0	0	13	0	0	2	15
0445	0	0	52	0	0	0	52	0	0	19	0	0	0	19
0500	0	0	26	0	1	2	29	0	0	29	0	1	0	30
0515	0	0	62	0	0	1	63	0	1	31	0	0	0	32
0530	0	0	94	1	0	1	96	0	0	20	0	0	0	20
0545	0	1	179	0	0	1	181	0	0	45	0	0	0	45
0600	0	0	111	0	2	0	113	0	0	40	0	1	0	41
0615	0	0	118	0	1	0	119	0	1	53	0	1	1	56
0630	0	1	164	1	2	0	168	0	0	63	1	4	1	69
0645	0	0	221	0	1	2	224	0	0	78	0	3	1	82
0700	0	1	131	0	3	1	136	0	0	68	0	2	0	70
0715	0	0	174	1	3	2	180	0	0	99	0	1	1	101
0730	0	0	209	1	1	2	213	0	0	64	0	1	1	66
0745	0	0	229	0	2	2	233	0	0	88	1	2	2	93
0800	0	0	227	3	1	2	233	0	1	85	0	1	2	89
0815	0	0	223	2	6	1	232	0	0	65	1	3	3	72
0830	0	0	200	1	5	1	207	0	0	90	3	1	2	96
0845	0	0	169	3	5	3	180	0	0	52	1	5	1	59
0900	0	1	160	1	5	2	169	0	0	69	4	2	4	79
0915	0	0	108	0	4	3	115	0	0	38	4	5	1	48
0930	0	0	109	1	5	2	117	0	0	55	0	4	3	62
0945	0	1	81	0	4	3	89	0	0	52	0	1	5	58
1000	0	0	68	0	6	0	74	0	0	45	1	2	0	48
1015	0	0	65	0	4	3	72	0	0	46	0	1	2	49
1030	0	0	71	0	4	3	78	0	0	48	0	5	2	55
1045	0	0	70	0	4	2	76	0	0	49	0	0	6	55
1100	1	0	63	1	3	5	73	0	0	51	1	7	5	64
1115	0	0	47	0	5	1	53	0	1	66	0	3	0	70
1130	0	0	49	0	5	4	58	0	1	66	0	1	5	73
1145	0	0	63	0	1	1	65	0	0	91	0	5	3	99
1200	0	0	67	0	2	3	72	0	0	102	0	6	2	110
1215	0	0	78	0	3	0	81	0	0	71	0	0	2	73
1230	0	0	76	0	1	2	79	0	1	96	0	1	5	103
1245	0	0	71	1	2	1	75	0	0	87	0	3	0	90
1300	0	0	77	0	3	1	81	0	1	95	0	1	6	103
1315	1	0	67	0	1	2	71	0	0	84	0	4	1	89
1330	0	0	86	2	3	1	92	0	0	83	0	2	1	86
1345	0	0	84	0	5	2	91	0	0	78	0	1	1	80
1400	0	0	78	0	7	3	88	0	1	109	2	2	3	117
1415	0	0	68	1	2	2	73	0	1	97	1	6	4	109
1430	0	1	83	0	1	1	86	0	0	147	1	2	1	151
1445	0	1	102	6	1	2	112	0	0	127	1	4	3	135
1500	0	0	77	4	2	6	89	0	0	163	2	1	2	168
1515	0	0	115	1	0	1	117	0	0	138	3	2	3	146
1530	0	1	101	2	1	4	109	0	1	198	1	0	2	202
1545	0	0	131	0	3	2	136	0	0	162	2	1	1	166
1600	0	0	111	0	2	2	115	0	0	165	1	1	4	171
1615	0	0	107	1	0	0	108	0	0	195	0	0	1	196
1630	0	0	117	0	1	1	119	0	0	179	1	2	4	186
1645	0	0	112	1	1	0	114	0	0	152	0	3	2	157
1700	0	0	102	0	1	1	104	0	0	186	0	2	3	191
1715	0	0	94	0	0	0	94	0	0	165	1	0	0	166
1730	0	0	81	0	1	0	82	0	0	137	0	0	0	137
1745	0	1	75	2	3	0	81	0	0	94	0	1	2	97
1800	0	1	57	0	2	0	60	0	1	80	1	0	0	82
1815	0	0	63	1	2	0	66	0	0	86	1	0	1	88
1830	0	0	54	0	3	0	57	0	0	78	0	1	0	79
1845	0	0	46	1	1	0	48	0	0	51	0	0	0	51
1900	0	0	48	0	0	1	49	0	0	54	1	1	0	56
1915	0	0	44	0	0	0	44	0	0	40	0	1	1	42
1930	0	0	38	0	0	0	38	0	0	37	0	0	0	37
1945	0	0	31	0	0	2	33	0	0	59	0	0	0	59
2000	0	0	39	0	0	0	39	0	0	78	0	0	0	78
2015	0	0	44	0	0	0	44	0	0	37	0	0	0	37
2030	0	0	35	0	1	0	36	0	0	17	0	0	0	17
2045	0	0	26	0	0	0	26	0	0	27	0	1	0	28
2100	0	0	28	0	0	0	28	0	0	29	0	0	0	29
2115	0	0	25	0	0	0	25	0	0	32	0	0	0	32
2130	0	0	26	0	0	0	26	0	0	23	0	0	0	23
2145	0	0	18	0	0	0	18	0	0	14	0	0	0	14
2200	0	0	15	0	0	0	15	0	0	20	0	0	0	20
2215	0	0	26	0	0	0	26	0	0	14	1	0	1	16
2230	0	0	15	0	0	1	16	0	0	31	0	0	0	31
2245	0	0	12	0	0	0	12	0	0	29	0	0	0	29
2300	0	0	15	0	0	0	15	0	0	15	0	0	0	15
2315	0	0	13	0	1	0	14	0	0	19	0	0	0	19
2330	0	0	25	0	0	0	25	0	0	17	0	0	0	17
2345	0	0	11	0	0	0	11	0	0	9	0	0	0	9
Total	2	10	6638	39	141	92	6922	0	11	5795	37	116	111	6070

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	10	0	0	0	10	0	0	16	0	0	0	16
0015	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0030	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0045	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0115	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0130	0	0	5	0	0	0	5	0	0	10	0	0	0	10
0145	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0200	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0215	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0230	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0245	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0300	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0345	0	0	16	0	0	0	16	0	0	6	0	0	0	6
0400	0	1	11	0	0	1	13	0	0	4	0	0	0	4
0415	0	0	23	0	0	0	23	0	0	3	0	0	1	4
0430	0	0	50	0	0	0	50	0	0	14	0	0	0	14
0445	0	0	48	0	0	0	48	0	0	22	0	1	1	24
0500	0	0	26	0	0	1	27	0	0	35	0	1	0	36
0515	0	0	53	0	0	0	53	0	0	22	0	2	0	24
0530	0	0	106	1	1	1	109	0	0	30	0	1	1	32
0545	0	0	167	0	0	0	167	0	0	34	0	2	0	36
0600	0	0	116	0	1	0	117	0	0	45	0	0	0	45
0615	0	0	122	0	2	1	125	0	0	45	0	2	0	47
0630	0	0	164	0	2	1	167	0	0	75	0	4	0	79
0645	0	0	203	0	3	0	206	0	0	67	0	4	0	71
0700	0	0	136	0	3	1	140	0	0	82	0	2	3	87
0715	0	0	142	1	1	0	144	0	0	80	0	5	3	88
0730	0	0	182	1	0	0	183	0	0	65	1	7	2	75
0745	0	0	209	1	0	0	210	0	0	81	0	3	0	84
0800	0	0	180	3	3	0	186	0	0	73	0	2	7	82
0815	0	0	199	2	4	3	208	0	0	77	1	1	0	79
0830	0	0	151	2	0	3	156	0	1	96	2	2	0	101
0845	0	0	149	1	2	1	153	0	0	70	1	7	0	78
0900	0	0	147	1	9	1	158	0	0	50	5	3	1	59
0915	0	0	115	1	8	3	127	0	0	53	2	7	2	64
0930	0	0	95	1	3	2	101	0	0	46	1	4	1	52
0945	0	0	99	0	4	3	106	0	0	47	1	9	0	57
1000	0	0	70	0	1	2	73	0	0	67	0	3	2	72
1015	0	0	58	0	5	6	69	0	0	52	0	1	2	55
1030	0	0	68	0	6	5	79	0	0	47	0	3	7	57
1045	0	0	78	0	2	0	80	0	0	47	0	2	4	53
1100	0	0	67	1	3	3	74	0	0	75	0	4	1	80
1115	0	0	70	0	5	0	75	0	0	73	1	3	1	78
1130	0	0	73	0	4	2	79	0	0	75	0	2	7	84
1145	0	0	78	0	4	4	86	0	0	60	1	2	1	64
1200	0	0	59	0	1	0	60	0	0	87	0	2	2	91
1215	0	0	54	0	2	5	61	0	0	111	0	2	5	118
1230	0	0	67	0	1	2	70	0	0	87	0	4	1	92
1245	0	0	75	0	8	1	84	0	0	114	0	4	5	123
1300	0	0	78	0	3	2	83	0	0	111	0	0	1	112
1315	0	1	66	0	1	4	72	0	0	92	0	3	2	97
1330	0	0	67	1	2	1	71	0	0	102	0	3	8	113
1345	0	0	80	0	1	2	83	0	0	74	0	3	3	80
1400	0	0	85	1	2	3	91	0	0	108	1	2	3	114
1415	0	0	53	1	4	0	58	0	0	107	0	4	3	114
1430	0	0	78	0	1	1	80	0	0	193	0	2	2	197
1445	0	0	75	6	2	1	84	0	0	119	1	2	8	130
1500	0	0	91	3	2	1	97	0	0	150	1	1	3	155
1515	0	0	93	2	1	2	98	0	0	113	2	1	1	117
1530	0	0	97	0	1	0	98	0	0	159	2	1	9	171
1545	0	0	85	0	1	1	87	0	0	142	1	2	3	148
1600	0	0	94	1	1	2	98	0	0	164	1	0	1	166
1615	0	0	92	0	2	1	95	0	0	147	0	3	4	154
1630	0	0	85	1	2	1	89	0	0	114	0	2	2	118
1645	0	0	86	1	2	0	89	0	0	123	1	0	4	128
1700	0	0	101	0	0	2	103	0	0	144	0	0	2	146
1715	0	0	74	0	2	1	77	0	0	119	1	0	1	121
1730	0	0	73	0	3	8	84	0	0	118	0	0	0	118
1745	0	0	89	1	1	0	91	0	0	83	0	0	1	84
1800	0	0	57	0	0	0	57	0	0	88	1	0	1	90
1815	0	0	64	0	1	12	77	0	0	64	0	1	2	67
1830	0	0	42	0	1	0	43	0	0	52	0	0	2	54
1845	0	0	75	0	1	1	77	0	0	36	0	0	0	36
1900	0	0	46	0	3	0	49	0	0	55	1	2	0	58
1915	0	0	48	0	0	0	48	0	0	52	0	1	0	53
1930	0	0	37	0	0	0	37	0	0	35	0	2	0	37
1945	0	0	28	0	1	1	30	0	0	34	0	0	1	35
2000	0	0	41	0	0	0	41	0	0	60	0	0	0	60
2015	0	0	38	0	4	0	42	0	0	14	0	0	0	14
2030	0	0	33	0	0	1	34	0	0	22	0	0	0	22
2045	0	0	25	0	0	1	26	0	0	25	0	0	0	25
2100	0	0	31	0	1	0	32	0	0	32	0	0	0	32
2115	0	0	20	0	0	1	21	0	0	24	0	0	0	24
2130	0	0	31	0	0	0	31	0	0	27	0	0	0	27
2145	0	0	29	0	1	0	30	0	0	25	0	0	1	26
2200	0	0	22	0	0	0	22	0	0	24	0	1	0	25
2215	0	0	20	0	0	0	20	0	0	40	0	0	0	40
2230	0	0	18	0	0	0	18	0	0	53	0	0	0	53
2245	0	0	15	0	0	0	15	0	0	25	0	1	1	27
2300	0	0	20	0	0	0	20	0	0	15	0	1	0	16
2315	0	0	14	0	0	0	14	0	0	8	0	0	0	8
2330	0	0	14	0	0	0	14	0	0	16	0	0	0	16
2345	0	0	11	0	0	0	11	0	0	18	0	0	0	18
Total	0	2	6212	34	135	102	6485	0	1	5523	29	139	130	5522

Volume Report

Job 1645_10_VHB_ATR A-3
Area Harvard, MA
Location Jackson Road, north of Patton Road



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	14	0	0	0	14	0	0	24	0	0	0	24
0015	0	0	7	1	0	0	8	0	0	14	0	0	0	14
0030	0	0	5	0	0	0	5	0	0	8	0	0	0	8
0045	0	0	10	0	0	0	10	0	0	4	0	0	0	4
0100	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0115	0	0	4	0	1	0	5	0	0	5	0	0	0	5
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	5	0	0	0	5	0	0	2	0	1	0	3
0200	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0215	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0230	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0245	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0300	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0315	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0330	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0345	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0400	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0415	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0430	0	0	25	0	0	0	25	0	0	5	0	0	0	5
0445	0	0	29	1	0	0	30	0	0	11	0	0	0	11
0500	0	0	17	0	0	0	17	0	0	15	0	0	0	15
0515	0	0	15	0	0	0	15	0	0	18	0	2	0	20
0530	0	0	33	0	0	0	33	0	0	13	0	0	0	13
0545	0	0	57	0	0	0	57	0	0	23	0	0	0	23
0600	0	0	35	0	0	0	35	0	0	29	0	1	0	30
0615	0	0	25	0	0	0	25	0	0	23	0	2	1	26
0630	0	0	38	0	1	0	39	0	0	42	0	2	6	50
0645	0	0	45	0	2	1	48	0	0	37	0	2	10	49
0700	0	0	23	0	0	0	23	0	0	27	0	3	5	35
0715	0	0	36	0	2	1	39	0	0	31	0	0	0	31
0730	0	0	34	0	2	1	37	0	0	44	0	2	0	46
0745	0	0	35	0	0	0	35	0	0	38	1	1	0	40
0800	0	0	24	0	2	0	26	0	0	34	0	1	0	35
0815	0	0	24	0	2	0	26	0	0	19	0	0	0	19
0830	0	0	36	0	1	0	37	0	0	40	0	1	0	41
0845	0	0	26	0	3	0	29	0	0	29	0	0	1	30
0900	0	0	26	0	0	0	26	0	1	37	0	0	0	38
0915	0	0	29	0	2	0	31	0	0	46	0	0	1	47
0930	0	0	28	0	0	1	29	0	0	38	0	0	0	38
0945	0	0	33	0	0	0	33	0	0	49	0	2	0	51
1000	0	0	43	0	0	1	44	0	0	46	0	3	1	50
1015	0	0	31	0	2	1	34	0	0	43	0	1	0	44
1030	0	0	39	0	2	0	41	0	0	55	0	2	0	57
1045	0	0	46	0	0	0	46	0	0	49	0	0	1	50
1100	0	0	45	0	1	0	46	0	0	57	0	1	1	59
1115	0	0	57	0	0	0	57	0	0	46	0	3	0	49
1130	0	0	60	0	0	0	60	0	0	64	0	0	2	66
1145	0	0	62	0	2	1	65	0	0	54	0	0	0	54
1200	0	0	63	0	0	0	63	0	0	58	0	0	1	59
1215	0	0	56	0	1	0	57	0	0	60	0	0	1	61
1230	0	0	61	0	2	0	63	0	0	36	0	1	1	38
1245	0	0	61	0	0	0	61	0	0	62	0	1	0	63
1300	0	0	56	0	0	0	56	0	0	49	0	0	1	50
1315	0	0	51	0	0	0	51	0	0	53	0	2	2	57
1330	0	0	51	0	1	0	52	0	0	54	0	0	0	54
1345	0	0	67	0	1	0	68	0	0	51	0	1	2	54
1400	0	1	66	0	0	0	67	1	0	49	0	0	0	50
1415	0	0	48	0	5	0	53	0	0	52	0	0	0	52
1430	0	0	55	0	2	1	58	0	0	41	0	0	0	41
1445	0	0	55	0	1	1	57	0	0	39	0	0	1	40
1500	0	0	62	0	0	1	63	0	0	46	0	0	0	46
1515	0	0	56	0	0	0	56	0	0	40	0	0	0	40
1530	0	0	69	0	1	0	70	0	0	63	0	1	0	64
1545	0	0	77	1	0	1	79	0	0	52	0	0	0	52
1600	0	0	62	0	1	0	63	0	0	56	0	2	0	58
1615	0	0	56	0	1	9	66	0	0	50	0	0	0	50
1630	0	0	69	0	0	10	79	0	0	39	0	0	0	39
1645	0	1	69	0	0	0	70	0	0	44	0	0	0	44
1700	0	0	56	0	0	0	56	0	0	46	0	0	0	46
1715	0	0	72	0	0	0	72	0	0	49	0	0	0	49
1730	0	0	91	0	0	1	92	0	1	30	1	0	0	32
1745	0	0	104	0	0	0	104	0	0	69	0	0	0	69
1800	0	0	69	0	0	0	69	0	0	67	0	1	0	68
1815	0	0	56	0	0	1	57	0	0	42	0	1	1	44
1830	0	0	42	0	0	0	42	0	0	33	0	0	0	33
1845	0	0	41	0	0	0	41	0	0	36	0	0	0	36
1900	0	0	41	0	1	0	42	0	0	42	0	0	0	42
1915	0	1	44	0	0	0	45	1	0	35	0	0	0	36
1930	0	0	51	0	0	0	51	0	0	30	0	0	0	30
1945	0	0	39	0	0	0	39	0	0	24	0	0	0	24
2000	0	0	32	0	0	0	32	0	0	35	0	0	0	35
2015	0	1	29	0	0	0	30	0	0	18	0	0	0	18
2030	0	0	35	0	0	2	37	0	0	22	0	0	0	22
2045	0	0	38	0	0	0	38	0	0	24	0	0	0	24
2100	0	0	35	0	0	0	35	0	0	31	0	0	0	31
2115	0	0	24	0	0	0	24	0	0	20	0	0	0	20
2130	0	0	30	0	0	0	30	0	0	28	0	0	1	29
2145	0	0	36	0	0	0	36	0	0	23	0	0	0	23
2200	0	0	22	0	0	0	22	0	0	50	0	0	0	50
2215	0	0	17	0	1	0	18	0	0	27	0	1	0	28
2230	0	0	11	0	0	0	11	0	0	31	0	1	0	32
2245	0	0	15	0	0	0	15	0	0	24	0	0	0	24
2300	0	0	15	0	0	0	15	0	0	16	0	0	0	16
2315	0	0	15	0	0	0	15	0	0	6	0	0	0	6
2330	0	0	12	0	0	0	12	0	0	9	0	0	0	9
2345	0	0	11	0	0	0	11	0	0	13	0	0	0	13
Total	0	4	3427	3	44	34	3512	2	2	3031	2	42	40	3119

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0015	0	0	5	0	1	0	6	0	0	6	0	0	0	6
0030	0	0	6	0	0	0	6	0	0	5	0	1	0	6
0045	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0100	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0115	0	0	4	0	0	1	5	0	0	2	0	0	0	2
0130	0	0	5	0	0	0	5	0	0	1	0	0	1	2
0145	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0200	0	0	4	0	1	0	5	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	5	0	0	0	5	0	0	0	0	1	0	1
0245	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0300	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0315	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0330	0	0	9	0	0	0	9	0	0	2	0	0	1	3
0345	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0400	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0415	0	0	8	0	0	1	9	0	0	4	0	0	0	4
0430	0	0	11	0	0	0	11	0	0	5	0	0	0	5
0445	0	0	20	0	0	0	20	0	0	10	0	0	0	10
0500	0	0	9	0	0	0	9	0	0	9	0	0	0	9
0515	0	0	16	0	0	0	16	0	0	2	0	0	1	3
0530	0	0	9	0	0	0	9	0	0	5	0	0	0	5
0545	0	0	26	0	0	0	26	0	0	18	0	0	0	18
0600	0	0	25	0	0	0	25	0	0	25	0	0	0	25
0615	0	0	46	0	0	0	46	0	1	18	0	0	0	19
0630	0	0	48	0	1	0	49	0	0	17	0	1	0	18
0645	0	0	62	0	2	0	64	0	0	30	0	0	0	30
0700	0	0	67	0	0	0	67	0	0	24	0	0	0	24
0715	0	0	66	0	0	0	66	0	0	23	0	1	0	24
0730	0	0	79	0	0	0	79	0	0	36	0	0	0	36
0745	0	0	73	0	0	0	73	0	0	47	0	0	0	47
0800	1	0	45	0	0	0	46	0	0	37	0	0	0	37
0815	0	0	45	0	0	0	45	0	0	37	0	1	0	38
0830	0	0	27	0	3	0	30	0	0	41	0	0	0	41
0845	0	0	24	0	1	0	25	0	0	28	0	1	1	30
0900	0	0	38	0	1	2	41	0	0	27	0	0	0	27
0915	0	0	23	0	1	0	24	0	0	30	0	2	1	33
0930	0	0	31	0	0	0	31	0	0	40	0	0	1	41
0945	0	0	31	0	2	0	33	1	0	34	0	0	0	35
1000	0	0	35	0	1	0	36	2	0	34	0	0	6	42
1015	2	0	21	0	5	1	29	1	0	41	0	0	8	50
1030	0	0	33	0	1	0	34	0	0	34	0	0	0	34
1045	0	0	37	0	0	2	39	0	0	47	0	3	6	56
1100	0	1	40	0	1	0	42	0	0	36	0	0	0	36
1115	0	0	49	0	0	0	49	1	0	47	0	1	0	49
1130	0	0	41	0	0	0	41	0	0	53	0	0	3	56
1145	0	0	43	0	0	1	44	0	0	61	0	0	0	61
1200	0	0	44	0	0	0	44	0	0	101	0	0	0	101
1215	0	0	43	0	0	0	43	0	0	64	0	0	0	64
1230	0	0	52	0	0	0	52	0	0	50	0	0	1	51
1245	0	1	59	0	1	0	61	0	0	58	0	0	0	58
1300	0	0	44	0	0	0	44	0	0	41	0	0	1	42
1315	0	0	42	0	0	0	42	0	0	58	0	2	1	61
1330	0	0	39	0	0	0	39	0	0	68	0	0	0	68
1345	0	0	64	0	2	0	66	0	0	60	0	0	1	61
1400	0	1	41	0	0	1	43	1	1	52	0	0	0	54
1415	0	0	46	0	3	13	62	0	0	55	0	0	0	55
1430	0	0	58	0	1	0	59	0	0	45	0	2	0	47
1445	0	1	58	0	0	0	59	0	0	62	0	0	0	62
1500	0	0	59	0	0	0	59	0	0	84	0	0	0	84
1515	0	0	44	0	1	0	45	0	0	69	0	0	0	69
1530	0	0	54	0	0	0	54	0	0	63	0	0	0	63
1545	0	0	52	0	0	1	53	0	0	63	0	0	0	63
1600	0	0	50	0	0	0	50	0	0	74	0	1	1	76
1615	0	0	37	1	0	0	38	0	0	68	0	0	0	68
1630	0	0	48	0	0	0	48	0	0	64	0	0	1	65
1645	0	0	57	0	0	0	57	0	0	46	0	0	0	46
1700	0	0	46	0	0	0	46	0	0	52	0	0	0	52
1715	0	0	41	0	0	0	41	0	0	40	1	0	0	41
1730	0	0	48	0	0	0	48	0	0	36	0	0	0	36
1745	0	0	43	0	0	0	43	0	0	24	0	0	0	24
1800	0	0	51	0	0	0	51	0	0	38	0	0	0	38
1815	0	0	36	0	0	0	36	0	0	30	0	1	0	31
1830	0	0	67	0	0	0	67	0	0	37	0	0	0	37
1845	0	0	43	0	0	0	43	0	0	32	0	0	0	32
1900	0	0	42	0	2	0	44	0	1	50	0	0	0	51
1915	0	0	29	1	0	0	30	0	0	14	0	0	0	14
1930	0	0	38	0	0	0	38	0	0	22	0	0	1	23
1945	0	0	29	0	3	0	32	0	0	20	0	0	0	20
2000	0	0	30	0	0	0	30	0	0	30	0	2	0	32
2015	0	0	16	0	0	0	16	0	0	30	0	0	0	30
2030	0	0	27	0	0	0	27	0	0	18	0	1	0	19
2045	0	0	22	0	0	0	22	0	0	15	0	0	0	15
2100	0	0	19	0	0	0	19	0	0	12	2	1	0	15
2115	0	0	18	0	0	0	18	0	0	17	0	0	0	17
2130	0	0	15	0	0	1	16	0	0	15	0	0	0	15
2145	0	0	18	0	2	0	20	0	0	11	0	0	0	11
2200	0	0	10	0	0	0	10	0	0	9	0	0	0	9
2215	0	0	14	0	0	0	14	0	0	14	0	1	0	15
2230	0	0	12	0	1	1	14	0	0	3	0	0	0	3
2245	0	0	17	0	0	0	17	0	0	10	0	1	0	11
2300	0	0	16	0	0	0	16	0	0	8	0	1	0	9
2315	0	0	12	0	0	1	13	0	0	7	0	0	0	7
2330	0	0	15	0	2	2	19	0	0	11	0	0	0	11
2345	0	0	16	0	0	0	16	0	0	3	0	0	0	3
Total	3	4	2996	2	39	29	3073	6	3	2796	3	25	36	2869

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	0	8	0	0	8	0	0	0	8
0015	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0030	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0045	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0100	0	0	4	0	0	0	4	0	0	3	0	1	0	4
0115	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0230	0	0	3	0	0	1	4	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1	0	0	1	0	2	1	4
0300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0330	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0345	0	0	13	0	0	0	13	0	0	1	0	0	0	1
0400	0	0	8	0	0	2	10	0	0	6	0	2	0	8
0415	0	0	20	0	1	0	21	0	0	11	0	1	1	13
0430	0	0	41	0	1	0	42	0	0	12	0	0	0	12
0445	0	0	48	0	0	0	48	0	0	17	0	0	0	17
0500	0	0	27	0	0	0	27	0	0	21	0	1	0	22
0515	0	0	47	0	1	0	48	0	0	23	0	0	0	23
0530	0	0	81	1	0	2	84	0	0	33	0	0	2	35
0545	0	0	149	0	1	1	151	0	0	40	0	0	0	40
0600	0	0	109	0	1	0	110	0	0	51	1	0	0	52
0615	0	0	105	0	3	1	109	0	0	76	0	2	0	78
0630	0	0	146	1	1	1	149	0	0	59	1	3	1	64
0645	0	0	154	0	2	2	158	0	0	80	0	2	0	82
0700	0	0	120	0	2	2	124	0	0	81	0	0	0	81
0715	0	0	132	1	2	0	135	0	0	84	0	1	1	86
0730	0	0	144	1	0	1	146	0	0	99	0	2	7	108
0745	0	0	176	0	2	1	179	0	0	113	1	0	2	116
0800	0	0	177	2	1	4	184	0	0	122	0	3	6	131
0815	0	0	167	1	2	0	170	0	0	93	2	1	1	97
0830	0	0	133	2	0	1	136	0	0	108	1	1	1	111
0845	0	0	104	4	4	2	114	0	0	78	4	2	3	87
0900	0	0	115	1	9	1	126	0	0	48	4	0	1	53
0915	0	0	87	0	0	2	89	0	0	50	4	2	6	62
0930	0	0	82	2	4	2	90	0	0	49	0	4	1	54
0945	0	0	74	0	4	2	80	0	0	49	0	2	5	56
1000	0	0	53	0	3	1	57	0	0	52	1	4	4	61
1015	0	0	50	0	4	4	58	0	0	50	0	2	2	54
1030	0	0	53	0	7	0	60	0	0	46	0	2	0	48
1045	0	0	67	0	1	1	69	0	0	35	0	2	1	38
1100	0	0	65	1	4	1	71	0	0	46	1	0	5	52
1115	0	0	80	1	4	1	86	0	0	60	0	2	2	64
1130	0	0	48	0	6	4	58	0	0	49	1	4	1	55
1145	0	0	58	0	2	3	63	0	0	36	0	6	3	45
1200	0	0	74	0	4	2	80	0	0	74	0	3	0	77
1215	0	0	75	0	3	1	79	0	0	61	0	1	2	64
1230	0	0	59	0	4	0	63	0	0	65	0	1	5	71
1245	0	0	57	0	3	3	63	0	0	53	0	3	3	59
1300	0	0	48	0	0	0	48	0	0	70	0	3	1	74
1315	0	0	53	0	5	0	58	0	0	88	0	1	1	90
1330	0	0	70	1	2	2	75	0	0	81	0	4	1	86
1345	0	0	62	1	3	0	66	0	0	53	0	2	0	55
1400	0	0	48	0	1	0	49	0	0	81	2	3	1	87
1415	0	0	81	1	3	2	87	0	0	70	0	5	2	77
1430	0	0	85	1	1	0	87	0	0	160	0	5	2	167
1445	0	0	94	6	1	2	103	0	0	134	1	2	2	139
1500	0	0	102	2	3	0	107	0	0	120	3	2	1	126
1515	0	0	97	0	2	5	104	0	0	122	2	2	0	126
1530	0	0	122	2	1	1	126	0	0	150	1	3	1	155
1545	0	0	112	0	2	0	114	0	0	138	2	1	2	143
1600	0	0	119	0	4	0	123	0	0	149	1	1	3	154
1615	0	0	112	1	0	0	113	0	0	122	0	2	0	124
1630	0	0	126	1	4	1	132	0	0	136	0	2	1	139
1645	0	0	136	1	2	0	139	0	0	97	0	1	1	99
1700	0	0	129	0	1	0	130	0	0	161	2	0	1	164
1715	0	0	118	0	2	0	120	0	0	136	1	0	1	138
1730	0	0	94	1	0	0	95	0	0	129	0	1	1	131
1745	0	0	82	0	2	0	84	0	0	83	0	0	0	83
1800	0	0	84	0	3	0	87	0	0	108	1	1	0	110
1815	0	0	57	0	3	0	60	0	0	67	0	1	0	68
1830	0	0	58	0	0	0	58	0	0	57	0	3	0	60
1845	0	0	41	2	0	0	43	0	0	48	0	0	0	48
1900	0	0	41	0	1	0	42	0	0	46	1	0	0	47
1915	0	0	41	0	0	0	41	0	0	44	0	0	1	45
1930	0	0	35	0	0	0	35	0	0	40	0	0	0	40
1945	0	0	41	0	0	0	41	0	0	43	0	0	0	43
2000	0	0	28	0	0	0	28	0	0	49	0	0	1	50
2015	0	0	34	0	0	0	34	0	0	32	0	0	1	33
2030	0	0	29	0	0	0	29	0	0	30	1	0	0	31
2045	0	0	23	0	0	1	24	0	0	22	0	1	0	23
2100	0	0	17	0	0	0	17	0	0	20	0	0	0	20
2115	0	0	24	0	1	0	25	0	0	23	0	0	0	23
2130	0	0	15	0	0	0	15	0	0	14	0	0	0	14
2145	0	0	16	0	0	0	16	0	0	16	0	0	0	16
2200	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2215	0	0	20	0	0	0	20	0	0	18	1	1	1	21
2230	0	0	18	0	0	0	18	0	0	32	0	0	0	32
2245	0	0	12	0	0	0	12	0	0	22	0	0	1	23
2300	0	0	10	0	0	0	10	0	0	10	0	0	0	10
2315	0	0	16	0	0	0	16	0	0	10	0	0	0	10
2330	0	0	8	0	0	0	8	0	0	13	0	0	0	13
2345	0	0	12	0	0	0	12	0	0	9	0	0	0	9
Total	0	0	5832	38	133	63	6066	0	0	5128	40	109	94	5371

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	17	0	0	0	17	0	0	3	0	0	1	4
0015	0	0	6	0	0	0	6	0	0	13	0	0	0	13
0030	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0045	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0100	0	0	5	0	0	0	5	0	0	7	0	2	0	9
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0145	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0200	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0245	0	0	3	0	0	0	3	0	0	2	0	0	1	3
0300	0	0	5	0	0	0	5	0	0	8	0	0	0	8
0315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0330	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0345	0	0	21	0	0	0	21	0	0	8	0	0	0	8
0400	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0415	0	0	20	0	0	0	20	0	0	9	0	0	1	10
0430	0	0	48	0	0	0	48	0	0	16	0	0	0	16
0445	0	0	46	0	2	0	48	0	0	17	0	1	0	18
0500	0	0	23	0	0	0	23	0	0	18	0	2	1	21
0515	0	0	45	0	0	0	45	0	0	35	0	1	1	37
0530	0	0	87	0	0	1	88	0	0	44	0	1	0	45
0545	0	0	155	2	0	0	157	0	0	46	1	0	1	48
0600	0	0	90	0	1	0	91	0	0	45	0	0	1	46
0615	0	0	123	0	3	0	126	0	0	53	0	1	0	54
0630	0	0	130	1	2	0	133	0	0	105	1	2	0	108
0645	0	0	150	0	1	2	153	0	0	80	0	1	0	81
0700	0	0	131	0	1	0	132	0	0	88	0	3	1	92
0715	0	0	158	1	1	0	160	0	0	114	0	2	0	116
0730	0	0	163	0	1	2	166	0	0	120	0	1	0	121
0745	0	0	178	2	1	0	181	0	0	118	1	4	2	125
0800	0	0	168	1	2	3	174	0	0	99	0	1	0	100
0815	0	0	186	2	3	3	194	0	0	105	1	2	2	110
0830	0	0	164	3	5	3	175	0	0	97	1	5	1	104
0845	0	0	147	2	2	1	152	1	0	94	0	2	3	100
0900	0	0	111	1	0	1	113	0	0	74	5	3	1	83
0915	0	0	86	1	5	2	94	0	0	61	4	0	6	71
0930	0	0	82	1	4	1	88	0	0	64	0	3	0	67
0945	0	0	86	0	0	6	92	0	0	54	1	7	1	63
1000	0	0	47	0	7	2	56	0	0	48	0	4	1	53
1015	0	0	63	0	4	4	71	0	0	41	0	2	3	46
1030	0	0	58	0	6	0	64	0	0	49	0	6	5	60
1045	0	0	62	0	5	2	69	0	0	36	0	3	1	40
1100	0	0	49	1	1	2	53	0	0	63	0	3	1	67
1115	0	0	70	0	5	0	75	0	0	44	1	3	4	52
1130	0	0	102	0	3	1	106	0	0	68	0	3	3	74
1145	0	0	139	0	6	2	147	0	0	65	0	5	1	71
1200	0	0	100	0	2	1	103	0	0	55	0	5	0	60
1215	0	0	94	0	1	2	97	0	0	77	0	5	6	88
1230	0	0	104	0	5	1	110	0	0	79	0	3	2	84
1245	0	0	86	0	6	3	95	0	0	63	0	2	3	68
1300	0	0	74	0	3	1	78	0	0	74	0	4	2	80
1315	0	0	49	0	4	0	53	0	0	74	0	2	4	80
1330	0	0	64	1	3	4	72	0	0	89	0	4	3	96
1345	0	0	78	0	4	2	84	0	0	83	0	0	0	83
1400	0	0	65	0	2	0	67	0	0	83	2	4	5	94
1415	0	0	70	0	1	1	72	0	0	85	0	1	4	90
1430	0	0	84	2	1	2	89	0	0	150	0	3	2	155
1445	0	0	71	5	4	1	81	0	0	127	1	2	1	131
1500	0	0	93	2	0	1	96	0	0	123	1	2	1	127
1515	0	0	108	0	1	1	110	0	0	119	0	1	0	120
1530	0	0	120	3	0	5	128	0	0	167	3	3	2	175
1545	0	0	138	0	1	1	140	0	0	140	1	3	1	145
1600	0	0	116	1	0	0	117	0	0	161	1	1	2	165
1615	0	0	133	0	1	1	135	0	0	144	0	0	2	146
1630	0	0	130	0	1	3	134	0	0	143	0	2	1	146
1645	0	0	108	1	2	0	111	0	0	120	0	0	1	121
1700	0	0	134	0	1	0	135	0	0	207	2	0	2	211
1715	0	0	114	0	1	1	116	0	0	132	1	0	3	136
1730	0	0	90	0	1	0	91	0	0	150	0	0	0	150
1745	0	0	74	1	0	0	75	0	0	116	0	2	0	118
1800	0	0	76	0	1	0	77	0	0	118	1	0	0	119
1815	0	0	67	0	2	0	69	0	0	79	0	1	1	81
1830	0	0	63	0	0	0	63	0	0	63	0	1	0	64
1845	0	0	50	0	2	0	52	0	0	52	0	1	0	53
1900	0	0	41	1	0	0	42	0	0	56	1	0	0	57
1915	0	0	56	0	2	0	58	0	0	46	0	0	1	47
1930	0	0	48	0	0	0	48	0	0	36	0	0	0	36
1945	0	0	30	0	0	0	30	0	0	37	0	0	0	37
2000	0	0	33	0	0	0	33	0	0	54	1	0	0	55
2015	0	0	37	0	1	0	38	0	0	25	0	0	0	25
2030	0	0	39	0	0	0	39	0	0	29	0	0	0	29
2045	0	0	36	0	0	0	36	0	0	22	0	0	0	22
2100	0	0	35	0	1	0	36	0	0	21	0	0	0	21
2115	0	0	23	0	0	0	23	0	0	15	0	0	0	15
2130	0	0	11	0	2	0	13	0	0	16	0	0	0	16
2145	0	0	27	0	0	0	27	0	0	9	0	0	0	9
2200	0	0	16	0	0	0	16	0	0	9	0	0	0	9
2215	0	0	16	0	0	0	16	0	0	13	0	0	0	13
2230	0	0	13	0	0	0	13	0	0	37	0	0	0	37
2245	0	0	12	0	0	0	12	0	0	21	0	0	0	21
2300	0	0	9	0	0	0	9	0	0	14	0	0	0	14
2315	0	0	6	0	0	0	6	0	0	10	0	0	0	10
2330	0	0	16	0	0	0	16	0	0	11	0	0	0	11
2345	0	0	13	0	0	0	13	0	0	12	0	1	0	13
Total	0	0	6330	35	127	69	6561	1	0	5622	31	126	92	5872

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	16	0	0	1	17	0	0	6	0	0	0	6
0015	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0030	0	0	5	0	0	0	5	0	0	6	0	1	0	7
0045	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0100	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0130	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0145	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0200	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0230	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0245	0	0	4	0	0	0	4	0	0	3	0	0	1	4
0300	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	7	0	0	0	7	0	0	3	0	1	0	4
0345	0	0	16	0	0	1	17	0	0	4	0	1	0	5
0400	0	0	13	0	0	0	13	0	0	8	0	1	0	9
0415	0	0	21	0	0	0	21	0	0	9	0	0	1	10
0430	0	0	47	0	0	0	47	0	0	13	0	0	0	13
0445	0	0	56	0	0	0	56	0	0	16	0	2	0	18
0500	0	0	23	0	0	0	23	0	0	17	0	3	0	20
0515	0	0	49	0	0	0	49	0	0	24	0	1	0	25
0530	0	0	89	1	0	0	90	0	0	53	0	1	0	54
0545	0	1	162	1	1	0	165	0	0	48	1	0	0	49
0600	0	0	106	0	4	0	110	0	0	45	0	0	0	45
0615	0	0	123	0	1	0	124	0	0	79	0	3	0	82
0630	0	2	130	1	1	1	135	0	0	81	1	2	0	84
0645	0	0	191	0	0	3	194	0	0	88	0	4	1	93
0700	0	0	131	0	0	0	131	0	0	97	0	0	0	97
0715	1	0	147	1	2	2	153	0	0	90	0	1	1	92
0730	0	0	197	1	5	1	204	1	0	99	1	2	1	104
0745	0	0	166	1	3	1	171	0	0	108	0	3	0	111
0800	0	0	184	1	2	2	189	1	0	114	0	2	2	119
0815	0	0	190	1	6	0	197	0	0	100	1	2	0	103
0830	0	0	132	3	3	1	139	0	0	93	1	5	1	100
0845	0	1	121	1	5	1	129	1	0	83	1	4	2	91
0900	0	1	124	1	2	1	129	0	0	70	2	3	2	77
0915	0	0	80	1	2	1	84	0	0	55	3	4	1	63
0930	0	1	81	1	1	4	88	0	0	54	1	2	5	62
0945	0	0	86	0	2	1	89	0	0	51	0	2	1	54
1000	0	0	59	0	4	4	67	0	0	46	0	2	2	50
1015	0	0	82	0	6	2	90	0	0	59	1	2	2	64
1030	0	0	68	0	4	1	73	0	0	61	0	7	1	69
1045	0	0	86	0	2	1	89	0	0	50	0	3	1	54
1100	0	1	63	1	2	2	69	0	0	41	1	4	1	47
1115	1	0	70	0	2	0	73	0	0	101	1	8	5	115
1130	0	0	64	0	6	2	72	0	0	54	0	2	1	57
1145	0	1	71	0	4	0	76	0	0	67	0	2	2	71
1200	0	0	72	0	4	1	77	0	1	65	0	1	2	69
1215	0	0	101	0	3	1	105	0	0	75	0	4	2	81
1230	0	0	91	0	4	0	95	0	1	88	0	1	0	90
1245	0	0	79	0	3	2	84	0	0	72	0	1	0	73
1300	0	2	66	0	3	3	74	0	0	86	0	2	3	91
1315	0	0	87	1	2	1	91	0	0	69	0	0	2	71
1330	0	1	88	2	1	2	94	0	0	140	0	2	1	143
1345	0	1	99	0	2	2	104	0	0	114	2	3	2	121
1400	0	0	95	1	0	1	97	0	1	101	2	5	3	112
1415	0	0	73	0	1	0	74	0	0	92	0	3	0	95
1430	0	0	83	0	2	1	86	0	0	162	1	3	2	168
1445	0	0	98	7	1	0	106	0	1	117	2	2	2	124
1500	1	2	108	1	2	1	115	0	0	134	2	1	0	137
1515	0	1	90	0	1	2	94	0	0	133	0	1	1	135
1530	0	0	118	1	4	1	124	0	1	136	1	1	0	139
1545	0	0	130	0	0	0	130	0	1	128	0	2	0	131
1600	1	0	139	1	1	3	145	0	0	178	1	0	0	179
1615	0	0	179	0	1	0	180	0	1	133	0	1	2	137
1630	0	0	149	0	1	0	150	0	0	117	0	2	3	122
1645	0	0	109	1	3	1	114	0	0	136	0	4	1	141
1700	0	0	121	0	1	1	123	0	0	147	1	4	2	154
1715	0	0	107	0	0	0	107	0	0	138	1	1	1	141
1730	0	0	95	0	1	2	98	0	0	137	0	0	0	137
1745	1	1	96	1	4	0	103	0	0	121	0	1	0	122
1800	0	0	86	0	1	0	87	0	2	110	1	2	1	116
1815	0	0	66	1	2	0	69	0	1	59	0	0	0	60
1830	0	1	80	0	1	0	82	0	0	68	0	1	0	69
1845	0	1	66	1	1	0	69	0	0	54	0	1	0	55
1900	0	0	54	1	0	0	55	0	0	56	1	1	1	59
1915	0	1	47	0	1	0	49	0	1	30	0	0	0	31
1930	0	0	49	0	0	0	49	0	0	64	0	0	1	65
1945	0	0	46	0	0	0	46	0	0	50	0	1	0	51
2000	0	1	48	0	0	0	49	0	0	87	0	1	0	88
2015	0	0	38	0	0	0	38	0	0	53	0	0	1	54
2030	0	0	30	1	0	0	31	0	0	40	0	0	0	40
2045	0	0	21	0	0	0	21	0	0	35	0	0	1	36
2100	0	0	34	0	0	0	34	0	0	32	0	0	1	33
2115	0	0	30	0	0	0	30	0	0	24	0	0	0	24
2130	0	0	20	0	0	0	20	0	0	15	0	0	1	16
2145	0	0	26	0	0	0	26	0	0	18	0	0	0	18
2200	0	0	18	0	0	0	18	0	0	24	0	0	0	24
2215	0	0	21	0	0	0	21	0	0	13	1	0	0	14
2230	0	0	17	0	0	0	17	0	0	39	0	0	0	39
2245	0	0	8	0	0	0	8	0	0	24	0	0	0	24
2300	0	0	12	0	0	0	12	0	0	13	0	0	0	13
2315	0	0	14	0	0	0	14	0	0	8	0	0	1	9
2330	0	0	16	0	0	0	16	0	0	13	0	0	0	13
2345	0	0	14	0	0	0	14	0	0	14	0	0	0	14
Total	5	20	6622	36	121	58	6862	3	11	5814	31	132	71	6062

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	18	0	0	0	18	0	0	4	0	1	0	5
0015	0	0	4	0	0	1	5	0	0	5	0	0	0	5
0030	0	0	5	0	0	0	5	0	0	2	0	1	0	3
0045	0	0	3	0	1	0	4	0	0	6	0	1	0	7
0100	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0115	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0145	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0215	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0230	0	0	2	0	0	0	2	0	0	4	0	0	1	5
0245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0300	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0315	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0330	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0345	0	0	14	0	0	0	14	0	0	2	0	0	0	2
0400	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0415	0	0	25	0	0	0	25	0	0	8	0	0	2	10
0430	0	0	41	0	0	0	41	0	0	17	0	0	0	17
0445	0	0	43	0	0	0	43	0	0	14	0	0	0	14
0500	0	0	25	0	1	2	28	0	0	24	0	0	0	24
0515	0	0	44	0	0	1	45	0	0	26	0	0	0	26
0530	0	0	82	0	0	1	83	0	0	39	0	0	0	39
0545	0	1	157	0	0	1	159	0	0	47	0	0	0	47
0600	0	0	100	0	1	0	101	0	0	48	0	0	0	48
0615	0	0	113	0	2	0	115	0	1	50	0	1	1	53
0630	0	1	138	0	2	0	141	0	0	73	1	4	1	79
0645	0	0	150	0	1	0	151	0	0	91	0	3	1	95
0700	0	1	97	0	2	2	102	0	0	94	0	2	0	96
0715	1	0	141	0	4	2	148	1	0	108	0	2	1	112
0730	0	0	167	0	0	3	170	1	0	90	0	1	2	94
0745	0	0	200	0	1	2	203	0	0	110	1	2	1	114
0800	0	0	177	0	2	2	181	0	1	102	0	1	2	106
0815	0	0	181	0	6	1	188	1	0	83	2	3	3	92
0830	0	0	180	0	5	1	186	0	0	102	1	0	2	105
0845	0	0	140	0	5	3	148	0	0	67	1	4	1	73
0900	0	1	132	0	4	2	139	0	0	79	5	1	4	89
0915	0	0	89	0	3	3	95	0	0	47	3	4	1	55
0930	0	0	88	0	5	3	96	0	0	58	0	3	4	65
0945	0	1	73	0	3	1	78	0	0	52	0	1	4	57
1000	0	0	68	0	7	2	77	0	0	41	1	2	0	44
1015	0	0	60	0	3	3	66	0	0	49	0	1	1	51
1030	0	0	70	0	3	3	76	0	0	56	0	6	2	64
1045	0	0	73	0	5	2	80	0	0	50	0	2	5	57
1100	1	0	57	0	4	4	66	0	0	55	1	8	5	69
1115	0	0	46	0	4	2	52	0	2	67	0	2	1	72
1130	0	0	66	0	7	3	76	0	0	70	0	2	4	76
1145	0	0	62	0	1	1	64	0	0	60	0	5	4	69
1200	0	0	83	0	1	2	86	0	0	110	0	6	2	118
1215	0	0	83	0	3	1	87	0	0	77	1	0	2	80
1230	0	0	86	0	3	2	91	0	1	111	0	1	5	118
1245	0	0	62	0	2	0	64	0	0	99	1	3	0	103
1300	0	0	75	0	2	1	78	0	0	87	0	0	6	93
1315	1	0	70	0	1	1	73	0	0	72	0	3	1	76
1330	0	0	76	0	3	2	81	0	0	85	0	2	2	89
1345	1	0	88	0	5	1	95	0	0	80	0	1	0	81
1400	0	0	77	0	4	4	85	0	1	106	2	3	4	116
1415	0	0	72	0	4	2	78	0	1	79	0	7	2	89
1430	0	1	84	0	2	0	87	0	0	153	0	2	1	156
1445	0	0	113	0	1	3	117	0	0	114	2	6	3	125
1500	0	0	81	0	1	4	86	0	0	151	1	2	1	155
1515	0	0	130	0	0	1	131	0	0	123	2	2	2	129
1530	0	1	118	0	2	4	125	0	1	168	1	0	3	173
1545	0	0	133	0	1	2	136	0	0	121	2	1	1	125
1600	0	0	134	0	4	1	139	0	0	146	1	1	2	150
1615	0	0	123	0	0	0	123	0	0	141	0	0	1	142
1630	0	0	140	0	1	1	142	0	0	159	0	4	3	166
1645	0	0	124	0	1	0	125	0	0	111	0	2	2	115
1700	0	0	120	0	1	1	122	0	0	145	1	3	2	151
1715	0	0	113	0	0	0	113	0	0	115	1	0	0	116
1730	0	0	78	0	1	0	79	0	0	114	0	0	0	114
1745	0	1	78	0	3	0	82	0	0	86	0	1	2	89
1800	0	1	63	0	0	0	64	0	1	74	1	0	0	76
1815	0	0	68	0	2	0	70	0	0	64	1	0	1	66
1830	1	0	55	0	4	0	60	0	0	59	0	1	0	60
1845	0	0	46	0	1	0	47	0	0	44	0	0	0	44
1900	0	0	54	0	0	1	55	0	0	49	1	0	0	50
1915	0	0	46	0	0	0	46	0	0	37	0	1	1	39
1930	0	0	44	0	0	0	44	0	0	36	0	0	0	36
1945	0	0	36	0	0	2	38	0	0	54	0	0	0	54
2000	0	0	43	0	0	0	43	0	0	76	0	0	0	76
2015	0	0	46	0	0	0	46	0	0	33	0	0	0	33
2030	0	0	42	0	0	0	42	0	0	14	0	0	0	14
2045	0	0	28	0	0	0	28	0	0	16	0	0	1	17
2100	0	0	33	0	0	0	33	0	0	28	0	0	0	28
2115	0	0	26	0	0	0	26	0	0	25	0	0	0	25
2130	0	0	33	0	1	0	34	0	0	21	0	0	0	21
2145	0	0	15	0	0	0	15	0	0	11	0	0	0	11
2200	0	0	21	0	0	0	21	0	0	9	0	1	0	10
2215	0	0	24	0	0	0	24	0	0	13	0	1	0	14
2230	0	0	18	0	0	0	18	0	0	33	0	0	0	33
2245	0	0	10	0	0	0	10	0	0	29	0	0	0	29
2300	0	0	15	0	0	0	15	0	0	12	0	0	0	12
2315	0	0	12	0	1	0	13	0	0	19	0	0	0	19
2330	0	0	21	0	0	0	21	0	0	17	0	0	0	17
2345	0	0	12	0	0	0	12	0	0	8	0	0	0	8
Total	5	9	6331	0	137	87	6569	3	9	5486	34	117	103	5752

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	12	0	0	0	12	0	0	7	0	0	0	7
0015	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0030	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0100	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0115	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0130	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0145	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0215	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0230	0	0	7	0	0	0	7	0	0	7	0	0	1	8
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	9	0	0	0	9	0	0	4	0	0	0	4
0345	0	0	12	0	0	0	12	0	0	3	0	0	0	3
0400	0	0	11	0	1	0	12	0	0	5	0	0	0	5
0415	0	0	20	0	0	0	20	0	0	4	0	0	2	6
0430	0	0	40	0	0	0	40	0	0	16	0	0	0	16
0445	0	0	41	0	0	0	41	0	0	16	0	1	0	17
0500	0	0	31	0	0	1	32	0	0	28	0	1	0	29
0515	0	0	44	0	0	0	44	0	0	27	0	1	0	28
0530	0	0	87	1	2	0	90	0	0	44	0	2	1	47
0545	0	0	145	0	1	0	146	0	0	44	0	1	0	45
0600	0	0	105	0	2	0	107	0	0	32	0	0	0	32
0615	0	0	113	0	3	1	117	0	0	61	0	2	0	63
0630	0	0	153	0	2	1	156	0	0	70	0	3	0	73
0645	0	0	150	0	4	0	154	0	0	88	0	4	0	92
0700	0	0	111	0	3	1	115	0	0	94	0	2	3	99
0715	0	0	121	1	1	0	123	0	0	94	0	4	3	101
0730	0	0	170	1	0	0	171	0	0	92	1	4	2	99
0745	0	0	174	1	0	0	175	0	0	100	0	4	0	104
0800	0	0	149	1	4	1	155	0	0	89	0	1	5	95
0815	0	0	166	1	5	3	175	0	0	94	2	1	0	97
0830	0	0	129	3	0	2	134	0	1	100	0	2	0	103
0845	0	0	132	1	2	1	136	1	0	76	2	8	1	88
0900	0	0	135	1	5	1	142	0	0	53	4	3	0	60
0915	0	0	112	1	8	3	124	0	0	69	2	6	2	79
0930	0	0	86	1	4	2	93	0	0	48	1	3	1	53
0945	0	0	95	0	4	2	101	0	0	52	1	10	0	63
1000	0	0	61	0	4	1	66	0	0	58	0	2	2	62
1015	0	0	59	0	5	6	70	0	0	58	0	2	2	62
1030	0	0	65	1	7	4	77	0	0	48	0	4	4	56
1045	0	0	76	0	5	0	81	0	0	61	0	2	4	67
1100	0	0	67	1	2	4	74	0	0	63	1	7	1	72
1115	0	0	66	0	6	0	72	0	0	73	0	1	1	75
1130	0	0	83	0	4	1	88	0	0	75	0	2	7	84
1145	0	0	89	0	6	3	98	0	0	69	0	2	1	72
1200	0	0	87	0	2	0	89	0	0	84	0	2	3	89
1215	0	0	74	0	1	6	81	0	0	110	0	3	4	117
1230	0	0	73	0	2	1	76	0	0	93	0	3	2	98
1245	0	0	79	0	7	0	86	0	0	121	0	3	4	128
1300	0	0	71	0	3	1	75	0	0	112	0	0	1	113
1315	0	1	75	0	3	2	81	0	0	89	0	3	2	94
1330	0	0	71	0	3	1	75	0	0	99	0	4	7	110
1345	0	0	81	1	4	1	87	0	0	79	0	3	0	82
1400	0	0	83	1	3	2	89	0	0	98	2	0	4	104
1415	0	0	68	0	4	1	73	0	0	103	0	6	4	113
1430	0	0	76	1	3	3	83	0	0	178	0	1	0	179
1445	0	0	91	5	1	0	97	0	0	119	1	3	9	132
1500	0	0	101	2	4	1	108	0	0	124	1	2	1	128
1515	0	0	104	4	1	2	111	0	0	105	1	2	6	114
1530	0	0	103	0	1	0	104	0	0	140	2	2	4	148
1545	0	0	105	0	2	1	108	0	0	122	1	1	2	126
1600	0	0	100	1	1	2	104	0	0	151	1	1	1	154
1615	0	0	96	0	1	1	98	0	0	126	0	1	3	130
1630	0	0	106	0	3	0	109	0	0	101	0	2	4	107
1645	1	0	95	1	2	0	99	0	0	102	0	1	2	105
1700	0	0	107	0	2	0	109	0	0	119	1	0	1	121
1715	0	0	85	0	2	0	87	0	0	111	1	0	1	113
1730	0	0	72	0	4	8	84	0	0	104	0	0	0	104
1745	0	0	86	1	1	0	88	0	0	80	0	0	2	82
1800	0	0	65	0	1	0	66	0	0	59	1	0	0	60
1815	0	0	66	0	2	11	79	0	0	51	0	1	2	54
1830	0	0	47	0	1	1	49	0	0	46	0	0	2	48
1845	0	0	77	1	1	0	79	0	0	38	0	0	0	38
1900	0	0	48	0	1	0	49	0	0	53	1	2	0	56
1915	0	0	50	0	1	0	51	0	0	48	0	1	0	49
1930	0	0	40	0	0	0	40	0	0	31	0	0	0	31
1945	0	0	33	0	1	0	34	0	0	36	0	0	1	37
2000	0	0	32	0	0	0	32	0	0	54	0	0	0	54
2015	0	0	39	0	4	0	43	0	0	15	0	0	0	15
2030	0	0	33	0	0	1	34	0	0	20	0	0	0	20
2045	0	0	31	0	0	1	32	0	0	23	0	0	0	23
2100	0	0	41	0	0	0	41	0	0	23	0	0	0	23
2115	0	0	18	0	1	1	20	0	0	21	0	0	0	21
2130	0	0	35	0	0	0	35	0	0	28	0	0	0	28
2145	0	0	31	0	1	0	32	0	0	28	2	0	0	30
2200	0	0	20	0	0	0	20	0	0	21	1	0	0	22
2215	0	0	18	0	0	0	18	0	0	40	0	0	0	40
2230	0	0	17	0	0	0	17	0	0	50	0	0	0	50
2245	0	0	13	0	0	0	13	0	0	25	0	0	1	26
2300	0	0	21	0	0	0	21	0	0	15	0	0	0	15
2315	0	0	13	0	0	0	13	0	0	9	0	0	0	9
2330	0	0	18	0	0	0	18	0	0	15	0	0	0	15
2345	0	0	9	0	0	0	9	0	0	16	0	0	0	16
Total	1	1	6069	33	164	86	6354	1	1	5400	30	132	116	5680

Volume Report

Job 1645_10_VHB_ATR A-4
Area Harvard, MA
Location Jackson Road, south of Givry Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	11	0	0	0	11	0	0	13	0	0	0	13
0015	0	0	5	0	1	0	6	0	0	9	0	0	0	9
0030	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0045	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0100	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0115	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0130	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0145	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0215	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0230	0	0	1	0	1	0	2	0	0	3	0	0	0	3
0245	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0300	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0315	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0330	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0345	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0430	0	0	17	0	0	0	17	0	0	6	0	0	0	6
0445	0	0	16	0	1	0	17	0	0	5	0	0	0	5
0500	0	0	15	0	0	0	15	0	0	10	0	0	0	10
0515	0	0	17	0	0	0	17	0	0	13	1	1	0	15
0530	0	0	18	0	0	0	18	0	0	16	0	0	0	16
0545	0	0	30	0	0	0	30	0	0	20	0	0	0	20
0600	0	0	28	0	0	0	28	0	0	16	0	1	1	18
0615	0	0	25	0	0	0	25	0	0	24	0	3	0	27
0630	0	0	30	0	1	0	31	0	0	37	0	1	6	44
0645	0	0	37	0	2	1	40	0	0	39	0	1	10	50
0700	0	0	20	0	0	0	20	0	0	30	0	3	5	38
0715	0	0	33	0	1	1	35	0	0	31	0	0	0	31
0730	0	0	32	0	2	1	35	0	0	41	0	2	0	43
0745	0	0	37	0	0	0	37	0	0	39	1	1	0	41
0800	0	0	23	0	2	0	25	0	0	34	0	1	0	35
0815	0	0	24	0	2	0	26	0	0	21	0	0	0	21
0830	0	0	38	0	1	0	39	0	0	36	0	1	1	38
0845	0	0	25	0	4	0	29	0	1	32	0	0	0	33
0900	0	0	28	0	0	0	28	0	0	38	0	0	0	38
0915	0	0	26	0	1	0	27	0	0	46	0	0	1	47
0930	0	0	30	0	1	1	32	0	0	39	0	0	0	39
0945	0	0	33	0	0	0	33	0	0	51	0	2	0	53
1000	0	0	38	0	0	1	39	0	0	50	0	3	1	54
1015	0	0	37	0	2	1	40	0	0	44	0	0	0	44
1030	0	0	35	0	1	0	36	0	0	55	0	1	0	56
1045	0	0	53	0	1	0	54	0	0	50	0	0	1	51
1100	0	0	41	0	1	0	42	0	0	52	0	1	1	54
1115	0	0	56	0	0	0	56	0	0	50	0	3	0	53
1130	0	0	62	0	0	0	62	0	0	66	0	0	2	68
1145	0	0	56	0	2	1	59	0	0	52	0	0	0	52
1200	0	0	67	0	0	0	67	0	0	56	0	0	1	57
1215	0	0	52	0	1	0	53	0	0	66	0	0	1	67
1230	0	0	64	0	2	0	66	0	0	41	0	1	1	43
1245	0	0	65	0	0	0	65	0	0	61	0	1	0	62
1300	0	0	54	0	0	0	54	0	0	45	0	0	1	46
1315	0	0	52	0	0	0	52	0	0	60	0	1	2	63
1330	0	0	52	0	1	0	53	0	0	50	0	0	0	50
1345	0	0	53	0	1	0	54	0	0	57	0	0	2	59
1400	0	1	61	0	0	0	62	1	0	50	0	0	0	51
1415	0	0	54	0	4	0	58	0	0	51	0	0	0	51
1430	0	0	57	0	2	0	59	0	0	40	0	0	0	40
1445	0	0	59	0	1	1	61	0	0	41	0	0	0	41
1500	0	0	56	0	0	0	56	0	0	47	0	0	0	47
1515	0	0	48	0	0	1	49	0	0	41	0	0	0	41
1530	0	0	79	0	0	0	79	0	0	54	0	1	0	55
1545	0	0	68	0	1	0	69	0	0	50	0	0	0	50
1600	0	0	68	0	1	0	69	0	0	46	0	1	0	47
1615	0	0	53	0	1	9	63	0	0	47	0	0	0	47
1630	0	0	53	0	0	10	63	0	0	40	0	0	0	40
1645	0	2	67	0	0	0	69	0	0	40	0	0	0	40
1700	0	0	55	0	0	0	55	0	0	29	0	0	0	29
1715	0	0	65	0	0	0	65	0	0	47	0	0	0	47
1730	0	0	73	0	0	0	73	0	1	34	1	0	0	36
1745	0	0	102	0	0	1	103	0	0	57	0	0	0	57
1800	0	0	68	0	0	0	68	0	0	53	0	2	0	55
1815	0	0	67	0	0	1	68	0	0	33	0	0	1	34
1830	0	0	44	0	0	0	44	0	0	32	0	0	0	32
1845	0	0	42	0	0	0	42	1	0	34	0	0	0	35
1900	0	0	42	0	1	0	43	0	0	37	0	0	0	37
1915	1	1	49	0	0	0	51	1	0	35	0	0	0	36
1930	1	0	44	0	0	0	45	0	0	28	0	0	0	28
1945	0	0	38	0	0	0	38	0	0	25	0	0	0	25
2000	0	0	32	0	0	0	32	0	0	35	0	0	0	35
2015	0	0	34	0	0	0	34	0	0	19	0	0	0	19
2030	0	0	34	0	0	2	36	0	0	26	0	0	0	26
2045	0	0	35	0	0	0	35	0	0	20	0	0	0	20
2100	0	0	42	0	1	0	43	0	0	28	0	0	0	28
2115	0	0	22	0	0	0	22	0	0	22	0	0	0	22
2130	0	0	31	0	0	0	31	0	0	23	0	0	1	24
2145	0	0	34	0	0	0	34	0	0	22	0	0	0	22
2200	0	0	25	0	0	0	25	0	0	48	0	0	0	48
2215	0	0	22	0	1	0	23	0	0	27	0	1	0	28
2230	0	0	11	0	0	0	11	0	0	30	0	1	0	31
2245	0	0	16	0	0	0	16	0	0	22	0	0	0	22
2300	0	0	15	0	0	0	15	0	0	14	0	0	0	14
2315	0	0	13	0	0	0	13	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	8	0	0	0	8
2345	0	0	13	0	0	0	13	0	0	9	0	0	0	9
Total	2	4	3296	0	45	32	3379	3	2	2909	3	34	39	2990

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0530	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0545	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0600	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0615	0	1	8	0	0	0	9	0	0	1	0	0	0	1
0630	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0645	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0700	0	1	2	0	0	0	3	0	0	18	0	0	0	18
0715	0	0	7	0	0	0	7	0	0	19	0	0	0	19
0730	0	0	3	0	0	0	3	0	0	20	0	0	0	20
0745	0	0	7	0	0	0	7	0	0	19	0	0	0	19
0800	0	0	5	0	0	0	5	1	0	13	0	0	0	14
0815	0	0	16	0	0	0	16	0	0	16	0	0	0	16
0830	0	0	5	0	0	0	5	3	0	12	0	0	0	15
0845	0	0	4	0	0	0	4	0	0	22	0	0	0	22
0900	0	0	8	0	0	0	8	0	0	12	0	0	0	12
0915	0	0	6	0	0	0	6	0	0	12	0	0	0	12
0930	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0945	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1000	0	0	8	0	0	0	8	0	0	13	0	0	0	13
1015	1	0	12	0	0	0	13	0	0	7	0	0	0	7
1030	0	0	10	0	0	0	10	2	0	6	0	0	0	8
1045	0	0	3	0	0	0	3	0	0	6	0	0	0	6
1100	0	0	22	0	0	0	22	0	0	6	0	0	0	6
1115	1	0	17	0	1	0	19	0	0	15	0	0	0	15
1130	0	0	26	0	0	0	26	0	0	9	0	0	0	9
1145	0	0	14	0	0	0	14	2	0	13	0	0	0	15
1200	3	0	20	0	0	0	23	0	0	20	0	0	0	20
1215	0	0	3	0	0	0	3	0	0	15	0	0	0	15
1230	0	0	10	0	0	0	10	0	0	17	0	0	0	17
1245	0	0	14	0	0	0	14	0	0	30	0	0	0	30
1300	1	0	11	0	0	0	12	0	0	13	0	0	0	13
1315	0	0	14	0	0	0	14	0	0	11	0	0	0	11
1330	0	1	9	0	0	0	10	0	0	14	0	0	0	14
1345	2	0	17	0	0	0	19	1	1	13	0	0	0	15
1400	0	0	17	0	0	0	17	0	0	5	0	0	0	5
1415	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1430	0	0	9	0	0	0	9	0	0	12	0	0	0	12
1445	0	0	27	0	0	0	27	0	1	12	0	0	0	13
1500	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1515	0	0	23	0	0	0	23	0	0	6	0	0	0	6
1530	0	0	28	0	0	0	28	0	0	4	0	0	0	4
1545	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1600	0	0	8	0	0	0	8	0	1	6	0	0	0	7
1615	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1630	0	0	4	0	0	0	4	0	0	10	0	0	0	10
1645	0	0	6	0	0	0	6	0	0	13	0	0	0	13
1700	0	0	6	0	0	0	6	0	0	7	0	0	0	7
1715	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1730	0	0	4	0	0	0	4	0	0	10	0	0	0	10
1745	0	0	4	0	0	0	4	0	0	11	0	0	0	11
1800	0	0	10	0	0	0	10	0	0	9	0	0	0	9
1815	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1830	0	0	3	0	0	0	3	0	0	8	0	0	0	8
1845	0	0	3	0	0	0	3	0	0	6	0	0	0	6
1900	0	0	1	0	0	0	1	0	0	8	0	0	0	8
1915	0	0	3	0	0	0	3	0	0	7	0	0	0	7
1930	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2000	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2015	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2030	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2145	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2200	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2230	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2245	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	6	0	0	1	7
2345	0	0	1	0	0	1	2	0	0	2	0	1	0	3
Total	8	3	596	0	1	1	609	9	3	661	0	1	1	675

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0015	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0430	0	0	6	0	0	0	6	0	0	2	0	1	0	3
0445	0	0	5	0	1	0	6	0	0	7	0	0	0	7
0500	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0515	0	0	15	0	0	0	15	0	0	12	0	0	0	12
0530	0	0	15	0	0	0	15	0	0	29	0	0	0	29
0545	0	0	14	0	0	0	14	0	0	58	0	0	0	58
0600	0	0	26	1	0	0	27	0	0	44	1	0	0	45
0615	0	1	27	0	1	0	29	0	0	32	0	0	0	32
0630	0	0	30	1	1	0	32	0	0	47	1	0	0	48
0645	0	0	47	0	2	0	49	0	0	48	0	0	0	48
0700	0	0	27	2	0	0	29	0	0	43	2	1	0	46
0715	0	0	30	2	2	0	34	0	0	32	3	1	0	36
0730	0	0	26	3	1	0	30	0	0	30	2	1	0	33
0745	0	0	40	2	0	1	43	0	0	58	1	1	0	60
0800	0	0	28	1	1	0	30	0	0	53	1	2	6	62
0815	0	0	25	1	2	0	28	0	0	37	2	0	1	40
0830	0	0	38	2	0	0	40	0	0	40	2	2	0	44
0845	0	0	20	3	2	0	25	0	0	34	3	2	0	39
0900	0	0	14	2	1	0	17	0	0	28	1	4	1	34
0915	0	0	19	2	1	0	22	0	0	29	2	2	1	34
0930	0	0	20	2	2	0	24	0	0	28	2	2	0	32
0945	0	0	21	1	1	2	25	0	0	35	2	3	0	40
1000	0	0	14	1	1	1	17	0	0	26	1	1	0	28
1015	0	0	11	1	0	5	17	0	0	23	1	2	1	27
1030	0	0	10	2	1	0	13	0	0	15	1	2	0	18
1045	0	0	11	1	3	0	15	0	0	20	1	1	0	22
1100	0	0	21	1	0	0	22	0	0	17	2	4	0	23
1115	0	0	18	1	4	7	30	0	0	19	1	2	1	23
1130	0	0	21	1	3	0	25	0	0	22	1	3	0	26
1145	0	0	19	2	1	2	24	0	0	22	3	1	1	27
1200	0	0	22	2	3	1	28	0	0	30	2	1	0	33
1215	0	0	21	1	0	0	22	0	1	25	1	2	0	29
1230	0	0	27	0	1	0	28	0	0	28	1	2	0	31
1245	0	0	27	2	0	0	29	0	0	29	2	3	0	34
1300	0	0	30	1	0	0	31	0	0	24	2	2	0	28
1315	0	0	34	2	0	1	37	0	0	31	3	2	0	36
1330	0	0	29	2	3	0	34	0	0	32	1	0	0	33
1345	0	0	16	0	2	0	18	0	0	35	1	1	0	37
1400	0	0	25	1	2	1	29	0	0	20	1	3	0	24
1415	0	0	26	1	2	1	30	0	0	29	2	1	1	33
1430	0	0	84	1	3	0	88	0	0	29	1	3	0	33
1445	0	0	44	1	3	0	48	0	0	24	1	1	0	26
1500	0	1	28	2	2	0	33	0	0	31	2	0	0	33
1515	0	0	39	1	0	0	40	0	0	32	2	1	0	35
1530	0	0	41	2	0	0	43	0	0	44	1	0	0	45
1545	0	0	27	2	0	0	29	0	0	34	2	1	0	37
1600	0	0	32	1	1	1	35	0	0	55	2	2	1	60
1615	0	0	33	2	2	0	37	0	0	37	2	0	0	39
1630	0	0	41	2	0	0	43	0	1	51	3	3	0	58
1645	0	0	42	2	0	0	44	0	0	55	2	0	0	57
1700	0	0	43	3	0	0	46	0	0	42	2	1	0	45
1715	0	0	33	2	0	0	35	0	0	34	2	2	0	38
1730	0	0	47	2	1	0	50	0	0	49	2	0	0	51
1745	0	0	33	2	0	0	35	0	0	26	2	0	0	28
1800	0	0	49	2	0	0	51	0	0	23	2	1	0	26
1815	0	0	24	1	0	0	25	0	0	18	1	0	0	19
1830	0	0	18	2	0	0	20	0	0	14	3	1	0	18
1845	0	0	16	1	0	0	17	0	0	15	1	0	0	16
1900	0	0	14	1	0	0	15	0	0	11	0	0	0	11
1915	0	0	13	0	0	0	13	0	0	9	1	0	0	10
1930	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1945	0	0	11	0	0	0	11	0	0	3	0	0	0	3
2000	0	0	7	1	0	0	8	0	0	7	0	0	0	7
2015	0	0	6	0	0	0	6	0	0	10	0	0	0	10
2030	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2045	0	0	3	0	1	0	4	0	0	7	0	0	0	7
2100	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2115	0	0	7	0	0	0	7	0	0	6	0	1	0	7
2130	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2145	0	0	0	0	0	0	0	0	0	6	0	0	0	6
2200	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2215	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2230	0	0	22	0	0	0	22	0	0	10	0	0	0	10
2245	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2300	0	0	10	0	0	0	10	0	0	1	0	0	0	1
2315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2330	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2345	0	0	7	0	0	0	7	0	0	2	0	0	0	2
Total	0	2	1716	80	57	23	1878	0	2	1927	86	73	14	2102

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	1	0	4
0015	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0400	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0415	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0430	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0445	0	0	5	0	1	0	6	0	0	4	0	0	0	4
0500	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0515	0	0	9	0	1	0	10	0	0	11	0	1	0	12
0530	0	0	21	0	1	0	22	0	0	28	0	0	0	28
0545	1	0	11	0	0	0	12	0	0	63	0	0	0	63
0600	0	0	20	1	0	0	21	0	0	23	1	0	0	24
0615	0	0	29	1	0	0	30	0	0	40	1	0	0	41
0630	0	0	40	1	3	0	44	0	0	43	1	2	0	46
0645	0	0	42	1	0	0	43	0	0	74	1	1	0	76
0700	0	0	23	1	1	0	25	0	0	41	1	0	0	42
0715	0	0	27	1	0	0	28	0	0	46	1	0	0	47
0730	0	0	49	2	1	0	52	0	0	44	1	1	1	47
0745	0	0	36	1	2	0	39	0	0	46	2	2	0	50
0800	0	0	34	2	1	1	38	0	0	43	1	0	3	47
0815	0	0	34	1	3	1	39	0	0	46	1	0	0	47
0830	0	0	24	2	3	0	29	0	0	46	2	1	1	50
0845	1	0	39	3	2	0	45	0	0	35	3	1	0	39
0900	0	0	22	2	0	0	24	0	0	33	1	0	0	34
0915	0	0	23	1	2	0	26	0	0	22	1	0	0	23
0930	0	0	20	2	1	0	23	0	0	43	2	2	0	47
0945	0	0	15	1	4	0	20	0	0	27	2	1	1	31
1000	0	0	26	1	1	0	28	0	0	22	0	5	0	27
1015	0	0	19	0	3	1	23	0	0	21	1	3	0	25
1030	0	0	19	1	5	1	26	0	0	12	0	1	0	13
1045	0	0	12	0	1	0	13	0	0	15	1	1	1	18
1100	0	0	19	2	2	0	23	0	0	12	1	2	0	15
1115	0	0	16	0	3	1	20	0	0	12	0	2	0	14
1130	0	0	25	1	0	0	26	0	0	16	1	2	0	19
1145	0	0	29	1	2	1	33	0	0	26	1	6	1	34
1200	0	0	30	0	2	0	32	0	0	31	1	0	0	32
1215	0	0	23	2	2	0	27	0	0	33	1	2	1	37
1230	0	0	36	1	2	2	41	0	0	24	1	5	0	30
1245	0	0	22	1	4	0	27	0	0	35	1	2	1	39
1300	0	0	25	1	2	1	29	0	0	36	1	1	0	38
1315	0	0	19	1	0	1	21	0	0	19	1	2	0	22
1330	0	0	14	1	1	0	16	0	0	41	0	2	1	44
1345	0	0	17	2	0	0	19	0	0	34	2	0	0	36
1400	0	0	19	1	2	0	22	0	0	31	1	1	1	34
1415	0	0	25	1	2	1	29	0	0	23	2	2	1	28
1430	0	0	75	1	2	0	78	0	0	35	0	1	1	37
1445	0	0	34	1	2	0	37	0	0	25	1	0	0	26
1500	0	0	36	1	0	0	37	0	0	26	4	1	0	31
1515	0	0	34	1	1	0	36	0	0	30	1	1	0	32
1530	0	0	37	2	0	0	39	0	0	49	1	1	0	51
1545	0	0	26	0	0	0	26	0	0	44	1	1	0	46
1600	0	0	40	2	1	0	43	0	0	41	1	1	0	43
1615	0	0	44	1	1	0	46	0	0	50	2	1	0	53
1630	0	0	44	2	1	0	47	1	0	55	1	0	1	58
1645	0	0	38	1	0	0	39	1	0	47	2	1	0	51
1700	0	0	46	1	0	0	47	0	0	55	1	1	0	57
1715	0	0	47	2	1	0	50	0	0	45	1	0	0	46
1730	0	0	74	2	0	0	76	0	0	41	2	2	0	45
1745	0	0	51	1	0	0	52	0	0	23	2	0	0	25
1800	0	0	38	1	0	0	39	0	0	31	1	0	0	32
1815	0	0	20	1	0	0	21	0	0	25	1	0	0	26
1830	0	0	11	2	0	0	13	0	0	19	1	0	0	20
1845	0	0	9	0	1	0	10	0	0	17	1	0	0	18
1900	0	0	27	2	0	0	29	0	0	18	1	0	0	19
1915	0	0	19	1	0	0	20	0	0	22	2	0	0	24
1930	0	0	16	1	0	0	17	0	0	18	1	0	0	19
1945	0	0	11	1	0	0	12	0	0	6	1	0	0	7
2000	0	0	8	1	0	0	9	0	0	10	0	0	0	10
2015	0	0	4	0	0	0	4	0	0	9	0	0	0	9
2030	0	0	4	0	0	0	4	0	0	12	0	0	0	12
2045	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2100	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2115	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2130	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2145	0	0	3	0	0	0	3	0	0	10	0	0	0	10
2200	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2215	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2230	0	0	30	0	0	0	30	0	0	5	0	0	0	5
2245	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2300	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2330	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2345	0	0	5	0	0	0	5	0	0	4	0	0	0	4
Total	2	0	1828	68	70	11	1979	2	0	2041	67	64	15	2189

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0400	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0430	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0445	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0500	0	0	8	0	0	0	8	0	0	3	0	1	0	4
0515	0	0	6	0	1	0	7	0	0	18	0	0	0	18
0530	0	0	25	0	0	0	25	0	0	29	0	0	0	29
0545	0	1	13	0	1	0	15	0	0	65	0	0	0	65
0600	0	0	14	0	1	0	15	1	0	28	0	1	0	30
0615	0	0	29	0	1	0	30	0	0	36	0	1	0	37
0630	0	1	42	0	1	0	44	0	0	50	0	0	0	50
0645	0	0	45	1	0	1	47	0	0	87	1	0	1	89
0700	0	0	35	2	1	0	38	0	0	40	3	0	0	43
0715	1	0	25	3	1	0	30	1	0	52	2	0	0	55
0730	1	0	48	1	2	1	53	0	0	65	2	4	0	71
0745	0	0	25	3	3	0	31	1	0	29	2	2	0	34
0800	0	0	22	2	2	0	26	0	0	40	2	1	0	43
0815	0	0	26	2	1	0	29	0	0	36	2	6	0	44
0830	0	0	28	2	4	0	34	0	0	37	2	1	0	40
0845	1	0	17	3	4	2	27	1	0	39	1	2	1	44
0900	0	0	21	2	0	2	25	0	0	32	3	0	4	39
0915	0	0	22	2	5	1	30	0	0	25	3	1	0	29
0930	0	0	29	1	4	1	35	0	0	35	2	0	1	38
0945	0	0	14	2	2	0	18	1	0	29	1	3	0	34
1000	0	0	17	2	1	0	20	0	0	35	2	1	2	40
1015	0	0	21	2	1	0	24	0	0	20	1	3	0	24
1030	0	1	10	1	1	1	14	0	0	11	2	3	0	16
1045	0	0	22	2	0	1	25	0	0	26	2	2	1	31
1100	0	0	20	1	3	0	24	0	0	22	1	0	0	23
1115	0	0	25	2	1	0	28	0	0	23	2	2	0	27
1130	0	0	36	2	1	1	40	0	0	22	2	2	0	26
1145	0	1	23	2	2	0	28	2	0	30	2	2	0	36
1200	0	0	29	1	3	0	33	0	0	37	1	0	0	38
1215	0	0	36	1	1	2	40	0	0	29	2	1	0	32
1230	0	0	27	2	3	0	32	0	0	36	2	1	0	39
1245	0	0	29	1	1	0	31	0	0	27	1	5	1	34
1300	0	0	27	2	2	1	32	1	0	31	2	1	1	36
1315	0	0	21	2	0	0	23	0	0	30	2	5	0	37
1330	0	0	20	1	0	1	22	0	1	46	0	1	0	48
1345	0	0	38	1	3	0	42	0	1	41	1	2	0	45
1400	0	0	42	1	3	0	46	0	0	24	2	1	0	27
1415	0	0	28	2	2	1	33	0	0	24	2	3	0	29
1430	0	0	58	1	1	1	61	0	0	25	2	0	1	28
1445	0	0	33	2	3	0	38	0	0	30	2	0	1	33
1500	0	0	41	1	1	0	43	0	2	32	3	1	0	38
1515	1	0	37	1	0	0	39	0	1	30	1	0	1	33
1530	0	0	34	2	1	0	37	0	2	44	1	1	1	49
1545	0	0	34	2	1	0	37	0	0	40	1	0	0	41
1600	0	0	39	2	0	0	41	0	0	52	2	0	0	54
1615	0	0	35	2	2	0	39	0	0	41	2	2	0	45
1630	0	0	25	1	0	0	26	0	1	48	2	1	0	52
1645	0	0	33	3	0	0	36	0	0	32	2	0	0	34
1700	0	0	36	2	0	0	38	1	0	48	2	0	0	51
1715	1	0	49	2	0	0	52	0	0	46	2	0	0	48
1730	0	0	35	1	0	0	36	1	0	39	2	0	0	42
1745	0	2	29	2	0	0	33	1	0	32	2	4	0	39
1800	0	0	26	2	1	0	29	0	0	16	2	1	0	19
1815	0	0	25	2	0	0	27	0	0	17	3	0	0	20
1830	1	0	19	2	0	0	22	0	0	33	2	0	0	35
1845	0	0	10	1	0	0	11	0	1	26	1	0	0	28
1900	0	0	12	1	0	0	13	0	0	12	1	0	0	13
1915	0	0	12	1	0	0	13	0	0	17	1	0	0	18
1930	0	0	17	1	0	0	18	0	0	14	1	0	0	15
1945	0	0	16	0	0	0	16	0	1	11	0	0	0	12
2000	0	0	47	2	0	0	49	0	1	18	0	0	0	19
2015	0	0	27	0	0	0	27	0	0	12	0	0	0	12
2030	0	0	19	0	0	0	19	0	0	9	0	0	0	9
2045	0	0	15	0	0	0	15	0	0	6	0	0	0	6
2100	0	0	12	0	0	0	12	0	0	8	0	0	0	8
2115	0	0	6	0	0	0	6	0	0	10	0	0	0	10
2130	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2145	0	0	6	0	0	0	6	0	0	10	0	0	0	10
2200	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2215	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2230	0	0	29	0	0	0	29	0	0	3	0	0	0	3
2245	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2300	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	6	6	1851	90	72	17	2042	11	11	2103	92	68	16	2301

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0015	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0400	0	0	2	0	1	0	3	0	0	4	0	1	0	5
0415	0	0	3	0	0	0	3	0	0	2	0	1	0	3
0430	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0445	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0500	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0515	0	0	10	0	0	0	10	0	0	10	0	0	0	10
0530	1	0	23	0	0	0	24	0	0	30	0	0	0	30
0545	0	1	15	0	0	0	16	0	0	64	0	0	0	64
0600	0	0	8	0	0	0	8	0	0	30	1	0	0	31
0615	0	0	31	1	2	0	34	0	0	42	0	0	0	42
0630	0	0	39	0	3	0	42	0	0	45	0	0	0	45
0645	0	0	45	1	1	0	47	0	0	46	0	0	0	46
0700	0	0	37	1	1	1	40	0	0	55	1	1	0	57
0715	1	1	30	1	1	0	34	1	0	53	1	1	0	56
0730	1	0	38	3	2	1	45	0	0	50	3	1	0	54
0745	0	0	34	2	1	1	38	0	0	56	1	1	0	58
0800	0	0	21	2	2	0	25	0	0	37	2	0	0	39
0815	0	0	23	2	0	2	27	0	0	45	3	0	0	48
0830	0	0	24	3	1	0	28	0	0	31	3	1	0	35
0845	0	0	22	4	1	0	27	0	0	37	2	2	0	41
0900	0	1	22	1	0	0	24	0	0	32	2	1	2	37
0915	0	0	16	2	0	0	18	0	0	21	2	1	0	24
0930	0	0	18	2	2	1	23	0	0	35	1	1	0	37
0945	0	0	12	1	0	0	13	0	0	22	2	1	1	26
1000	0	0	11	2	0	0	13	0	0	20	2	4	0	26
1015	0	0	18	0	4	1	23	0	0	18	0	4	0	22
1030	0	0	13	1	3	1	18	0	0	12	2	3	0	17
1045	0	0	15	1	0	1	17	0	0	16	1	3	0	20
1100	0	0	19	0	4	3	26	1	0	13	1	2	1	18
1115	3	0	15	1	2	0	21	0	0	11	2	1	0	14
1130	0	0	37	1	3	0	41	0	0	17	1	1	1	20
1145	0	0	26	0	2	2	30	0	0	29	1	1	1	32
1200	0	0	27	0	3	1	31	0	0	43	1	1	0	45
1215	0	0	36	0	1	0	37	0	0	30	2	4	0	36
1230	0	0	34	2	3	0	39	0	0	44	2	1	1	48
1245	0	0	26	2	3	3	34	0	0	30	2	2	0	34
1300	0	0	23	2	0	0	25	0	0	20	1	0	0	21
1315	0	0	16	1	0	0	17	1	0	64	3	1	0	69
1330	0	0	16	2	2	1	21	0	0	31	1	1	0	33
1345	0	0	17	2	0	0	19	0	0	29	2	1	1	33
1400	0	0	29	2	2	1	34	0	0	27	2	1	0	30
1415	0	0	19	1	0	1	21	0	0	23	2	1	2	28
1430	0	0	70	1	2	1	74	0	0	37	0	2	0	39
1445	0	0	34	1	2	1	38	0	1	33	2	0	1	37
1500	0	0	44	1	1	0	46	0	0	34	3	1	0	38
1515	0	0	37	3	4	0	44	0	0	31	3	0	0	34
1530	1	0	35	1	0	1	38	0	1	41	2	1	0	45
1545	0	0	37	3	0	0	40	0	0	34	2	1	1	38
1600	0	0	37	2	3	0	42	1	1	47	2	2	0	53
1615	0	1	49	2	1	0	53	0	1	44	2	0	0	47
1630	0	0	36	2	1	0	39	0	0	46	2	3	0	51
1645	0	0	30	1	1	1	33	1	0	49	2	1	0	53
1700	0	0	43	2	0	1	46	0	0	48	3	1	0	52
1715	0	0	44	2	0	0	46	0	0	43	2	0	0	45
1730	0	0	41	3	0	0	44	0	0	49	2	1	0	52
1745	0	0	24	2	0	0	26	0	0	32	2	1	0	35
1800	0	0	29	2	1	1	33	0	1	23	3	0	0	27
1815	0	0	12	2	2	0	16	0	0	18	2	1	0	21
1830	0	0	19	2	0	0	21	0	1	20	3	0	0	24
1845	0	0	11	1	0	0	12	0	0	12	1	0	0	13
1900	0	0	13	0	0	0	13	0	0	22	0	0	1	23
1915	0	0	9	1	0	0	10	0	0	17	1	0	0	18
1930	0	0	17	0	0	0	17	0	0	17	0	0	0	17
1945	0	0	44	0	0	0	44	0	0	13	0	0	1	14
2000	0	0	38	2	0	0	40	0	0	13	0	0	0	13
2015	0	0	22	0	0	0	22	0	0	11	0	1	0	12
2030	0	0	4	0	0	0	4	0	0	10	0	0	0	10
2045	0	0	10	0	0	0	10	0	0	10	0	0	0	10
2100	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2115	0	0	1	0	0	0	1	0	0	6	0	0	0	6
2130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2145	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2200	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2215	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2230	0	0	28	0	0	0	28	0	0	4	0	0	0	4
2245	0	0	11	0	0	0	11	0	0	4	0	0	0	4
2300	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2315	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2330	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2345	0	0	5	0	0	0	5	0	0	7	0	0	0	7
Total	7	4	1779	82	68	27	1967	5	6	2076	91	61	15	2254

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0415	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0430	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0445	0	0	4	0	0	0	4	0	0	3	0	0	1	4
0500	0	0	5	0	1	0	6	0	0	6	0	0	0	6
0515	0	0	13	0	1	0	14	0	0	19	0	0	0	19
0530	0	0	18	0	2	0	20	0	0	29	0	2	0	31
0545	0	0	20	0	2	0	22	0	0	55	0	0	0	55
0600	0	0	11	0	0	0	11	0	0	37	0	0	0	37
0615	0	0	19	0	0	0	19	1	0	36	0	0	0	37
0630	0	0	36	0	5	0	41	0	0	39	1	0	0	40
0645	0	0	42	0	1	0	43	0	0	73	1	2	0	76
0700	0	0	33	0	1	0	34	0	0	39	0	0	0	39
0715	0	1	34	2	0	0	37	0	0	43	2	1	1	47
0730	0	0	32	3	1	0	36	0	0	67	3	1	0	71
0745	0	0	38	2	0	0	40	0	0	50	1	1	0	52
0800	0	0	22	2	1	1	26	0	0	34	3	0	0	37
0815	0	0	30	2	0	0	32	0	0	35	1	0	0	36
0830	0	0	32	3	2	0	37	0	0	48	2	0	0	50
0845	1	0	26	3	0	0	30	0	0	39	3	0	0	42
0900	0	0	18	1	1	0	20	0	0	40	1	2	0	43
0915	0	0	26	2	3	2	33	0	0	44	3	1	1	49
0930	0	0	22	2	1	1	26	0	0	27	1	1	0	29
0945	0	0	26	1	5	0	32	0	0	24	2	0	1	27
1000	0	0	18	2	1	1	22	0	0	15	2	3	0	20
1015	0	0	12	1	0	0	13	0	0	18	1	3	0	22
1030	0	0	16	2	2	1	21	0	0	15	1	5	2	23
1045	0	0	19	0	1	0	20	0	0	22	1	0	0	23
1100	0	0	16	2	2	0	20	0	0	19	1	0	1	21
1115	0	0	24	1	3	1	29	1	0	15	1	0	0	17
1130	0	0	38	0	2	0	40	0	0	26	1	3	1	31
1145	0	0	27	2	3	1	33	0	0	23	1	3	0	27
1200	0	0	20	1	2	1	24	0	0	34	2	1	0	37
1215	0	0	22	2	2	1	27	1	0	34	1	2	0	38
1230	0	0	40	0	2	2	44	0	0	28	1	0	3	32
1245	0	0	32	1	3	1	37	0	0	26	2	0	0	28
1300	0	0	43	1	0	0	44	0	0	33	2	2	0	37
1315	0	0	29	2	0	0	31	0	0	35	1	2	0	38
1330	0	0	18	1	1	0	20	0	0	34	2	0	0	36
1345	0	0	22	1	0	1	24	0	0	31	0	1	0	32
1400	0	0	28	1	3	0	32	0	0	33	1	7	0	41
1415	0	0	54	1	2	3	60	0	0	21	2	0	0	23
1430	0	0	93	2	0	0	95	0	0	32	1	3	1	37
1445	0	0	44	2	1	0	47	0	0	29	2	1	0	32
1500	0	0	47	3	1	0	51	0	0	33	5	0	1	39
1515	0	0	23	2	1	0	26	0	0	33	2	0	1	36
1530	0	0	48	0	1	5	54	0	1	49	1	2	0	53
1545	0	0	31	1	1	0	33	0	0	32	1	0	0	33
1600	0	0	39	2	0	1	42	0	0	38	2	0	1	41
1615	0	0	26	3	1	4	34	0	0	38	2	0	0	40
1630	0	0	38	2	0	0	40	0	1	40	2	0	0	43
1645	0	0	20	2	0	0	22	1	0	31	2	0	0	34
1700	0	0	9	2	0	0	11	0	0	28	2	1	0	31
1715	0	0	30	2	0	0	32	0	0	32	3	1	0	36
1730	0	0	41	2	0	0	43	0	0	26	2	1	0	29
1745	0	0	19	2	0	0	21	0	0	25	2	0	0	27
1800	0	0	22	2	0	0	24	0	0	22	1	0	0	23
1815	0	0	18	0	0	0	18	0	0	15	1	0	0	16
1830	0	0	9	1	0	0	10	0	0	20	1	1	1	23
1845	0	0	14	0	0	0	14	0	0	14	0	0	0	14
1900	0	0	16	2	1	0	19	0	0	13	1	1	0	15
1915	0	0	13	0	0	0	13	0	0	9	1	0	1	11
1930	0	0	16	1	0	0	17	0	0	7	1	0	0	8
1945	0	0	9	1	0	0	10	0	0	6	0	0	0	6
2000	0	0	11	0	0	0	11	0	0	7	0	0	0	7
2015	0	0	3	0	0	0	3	0	0	7	0	4	1	12
2030	0	0	8	0	0	0	8	0	0	11	0	0	1	12
2045	0	0	7	0	0	0	7	0	0	11	0	0	1	12
2100	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2115	0	0	6	0	0	0	6	0	0	7	0	1	0	8
2130	0	0	5	0	0	0	5	0	0	10	0	0	1	11
2145	0	0	3	0	0	0	3	0	0	10	0	0	0	10
2200	0	0	2	0	0	0	2	0	0	9	0	0	0	9
2215	0	0	2	0	0	0	2	0	0	8	0	0	0	8
2230	0	0	31	0	0	0	31	0	0	9	0	0	0	9
2245	0	0	4	0	0	1	5	0	0	2	0	0	0	2
2300	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2315	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2330	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2345	0	0	6	0	0	0	6	0	0	6	0	0	0	6
Total	1	1	1745	78	63	28	1916	4	2	1961	82	60	21	2130

Volume Report

Job 1645_10_VHB_ATR A-5
Area Harvard, MA
Location Hospital Road, between NE Studios & Bill Ashe Center



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	6	0	1	0	7
0015	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0045	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0100	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	3	0	2	0	5
0145	0	0	0	0	2	0	2	0	0	4	0	0	0	4
0200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0430	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0515	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0530	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0545	0	0	4	0	0	0	4	0	0	4	0	1	0	5
0600	0	0	1	0	1	0	2	0	0	6	0	0	0	6
0615	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0630	0	0	10	0	0	0	10	0	0	3	0	0	0	3
0645	0	0	8	0	0	0	8	0	0	10	0	0	0	10
0700	0	0	7	0	0	0	7	0	0	8	0	0	0	8
0715	0	1	6	0	0	0	7	0	0	4	0	0	0	4
0730	0	0	6	0	0	0	6	0	0	8	0	0	0	8
0745	0	0	11	0	0	0	11	0	0	7	0	0	0	7
0800	0	0	6	0	0	0	6	0	0	3	0	1	0	4
0815	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0830	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0845	0	0	4	0	1	0	5	0	0	4	0	1	0	5
0900	0	0	14	0	0	1	15	0	0	4	0	0	0	4
0915	0	0	10	0	0	0	10	0	0	8	0	0	0	8
0930	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0945	0	0	10	0	1	0	11	0	0	3	0	0	0	3
1000	0	0	11	0	0	0	11	0	0	7	0	0	1	8
1015	0	0	10	0	0	0	10	0	0	4	0	2	0	6
1030	0	0	8	0	0	0	8	0	0	7	0	1	1	9
1045	0	0	14	0	1	2	17	0	0	13	0	0	0	13
1100	0	0	11	0	1	0	12	0	0	7	0	0	1	8
1115	0	0	9	0	1	0	10	0	0	16	0	1	0	17
1130	0	0	12	0	0	3	15	0	0	16	0	0	0	16
1145	0	0	13	0	1	0	14	0	0	20	0	0	0	20
1200	0	0	9	0	0	0	9	0	0	12	0	0	0	12
1215	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1230	0	0	5	0	0	0	5	0	0	16	0	0	0	16
1245	0	0	12	0	0	0	12	0	0	26	0	1	0	27
1300	0	0	11	0	0	0	11	0	0	24	0	0	0	24
1315	0	0	16	0	0	0	16	1	0	4	0	0	0	5
1330	0	0	12	0	0	0	12	0	0	14	0	0	0	14
1345	0	0	16	0	1	0	17	0	0	10	0	0	0	10
1400	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1415	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1430	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1445	0	0	16	0	0	0	16	0	0	6	0	0	0	6
1500	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1515	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1530	0	0	10	0	0	0	10	0	0	13	0	0	0	13
1545	0	0	8	0	0	0	8	0	1	18	0	0	0	19
1600	0	0	4	0	0	0	4	0	0	18	0	0	0	18
1615	0	0	6	0	0	0	6	0	0	19	0	0	0	19
1630	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1645	0	0	8	0	0	0	8	0	0	16	0	0	0	16
1700	0	0	8	0	0	0	8	0	0	14	0	0	0	14
1715	0	0	4	0	0	0	4	0	0	16	0	0	0	16
1730	0	0	5	0	0	0	5	0	0	16	0	0	0	16
1745	1	0	8	0	0	0	9	0	1	22	0	0	0	23
1800	0	0	15	0	0	0	15	0	0	21	0	0	0	21
1815	1	0	7	0	0	0	8	0	1	19	0	0	0	20
1830	4	0	6	0	0	0	10	0	0	11	0	0	0	11
1845	0	0	10	0	0	0	10	0	0	6	0	0	0	6
1900	0	0	6	0	0	0	6	1	0	8	0	0	0	9
1915	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1930	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1945	0	1	4	0	0	0	5	0	0	8	0	0	0	8
2000	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2015	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2030	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2045	0	0	4	0	0	0	4	0	0	15	0	0	0	15
2100	0	0	5	0	0	0	5	0	0	11	0	0	0	11
2115	0	0	5	0	0	0	5	0	0	11	0	0	0	11
2130	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2215	0	0	3	0	0	0	3	0	0	10	0	0	0	10
2230	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2245	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2300	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2315	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2345	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Total	6	2	568	0	10	6	592	2	3	743	0	13	3	764

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0500	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0515	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0530	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0545	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0600	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0615	0	0	0	0	0	0	0	0	0	3	0	1	0	4
0630	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0645	0	0	7	0	0	0	7	0	0	7	0	0	0	7
0700	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0715	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0730	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0745	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0800	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0815	0	0	7	0	0	0	7	0	0	8	0	0	0	8
0830	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0845	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0900	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0915	0	0	3	0	1	0	4	0	0	8	0	0	0	8
0930	0	0	8	0	0	0	8	0	0	8	0	0	0	8
0945	0	0	6	0	0	0	6	0	0	11	0	0	0	11
1000	0	0	5	0	0	0	5	2	0	8	0	0	0	10
1015	1	0	4	0	0	0	5	0	0	7	0	0	0	7
1030	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1045	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1100	0	0	7	0	1	0	8	0	0	9	0	0	0	9
1115	0	0	12	0	0	0	12	0	0	4	0	0	0	4
1130	0	0	5	0	0	0	5	0	0	18	0	0	0	18
1145	0	0	10	0	0	0	10	2	0	6	0	0	0	8
1200	0	0	7	0	0	0	7	0	0	14	0	0	0	14
1215	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1230	0	0	17	0	0	0	17	1	0	6	0	0	0	7
1245	0	0	9	0	0	0	9	0	0	11	0	0	0	11
1300	0	0	8	0	0	0	8	0	0	3	0	0	0	3
1315	1	0	3	0	0	0	4	0	0	8	0	0	0	8
1330	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1345	0	0	17	0	0	0	17	1	0	9	0	0	0	10
1400	0	0	9	0	0	0	9	0	0	11	0	0	0	11
1415	0	0	11	0	0	0	11	0	0	6	0	0	0	6
1430	0	0	6	0	0	0	6	0	0	11	0	0	0	11
1445	0	0	7	0	0	0	7	0	0	2	0	0	0	2
1500	0	0	14	0	0	0	14	0	0	13	0	0	0	13
1515	0	0	14	0	0	0	14	0	0	11	0	2	0	13
1530	0	0	15	0	0	0	15	0	0	7	0	0	0	7
1545	0	0	17	0	0	0	17	0	0	4	0	0	0	4
1600	0	0	19	0	0	0	19	0	0	10	0	1	0	11
1615	0	0	15	0	0	0	15	0	0	6	0	0	0	6
1630	0	0	14	0	0	0	14	0	0	11	0	0	0	11
1645	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1700	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1715	0	0	6	0	0	0	6	0	0	8	1	0	0	9
1730	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1745	0	0	8	0	0	0	8	0	0	2	0	0	0	2
1800	0	0	15	0	0	0	15	0	0	7	0	0	0	7
1815	0	0	4	0	0	0	4	0	0	8	0	0	0	8
1830	0	0	6	0	0	0	6	0	0	7	0	0	0	7
1845	0	0	12	0	0	0	12	0	0	2	0	0	0	2
1900	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1915	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1930	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1945	0	0	4	1	0	0	5	0	0	2	0	0	0	2
2000	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2030	0	0	5	0	0	0	5	0	0	5	1	0	0	6
2045	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2100	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2115	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2215	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
Total	2	0	492	1	2	0	497	6	0	454	2	4	0	466

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0430	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0445	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0500	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0515	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0530	0	0	6	0	0	0	6	0	0	13	0	0	0	13
0545	0	0	13	0	0	0	13	0	0	20	0	0	0	20
0600	0	0	9	0	0	0	9	0	0	17	0	0	0	17
0615	0	0	4	0	0	0	4	0	0	32	0	0	0	32
0630	0	0	3	0	0	0	3	0	0	25	0	1	0	26
0645	0	0	9	0	1	0	10	0	0	29	0	0	0	29
0700	0	0	5	0	1	0	6	0	0	24	0	0	0	24
0715	0	0	8	0	0	0	8	0	0	30	0	0	0	30
0730	0	0	12	0	0	0	12	0	0	50	0	0	0	50
0745	0	0	15	0	1	0	16	0	0	39	0	0	0	39
0800	0	0	9	0	1	0	10	0	0	39	0	1	0	40
0815	0	0	13	0	0	0	13	0	0	24	0	0	0	24
0830	0	0	6	0	0	0	6	0	0	28	0	0	0	28
0845	0	0	6	0	0	0	6	0	0	18	1	0	1	20
0900	0	0	7	0	0	0	7	0	0	18	1	0	0	19
0915	0	0	7	0	0	0	7	0	0	12	0	1	1	14
0930	0	0	11	0	2	0	13	0	0	12	0	1	0	13
0945	0	0	10	0	1	0	11	0	0	12	0	1	0	13
1000	0	0	15	0	0	0	15	0	0	17	0	0	0	17
1015	0	0	4	0	0	0	4	0	0	11	0	0	0	11
1030	0	0	6	0	2	0	8	0	0	8	0	1	0	9
1045	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1100	0	0	2	0	0	0	2	0	0	10	0	0	0	10
1115	0	0	15	0	2	0	17	0	0	9	0	2	0	11
1130	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1145	0	0	17	0	1	0	18	0	0	10	0	0	0	10
1200	0	0	14	0	2	0	16	0	0	13	0	0	0	13
1215	0	0	14	0	1	0	15	0	0	3	0	1	0	4
1230	0	0	8	0	0	0	8	0	0	15	0	0	0	15
1245	0	0	11	0	1	0	12	0	0	14	0	1	0	15
1300	0	0	10	0	1	0	11	0	0	16	0	2	0	18
1315	0	0	11	0	0	0	11	0	0	12	0	0	0	12
1330	0	0	7	0	1	0	8	0	0	8	0	2	0	10
1345	0	0	11	0	0	0	11	0	0	5	0	0	0	5
1400	0	0	14	0	0	0	14	0	0	12	0	0	0	12
1415	0	0	11	0	3	0	14	0	0	12	0	2	0	14
1430	0	0	22	0	1	0	23	0	0	4	0	0	0	4
1445	0	0	34	0	1	0	35	0	0	13	0	0	0	13
1500	0	2	32	0	2	0	36	0	0	14	1	1	0	16
1515	0	0	21	0	0	0	21	0	0	16	0	0	0	16
1530	0	0	37	0	0	0	37	0	0	12	0	0	0	12
1545	0	0	41	0	1	0	42	0	0	8	0	0	0	8
1600	0	0	32	0	1	0	33	0	0	9	0	0	0	9
1615	0	0	29	0	0	0	29	0	0	14	0	0	0	14
1630	0	0	31	0	0	0	31	0	0	12	0	1	0	13
1645	0	0	43	0	1	0	44	0	0	8	0	0	0	8
1700	0	0	40	0	1	0	41	0	0	13	0	0	0	13
1715	0	0	35	0	0	0	35	0	0	19	0	0	0	19
1730	0	0	25	0	0	0	25	0	0	13	0	0	0	13
1745	0	0	25	0	1	0	26	0	0	7	0	0	0	7
1800	0	0	18	0	0	0	18	0	0	7	0	0	0	7
1815	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1830	0	0	14	0	0	0	14	0	0	7	0	0	0	7
1845	0	0	11	0	0	0	11	0	0	6	0	0	0	6
1900	0	0	13	0	0	0	13	0	0	3	0	0	0	3
1915	0	0	11	0	0	0	11	0	0	5	0	0	0	5
1930	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1945	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2000	0	0	8	0	0	0	8	0	0	1	0	0	0	1
2015	0	0	10	0	0	0	10	0	0	6	0	0	0	6
2030	0	0	4	0	0	0	4	0	0	11	0	0	0	11
2045	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2145	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2200	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2215	0	0	5	0	0	0	5	0	0	3	0	1	0	4
2230	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2345	0	0	5	0	0	0	5	0	0	1	0	0	0	1
Total	0	2	966	0	30	0	998	0	0	933	3	19	2	957

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0430	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0445	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0500	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0515	0	0	8	0	0	0	8	0	0	8	0	0	0	8
0530	0	0	8	0	0	0	8	0	0	14	0	0	0	14
0545	0	0	16	0	0	0	16	0	0	27	0	0	0	27
0600	0	0	5	0	0	0	5	0	0	18	0	0	0	18
0615	0	0	3	0	0	0	3	0	0	37	0	0	0	37
0630	0	0	4	0	0	0	4	0	0	41	0	0	0	41
0645	0	0	11	0	1	1	13	0	0	36	0	0	0	36
0700	0	0	8	0	0	0	8	0	0	42	0	1	0	43
0715	0	0	8	0	0	0	8	0	0	26	0	0	0	26
0730	0	0	6	0	0	0	6	0	0	44	0	1	0	45
0745	0	0	15	0	0	0	15	0	0	40	0	0	0	40
0800	0	0	16	0	0	0	16	0	0	27	0	0	0	27
0815	0	0	19	0	1	1	20	0	0	37	0	2	0	39
0830	0	0	9	0	1	1	11	0	0	29	0	1	0	30
0845	0	0	12	0	0	0	12	0	0	30	2	0	0	32
0900	0	0	11	0	0	0	11	0	0	13	0	0	0	13
0915	0	0	6	0	2	0	8	0	0	15	0	1	1	17
0930	0	0	8	0	1	0	9	0	0	16	0	0	0	16
0945	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1000	0	0	6	0	2	0	8	0	0	10	0	0	1	11
1015	0	0	11	0	2	0	13	0	0	9	0	1	0	10
1030	0	0	6	0	1	0	7	0	0	6	0	0	0	6
1045	0	0	7	0	1	0	8	0	0	7	0	0	0	7
1100	0	0	9	0	0	1	10	0	0	6	0	0	1	7
1115	0	0	11	0	2	0	13	0	0	14	0	0	0	14
1130	0	0	10	0	0	0	10	0	0	9	0	1	0	10
1145	0	0	20	0	0	0	20	0	0	13	0	0	0	13
1200	0	0	10	0	0	0	10	0	0	13	0	0	0	13
1215	0	0	18	0	0	0	18	0	0	8	0	0	1	9
1230	0	0	18	0	1	1	20	0	0	13	0	0	0	13
1245	0	0	17	0	3	0	20	0	0	14	0	0	1	15
1300	0	0	7	0	3	0	10	0	0	11	0	1	0	12
1315	0	0	4	0	0	0	4	0	0	11	0	0	0	11
1330	0	0	11	0	1	0	12	0	0	11	0	1	2	14
1345	0	0	12	0	2	0	14	0	0	11	0	0	0	11
1400	0	0	15	0	0	0	15	0	0	12	0	1	0	13
1415	0	1	15	0	1	0	17	0	0	15	0	0	0	15
1430	0	0	27	0	0	0	27	0	0	12	0	0	0	12
1445	0	0	14	1	1	0	16	0	0	20	0	0	0	20
1500	0	0	30	0	0	0	30	0	0	11	0	0	0	11
1515	0	0	36	2	0	0	38	0	0	17	0	1	0	18
1530	0	0	50	0	0	1	51	0	0	9	0	0	0	9
1545	0	0	47	0	0	0	47	0	0	13	0	0	0	13
1600	0	0	31	0	1	0	32	0	0	16	0	0	0	16
1615	0	0	34	0	0	0	34	0	0	11	0	1	0	12
1630	0	0	48	0	1	0	49	0	0	13	0	0	0	13
1645	0	0	39	0	0	0	39	0	0	7	0	0	0	7
1700	0	0	47	0	0	0	47	0	0	18	0	0	0	18
1715	0	0	24	0	0	0	24	0	0	5	0	0	0	5
1730	0	0	27	0	0	0	27	0	0	12	0	0	0	12
1745	0	0	32	0	0	0	32	0	0	16	0	0	0	16
1800	0	0	23	0	0	0	23	0	0	13	0	0	0	13
1815	0	0	23	0	0	0	23	0	0	2	0	0	0	2
1830	0	0	17	0	0	0	17	0	0	9	0	0	0	9
1845	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1900	0	0	14	0	0	0	14	0	0	5	0	0	0	5
1915	0	0	13	0	0	0	13	0	0	4	0	0	0	4
1930	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1945	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2000	0	0	8	0	0	0	8	0	0	5	0	0	0	5
2015	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2030	0	0	12	0	0	0	12	0	0	1	0	0	0	1
2045	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2100	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2115	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2130	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2145	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2200	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2230	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2330	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2345	0	0	4	0	0	0	4	0	0	0	0	0	0	0
Total	0	1	1095	3	28	5	1132	0	0	1004	2	13	7	1026

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0430	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0445	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0500	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0515	0	0	5	0	0	0	5	0	0	13	0	0	0	13
0530	0	0	5	0	0	0	5	0	0	13	0	0	0	13
0545	0	0	17	0	0	0	17	0	0	29	0	0	0	29
0600	0	0	7	0	0	0	7	0	0	10	0	0	0	10
0615	0	0	4	0	0	0	4	0	0	48	0	1	0	49
0630	0	0	11	0	0	0	11	0	0	29	0	0	0	29
0645	0	0	8	0	0	0	8	0	0	43	0	1	0	44
0700	0	0	12	0	0	0	12	0	0	29	0	0	0	29
0715	0	0	4	0	0	0	4	0	0	33	0	0	0	33
0730	0	0	19	0	3	0	22	0	0	34	0	0	0	34
0745	0	0	18	0	0	0	18	1	0	33	0	1	0	35
0800	0	0	16	0	1	0	17	0	0	37	0	1	1	39
0815	0	0	7	0	0	0	7	0	0	25	0	0	0	25
0830	0	0	9	0	1	0	10	0	0	21	0	0	0	21
0845	0	0	12	0	1	0	13	1	0	28	1	0	0	30
0900	0	0	6	0	2	0	8	0	0	17	0	0	0	17
0915	0	0	10	0	1	0	11	0	0	19	0	1	0	20
0930	0	0	17	0	1	1	19	0	0	15	0	1	0	16
0945	0	0	12	0	1	0	13	1	1	8	0	1	0	11
1000	0	0	7	0	2	0	9	0	0	6	0	2	0	8
1015	0	0	9	0	1	0	10	0	0	15	0	0	1	16
1030	0	0	11	0	2	1	14	0	0	12	0	1	0	13
1045	0	0	13	0	0	0	13	0	0	5	0	2	0	7
1100	0	0	14	0	1	0	15	0	0	4	0	1	0	5
1115	1	0	12	0	1	0	14	0	0	11	0	0	0	11
1130	0	1	10	0	1	0	12	0	0	7	0	1	0	8
1145	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1200	0	0	17	0	0	0	17	0	0	14	0	0	0	14
1215	0	0	29	0	0	0	29	0	0	16	0	1	0	17
1230	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1245	0	0	15	0	0	0	15	0	0	20	0	0	0	20
1300	0	0	10	0	1	0	11	1	0	18	0	0	0	19
1315	0	0	9	0	0	0	9	0	0	14	0	1	0	15
1330	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1345	0	0	19	0	1	0	20	0	0	13	0	0	0	13
1400	0	0	20	0	0	0	20	0	0	14	0	1	0	15
1415	0	0	23	0	1	0	24	0	0	15	0	0	0	15
1430	0	0	17	0	0	0	17	0	0	13	0	1	0	14
1445	0	0	25	0	0	0	25	0	0	14	1	0	0	15
1500	0	0	15	1	0	0	16	0	0	37	0	0	0	37
1515	0	0	25	2	0	0	27	0	0	20	1	0	0	21
1530	0	0	36	1	0	0	37	0	0	10	0	0	0	10
1545	0	0	45	0	1	0	46	0	0	18	0	0	0	18
1600	0	0	46	0	0	0	46	0	0	23	0	0	0	23
1615	0	0	48	0	0	0	48	0	0	12	0	0	1	13
1630	0	0	31	0	0	0	31	0	0	12	0	1	0	13
1645	0	0	40	0	1	0	41	1	0	10	0	0	0	11
1700	0	1	36	0	0	0	37	0	0	14	0	0	0	14
1715	1	0	25	0	0	0	26	0	0	12	0	0	0	12
1730	0	0	24	0	0	0	24	0	0	13	0	0	0	13
1745	0	0	20	0	0	0	20	0	0	12	0	0	0	12
1800	0	0	19	0	0	0	19	0	0	13	0	2	0	15
1815	0	0	27	0	0	0	27	0	1	9	0	0	0	10
1830	1	0	7	0	0	0	8	0	0	11	0	0	0	11
1845	0	1	12	0	0	0	13	0	0	8	0	0	0	8
1900	0	0	20	0	0	0	20	0	0	8	0	0	0	8
1915	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1930	0	0	12	0	0	0	12	0	0	6	0	0	0	6
1945	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2000	0	0	26	0	0	0	26	0	0	6	0	0	0	6
2015	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2030	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2045	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2100	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2130	0	0	2	0	0	0	2	0	1	3	0	0	0	4
2145	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2200	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2230	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2300	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
Total	3	3	1126	4	24	2	1162	5	3	1085	3	21	3	1120

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0415	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0430	0	0	6	0	0	0	6	0	0	9	0	0	0	9
0445	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0500	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0515	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0530	0	0	8	0	0	0	8	0	1	18	0	0	0	19
0545	0	0	12	0	0	0	12	0	0	23	0	0	0	23
0600	0	0	8	0	0	0	8	0	0	13	0	0	0	13
0615	0	0	4	0	0	0	4	0	0	22	0	0	0	22
0630	0	0	7	0	0	0	7	0	0	31	0	0	0	31
0645	0	0	3	0	1	0	4	0	0	39	0	0	0	39
0700	0	0	6	0	0	0	6	0	0	36	0	0	0	36
0715	0	0	10	0	3	1	14	0	0	33	0	0	0	33
0730	0	0	8	0	0	0	8	0	0	29	0	0	1	30
0745	0	0	11	0	0	0	11	0	0	34	0	2	0	36
0800	0	0	13	0	0	0	13	0	1	33	0	0	0	34
0815	0	0	11	0	3	0	14	0	1	20	0	0	0	21
0830	0	0	19	0	3	0	22	0	0	21	0	0	0	21
0845	0	0	13	0	0	0	13	0	0	25	0	3	0	28
0900	0	1	10	0	2	0	13	0	0	19	2	0	0	21
0915	0	0	11	0	1	0	12	0	0	14	0	3	0	17
0930	0	0	12	0	2	0	14	0	1	9	0	0	0	10
0945	0	0	13	0	0	0	13	0	0	11	0	0	1	12
1000	0	0	15	0	1	0	16	0	0	4	0	1	0	5
1015	0	0	9	0	0	0	9	0	0	6	0	1	0	7
1030	0	0	7	0	3	0	10	0	0	10	0	2	0	12
1045	0	0	7	0	0	0	7	0	0	12	0	0	2	14
1100	0	0	12	0	1	0	13	0	0	11	0	1	0	12
1115	1	0	8	0	2	0	11	0	0	12	0	0	0	12
1130	3	0	8	0	3	0	14	0	0	6	0	1	0	7
1145	3	1	15	0	2	0	21	0	0	9	0	0	0	9
1200	0	0	16	0	0	0	16	0	0	10	0	1	0	11
1215	0	0	15	0	0	0	15	0	1	19	0	0	0	20
1230	0	0	15	0	0	0	15	0	0	33	0	0	0	33
1245	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1300	0	0	11	0	1	0	12	0	0	20	0	1	1	22
1315	0	0	12	0	0	0	12	0	0	9	0	1	0	10
1330	0	0	8	0	1	0	9	0	0	13	0	1	0	14
1345	0	0	12	0	2	0	14	0	0	14	0	0	0	14
1400	0	0	26	0	1	0	27	0	0	17	0	0	0	17
1415	0	0	21	0	2	0	23	1	0	9	0	1	0	11
1430	0	0	20	0	1	0	21	0	0	11	1	1	0	13
1445	0	0	21	1	0	1	23	0	0	20	0	1	1	22
1500	0	1	23	0	0	0	24	0	0	28	0	0	0	28
1515	1	0	32	0	0	0	33	0	0	23	1	0	0	24
1530	0	1	42	2	1	0	46	0	0	11	0	1	0	12
1545	0	0	44	0	0	1	45	0	0	8	0	0	0	8
1600	0	0	47	0	2	1	50	0	0	10	0	0	0	10
1615	0	0	42	0	0	0	42	0	0	9	0	0	0	9
1630	0	0	47	0	0	0	47	0	0	29	0	1	0	30
1645	0	1	25	0	1	0	27	1	0	9	0	1	0	11
1700	0	0	40	0	0	0	40	0	0	12	0	1	0	13
1715	0	0	35	0	0	0	35	0	0	18	0	0	0	18
1730	1	1	22	0	1	0	25	0	0	13	0	0	0	13
1745	0	0	23	0	0	0	23	0	0	13	0	0	0	13
1800	0	1	17	0	0	0	18	0	0	7	0	0	0	7
1815	0	0	20	0	0	0	20	0	0	4	0	0	0	4
1830	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1845	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1900	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1915	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1930	0	0	13	0	0	0	13	0	0	2	0	0	0	2
1945	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2000	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2015	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2030	0	0	11	0	0	0	11	0	0	3	0	0	0	3
2045	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2100	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2115	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2130	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2145	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2200	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2245	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2300	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2315	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2345	0	0	2	0	0	0	2	0	0	0	0	0	0	0
Total	9	7	1087	3	40	4	1150	2	5	1000	4	25	6	1042

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road

Friday, May 9, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0015	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0430	0	0	5	0	0	0	5	0	0	9	0	0	0	9
0445	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0500	0	0	3	0	0	0	3	0	0	6	0	1	0	7
0515	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0530	0	0	7	0	0	0	7	0	0	16	0	0	0	16
0545	0	0	11	0	0	0	11	0	0	18	0	0	0	18
0600	0	0	7	0	0	0	7	0	0	10	0	0	0	10
0615	0	0	4	0	0	0	4	0	0	42	0	1	0	43
0630	0	0	7	0	0	0	7	0	0	30	0	1	0	31
0645	0	0	10	0	2	0	12	0	0	31	0	0	0	31
0700	0	0	6	0	0	0	6	0	0	22	0	0	0	22
0715	0	0	7	0	1	0	8	0	0	28	0	3	0	31
0730	0	0	18	0	0	0	18	0	0	30	0	1	0	31
0745	0	0	12	0	0	0	12	0	0	33	0	0	0	33
0800	0	0	11	0	2	0	13	0	0	20	0	0	0	20
0815	0	0	15	0	4	0	19	0	0	31	0	0	0	31
0830	0	0	10	0	0	1	11	0	0	28	0	0	0	28
0845	0	0	11	0	1	0	12	0	0	18	1	3	0	22
0900	0	0	10	0	3	0	13	0	0	23	1	0	0	24
0915	0	0	8	0	2	0	10	0	0	15	0	2	0	17
0930	0	0	17	0	2	0	19	0	0	14	0	0	0	14
0945	0	0	15	0	1	1	17	0	0	15	0	3	0	18
1000	0	0	12	0	1	0	13	0	0	12	0	1	0	13
1015	0	0	9	0	1	0	10	0	0	11	0	3	0	14
1030	0	0	6	0	2	0	8	0	0	10	0	0	1	11
1045	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1100	0	0	14	0	1	0	15	0	0	13	0	3	0	16
1115	0	0	24	0	3	0	27	0	0	12	0	1	0	13
1130	0	0	9	0	2	0	11	0	0	11	0	0	0	11
1145	0	0	13	0	2	0	15	0	0	18	0	1	0	19
1200	0	0	18	0	1	0	19	0	0	15	0	0	0	15
1215	0	0	13	0	0	1	14	0	0	10	0	1	1	12
1230	0	0	15	0	0	1	16	0	0	10	0	0	0	10
1245	0	0	19	0	1	0	20	0	0	12	0	0	1	13
1300	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1315	0	0	12	0	1	0	13	0	0	11	0	0	1	12
1330	0	0	19	0	1	0	20	0	0	13	0	0	1	14
1345	0	0	10	0	0	0	10	0	0	18	0	0	0	18
1400	0	0	23	0	1	1	25	0	0	15	0	1	0	16
1415	0	0	16	0	1	0	17	0	0	9	0	0	0	9
1430	0	0	15	0	0	0	15	0	0	21	0	0	0	21
1445	0	0	30	0	1	0	31	0	0	16	0	0	0	16
1500	0	0	27	1	0	0	28	0	0	13	0	0	0	13
1515	0	0	31	1	0	0	32	0	0	15	0	0	0	15
1530	0	0	36	1	1	0	38	0	0	11	0	0	0	11
1545	0	0	38	0	1	0	39	0	0	9	0	1	0	10
1600	0	0	36	0	0	0	36	0	0	16	0	1	0	17
1615	0	0	27	0	0	0	27	0	0	14	0	0	0	14
1630	0	0	31	0	1	0	32	0	0	12	0	0	0	12
1645	0	0	28	0	1	0	29	0	0	7	0	1	0	8
1700	0	0	30	0	0	0	30	0	0	14	0	0	0	14
1715	0	0	29	0	0	0	29	0	0	8	0	0	0	8
1730	0	0	16	0	0	0	16	0	0	12	0	0	0	12
1745	0	0	21	0	0	0	21	0	0	21	0	0	0	21
1800	0	0	18	0	0	0	18	0	0	9	0	0	0	9
1815	0	0	18	0	0	0	18	0	0	11	0	0	0	11
1830	0	0	7	0	0	0	7	0	0	4	0	0	0	4
1845	0	0	9	0	0	0	9	0	0	6	0	0	0	6
1900	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1915	0	0	15	0	0	0	15	0	0	6	0	0	0	6
1930	0	0	7	0	0	0	7	0	0	2	0	0	0	2
1945	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2000	0	0	13	0	0	0	13	0	0	4	0	0	0	4
2015	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2030	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2045	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2100	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2115	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2130	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2145	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2200	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2215	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2230	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2245	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2300	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	0	0	1028	3	41	5	1077	0	0	958	2	29	5	994

Volume Report

Job 1645_10_VHB_ATR A-7
Area Harvard, MA
Location Grant Road, just North of Pine Road



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0015	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0045	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0345	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0445	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0500	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0515	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0530	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0545	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0600	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0615	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0630	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0645	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0700	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0715	0	0	3	0	1	0	4	0	0	5	0	0	0	5
0730	0	0	0	0	0	0	0	0	0	7	0	0	0	7
0745	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0800	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0815	0	0	4	0	1	0	5	0	0	2	0	0	0	2
0830	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0845	0	0	5	0	1	0	6	0	1	8	0	0	0	9
0900	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0915	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0930	0	0	3	0	0	0	3	0	0	10	0	0	0	10
0945	0	0	6	0	0	0	6	0	0	13	0	0	0	13
1000	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1015	0	0	13	0	0	0	13	0	0	10	0	0	0	10
1030	0	0	4	0	0	0	4	0	0	13	0	1	0	14
1045	0	0	16	0	1	0	17	0	0	8	0	0	0	8
1100	0	0	7	0	1	0	8	0	0	10	0	1	0	11
1115	0	0	11	0	0	0	11	0	0	12	0	1	0	13
1130	0	0	11	0	0	0	11	0	0	16	0	0	0	16
1145	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1200	0	0	17	0	0	0	17	0	0	9	0	0	0	9
1215	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1230	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1245	0	0	12	0	0	0	12	0	0	9	0	0	0	9
1300	0	0	8	0	0	0	8	0	0	7	0	2	0	9
1315	0	0	10	0	0	0	10	1	0	10	0	0	0	11
1330	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1345	0	0	13	0	0	0	13	0	0	13	0	0	0	13
1400	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1415	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1430	0	0	11	0	0	0	11	0	0	12	0	0	0	12
1445	0	0	9	0	1	0	10	0	0	14	0	0	0	14
1500	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1515	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1530	0	0	15	0	0	0	15	0	0	13	0	0	0	13
1545	0	0	25	0	0	0	25	0	0	9	0	0	0	9
1600	0	0	14	0	1	0	15	0	0	12	0	1	0	13
1615	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1630	0	0	18	0	0	0	18	0	0	15	0	0	0	15
1645	0	0	9	0	0	0	9	0	1	8	0	0	0	9
1700	0	0	11	0	0	0	11	0	0	5	0	0	0	5
1715	0	0	14	0	0	0	14	0	0	11	0	0	0	11
1730	0	0	5	0	0	0	5	0	0	10	0	0	0	10
1745	0	0	9	0	0	0	9	0	0	15	0	1	0	16
1800	0	0	10	0	0	0	10	0	0	9	0	0	0	9
1815	0	0	12	0	0	0	12	0	0	7	0	0	0	7
1830	4	0	12	0	0	0	16	0	0	6	0	0	0	6
1845	0	0	13	0	0	0	13	1	0	5	0	0	0	6
1900	0	0	13	0	0	0	13	0	0	4	0	0	0	4
1915	1	0	9	0	0	0	10	1	0	5	0	0	0	6
1930	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1945	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2000	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2015	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2030	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2045	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2100	0	0	8	0	1	0	9	0	0	5	0	0	0	5
2115	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2130	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2145	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2200	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2215	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2230	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2245	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2300	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	3	0	0	0	3
Total	5	0	621	0	8	0	634	3	2	578	0	7	0	590

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0015	0	0	3	0	1	0	4	0	0	3	0	0	0	3
0030	0	0	4	0	0	0	4	0	0	2	0	1	0	3
0045	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	0	0	1	0	1
0415	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0430	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0445	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0500	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0515	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0530	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0545	0	0	19	0	0	0	19	0	0	11	0	0	0	11
0600	0	0	21	0	0	0	21	0	0	9	0	0	0	9
0615	0	0	41	0	0	0	41	0	0	12	0	0	0	12
0630	0	0	45	0	1	0	46	0	0	13	0	0	0	13
0645	0	0	53	0	2	0	55	0	0	18	0	0	0	18
0700	0	0	48	0	0	0	48	0	0	24	0	0	0	24
0715	0	0	56	0	0	0	56	0	0	30	0	0	0	30
0730	0	0	62	0	0	0	62	0	0	34	0	0	0	34
0745	0	0	66	0	0	0	66	0	0	45	0	1	0	46
0800	0	0	41	0	0	0	41	0	0	37	0	0	0	37
0815	0	0	40	0	1	0	41	0	0	37	0	1	0	38
0830	0	0	29	0	2	0	31	3	0	38	0	0	0	41
0845	0	0	19	0	1	0	20	0	0	34	0	1	1	36
0900	0	0	27	0	1	2	30	0	0	20	0	0	0	20
0915	0	0	16	0	0	0	16	0	0	24	0	2	2	28
0930	0	0	25	0	0	0	25	0	0	37	0	1	0	38
0945	0	0	23	0	3	0	26	1	0	20	0	0	0	21
1000	0	0	27	0	1	0	28	0	0	28	0	0	5	33
1015	0	0	22	0	5	1	28	1	0	30	0	0	8	39
1030	0	0	30	0	1	0	31	0	0	24	0	0	0	24
1045	0	0	31	0	0	2	33	0	0	38	0	3	6	47
1100	0	1	41	0	0	0	42	0	0	19	0	0	0	19
1115	0	0	32	0	0	0	32	0	0	40	0	0	0	40
1130	0	0	50	0	1	0	51	0	0	34	0	1	3	38
1145	0	0	40	0	0	1	41	0	0	62	0	0	0	62
1200	3	1	40	0	0	0	44	0	0	83	0	0	0	83
1215	0	0	34	0	0	0	34	0	0	60	0	0	0	60
1230	1	0	33	0	0	0	34	0	0	54	0	0	1	55
1245	0	1	43	0	0	0	44	0	0	48	0	0	0	48
1300	0	0	37	0	1	0	38	0	0	32	0	0	1	33
1315	0	0	43	0	0	0	43	0	0	38	0	3	1	42
1330	0	1	28	0	0	0	29	0	0	58	0	0	0	58
1345	1	0	47	0	2	0	50	0	0	44	0	0	1	45
1400	0	1	39	0	0	1	41	0	1	36	0	0	0	37
1415	0	0	27	0	2	13	42	0	0	44	0	0	0	44
1430	0	0	47	0	3	0	50	0	0	33	0	1	0	34
1445	0	0	45	0	0	0	45	0	0	44	0	0	0	44
1500	0	0	40	0	0	0	40	0	0	67	0	0	0	67
1515	0	0	34	0	0	0	34	0	0	41	0	0	0	41
1530	0	0	36	0	1	0	37	0	0	36	0	0	0	36
1545	0	0	30	0	0	1	31	0	0	50	0	0	0	50
1600	0	0	29	0	0	0	29	0	0	59	0	0	1	60
1615	0	0	31	0	0	0	31	0	0	66	0	0	0	66
1630	0	0	36	1	0	0	37	0	0	51	0	0	1	52
1645	0	0	40	0	0	0	40	0	0	33	0	0	0	33
1700	0	0	31	0	0	0	31	0	0	40	0	0	0	40
1715	0	0	33	0	0	0	33	0	0	33	0	0	0	33
1730	0	0	32	0	0	0	32	0	0	31	0	0	0	31
1745	0	0	29	0	0	0	29	0	0	18	0	0	0	18
1800	0	0	36	0	0	0	36	0	0	23	0	0	0	23
1815	0	0	28	0	0	0	28	0	0	23	0	1	0	24
1830	0	0	50	0	0	1	51	0	0	25	0	0	0	25
1845	0	0	36	0	0	1	37	0	0	30	0	0	0	30
1900	0	0	31	0	2	2	35	0	1	48	0	0	0	49
1915	0	0	20	1	0	0	21	0	0	15	0	0	0	15
1930	0	0	30	0	0	0	30	0	0	14	1	0	1	16
1945	0	0	21	1	2	0	24	0	0	19	0	0	0	19
2000	0	0	25	0	0	0	25	0	0	25	0	2	0	27
2015	0	0	9	0	0	0	9	0	0	23	0	0	0	23
2030	0	0	26	0	0	0	26	0	0	15	0	0	0	15
2045	0	0	16	0	0	0	16	0	0	9	0	0	0	9
2100	0	0	15	0	0	0	15	0	0	11	0	4	0	15
2115	0	0	14	0	0	0	14	0	0	11	0	0	0	11
2130	0	0	14	0	0	1	15	0	0	12	0	0	0	12
2145	0	0	14	0	1	1	16	0	0	6	0	0	0	6
2200	0	0	13	0	0	0	13	0	0	4	0	0	0	4
2215	0	0	9	0	0	0	9	0	0	13	0	0	0	13
2230	0	0	10	0	0	2	12	0	0	3	0	0	0	3
2245	0	0	10	0	0	0	10	0	0	5	0	1	0	6
2300	0	0	12	0	0	0	12	0	0	4	0	2	0	6
2315	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2330	0	0	6	0	2	2	10	0	0	8	0	0	0	8
2345	0	0	12	0	0	0	12	0	0	2	0	0	0	2
Total	5	5	2310	3	36	32	2391	5	2	2207	1	26	33	2274

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0045	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0100	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0345	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0400	0	0	5	0	0	1	6	0	0	3	0	1	0	4
0415	0	0	11	0	1	0	12	0	0	4	0	2	0	6
0430	0	0	38	0	0	0	38	0	0	4	0	1	0	5
0445	0	0	36	0	1	0	37	0	0	6	0	0	0	6
0500	0	0	21	0	0	0	21	0	0	9	0	0	0	9
0515	0	0	31	0	0	0	31	0	0	10	0	0	0	10
0530	0	0	38	1	0	1	40	0	0	15	0	1	1	17
0545	0	0	46	0	0	1	47	0	0	22	1	0	0	23
0600	0	0	50	0	1	0	51	0	0	32	0	0	0	32
0615	0	0	36	0	3	1	40	0	0	40	0	1	0	41
0630	0	0	64	0	1	1	66	0	0	37	0	3	1	41
0645	0	0	71	0	1	1	73	0	0	43	0	1	0	44
0700	0	0	67	0	1	1	69	0	0	57	0	0	0	57
0715	0	0	85	0	2	0	87	0	0	46	0	2	1	49
0730	0	0	86	1	1	1	89	0	0	54	0	2	6	62
0745	0	0	109	0	3	0	112	0	0	75	0	1	0	76
0800	0	0	101	1	0	2	104	0	0	114	0	2	11	127
0815	0	0	102	1	0	1	104	0	0	66	1	1	2	70
0830	0	0	76	1	1	2	80	0	0	68	0	2	1	71
0845	0	0	61	0	4	1	66	0	0	61	1	0	3	65
0900	0	0	66	0	6	0	72	0	0	39	1	1	0	41
0915	0	0	56	0	2	2	60	0	0	38	1	4	6	49
0930	0	0	51	1	1	1	54	0	0	29	0	1	0	30
0945	0	0	45	0	5	0	50	0	0	37	0	1	4	42
1000	0	0	31	0	2	0	33	0	0	33	0	4	1	38
1015	0	0	34	0	3	7	44	0	0	40	0	3	2	45
1030	0	0	41	0	4	0	45	0	0	43	0	4	0	47
1045	0	0	47	0	3	1	51	0	0	26	0	2	0	28
1100	0	0	46	0	1	1	48	0	0	36	0	1	2	39
1115	0	0	62	1	4	7	74	0	0	38	0	0	2	40
1130	0	0	45	0	5	4	54	0	0	37	1	3	1	42
1145	0	0	40	0	0	1	41	0	0	27	0	5	1	33
1200	0	0	74	0	4	3	81	0	0	63	0	0	0	63
1215	0	0	60	0	2	0	62	0	1	70	0	0	2	73
1230	0	0	60	0	3	1	64	0	0	62	0	2	4	68
1245	0	0	51	0	0	4	55	0	0	60	0	2	2	64
1300	0	0	40	0	0	0	40	0	0	51	0	1	1	53
1315	0	0	40	0	4	0	44	0	0	76	0	1	1	78
1330	0	0	48	0	0	2	50	0	0	59	0	0	1	60
1345	0	0	38	0	2	0	40	0	0	44	0	2	0	46
1400	0	0	42	0	2	0	44	0	0	51	1	3	0	55
1415	0	0	56	1	0	2	59	0	0	39	0	2	2	43
1430	0	0	53	1	2	0	56	0	0	73	2	1	1	77
1445	0	0	66	1	2	2	71	0	0	73	1	1	2	77
1500	0	0	68	0	3	0	71	0	0	73	0	1	1	75
1515	0	0	76	0	1	0	77	0	0	71	0	1	0	72
1530	0	0	94	2	0	0	96	0	0	116	0	3	1	120
1545	0	0	67	0	0	0	67	0	0	97	3	1	2	103
1600	0	0	72	0	1	1	74	0	0	106	0	0	3	109
1615	0	0	85	0	2	0	87	0	0	67	0	1	0	68
1630	0	0	75	0	1	1	77	0	0	83	0	2	1	86
1645	0	0	71	1	2	0	74	0	0	57	0	1	0	58
1700	0	0	80	0	0	0	80	0	0	81	0	0	0	81
1715	0	0	76	0	1	0	77	0	0	74	0	1	0	75
1730	0	0	57	0	0	0	57	0	0	40	0	0	1	41
1745	0	0	58	0	1	0	59	0	0	36	0	1	0	37
1800	0	0	62	0	2	0	64	0	0	48	0	0	0	48
1815	0	0	48	0	2	0	50	0	0	39	0	1	0	40
1830	0	0	39	0	0	0	39	0	0	39	0	2	0	41
1845	0	0	31	1	0	0	32	0	0	32	0	1	0	33
1900	0	0	27	0	1	0	28	0	0	31	0	0	0	31
1915	0	0	30	0	0	0	30	0	0	29	0	0	1	30
1930	0	0	28	0	0	0	28	0	0	26	0	0	0	26
1945	0	0	32	0	1	0	33	0	0	29	0	0	0	29
2000	0	0	23	0	0	0	23	0	0	44	0	0	1	45
2015	0	0	22	0	0	0	22	0	0	25	0	0	1	26
2030	0	0	20	0	0	0	20	0	0	19	1	0	0	20
2045	0	0	19	0	1	0	20	0	0	22	0	0	0	22
2100	0	0	11	0	0	0	11	0	0	15	0	0	0	15
2115	0	0	16	0	0	0	16	0	0	14	0	0	0	14
2130	0	0	13	0	0	0	13	0	0	12	0	0	0	12
2145	0	0	9	0	0	0	9	0	0	13	0	0	0	13
2200	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2215	0	0	13	0	0	0	13	0	0	15	0	1	1	17
2230	0	0	11	0	0	0	11	0	0	17	0	0	0	17
2245	0	0	10	0	0	0	10	0	0	18	0	0	1	19
2300	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2315	0	0	16	0	0	0	16	0	0	4	0	0	0	4
2330	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2345	0	0	7	0	0	0	7	0	0	2	0	0	0	2
Total	0	0	3761	14	96	55	3926	0	1	3343	14	81	75	3514

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	14	0	0	0	14	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0030	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0045	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	6	0	2	0	8
0115	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0130	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0245	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0300	0	0	4	0	0	0	4	0	0	5	0	1	0	6
0315	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0330	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0345	0	0	18	0	0	0	18	0	0	2	0	1	0	3
0400	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0415	0	0	14	0	0	0	14	0	0	0	0	0	0	0
0430	0	0	36	0	0	0	36	0	0	6	0	0	0	6
0445	0	0	34	0	1	1	36	0	0	11	0	1	0	12
0500	0	0	20	0	0	0	20	0	0	12	0	0	0	12
0515	0	0	24	0	0	0	24	0	0	21	0	0	1	22
0530	0	0	36	0	0	0	36	0	0	18	0	1	0	19
0545	0	0	50	0	1	0	51	0	0	31	0	0	1	32
0600	0	0	45	0	1	0	46	0	0	24	0	0	1	25
0615	0	0	40	0	3	0	43	0	0	23	0	0	0	23
0630	0	0	60	0	1	0	61	0	0	47	0	1	0	48
0645	0	0	73	0	0	1	74	0	0	52	0	1	0	53
0700	0	0	60	0	1	0	61	0	0	57	0	1	1	59
0715	0	0	83	0	2	0	85	0	0	83	0	0	0	83
0730	0	0	96	1	1	1	99	0	0	82	1	5	0	88
0745	0	0	102	2	1	0	105	0	0	84	0	1	1	86
0800	0	0	105	0	1	2	108	0	0	89	0	0	0	89
0815	0	0	128	2	2	3	135	0	0	79	1	0	0	80
0830	0	0	86	1	4	1	92	0	0	68	0	1	1	70
0845	0	0	100	0	1	1	102	0	0	67	1	4	3	75
0900	0	0	62	0	2	0	64	0	0	68	0	4	0	72
0915	0	0	56	0	2	1	59	0	0	44	1	0	5	50
0930	0	0	68	0	2	2	72	0	0	55	0	2	0	57
0945	0	0	43	0	5	4	52	0	0	46	1	0	1	48
1000	0	0	42	0	3	3	48	0	0	27	0	5	0	32
1015	0	0	32	0	3	4	39	0	0	20	0	1	2	23
1030	0	0	44	0	4	0	48	0	0	33	0	1	1	35
1045	0	0	53	0	5	1	59	0	0	25	0	4	2	31
1100	0	0	46	0	1	0	47	0	0	41	0	2	1	44
1115	0	0	71	0	1	0	72	0	0	31	0	1	3	35
1130	0	0	93	0	2	0	95	0	0	53	0	3	3	59
1145	0	0	125	0	3	0	128	0	0	47	0	5	0	52
1200	0	0	104	0	2	3	109	0	0	44	0	2	2	48
1215	0	0	101	0	3	0	104	0	0	71	0	2	4	77
1230	0	0	102	1	4	2	109	0	0	67	0	3	3	73
1245	0	0	70	0	2	1	73	0	0	78	0	4	3	85
1300	0	0	60	0	1	2	63	0	0	80	0	2	1	83
1315	0	0	42	0	3	0	45	0	0	60	0	0	0	60
1330	0	0	39	1	2	2	44	0	0	74	0	1	2	77
1345	0	0	45	0	2	2	49	0	0	54	1	0	0	55
1400	0	0	40	0	2	0	42	0	0	48	2	3	4	57
1415	0	0	45	0	1	1	47	0	0	43	0	3	5	51
1430	0	0	58	1	2	0	61	0	0	76	0	1	2	79
1445	0	0	49	0	5	1	55	0	0	57	0	0	2	59
1500	0	0	66	0	0	0	66	0	0	65	0	2	1	68
1515	0	0	83	0	1	0	84	0	0	65	0	0	0	65
1530	0	0	82	2	1	3	88	0	0	116	2	1	0	119
1545	0	0	86	0	0	1	87	0	0	96	0	3	2	101
1600	0	0	85	1	0	0	86	0	0	106	0	1	1	108
1615	0	0	88	0	0	0	88	0	0	100	0	0	2	102
1630	0	0	89	0	1	1	91	0	0	96	1	0	0	97
1645	0	0	63	0	1	0	64	0	0	72	0	0	1	73
1700	0	0	88	0	1	0	89	0	0	163	0	0	1	164
1715	0	0	91	0	1	1	93	0	0	72	0	1	0	73
1730	0	0	59	0	0	0	59	0	0	59	0	0	0	59
1745	0	0	47	0	0	0	47	0	0	69	0	1	0	70
1800	0	0	53	0	0	0	53	0	0	54	0	0	0	54
1815	0	0	41	0	3	0	44	0	0	59	0	1	1	61
1830	0	0	43	0	0	0	43	0	0	46	0	0	0	46
1845	0	0	31	0	1	1	33	0	0	35	0	0	0	35
1900	0	0	23	0	0	0	23	0	0	36	0	0	0	36
1915	0	0	36	0	0	0	36	0	0	36	0	1	1	38
1930	0	0	39	0	1	0	40	0	0	30	0	0	0	30
1945	0	0	23	0	0	0	23	0	0	21	0	0	0	21
2000	0	0	25	0	0	0	25	0	0	48	0	1	0	49
2015	0	0	23	0	1	0	24	0	0	19	0	0	0	19
2030	0	0	24	0	0	0	24	0	0	25	0	0	0	25
2045	0	0	25	0	0	0	25	0	0	15	0	0	0	15
2100	0	0	25	0	1	0	26	0	0	20	0	0	0	20
2115	0	0	15	0	0	0	15	0	0	11	0	0	0	11
2130	0	0	3	0	0	0	3	0	0	12	0	0	0	12
2145	0	0	14	0	0	0	14	0	0	5	0	0	0	5
2200	0	0	12	0	0	0	12	0	0	6	0	0	0	6
2215	0	0	9	0	0	0	9	0	0	10	0	0	0	10
2230	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2245	0	0	7	0	0	0	7	0	0	13	0	0	0	13
2300	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2315	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	6	0	0	0	6
2345	0	0	7	0	0	0	7	0	0	5	0	0	1	6
Total	0	0	4189	12	95	46	4342	0	0	3768	11	82	66	3927

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	1	9	0	0	3	0	0	0	3
0015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0030	0	0	5	0	0	0	5	0	0	4	0	1	0	5
0045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	8	0	0	0	8
0115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0130	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0145	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0230	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0245	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0300	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0315	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0330	0	0	5	0	0	0	5	0	0	1	0	1	0	2
0345	0	0	13	0	0	1	14	0	0	1	0	0	0	1
0400	0	0	7	0	0	0	7	0	0	2	0	1	0	3
0415	0	0	18	0	0	0	18	0	0	3	0	0	0	3
0430	0	0	35	0	0	0	35	0	0	6	0	0	0	6
0445	0	0	43	0	0	0	43	0	0	11	0	0	0	11
0500	0	0	17	0	1	0	18	0	0	5	0	2	0	7
0515	0	0	23	0	0	0	23	0	0	13	0	0	0	13
0530	0	0	47	1	0	0	48	0	0	25	0	0	0	25
0545	0	0	56	0	0	0	56	0	0	31	1	0	0	32
0600	0	0	43	0	3	1	47	0	0	30	0	0	0	30
0615	0	0	47	0	1	0	48	0	0	32	0	2	0	34
0630	0	1	71	0	1	0	73	0	0	59	0	1	0	60
0645	0	0	71	0	0	3	74	0	0	50	0	3	1	54
0700	0	0	77	0	1	0	78	0	0	69	0	0	0	69
0715	0	0	95	0	3	2	100	0	0	64	0	1	1	66
0730	1	0	106	2	3	2	114	0	0	63	1	1	1	66
0745	0	0	106	1	2	1	110	0	0	79	0	3	0	82
0800	0	0	133	0	0	1	134	1	0	98	0	2	0	101
0815	0	0	123	1	4	0	128	0	0	83	1	4	0	88
0830	0	0	89	0	3	0	92	0	0	67	0	3	1	71
0845	0	1	58	0	2	0	61	0	0	68	1	2	2	73
0900	0	0	88	0	1	1	90	0	0	49	0	1	2	52
0915	0	0	50	0	2	2	54	0	0	43	0	2	2	47
0930	0	0	53	0	2	3	58	0	0	37	1	3	2	43
0945	0	0	43	0	0	1	44	0	0	36	0	1	0	37
1000	0	0	43	0	3	1	47	0	0	40	0	1	2	43
1015	0	0	59	0	3	1	63	0	0	36	0	5	0	41
1030	0	0	56	0	6	0	62	0	0	53	0	6	0	59
1045	0	0	57	0	1	1	59	0	0	36	0	2	1	39
1100	0	1	44	0	3	3	51	0	0	35	0	4	1	40
1115	0	0	56	0	1	0	57	0	0	37	0	6	1	44
1130	0	0	60	0	3	2	65	1	0	35	0	0	1	37
1145	0	1	55	0	5	0	61	0	0	50	0	2	3	55
1200	0	0	68	0	5	1	74	0	2	52	0	1	2	57
1215	0	0	77	0	1	2	80	0	0	61	0	4	1	66
1230	0	0	90	0	5	0	95	0	1	82	0	1	0	84
1245	0	0	66	0	1	1	68	0	0	59	0	4	3	66
1300	0	2	56	0	2	2	62	0	0	76	0	2	1	79
1315	0	0	79	1	1	0	81	0	1	65	0	2	0	68
1330	0	1	50	1	2	2	56	0	1	135	0	2	1	139
1345	0	1	57	0	2	2	62	0	0	80	2	2	1	85
1400	0	0	47	0	0	1	48	0	1	56	1	0	2	60
1415	0	0	66	0	3	0	69	0	0	56	0	3	0	59
1430	0	0	58	0	1	0	59	0	0	77	0	2	2	81
1445	0	0	72	1	0	1	74	0	0	81	1	2	2	86
1500	1	0	75	0	1	0	77	0	0	70	0	4	0	74
1515	0	0	65	0	3	1	69	0	0	81	0	0	3	84
1530	0	0	88	0	4	1	93	0	0	86	0	0	0	86
1545	1	0	76	0	1	0	78	0	1	87	0	2	0	90
1600	1	0	88	1	0	2	92	0	0	132	0	0	0	132
1615	0	0	119	0	1	0	120	0	0	82	1	0	2	85
1630	1	0	104	0	0	0	105	0	0	68	0	1	2	71
1645	0	0	69	0	3	0	72	0	0	101	0	2	2	105
1700	0	0	79	0	1	1	81	0	0	74	0	2	1	77
1715	0	0	71	0	0	0	71	0	0	54	0	0	0	54
1730	0	0	69	0	1	2	72	1	0	68	0	0	0	69
1745	0	2	63	0	2	0	67	0	0	90	0	2	0	92
1800	0	0	67	0	0	0	67	0	1	60	0	0	1	62
1815	0	0	49	1	2	0	52	0	0	39	0	1	0	40
1830	0	1	46	0	0	0	47	0	0	34	0	0	0	34
1845	0	1	39	0	0	0	40	0	1	36	0	1	0	38
1900	0	0	35	1	1	0	37	0	0	44	0	1	1	46
1915	0	1	29	0	1	0	31	0	1	19	0	0	0	20
1930	0	0	43	0	0	0	43	0	0	63	0	0	1	64
1945	0	0	36	0	0	0	36	0	1	30	0	1	0	32
2000	0	0	34	1	0	0	35	0	1	46	0	1	0	48
2015	0	0	28	0	0	0	28	0	0	33	0	0	1	34
2030	0	0	27	1	0	0	28	0	0	18	0	0	0	18
2045	0	0	18	0	0	0	18	0	0	19	0	0	1	20
2100	0	0	22	0	0	0	22	0	0	21	0	0	1	22
2115	0	0	20	0	0	0	20	0	0	17	0	0	0	17
2130	0	0	17	0	0	0	17	0	0	11	0	0	1	12
2145	0	0	16	0	0	0	16	0	0	15	0	0	0	15
2200	0	0	14	0	0	0	14	0	0	19	0	0	0	19
2215	0	0	13	0	0	1	14	0	0	12	1	0	0	13
2230	0	0	14	0	0	0	14	0	0	14	0	0	0	14
2245	0	0	5	0	0	0	5	0	0	13	0	0	0	13
2300	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2315	0	0	7	0	0	0	7	0	0	6	0	0	1	7
2330	0	0	12	0	0	0	12	0	0	6	0	0	0	6
2345	0	0	10	0	0	0	10	0	0	7	0	0	0	7
Total	5	13	4345	13	98	47	4521	3	12	3855	11	103	54	4038

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	9	0	0	0	9	0	0	3	0	1	0	4
0015	0	0	3	0	0	1	4	0	0	3	0	0	0	3
0030	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0045	0	0	2	0	0	1	3	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0145	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0200	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0230	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0330	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0345	0	0	11	0	0	0	11	0	0	3	0	0	0	3
0400	0	0	7	0	0	0	7	0	0	2	0	2	1	5
0415	0	0	19	0	0	0	19	0	0	5	0	0	0	5
0430	0	0	29	0	0	0	29	0	0	2	0	0	0	2
0445	0	0	35	0	1	0	36	0	0	7	0	0	0	7
0500	0	0	17	0	1	2	20	0	0	18	0	0	0	18
0515	0	0	26	0	1	0	27	0	1	14	0	0	0	15
0530	0	0	42	1	0	0	43	0	0	16	1	0	0	17
0545	0	0	58	0	0	1	59	0	0	33	0	0	0	33
0600	0	0	41	0	0	0	41	0	0	30	0	0	0	30
0615	0	0	41	0	0	0	41	0	0	26	0	0	1	27
0630	0	0	56	0	2	0	58	0	0	48	0	1	1	50
0645	0	0	66	0	0	0	66	0	0	53	0	2	1	56
0700	0	0	48	0	0	1	49	0	0	55	0	1	0	56
0715	0	0	77	0	0	0	77	0	0	77	0	2	2	81
0730	1	0	83	2	1	3	90	0	0	61	0	0	1	62
0745	0	0	135	0	0	2	137	0	0	83	1	1	1	86
0800	0	0	109	3	1	2	115	0	0	80	0	0	1	81
0815	0	0	134	0	3	1	138	1	0	66	1	4	0	72
0830	0	0	110	0	4	1	115	0	0	74	0	1	2	77
0845	0	0	98	0	2	1	101	0	0	49	1	2	1	53
0900	0	1	77	0	0	1	79	0	0	60	0	1	2	63
0915	0	0	70	0	3	3	76	0	0	42	1	2	1	46
0930	0	0	63	0	2	2	67	0	0	54	0	1	2	57
0945	0	1	43	1	2	2	49	0	0	46	0	1	5	52
1000	0	0	48	0	3	2	53	0	0	30	1	0	0	31
1015	0	0	37	0	3	4	44	0	0	40	0	1	1	42
1030	0	0	64	0	3	2	69	0	0	45	0	4	2	51
1045	0	0	63	0	1	0	64	0	0	42	0	3	3	48
1100	0	0	44	0	0	3	47	0	0	34	0	5	3	42
1115	0	0	40	0	2	1	43	0	1	54	0	1	1	57
1130	0	0	63	0	5	4	72	0	0	57	0	0	2	59
1145	0	0	56	0	0	2	58	3	0	76	0	5	0	84
1200	0	0	82	0	3	2	87	0	0	101	0	0	1	102
1215	0	0	75	0	0	1	76	0	0	75	0	3	1	79
1230	0	0	69	0	3	1	73	0	0	73	0	1	5	79
1245	0	0	63	0	4	1	68	0	0	94	0	2	0	96
1300	0	0	62	0	2	1	65	0	0	74	0	2	3	79
1315	1	0	55	0	2	0	58	0	0	65	0	2	1	68
1330	0	0	50	0	1	2	53	0	0	69	0	0	1	70
1345	0	0	56	0	1	1	58	0	0	59	0	1	1	61
1400	0	0	52	0	3	3	58	0	0	77	1	2	4	84
1415	1	0	54	0	3	1	59	0	0	59	0	5	2	66
1430	0	1	59	0	0	0	60	0	0	74	1	1	1	77
1445	0	0	71	1	2	1	75	0	0	63	1	1	2	67
1500	0	0	62	1	1	1	65	0	0	79	1	0	1	81
1515	0	0	100	1	2	2	105	0	0	60	0	1	1	62
1530	0	0	86	1	1	1	89	0	0	131	1	1	2	135
1545	0	0	91	0	1	1	93	0	0	79	1	0	0	80
1600	0	0	89	0	0	0	89	0	0	107	0	1	1	109
1615	0	1	81	0	1	0	83	0	1	81	0	0	1	83
1630	0	0	92	0	0	0	92	0	0	88	0	1	2	91
1645	0	0	85	0	1	0	86	0	0	81	0	1	1	83
1700	0	0	76	0	1	0	77	0	0	79	0	0	1	80
1715	0	0	67	0	0	0	67	0	0	48	0	1	0	49
1730	0	0	42	0	1	0	43	0	0	50	0	0	0	50
1745	0	1	53	1	2	0	57	0	0	45	0	1	2	48
1800	0	0	46	0	1	1	48	0	1	38	0	0	0	39
1815	0	0	47	0	1	0	48	0	0	50	1	0	1	52
1830	0	0	37	1	4	0	42	0	0	32	0	0	0	32
1845	0	0	34	0	1	0	35	0	0	30	0	0	0	30
1900	0	0	34	0	0	0	34	0	0	39	0	0	0	39
1915	0	0	29	0	0	0	29	0	0	24	0	1	1	26
1930	0	0	32	0	1	0	33	0	0	27	0	0	0	27
1945	0	0	22	0	0	1	23	0	0	22	0	0	0	22
2000	0	0	28	0	1	0	29	0	0	39	0	0	0	39
2015	0	0	29	0	0	0	29	0	0	9	0	0	0	9
2030	0	0	29	0	0	0	29	0	0	15	0	0	0	15
2045	0	0	17	0	0	0	17	0	0	6	0	0	1	7
2100	0	0	22	0	0	0	22	0	0	19	0	0	0	19
2115	0	0	15	0	0	0	15	0	0	19	0	0	0	19
2130	0	0	19	0	0	0	19	0	0	12	0	0	0	12
2145	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2200	0	0	13	0	0	0	13	0	0	7	1	0	0	8
2215	0	0	15	0	0	0	15	0	0	9	0	0	1	10
2230	0	0	12	0	0	0	12	0	0	9	0	0	0	9
2245	0	0	7	0	0	0	7	0	0	13	0	0	0	13
2300	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2315	0	0	8	0	0	1	9	0	0	13	0	0	0	13
2330	0	0	12	0	0	0	12	0	0	9	0	0	0	9
2345	0	0	7	0	0	0	7	0	0	5	0	0	0	5
Total	3	5	4160	13	84	64	4329	4	4	3700	14	70	72	3864

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0015	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0030	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0130	0	0	3	0	0	0	3	0	0	8	0	0	0	8
0145	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0230	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0345	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0400	0	0	4	0	2	0	6	0	0	2	0	0	0	2
0415	0	0	17	0	1	0	18	0	0	2	0	2	0	4
0430	0	0	33	0	0	0	33	0	0	7	0	0	0	7
0445	0	0	33	0	0	0	33	0	0	8	0	0	1	9
0500	0	0	25	0	0	1	26	0	0	20	0	1	0	21
0515	0	0	23	0	1	0	24	0	0	13	0	0	0	13
0530	0	0	36	0	1	1	38	0	0	22	0	1	1	24
0545	0	0	62	0	0	0	62	0	0	24	1	0	0	25
0600	0	0	43	0	1	0	44	0	0	20	0	0	0	20
0615	0	0	45	0	1	0	46	0	0	20	0	1	0	21
0630	0	0	64	0	3	1	68	0	0	37	0	0	0	37
0645	0	0	59	0	1	0	60	0	0	43	0	4	0	47
0700	0	0	64	0	2	0	66	0	0	59	0	3	3	65
0715	0	0	69	0	0	0	69	0	0	65	0	1	3	69
0730	0	0	80	1	0	0	81	0	0	59	0	4	0	63
0745	0	0	105	1	0	0	106	0	0	61	0	4	0	65
0800	0	0	106	0	1	1	108	0	0	71	0	2	4	77
0815	0	0	110	1	4	3	118	0	0	79	1	0	0	80
0830	0	0	75	0	1	1	77	0	1	70	0	3	1	75
0845	0	0	91	0	0	2	93	0	0	55	1	3	0	59
0900	0	0	96	0	1	2	99	0	0	45	0	6	0	51
0915	0	0	76	0	5	2	83	0	0	51	0	2	2	55
0930	0	0	59	0	1	1	61	0	0	37	0	3	0	40
0945	0	0	74	0	2	2	78	0	0	37	0	2	0	39
1000	0	0	46	0	2	2	50	0	0	54	0	2	1	57
1015	0	0	45	0	2	5	52	0	0	44	0	2	2	48
1030	0	0	62	0	3	4	69	0	0	40	0	3	1	44
1045	0	0	57	0	3	0	60	0	0	48	0	2	4	54
1100	0	0	57	0	3	2	62	0	0	37	0	1	1	39
1115	0	0	48	0	4	0	52	1	0	48	0	1	1	51
1130	0	0	65	0	1	0	66	0	0	59	0	1	6	66
1145	0	0	98	0	1	2	101	0	0	53	0	0	0	53
1200	0	0	77	0	2	1	80	0	0	61	0	1	2	64
1215	0	0	62	0	1	3	66	1	0	96	0	2	1	100
1230	0	0	77	0	1	0	78	0	0	88	0	2	1	91
1245	0	0	60	0	5	0	65	0	0	107	0	4	0	111
1300	0	0	57	0	3	0	60	0	0	81	0	1	2	84
1315	0	0	53	0	3	2	58	0	0	67	0	2	1	70
1330	0	1	41	0	2	2	46	0	0	70	0	4	5	79
1345	0	0	55	0	1	0	56	0	0	45	0	2	0	47
1400	0	0	53	0	2	2	57	0	0	54	1	0	4	59
1415	0	0	52	0	1	1	54	0	0	49	0	1	1	51
1430	0	0	66	0	3	1	70	0	0	78	0	3	0	81
1445	0	0	61	1	0	0	62	0	0	67	0	1	9	77
1500	0	0	69	0	2	0	71	0	0	70	0	0	0	70
1515	0	0	83	2	1	2	88	0	0	71	0	2	7	80
1530	0	0	84	0	3	1	88	0	0	102	1	0	1	104
1545	0	0	63	0	3	2	68	0	0	105	1	1	3	110
1600	0	0	72	1	1	1	75	0	0	103	0	3	1	107
1615	0	0	63	0	4	0	67	0	0	76	1	2	1	80
1630	0	0	70	0	3	0	73	0	0	67	0	3	3	73
1645	0	0	75	0	1	0	76	0	0	52	0	0	0	52
1700	0	0	65	0	1	1	67	0	0	76	0	1	1	78
1715	0	0	52	0	3	0	55	0	0	68	0	0	1	69
1730	0	0	60	0	1	9	70	0	0	46	0	0	0	46
1745	0	0	61	0	1	0	62	0	0	32	0	1	2	35
1800	0	0	44	0	0	0	44	0	0	27	0	0	0	27
1815	0	0	44	0	1	12	57	0	0	24	0	0	1	25
1830	0	0	34	0	1	1	36	0	0	37	0	0	3	40
1845	0	0	57	0	1	0	58	0	0	21	0	0	0	21
1900	0	0	42	0	2	0	44	0	0	37	0	3	0	40
1915	0	0	42	0	1	0	43	0	0	27	0	1	0	28
1930	0	0	35	0	0	0	35	0	0	20	0	0	0	20
1945	0	0	26	1	0	0	27	0	0	25	0	0	1	26
2000	0	0	21	0	0	0	21	0	0	42	0	0	0	42
2015	0	0	27	0	1	0	28	0	0	11	0	0	0	11
2030	0	0	29	0	0	0	29	0	0	13	0	0	0	13
2045	0	0	23	1	0	0	24	0	0	17	0	0	0	17
2100	0	0	32	0	0	0	32	0	0	14	0	0	0	14
2115	0	0	12	0	0	0	12	0	0	14	0	0	0	14
2130	0	0	21	0	0	0	21	0	0	21	0	0	0	21
2145	0	0	22	0	1	0	23	0	0	21	0	1	1	23
2200	0	0	12	0	0	0	12	0	0	19	0	1	0	20
2215	0	0	13	0	0	0	13	0	0	41	0	0	0	41
2230	0	0	12	0	0	0	12	0	0	27	0	2	0	29
2245	0	0	11	0	0	0	11	0	0	13	0	0	0	13
2300	0	0	13	0	0	0	13	0	0	9	0	0	0	9
2315	0	0	9	0	0	0	9	0	0	8	0	0	0	8
2330	0	0	12	0	0	0	12	0	0	9	0	0	0	9
2345	0	0	3	0	0	0	3	0	0	8	0	0	0	8
Total	0	1	4104	9	103	73	4290	2	1	3572	7	98	83	3763

Volume Report

Job 1645_10_VHB_ATR A-8
Area Harvard, MA
Location Jackson Road, between Peggy St & Charlestown St



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	10	0	1	0	11
0015	0	0	2	0	1	0	3	0	0	8	0	0	0	8
0030	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0115	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	2	0	3
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0215	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0230	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0345	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0430	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0445	0	0	8	1	0	0	9	0	1	4	0	0	0	5
0500	0	0	7	0	0	0	7	0	0	7	1	1	0	9
0515	0	0	12	0	0	0	12	0	0	11	0	0	0	11
0530	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0545	0	0	19	0	0	0	19	0	0	14	0	1	0	15
0600	0	0	15	0	0	0	15	0	0	11	0	1	1	13
0615	0	0	19	0	0	0	19	0	0	20	0	3	0	23
0630	0	0	26	0	1	0	27	0	0	27	0	1	6	34
0645	0	0	29	0	2	1	32	0	0	28	0	1	10	39
0700	0	0	17	0	0	0	17	0	0	27	0	2	6	35
0715	0	0	24	0	1	1	26	0	0	22	0	0	0	22
0730	0	0	31	0	2	1	34	0	0	39	0	2	0	41
0745	0	0	35	0	0	0	35	0	0	26	1	1	0	28
0800	0	0	21	0	3	0	24	0	0	29	0	3	0	32
0815	0	0	18	0	1	0	19	0	0	18	0	0	0	18
0830	0	0	32	0	1	0	33	0	0	28	0	1	1	30
0845	0	0	20	0	2	0	22	0	0	21	0	0	0	21
0900	0	0	24	0	0	0	24	0	0	32	0	0	0	32
0915	0	0	26	0	1	1	28	0	0	31	0	0	1	32
0930	0	0	23	0	1	1	25	0	0	37	0	1	0	38
0945	0	0	31	0	0	0	31	0	0	28	0	0	0	28
1000	0	0	27	0	0	0	27	0	0	33	0	3	1	37
1015	0	0	30	0	1	1	32	0	0	29	0	0	0	29
1030	0	0	31	0	0	0	31	0	0	46	0	0	1	47
1045	0	0	39	0	2	1	42	0	0	33	0	0	1	34
1100	0	0	36	0	1	0	37	0	0	40	0	0	1	41
1115	0	0	35	0	0	0	35	0	0	36	0	2	0	38
1130	0	0	53	0	0	1	54	0	0	53	0	0	1	54
1145	0	0	42	0	3	1	46	0	0	39	0	0	0	39
1200	1	0	47	0	0	0	48	0	0	47	0	0	1	48
1215	0	0	38	0	1	0	39	0	0	49	0	0	1	50
1230	0	0	48	0	2	0	50	0	0	34	0	1	1	36
1245	0	0	38	0	0	0	38	0	0	56	0	1	0	57
1300	0	0	37	0	0	0	37	0	0	38	0	0	1	39
1315	0	0	48	0	0	0	48	0	0	40	0	0	2	42
1330	0	0	41	0	1	0	42	0	0	33	0	0	0	33
1345	0	0	37	0	1	1	39	0	0	37	0	0	2	39
1400	0	0	41	0	0	0	41	1	0	38	0	0	0	39
1415	0	1	43	0	5	0	49	0	0	36	0	0	0	36
1430	0	0	42	0	2	0	44	0	0	25	0	0	0	25
1445	0	0	50	0	1	0	51	0	0	21	0	0	0	21
1500	0	0	40	0	1	0	41	0	0	32	0	0	0	32
1515	0	0	31	0	0	1	32	0	0	31	0	0	0	31
1530	0	0	52	0	0	0	52	0	0	35	0	1	0	36
1545	0	0	43	1	1	0	45	0	0	36	0	0	0	36
1600	0	0	45	0	0	0	45	0	0	37	0	0	0	37
1615	0	0	32	0	0	9	41	0	0	38	0	0	0	38
1630	0	0	34	0	0	11	45	0	0	21	0	0	0	21
1645	0	2	45	0	0	0	47	0	0	31	0	0	0	31
1700	0	0	36	0	0	0	36	0	0	20	0	0	0	20
1715	0	0	41	0	0	0	41	0	0	36	0	0	0	36
1730	0	0	62	0	0	0	62	0	1	27	1	0	0	29
1745	1	0	75	0	0	1	77	0	0	41	0	0	0	41
1800	0	0	46	0	0	0	46	0	0	32	0	1	0	33
1815	0	0	52	0	0	0	52	0	1	31	0	0	1	33
1830	0	0	23	0	0	1	24	0	0	21	0	0	0	21
1845	0	0	29	0	0	0	29	0	0	28	0	0	0	28
1900	0	0	27	0	1	0	28	1	0	36	0	0	0	37
1915	0	1	34	0	0	0	35	0	0	25	0	0	0	25
1930	1	0	33	0	0	0	34	0	0	16	0	0	0	16
1945	0	0	29	0	0	0	29	0	0	18	0	0	0	18
2000	0	1	23	0	0	0	24	0	0	32	0	0	0	32
2015	0	1	22	0	0	0	23	0	0	15	0	0	0	15
2030	0	0	23	0	0	2	25	0	0	15	0	0	0	15
2045	0	0	19	0	0	0	19	0	0	16	0	0	0	16
2100	0	0	25	0	0	0	25	0	0	22	0	0	0	22
2115	0	0	14	0	0	0	14	0	0	21	0	0	0	21
2130	0	0	24	0	0	0	24	0	0	21	0	0	1	22
2145	0	0	28	0	0	0	28	0	0	22	0	0	0	22
2200	0	0	15	0	0	0	15	0	0	40	0	0	0	40
2215	0	0	9	0	1	0	10	0	0	36	0	1	0	37
2230	0	0	7	0	0	0	7	0	0	23	0	0	0	23
2245	0	0	8	0	0	0	8	0	0	11	0	0	0	11
2300	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2315	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2330	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2345	0	0	6	0	0	0	6	0	0	6	0	0	0	6
Total	3	6	2369	2	41	35	2456	2	3	2179	3	31	40	2258

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0015	0	0	3	0	1	0	4	0	0	2	0	0	0	2
0030	0	0	3	0	0	0	3	0	0	2	0	1	0	3
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0145	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0400	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0430	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0445	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0500	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0515	0	0	10	0	0	0	10	0	0	2	0	0	0	2
0530	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0545	0	0	19	0	0	0	19	0	0	11	0	0	0	11
0600	0	0	21	0	0	0	21	0	0	10	0	0	0	10
0615	0	0	43	0	0	0	43	0	0	10	0	0	0	10
0630	0	0	46	0	1	0	47	0	0	15	0	0	0	15
0645	0	0	55	0	2	0	57	0	0	20	0	0	0	20
0700	0	0	53	0	0	0	53	0	0	27	0	0	0	27
0715	0	1	61	0	0	0	62	0	0	32	0	1	0	33
0730	0	0	60	0	0	0	60	0	0	35	0	0	0	35
0745	0	0	70	0	0	0	70	0	0	45	0	1	0	46
0800	0	0	42	0	0	0	42	0	0	40	0	0	0	40
0815	0	0	42	0	1	0	43	0	0	38	0	1	0	39
0830	0	0	29	0	3	0	32	3	0	41	0	0	0	44
0845	0	0	23	0	1	0	24	0	0	35	0	1	1	37
0900	0	0	32	0	1	2	35	0	0	21	0	0	0	21
0915	0	0	20	0	0	0	20	0	0	24	0	2	2	28
0930	0	0	26	0	0	0	26	0	0	35	0	1	0	36
0945	0	0	27	0	3	0	30	0	0	21	0	0	6	27
1000	0	0	26	0	1	0	27	0	0	31	0	0	0	31
1015	0	0	24	0	5	1	30	0	0	32	0	0	8	40
1030	0	0	30	0	1	0	31	0	0	24	0	1	0	25
1045	0	0	28	0	0	2	30	0	0	38	0	2	6	46
1100	0	1	45	0	0	0	46	0	0	20	0	0	0	20
1115	0	0	35	0	0	0	35	0	0	40	0	0	0	40
1130	0	0	57	0	1	0	58	0	0	34	0	1	3	38
1145	0	0	40	0	0	1	41	0	0	66	0	0	0	66
1200	3	1	43	0	0	0	47	0	0	86	0	0	0	86
1215	0	0	31	0	0	0	31	0	0	67	0	0	0	67
1230	1	0	25	0	0	0	26	0	0	54	0	0	1	55
1245	0	1	39	0	0	0	40	0	0	56	0	0	0	56
1300	0	0	32	0	0	0	32	0	0	31	0	0	1	32
1315	0	0	46	0	0	0	46	0	0	41	0	3	1	45
1330	0	0	26	0	0	0	26	0	0	57	0	0	0	57
1345	1	0	48	0	2	0	51	0	0	46	0	0	1	47
1400	0	1	47	0	0	1	49	0	1	33	0	0	0	34
1415	0	0	32	0	2	13	47	0	0	38	0	0	0	38
1430	0	0	48	0	3	0	51	0	0	29	0	1	0	30
1445	0	0	48	0	0	0	48	0	0	44	0	0	0	44
1500	0	0	40	0	0	0	40	0	0	67	0	0	0	67
1515	0	0	30	0	0	0	30	0	0	42	0	0	0	42
1530	0	0	38	0	1	0	39	0	0	33	0	0	0	33
1545	0	0	29	0	0	1	30	0	0	48	0	0	0	48
1600	0	0	31	0	0	0	31	0	1	67	0	0	1	69
1615	0	0	29	0	0	0	29	0	0	67	0	0	0	67
1630	0	0	34	1	0	0	35	0	0	55	0	0	1	56
1645	0	0	43	0	0	0	43	0	0	36	0	0	0	36
1700	0	0	30	0	0	0	30	0	0	40	0	0	0	40
1715	0	0	32	0	0	0	32	0	0	35	0	0	0	35
1730	0	0	33	0	0	0	33	0	0	32	0	0	0	32
1745	0	0	29	0	0	0	29	0	0	17	0	0	0	17
1800	0	0	34	0	0	0	34	0	0	25	0	0	0	25
1815	0	0	31	0	0	0	31	0	0	21	0	1	0	22
1830	0	0	45	0	0	1	46	0	0	28	0	0	0	28
1845	0	0	29	0	0	1	30	0	0	34	0	0	0	34
1900	0	0	31	0	2	2	35	0	1	48	0	0	0	49
1915	0	0	19	1	0	0	20	0	0	16	0	0	0	16
1930	0	0	29	0	0	0	29	0	0	14	1	0	1	16
1945	0	0	20	0	3	0	23	0	0	22	0	0	0	22
2000	0	0	26	0	0	0	26	0	0	25	0	2	0	27
2015	0	0	9	0	0	0	9	0	0	25	0	0	0	25
2030	0	0	25	0	0	0	25	0	0	16	0	0	0	16
2045	0	0	14	0	0	0	14	0	0	10	0	0	0	10
2100	0	0	14	0	0	0	14	0	0	11	0	4	0	15
2115	0	0	15	0	0	0	15	0	0	12	0	0	0	12
2130	0	0	15	0	0	1	16	0	0	13	0	0	0	13
2145	0	0	15	0	0	1	16	0	0	6	0	0	0	6
2200	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2215	0	0	8	0	1	0	9	0	0	12	0	1	0	13
2230	0	0	10	0	2	1	13	0	0	3	0	0	0	3
2245	0	0	11	0	0	0	11	0	0	6	0	1	0	7
2300	0	0	12	0	0	0	12	0	0	4	0	2	0	6
2315	0	0	14	0	0	0	14	0	0	6	0	0	0	6
2330	0	0	7	1	1	2	11	0	0	8	0	0	0	8
2345	0	0	15	0	0	0	15	0	0	2	0	1	0	3
Total	5	5	2347	3	38	31	2429	3	3	2273	1	28	35	2343

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0015	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0030	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0100	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	2	0	1	0	3	0	0	3	0	0	0	3
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0330	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0345	0	0	11	0	0	0	11	0	0	0	0	0	0	0
0400	0	0	5	0	0	1	6	0	0	1	0	1	0	2
0415	0	0	10	0	1	0	11	0	0	4	0	1	1	6
0430	0	0	31	0	0	0	31	0	0	5	0	0	0	5
0445	0	0	34	0	0	1	35	0	0	5	0	0	0	5
0500	0	0	19	0	0	0	19	0	0	10	0	0	0	10
0515	0	0	31	0	0	1	32	0	0	11	0	0	0	11
0530	0	0	39	0	2	1	42	0	0	15	0	1	1	17
0545	0	0	48	0	0	1	49	0	0	23	0	1	0	24
0600	0	0	49	0	1	0	50	0	0	39	0	0	0	39
0615	0	1	36	0	3	1	41	0	0	44	0	1	0	45
0630	0	0	65	0	1	1	67	0	0	38	0	3	1	42
0645	0	0	75	0	1	1	77	0	0	44	0	1	0	45
0700	0	0	68	0	1	1	70	0	0	32	0	0	0	32
0715	0	0	81	0	2	0	83	0	0	52	0	3	1	56
0730	0	0	91	2	2	1	96	0	0	54	0	2	5	61
0745	0	0	109	0	2	0	111	0	0	77	0	1	0	78
0800	0	0	109	1	1	2	113	0	0	112	0	2	11	125
0815	0	0	105	1	1	1	108	0	0	68	1	1	2	72
0830	0	0	79	1	1	2	83	0	0	68	0	3	0	71
0845	1	0	66	0	4	1	72	0	0	64	1	0	3	68
0900	0	0	64	0	6	1	71	0	0	37	1	2	0	40
0915	0	0	59	0	2	2	63	0	0	40	0	4	7	51
0930	0	0	53	1	0	1	55	0	0	37	0	3	0	40
0945	0	0	46	0	4	0	50	0	0	40	0	4	3	47
1000	0	0	35	0	3	0	38	0	0	35	0	4	2	41
1015	0	0	36	0	3	7	46	0	0	41	0	3	2	46
1030	0	0	43	0	5	0	48	0	0	49	0	3	0	52
1045	0	0	54	0	3	1	58	0	0	24	0	2	1	27
1100	0	0	52	0	1	1	54	0	0	36	0	2	2	40
1115	0	0	65	1	3	7	76	0	0	40	0	2	2	44
1130	0	0	49	0	5	4	58	0	0	44	0	4	1	49
1145	0	0	46	0	0	1	47	0	0	30	0	5	2	37
1200	0	0	86	0	3	2	91	0	0	75	0	1	0	76
1215	0	0	65	0	2	0	67	0	0	76	0	2	3	81
1230	0	0	65	0	2	2	69	0	0	61	0	4	4	69
1245	0	0	55	0	0	4	59	0	0	58	0	4	2	64
1300	0	0	39	0	0	0	39	0	0	57	0	3	2	62
1315	0	0	42	0	3	0	45	0	0	78	0	1	0	79
1330	0	0	49	0	4	1	54	0	0	60	0	0	1	61
1345	0	0	42	0	2	0	44	0	0	47	0	2	0	49
1400	0	0	50	0	3	0	53	0	0	48	1	5	0	54
1415	0	0	56	1	0	2	59	0	0	41	0	3	2	46
1430	0	0	60	1	2	0	63	0	0	76	2	3	1	82
1445	0	0	71	1	0	2	74	0	0	72	1	2	2	77
1500	0	0	74	1	3	0	78	0	0	72	0	0	1	73
1515	0	0	79	0	2	0	81	0	0	69	0	1	0	70
1530	0	0	108	2	0	0	110	0	0	118	0	4	1	123
1545	0	0	66	0	1	0	67	0	0	102	3	1	2	108
1600	0	0	75	0	1	1	77	1	0	101	0	0	3	105
1615	0	0	87	0	2	0	89	0	0	69	0	1	0	70
1630	0	0	76	0	1	1	78	0	1	86	0	2	1	90
1645	0	0	74	1	2	0	77	0	0	56	0	1	0	57
1700	0	0	84	0	0	0	84	0	0	84	0	1	0	85
1715	0	0	83	0	1	0	84	0	0	76	0	1	0	77
1730	0	0	62	0	0	0	62	0	0	51	0	0	1	52
1745	0	0	55	0	1	0	56	0	0	36	0	1	0	37
1800	0	0	68	0	2	0	70	0	0	48	0	0	0	48
1815	0	0	46	0	2	0	48	0	0	42	0	1	0	43
1830	0	0	40	0	0	0	40	0	0	37	0	2	0	39
1845	0	0	31	1	0	0	32	0	0	32	0	1	0	33
1900	0	0	28	0	1	0	29	0	0	37	0	0	0	37
1915	0	0	32	0	0	0	32	0	0	29	0	0	1	30
1930	0	0	26	0	0	0	26	0	0	39	0	0	0	39
1945	0	0	29	0	0	0	29	0	0	29	0	0	0	29
2000	0	0	22	0	1	0	23	0	0	46	0	0	1	47
2015	0	0	20	0	0	0	20	0	0	23	0	0	1	24
2030	0	0	20	0	0	0	20	0	0	18	1	0	1	20
2045	0	0	20	0	0	1	21	0	0	22	0	0	0	22
2100	0	0	11	0	0	0	11	0	0	14	0	0	0	14
2115	0	0	16	0	0	0	16	0	0	15	0	0	0	15
2130	0	0	11	0	0	0	11	0	0	12	0	0	0	12
2145	0	0	9	0	0	0	9	0	0	15	0	0	0	15
2200	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2215	0	0	13	0	0	0	13	0	0	16	0	0	1	17
2230	0	0	10	0	0	0	10	0	0	17	0	0	0	17
2245	0	0	9	0	0	0	9	0	0	17	0	0	1	18
2300	0	0	6	0	1	0	7	0	0	3	0	1	0	4
2315	0	0	14	0	1	0	15	0	0	5	0	0	0	5
2330	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2345	0	0	7	0	0	0	7	0	0	2	0	0	0	2
Total	1	1	3904	15	102	57	4080	1	1	3443	11	107	79	3642

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	13	0	1	0	14	0	0	1	0	1	0	2
0015	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0030	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	6	0	2	0	8
0115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0130	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0245	0	0	3	0	1	0	4	0	0	1	0	0	0	1
0300	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0330	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0345	0	0	19	0	0	0	19	0	0	4	0	0	1	5
0400	0	0	2	0	0	0	2	0	0	2	0	1	0	3
0415	0	0	15	0	0	0	15	0	0	0	0	0	0	0
0430	0	0	34	0	0	0	34	0	0	8	0	1	0	9
0445	0	0	33	0	0	2	35	0	0	10	0	0	0	10
0500	0	0	22	0	0	0	22	0	0	12	0	0	1	13
0515	0	0	25	0	0	0	25	0	0	24	0	0	1	25
0530	0	0	38	0	0	0	38	0	0	20	0	0	1	21
0545	0	1	45	0	1	0	47	0	0	33	0	0	1	34
0600	0	0	45	0	1	0	46	0	0	28	0	1	1	30
0615	0	0	39	0	3	0	42	0	0	25	0	0	0	25
0630	0	0	58	0	3	0	61	0	0	48	0	3	0	51
0645	0	0	71	0	0	1	72	0	0	56	0	0	0	56
0700	0	0	63	0	1	0	64	0	0	63	0	1	0	64
0715	0	0	81	0	2	0	83	0	0	85	0	0	0	85
0730	0	0	102	2	0	1	105	0	0	83	1	3	1	88
0745	0	0	104	2	1	0	107	0	0	79	0	1	1	81
0800	0	0	107	0	1	2	110	0	0	89	0	1	0	90
0815	1	0	132	3	2	3	141	0	0	82	1	0	0	83
0830	0	0	89	1	4	1	95	0	0	71	0	2	1	74
0845	0	0	104	0	2	1	107	0	0	63	1	5	3	72
0900	0	0	69	0	1	0	70	0	0	70	0	5	0	75
0915	0	0	60	0	3	1	64	0	0	48	0	1	5	54
0930	0	0	74	0	2	2	78	0	0	64	0	3	0	67
0945	0	0	52	0	4	4	60	0	0	46	1	3	2	52
1000	0	0	52	0	3	1	56	0	0	30	0	7	0	37
1015	0	0	33	0	3	4	40	0	0	26	0	4	2	32
1030	0	0	45	0	5	1	51	0	0	33	0	1	1	35
1045	0	0	55	0	6	1	62	0	0	26	0	5	2	33
1100	0	0	46	0	0	1	47	0	0	42	0	3	1	46
1115	0	0	76	0	2	0	78	0	0	36	0	3	3	42
1130	0	0	93	0	3	1	97	0	0	58	0	3	3	64
1145	0	0	135	0	3	0	138	0	0	49	0	4	0	53
1200	0	0	123	0	3	3	129	0	0	58	0	2	3	63
1215	0	0	101	0	4	1	106	0	0	90	0	4	5	99
1230	0	0	108	1	4	2	115	0	0	72	0	4	3	79
1245	0	0	76	0	2	1	79	0	0	82	0	4	4	90
1300	0	0	66	0	2	2	70	0	0	84	0	4	2	90
1315	0	0	44	0	3	0	47	0	0	59	0	0	0	59
1330	0	0	39	1	2	2	44	0	0	83	0	2	3	88
1345	0	0	46	1	4	0	51	0	0	53	1	0	0	54
1400	0	0	39	0	3	0	42	0	0	50	2	4	3	59
1415	0	0	49	0	2	1	52	0	0	40	0	3	5	48
1430	0	0	57	0	3	0	60	0	0	72	0	1	2	75
1445	0	0	50	0	4	0	54	0	0	53	0	2	1	56
1500	0	0	76	0	1	0	77	0	0	59	0	3	1	63
1515	0	0	84	0	2	0	86	0	0	69	0	1	0	70
1530	0	0	86	2	0	4	92	0	0	114	2	3	1	120
1545	0	0	88	0	0	1	89	0	0	97	0	2	2	101
1600	0	0	88	1	1	0	90	0	0	104	0	2	1	107
1615	0	0	90	0	0	0	90	0	0	105	0	0	2	107
1630	0	0	89	0	2	1	92	0	1	97	0	1	0	99
1645	0	0	66	0	1	0	67	0	0	74	0	0	1	75
1700	0	0	89	0	1	0	90	0	0	165	0	1	1	167
1715	0	0	93	0	1	1	95	0	0	74	0	1	0	75
1730	0	0	62	0	0	0	62	0	0	64	0	0	0	64
1745	0	0	55	0	0	0	55	0	0	70	0	2	0	72
1800	0	0	56	0	0	0	56	0	0	58	0	1	0	59
1815	0	0	40	0	3	0	43	0	0	63	0	0	2	65
1830	0	0	39	0	0	0	39	0	0	49	0	0	0	49
1845	0	0	30	0	2	0	32	0	0	31	0	0	0	31
1900	0	0	25	0	0	0	25	0	0	37	0	0	0	37
1915	0	0	41	0	0	0	41	0	0	39	0	1	1	41
1930	0	0	36	0	1	0	37	0	0	29	0	0	0	29
1945	0	0	25	0	0	0	25	0	0	21	0	0	0	21
2000	0	0	23	0	0	0	23	0	0	51	0	0	0	51
2015	0	0	21	0	0	0	21	0	0	17	0	0	0	17
2030	0	0	22	0	0	0	22	0	0	26	0	0	0	26
2045	0	0	22	0	0	0	22	0	0	15	0	0	0	15
2100	0	0	26	0	0	0	26	0	0	20	0	0	0	20
2115	0	0	14	0	0	0	14	0	0	12	0	0	0	12
2130	0	0	3	0	0	0	3	0	0	11	0	0	0	11
2145	0	0	14	0	0	0	14	0	0	7	0	0	0	7
2200	0	0	11	0	0	0	11	0	0	8	0	0	0	8
2215	0	0	10	0	0	0	10	0	0	10	0	0	0	10
2230	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2245	0	0	6	0	0	0	6	0	0	12	0	0	0	12
2300	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2315	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2330	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2345	0	0	7	0	0	0	7	0	0	5	0	1	0	6
Total	1	1	4334	14	109	46	4505	0	1	3905	9	113	74	4102

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	1	8	0	0	3	0	0	0	3
0015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0030	0	0	5	0	0	0	5	0	0	4	0	0	1	5
0045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	9	0	0	0	9
0115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0130	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0145	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0200	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0215	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0230	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0245	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0300	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0315	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0330	0	0	5	0	0	0	5	0	0	1	0	1	0	2
0345	0	0	12	0	0	1	13	0	0	1	0	0	0	1
0400	0	0	7	0	0	0	7	0	0	2	0	1	0	3
0415	0	0	18	0	0	0	18	0	0	3	0	0	0	3
0430	0	0	33	0	0	0	33	0	0	6	0	0	0	6
0445	0	0	42	0	0	0	42	0	0	11	0	0	0	11
0500	0	0	17	0	0	0	17	0	0	8	0	1	0	9
0515	0	0	23	0	0	0	23	0	0	16	0	0	0	16
0530	0	0	48	1	0	0	49	0	0	24	0	0	0	24
0545	0	1	56	0	0	0	57	0	0	36	1	0	0	37
0600	0	0	42	0	4	0	46	1	0	32	0	0	0	33
0615	0	0	48	0	2	0	50	0	0	38	0	2	0	40
0630	0	1	71	0	1	0	73	0	0	66	0	1	0	67
0645	0	0	73	0	0	3	76	0	0	53	0	3	1	57
0700	0	0	81	0	2	0	83	0	0	73	0	0	0	73
0715	0	0	96	0	3	2	101	0	0	66	0	1	1	68
0730	1	0	112	3	4	2	122	0	0	68	1	3	1	73
0745	0	0	111	1	2	1	115	0	0	78	0	3	0	81
0800	1	0	129	0	0	1	131	1	0	98	0	2	0	101
0815	0	0	128	1	5	0	134	0	0	84	1	4	0	89
0830	0	0	90	1	3	0	94	0	0	62	0	3	1	66
0845	0	1	65	0	2	0	68	0	0	73	1	2	2	78
0900	0	0	87	0	1	1	89	0	0	48	0	1	2	51
0915	0	0	51	0	3	2	56	0	0	47	0	2	2	51
0930	0	0	65	1	2	3	71	0	0	42	1	3	3	49
0945	0	0	45	0	0	1	46	0	0	39	0	1	0	40
1000	0	1	42	0	3	1	47	0	0	50	0	1	2	53
1015	0	0	58	0	4	1	63	0	0	39	0	5	1	45
1030	0	0	56	0	6	0	62	0	0	53	0	7	0	60
1045	0	0	65	0	1	1	67	0	0	43	0	2	1	46
1100	0	1	48	0	4	2	55	0	0	31	0	4	1	36
1115	0	0	57	0	2	0	59	0	0	42	0	5	2	49
1130	1	0	68	0	4	2	75	0	0	45	0	0	1	46
1145	0	1	63	0	4	0	68	1	0	59	0	3	4	67
1200	0	0	90	0	7	1	98	0	0	68	0	1	2	71
1215	0	0	89	0	0	2	91	0	0	74	0	2	2	78
1230	0	0	94	0	5	0	99	0	1	89	1	2	1	94
1245	0	0	79	0	2	1	82	0	0	64	0	4	2	70
1300	0	2	58	0	2	2	64	0	0	78	0	4	1	83
1315	0	0	77	1	1	0	79	0	1	65	0	1	0	67
1330	0	1	57	1	2	2	63	0	1	139	0	2	1	143
1345	0	1	58	0	2	2	63	0	0	80	2	2	1	85
1400	0	0	53	0	0	1	54	0	1	59	1	0	2	63
1415	0	0	66	0	2	0	68	0	0	51	0	4	1	56
1430	0	0	62	0	1	0	63	0	0	78	0	2	1	81
1445	0	0	73	1	0	1	75	0	0	79	1	2	2	84
1500	1	0	82	0	1	0	84	0	0	75	1	4	0	80
1515	1	0	67	1	2	1	72	0	0	78	0	0	3	81
1530	0	0	89	0	5	1	95	1	0	88	0	0	0	89
1545	1	0	78	0	0	0	79	0	1	86	0	3	0	90
1600	1	0	74	1	1	2	79	0	0	140	0	1	0	141
1615	0	0	75	0	1	0	76	0	0	84	1	1	2	88
1630	0	0	93	0	0	0	93	0	1	70	0	1	2	74
1645	0	0	76	0	3	0	79	0	0	90	0	2	2	94
1700	0	0	84	0	1	1	86	0	0	83	0	2	1	86
1715	0	0	77	0	0	0	77	0	0	60	0	0	0	60
1730	0	0	68	0	1	2	71	1	0	52	0	0	0	53
1745	1	0	67	0	2	0	70	0	0	47	0	4	0	51
1800	0	2	63	0	0	0	65	0	1	46	0	0	1	48
1815	0	0	51	1	2	0	54	0	0	38	0	1	0	39
1830	0	0	42	0	0	0	42	0	0	34	0	0	0	34
1845	0	1	41	0	0	0	42	0	1	35	0	1	0	37
1900	0	1	37	1	1	0	40	0	0	50	0	1	1	52
1915	0	0	29	0	1	0	30	0	1	22	0	0	0	23
1930	0	1	44	0	0	0	45	0	0	50	0	0	1	51
1945	0	0	31	0	0	0	31	0	1	30	0	1	0	32
2000	0	0	30	1	0	0	31	0	0	57	0	0	0	57
2015	0	0	26	0	0	0	26	0	0	37	0	0	1	38
2030	0	0	29	1	0	0	30	0	0	20	0	0	0	20
2045	0	0	18	0	0	0	18	0	0	20	0	0	1	21
2100	0	0	22	0	0	0	22	0	0	22	0	0	1	23
2115	0	0	20	0	0	0	20	0	0	18	0	0	0	18
2130	0	0	17	0	0	0	17	0	0	12	0	0	1	13
2145	0	0	16	0	0	0	16	0	0	14	0	0	0	14
2200	0	0	12	0	0	0	12	0	0	21	0	0	0	21
2215	0	0	14	0	0	1	15	0	0	12	1	0	0	13
2230	0	1	13	0	0	0	14	0	0	15	0	0	0	15
2245	0	0	5	0	0	0	5	0	0	13	0	0	0	13
2300	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2315	0	0	7	0	0	0	7	0	0	5	0	0	1	6
2330	0	0	13	0	0	0	13	0	0	6	0	0	0	6
2345	0	0	10	0	0	0	10	0	0	7	0	0	0	7
Total	8	16	4430	17	107	45	4623	5	10	3954	13	110	60	4152

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	9	0	0	0	9	0	0	4	0	1	0	5
0015	0	0	3	0	1	0	4	0	0	4	0	0	0	4
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0145	0	0	3	0	0	0	3	0	0	4	0	1	0	5
0200	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0230	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0345	0	0	11	0	0	0	11	0	0	5	0	0	0	5
0400	0	0	8	0	0	0	8	0	0	1	0	3	2	6
0415	0	0	14	0	0	0	14	0	0	4	0	0	0	4
0430	0	0	24	0	0	0	24	0	0	2	0	0	0	2
0445	0	0	35	0	0	0	35	0	0	9	0	0	0	9
0500	0	0	17	0	1	2	20	0	0	18	0	0	0	18
0515	0	0	28	0	1	0	29	0	0	18	0	0	0	18
0530	0	0	41	1	0	0	42	0	0	16	1	0	0	17
0545	0	1	58	0	0	1	60	0	0	36	0	0	0	36
0600	0	0	39	0	0	0	39	0	0	37	0	0	0	37
0615	0	0	42	0	0	0	42	0	0	30	0	0	1	31
0630	0	0	58	0	2	0	60	0	0	53	0	1	1	55
0645	0	0	70	0	0	0	70	0	0	54	0	3	2	59
0700	0	0	56	0	0	1	57	0	0	58	0	2	0	60
0715	0	1	78	0	0	0	79	1	0	84	0	3	2	90
0730	1	0	85	2	3	1	92	0	0	53	0	2	1	56
0745	0	0	132	2	0	2	136	0	0	83	1	1	1	86
0800	0	0	112	3	1	2	118	0	0	84	1	0	1	86
0815	0	0	135	0	2	1	138	0	0	70	1	4	0	75
0830	0	0	116	1	4	1	122	0	0	75	0	1	2	78
0845	0	0	103	0	2	1	106	0	0	49	1	2	1	53
0900	0	1	79	0	1	1	82	0	0	61	0	1	2	64
0915	0	0	73	0	3	3	79	0	0	50	0	2	2	54
0930	0	0	63	0	3	2	68	0	0	58	0	1	2	61
0945	0	1	43	1	3	2	50	0	0	54	0	2	5	61
1000	0	0	47	0	4	2	53	0	0	31	1	1	0	33
1015	0	0	38	0	0	3	41	0	0	47	0	3	1	51
1030	0	0	58	0	0	2	60	0	0	45	0	4	2	51
1045	0	0	74	0	0	1	75	0	0	37	0	3	2	42
1100	0	0	43	0	0	3	46	0	0	36	0	6	3	45
1115	0	0	46	0	3	2	51	0	1	56	0	1	1	59
1130	0	0	63	0	5	4	72	0	0	54	0	1	3	58
1145	0	0	59	0	0	2	61	0	0	77	0	5	0	82
1200	0	0	106	0	3	2	111	0	0	111	0	0	1	112
1215	0	0	77	0	0	2	79	0	0	85	0	5	2	92
1230	0	0	75	0	3	0	78	0	0	78	0	2	4	84
1245	0	0	68	0	5	0	73	0	0	95	0	2	0	97
1300	0	0	61	0	2	1	64	0	0	74	0	2	4	80
1315	1	0	59	0	2	0	62	0	1	69	0	2	1	73
1330	0	0	55	0	1	2	58	0	0	70	0	0	1	71
1345	1	0	64	0	0	2	67	0	1	60	0	1	1	63
1400	0	0	65	0	4	2	71	0	0	80	1	2	4	87
1415	1	0	55	0	3	1	60	0	0	62	0	6	2	70
1430	0	1	67	1	0	0	69	0	0	77	1	2	1	81
1445	0	0	71	1	3	1	76	0	0	58	1	2	1	62
1500	0	0	68	1	1	1	71	1	1	72	2	1	0	77
1515	0	0	104	0	2	2	108	0	0	63	0	1	1	65
1530	1	0	93	1	1	1	97	0	0	136	1	2	1	140
1545	0	0	92	0	2	1	95	0	0	79	1	2	0	82
1600	0	0	94	0	0	0	94	0	0	107	0	2	1	110
1615	0	1	91	0	2	0	94	0	1	91	0	1	0	93
1630	0	0	110	0	0	0	110	0	0	94	0	2	1	97
1645	0	0	100	0	1	0	101	0	0	82	0	1	1	84
1700	0	0	75	0	0	1	76	0	0	86	0	1	0	87
1715	0	0	76	0	0	0	76	0	0	52	0	1	0	53
1730	0	0	41	0	2	0	43	1	0	58	0	1	0	60
1745	0	1	52	1	0	0	54	0	0	46	0	2	2	50
1800	0	0	47	0	2	1	50	0	1	38	0	0	0	39
1815	0	0	48	0	1	0	49	0	0	48	1	0	1	50
1830	0	0	37	1	4	0	42	0	0	40	0	0	0	40
1845	0	0	35	0	1	0	36	0	0	30	0	1	0	31
1900	0	0	37	0	0	0	37	0	0	43	0	1	0	44
1915	0	0	31	0	0	0	31	0	0	25	0	1	1	27
1930	0	0	30	0	1	0	31	0	0	26	0	0	0	26
1945	0	0	23	0	0	0	23	0	0	23	0	0	0	23
2000	0	0	30	0	0	0	30	0	0	36	0	0	0	36
2015	0	0	24	0	0	0	24	0	0	10	0	0	0	10
2030	0	0	22	0	0	0	22	0	0	18	0	0	0	18
2045	0	0	17	0	0	0	17	0	0	8	0	0	0	8
2100	0	0	20	0	0	0	20	0	0	13	0	0	0	13
2115	0	0	14	0	0	0	14	0	0	20	0	0	0	20
2130	0	0	19	0	0	0	19	0	0	14	0	0	0	14
2145	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2200	0	0	11	0	0	0	11	0	0	8	0	0	0	8
2215	0	0	12	0	0	0	12	0	0	8	0	1	0	9
2230	0	0	14	0	0	0	14	0	0	9	0	0	0	9
2245	0	0	7	0	0	0	7	0	0	15	0	0	0	15
2300	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2315	0	0	9	0	0	0	9	0	0	12	0	0	0	12
2330	0	0	11	0	0	0	11	0	0	7	0	0	0	7
2345	0	0	7	0	0	0	7	0	0	6	0	0	0	6
Total	5	7	4331	16	86	59	4504	3	6	3855	14	101	68	4047

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0015	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0030	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0130	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0145	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0230	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0345	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0400	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0415	0	0	16	0	0	0	16	0	0	2	0	1	1	4
0430	0	0	25	0	0	0	25	0	0	6	0	0	0	6
0445	0	0	29	0	0	0	29	0	0	9	0	1	0	10
0500	0	0	24	0	2	0	26	0	0	20	0	1	0	21
0515	0	0	23	0	0	0	23	0	0	15	0	0	0	15
0530	0	0	37	0	2	0	39	0	0	21	1	1	1	24
0545	0	0	66	0	0	0	66	0	0	25	0	0	0	25
0600	0	0	40	0	4	0	44	0	0	23	0	0	0	23
0615	0	0	44	0	2	0	46	1	0	29	0	1	0	31
0630	0	0	66	0	5	0	71	0	0	43	0	0	0	43
0645	0	0	66	0	2	0	68	0	0	51	0	4	0	55
0700	0	0	66	0	2	0	68	0	0	67	0	3	3	73
0715	0	0	73	0	0	0	73	0	0	64	0	2	3	69
0730	0	1	83	0	3	0	87	0	0	63	0	2	1	66
0745	1	0	110	0	1	0	112	0	0	60	0	4	2	66
0800	0	0	111	0	1	1	113	0	0	76	0	2	2	80
0815	0	0	118	0	3	3	124	0	0	85	1	1	0	87
0830	0	0	77	0	3	1	81	0	1	67	0	2	1	71
0845	0	0	98	0	0	2	100	0	0	61	1	3	0	65
0900	0	0	102	0	1	2	105	0	0	48	0	6	0	54
0915	0	0	79	0	5	3	87	0	0	52	0	3	2	57
0930	0	0	69	0	1	1	71	0	0	52	0	3	1	56
0945	0	0	78	0	2	2	82	0	0	37	0	3	1	41
1000	0	0	49	0	1	2	52	0	0	55	0	3	1	59
1015	0	0	48	0	2	5	55	0	0	48	0	3	2	53
1030	0	0	61	0	3	4	68	0	0	43	0	3	2	48
1045	0	0	62	0	3	0	65	0	0	54	0	2	4	60
1100	0	0	56	0	4	2	62	0	0	38	0	1	1	40
1115	0	0	53	0	3	1	57	1	0	48	0	1	1	51
1130	0	0	68	0	1	0	69	0	0	56	0	1	6	63
1145	0	0	106	0	1	2	109	0	0	64	0	0	0	64
1200	0	0	90	0	3	1	94	0	0	77	0	3	2	82
1215	0	0	66	0	1	4	71	1	0	109	0	2	1	113
1230	0	0	83	0	1	0	84	0	0	90	0	0	2	92
1245	0	0	61	0	5	0	66	0	0	114	0	3	1	118
1300	0	0	57	0	3	0	60	0	0	80	0	2	2	84
1315	0	0	54	0	4	2	60	0	0	69	0	4	1	74
1330	0	1	49	0	3	1	54	0	0	77	0	3	6	86
1345	0	0	57	0	2	0	59	0	0	58	0	2	0	60
1400	0	0	54	0	2	2	58	0	0	61	1	2	9	73
1415	0	0	55	0	1	1	57	0	0	52	0	2	1	55
1430	0	0	54	0	3	1	58	0	0	84	0	3	0	87
1445	0	0	53	0	1	1	55	0	0	67	0	2	9	78
1500	0	0	75	0	3	0	78	0	0	72	1	0	1	74
1515	1	0	84	0	3	3	91	0	0	82	0	1	7	90
1530	0	0	85	0	2	1	88	0	1	110	1	1	1	114
1545	0	0	70	0	4	2	76	0	0	103	1	3	3	110
1600	0	0	69	0	2	1	72	0	0	107	0	3	2	112
1615	0	0	71	0	3	1	75	0	0	83	1	2	1	87
1630	0	0	74	0	2	0	76	0	1	68	0	3	3	75
1645	0	0	72	0	1	0	73	0	0	65	0	0	0	65
1700	0	0	67	0	2	0	69	0	0	82	0	2	1	85
1715	0	0	53	0	2	1	56	0	0	72	0	0	1	73
1730	0	0	57	0	4	6	67	0	0	48	0	0	0	48
1745	0	0	59	0	1	0	60	0	0	33	0	0	2	35
1800	0	0	42	0	0	0	42	0	0	41	0	0	0	41
1815	0	0	45	0	1	12	58	0	0	23	0	0	1	24
1830	0	0	35	0	1	1	37	0	0	40	0	1	3	44
1845	0	0	60	0	0	0	60	0	0	24	0	0	0	24
1900	0	0	46	0	2	0	48	0	0	41	1	2	0	44
1915	0	0	44	0	1	0	45	0	0	40	0	1	1	42
1930	0	0	35	0	0	0	35	0	0	21	0	0	0	21
1945	0	0	26	0	1	0	27	0	0	25	0	0	1	26
2000	0	0	20	0	0	0	20	0	0	46	0	0	0	46
2015	0	0	28	0	0	2	30	0	0	11	0	0	0	11
2030	0	0	25	0	0	0	25	0	0	20	0	0	0	20
2045	0	0	22	0	0	1	23	0	0	19	0	0	0	19
2100	0	0	30	0	0	0	30	0	0	15	0	0	0	15
2115	0	0	12	0	0	0	12	0	0	14	0	0	0	14
2130	0	0	22	0	0	0	22	0	0	23	0	0	0	23
2145	0	0	20	0	0	0	20	0	0	21	2	0	0	23
2200	0	0	14	0	0	1	15	0	0	19	1	0	0	20
2215	0	0	14	0	0	0	14	0	0	44	0	0	0	44
2230	0	0	9	0	0	0	9	0	0	30	0	0	0	30
2245	0	0	8	0	0	0	8	0	0	15	0	0	0	15
2300	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2315	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	9	0	0	0	9
2345	0	0	5	0	0	0	5	0	0	10	0	0	0	10
Total	2	2	4226	0	121	76	4427	3	3	3862	12	104	97	4081

Volume Report

Job 1645_10_VHB_ATR A-9
Area Harvard, MA
Location Jackson Road, between MacArthur Ave & Andrews Pkwy



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	11	0	1	0	12
0015	0	0	1	0	0	1	2	0	0	8	0	0	0	8
0030	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3	0	0	2	0	1	0	3
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	2	0	3
0145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0200	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0215	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0230	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0345	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0415	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0430	0	0	12	0	0	0	12	0	0	8	0	0	0	8
0445	0	0	8	1	0	0	9	1	0	4	0	0	0	5
0500	0	0	7	0	0	0	7	0	0	8	1	1	0	10
0515	0	0	12	0	0	0	12	0	0	10	0	0	0	10
0530	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0545	0	0	20	0	0	0	20	0	0	15	0	1	0	16
0600	0	0	15	0	0	0	15	0	0	10	0	1	1	12
0615	0	0	19	0	0	0	19	0	0	20	0	3	0	23
0630	0	0	25	0	1	0	26	0	0	28	0	1	6	35
0645	0	0	30	0	2	1	33	0	0	28	0	1	10	39
0700	0	0	17	0	0	0	17	0	0	28	0	3	5	36
0715	0	1	25	0	1	1	28	0	0	21	0	0	0	21
0730	0	0	33	0	2	1	36	0	0	37	0	2	0	39
0745	0	0	37	0	0	0	37	0	0	26	1	1	0	28
0800	0	0	21	0	3	0	24	0	0	28	0	3	0	31
0815	0	0	18	0	1	0	19	0	0	19	0	0	0	19
0830	0	0	28	0	1	0	29	0	0	28	0	1	1	30
0845	0	0	23	0	2	0	25	0	0	22	0	0	0	22
0900	0	0	24	0	0	0	24	0	0	32	0	0	0	32
0915	0	0	28	0	1	1	30	0	0	29	0	0	1	30
0930	0	0	23	0	1	1	25	0	0	38	0	2	0	40
0945	0	0	31	0	0	0	31	0	0	29	0	0	0	29
1000	0	0	25	0	0	0	25	0	0	32	0	3	1	36
1015	0	0	32	0	1	1	34	0	0	38	0	1	0	39
1030	0	0	34	0	0	0	34	0	0	42	0	1	1	44
1045	0	0	37	0	2	1	40	0	0	34	0	0	1	35
1100	0	0	36	0	0	0	36	0	0	40	0	0	2	42
1115	0	0	31	0	1	0	32	0	0	31	0	2	0	33
1130	0	0	51	0	0	1	52	0	0	53	0	0	1	54
1145	0	0	42	0	1	2	45	0	0	40	0	0	0	40
1200	1	0	49	0	0	0	50	0	0	48	0	0	1	49
1215	0	0	37	0	1	0	38	0	0	48	0	0	1	49
1230	0	0	45	0	2	0	47	0	0	35	0	2	1	38
1245	0	0	38	0	0	0	38	0	0	56	0	1	0	57
1300	0	0	37	0	0	0	37	0	0	41	0	0	1	42
1315	0	0	43	0	0	0	43	0	0	40	0	0	2	42
1330	0	0	42	0	1	0	43	0	0	35	0	0	0	35
1345	0	0	41	0	1	1	43	0	0	40	0	1	2	43
1400	0	0	38	0	0	0	38	0	0	39	0	0	0	39
1415	0	0	43	0	4	0	47	0	0	35	0	0	0	35
1430	0	0	44	0	2	0	46	0	0	24	0	0	0	24
1445	0	0	52	0	0	1	53	0	0	21	0	0	0	21
1500	0	0	41	0	1	0	42	0	0	36	0	0	0	36
1515	0	0	31	0	0	1	32	0	0	31	0	0	0	31
1530	0	0	49	0	0	0	49	0	0	38	0	1	0	39
1545	0	0	44	1	2	0	47	0	1	41	0	0	0	42
1600	0	0	42	0	0	0	42	0	0	40	0	0	0	40
1615	0	0	33	0	0	9	42	0	0	38	0	0	0	38
1630	0	0	37	0	1	10	48	0	0	22	0	0	0	22
1645	0	3	47	0	0	0	50	0	0	32	0	0	0	32
1700	0	0	35	0	0	0	35	0	0	19	0	0	0	19
1715	0	0	40	0	0	0	40	0	0	39	0	0	0	39
1730	0	0	66	0	0	0	66	0	1	29	1	0	0	31
1745	0	0	74	0	0	1	75	0	1	45	0	0	0	46
1800	0	0	45	0	0	0	45	0	0	30	0	1	0	31
1815	0	0	49	0	0	0	49	0	1	33	0	0	1	35
1830	0	0	23	0	0	1	24	0	0	25	0	0	0	25
1845	0	0	33	0	0	0	33	0	0	29	0	0	0	29
1900	0	0	27	0	1	0	28	1	0	40	0	0	0	41
1915	0	0	32	0	0	0	32	0	0	25	0	0	0	25
1930	0	0	36	0	0	0	36	0	0	19	0	0	0	19
1945	0	0	28	0	0	0	28	0	0	21	0	0	0	21
2000	0	0	23	0	0	0	23	0	0	35	0	0	0	35
2015	0	0	21	0	0	0	21	0	0	16	0	0	0	16
2030	0	0	24	0	0	2	26	0	0	16	0	0	0	16
2045	0	0	14	0	0	0	14	0	0	18	0	0	0	18
2100	0	0	25	0	0	0	25	0	0	21	0	0	0	21
2115	0	0	13	0	0	0	13	0	0	23	0	0	0	23
2130	0	0	22	0	0	0	22	0	0	21	0	0	1	22
2145	0	0	27	0	0	0	27	0	0	21	0	0	0	21
2200	0	0	15	0	0	0	15	0	0	38	0	0	0	38
2215	0	0	9	0	1	0	10	0	0	29	0	1	0	30
2230	0	0	5	0	0	0	5	0	0	25	0	1	0	26
2245	0	0	8	0	0	0	8	0	0	13	0	0	0	13
2300	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2315	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2330	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2345	0	0	6	0	0	0	6	0	0	6	0	1	0	7
Total	1	4	2357	2	38	37	2439	2	4	2230	3	40	40	2319

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0530	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0545	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0600	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0615	0	0	11	0	0	0	11	0	0	5	0	0	0	5
0630	0	0	16	0	0	0	16	0	0	3	0	0	0	3
0645	0	0	14	0	0	0	14	0	0	9	0	0	0	9
0700	0	0	11	0	2	0	13	0	0	8	0	0	0	8
0715	0	0	7	0	0	0	7	0	0	9	0	0	0	9
0730	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0745	0	0	9	0	0	0	9	0	0	15	0	1	0	16
0800	0	0	18	0	0	0	18	0	0	11	0	0	0	11
0815	0	0	5	0	1	0	6	0	0	7	0	0	0	7
0830	0	0	7	0	0	0	7	0	0	10	0	0	0	10
0845	0	0	9	0	0	0	9	0	0	5	0	0	1	6
0900	0	0	11	0	0	0	11	0	0	12	0	0	0	12
0915	0	0	7	0	0	0	7	0	0	4	0	1	2	7
0930	0	0	10	0	0	0	10	0	0	11	0	1	0	12
0945	1	0	11	0	4	1	17	0	0	7	0	0	0	7
1000	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1015	0	0	18	0	5	0	23	0	0	6	0	1	0	7
1030	0	0	8	0	1	0	9	0	0	15	0	0	0	15
1045	0	0	12	0	0	2	14	0	0	7	0	0	0	7
1100	0	0	12	0	0	0	12	0	0	10	0	2	0	12
1115	0	0	11	0	0	0	11	2	0	28	0	1	0	31
1130	0	0	28	0	0	0	28	1	0	27	0	1	0	29
1145	0	0	41	0	3	0	44	1	0	14	0	0	0	15
1200	0	0	30	0	0	0	30	0	1	29	0	0	0	30
1215	0	0	12	0	0	0	12	0	0	24	0	0	0	24
1230	1	0	10	0	0	0	11	0	0	40	0	0	1	41
1245	0	0	18	0	1	0	19	0	0	18	0	0	0	18
1300	0	0	9	0	0	0	9	0	0	13	0	0	0	13
1315	0	0	18	0	0	0	18	0	0	13	0	0	1	14
1330	0	0	10	0	0	0	10	0	0	22	0	0	0	22
1345	0	0	14	0	0	0	14	0	0	14	0	1	0	15
1400	1	0	13	0	0	0	14	0	0	16	0	0	0	16
1415	0	0	13	0	0	0	13	0	0	5	0	0	0	5
1430	0	0	14	0	0	0	14	0	0	6	0	0	0	6
1445	2	0	14	0	0	0	16	0	0	21	0	0	0	21
1500	0	0	24	0	1	0	25	0	0	9	0	0	0	9
1515	0	0	19	0	0	0	19	0	0	14	0	0	0	14
1530	0	0	11	0	0	0	11	0	0	14	0	0	0	14
1545	0	0	11	0	0	1	12	0	0	12	0	0	0	12
1600	0	0	12	0	0	0	12	0	0	14	0	0	1	15
1615	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1630	0	0	13	0	1	0	14	0	0	12	0	0	1	13
1645	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1700	0	0	10	0	0	0	10	0	0	17	0	0	0	17
1715	0	0	6	0	0	0	6	0	0	10	0	0	0	10
1730	0	0	13	0	0	0	13	0	0	12	0	0	0	12
1745	0	0	12	0	0	0	12	0	0	13	0	0	0	13
1800	0	0	11	0	0	0	11	0	0	12	0	0	0	12
1815	0	0	13	0	0	0	13	0	0	13	0	1	0	14
1830	0	0	23	0	0	0	23	0	0	10	0	0	0	10
1845	0	0	31	0	0	1	32	0	0	10	0	0	0	10
1900	0	0	11	0	2	1	14	0	0	30	0	0	0	30
1915	0	0	6	0	0	1	7	0	0	11	0	0	0	11
1930	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1945	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2000	0	0	12	0	0	0	12	0	0	5	0	0	0	5
2015	0	0	6	0	0	0	6	0	0	9	0	0	0	9
2030	0	0	8	0	0	1	9	0	0	5	0	0	0	5
2045	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2100	0	0	4	0	0	0	4	0	0	11	0	1	0	12
2115	0	0	8	0	0	0	8	0	0	1	0	0	0	1
2130	0	0	3	0	0	1	4	0	0	1	0	0	0	1
2145	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2200	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2230	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2245	0	0	4	0	1	0	5	0	0	2	0	0	0	2
2300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2315	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2330	0	0	1	0	0	1	2	0	0	5	0	0	0	5
2345	0	0	1	0	0	1	2	0	0	0	0	1	0	1
Total	5	0	828	0	22	12	867	4	1	776	0	15	7	803

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	5	0	0	0	5	0	0	1	0	1	0	2
0400	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0415	0	0	2	0	1	0	3	0	0	3	0	1	0	4
0430	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0445	0	0	6	0	1	0	7	0	0	1	0	0	0	1
0500	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0515	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0530	0	0	16	0	0	1	17	0	0	4	0	0	0	4
0545	0	0	15	0	0	0	15	0	0	7	0	0	0	7
0600	0	0	16	0	0	0	16	0	0	10	0	0	1	11
0615	0	1	15	0	2	0	18	0	0	6	0	1	0	7
0630	0	0	27	0	2	1	30	0	0	7	0	0	1	8
0645	0	0	26	0	2	1	29	0	0	10	0	1	0	11
0700	0	0	34	0	1	0	35	0	0	22	0	0	0	22
0715	0	0	33	0	1	0	34	0	0	14	0	3	1	18
0730	0	0	30	2	6	0	38	0	0	18	0	4	0	22
0745	0	0	28	0	5	2	35	0	0	22	0	3	0	25
0800	0	0	33	0	2	1	36	0	0	22	0	1	1	24
0815	0	0	24	0	3	1	28	0	0	16	0	3	2	21
0830	0	0	21	1	2	1	25	0	0	23	0	3	1	27
0845	0	0	16	0	3	1	20	0	0	12	0	2	2	16
0900	0	0	12	0	3	0	15	0	0	10	0	2	1	13
0915	0	0	9	0	5	2	16	0	0	13	0	2	3	18
0930	0	0	16	0	1	2	19	0	0	9	0	2	1	12
0945	0	0	8	0	0	0	8	0	0	6	0	1	6	13
1000	0	0	13	0	5	3	21	0	0	21	0	4	2	27
1015	0	0	13	0	1	7	21	0	0	6	0	3	0	9
1030	0	0	10	0	3	0	13	0	0	13	0	0	0	13
1045	0	0	18	0	1	2	21	0	0	8	0	3	0	11
1100	0	0	15	0	2	0	17	0	0	15	0	2	2	19
1115	0	0	20	0	2	9	31	0	0	17	0	2	4	23
1130	0	0	16	0	1	1	18	0	0	19	0	3	3	25
1145	0	0	12	0	3	2	17	0	0	22	0	3	0	25
1200	0	0	35	0	2	0	37	0	0	32	0	0	2	34
1215	0	0	30	0	3	0	33	0	0	33	0	2	1	36
1230	0	0	26	0	2	2	30	0	0	32	0	2	2	36
1245	0	0	18	0	1	4	23	0	0	18	0	5	2	25
1300	0	0	25	0	0	0	25	0	0	21	0	1	2	24
1315	0	0	20	0	0	2	22	0	0	19	0	0	1	20
1330	0	0	13	0	3	2	18	0	0	11	0	3	1	15
1345	0	0	14	0	2	0	16	0	0	15	0	2	2	19
1400	0	0	14	0	2	1	17	0	0	16	0	3	0	19
1415	0	0	14	0	0	2	16	0	0	24	0	2	3	29
1430	0	0	17	0	0	1	18	0	0	25	0	1	1	27
1445	0	0	18	0	4	4	26	0	0	15	0	1	3	19
1500	0	0	19	1	1	0	21	0	0	29	0	0	1	30
1515	0	0	19	0	2	0	21	0	0	34	0	4	0	38
1530	0	0	29	0	2	0	31	0	0	41	0	4	1	46
1545	0	0	25	0	2	0	27	0	0	35	0	0	5	40
1600	0	0	31	0	0	1	32	0	0	37	0	2	1	40
1615	0	0	27	0	1	0	28	0	0	40	0	1	0	41
1630	0	0	21	0	0	0	21	0	1	39	0	1	1	42
1645	0	0	25	0	1	0	26	0	0	50	0	1	0	51
1700	0	0	20	0	0	0	20	0	0	28	0	0	1	29
1715	0	0	30	0	0	1	31	0	0	35	0	0	1	36
1730	0	0	15	0	0	0	15	0	0	19	0	0	1	20
1745	0	0	20	0	0	0	20	0	0	17	0	1	0	18
1800	0	0	25	0	0	0	25	0	0	12	0	0	1	13
1815	0	0	15	0	0	0	15	0	0	24	0	0	0	24
1830	0	0	20	0	0	0	20	0	0	9	0	0	0	9
1845	0	0	14	0	0	0	14	0	0	11	0	1	0	12
1900	0	0	15	0	0	0	15	0	0	22	0	0	0	22
1915	0	0	8	0	0	0	8	0	0	13	0	0	1	14
1930	0	0	5	0	0	0	5	0	0	9	1	0	1	11
1945	0	0	6	0	0	0	6	0	0	13	0	0	0	13
2000	0	0	3	0	0	0	3	0	0	3	0	0	1	4
2015	0	0	8	0	1	0	9	0	0	5	0	0	2	7
2030	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2045	0	0	9	0	0	1	10	0	0	2	0	0	0	2
2100	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2115	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2130	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2145	0	0	7	0	0	0	7	0	0	6	0	0	1	7
2200	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	2	0	0	1	3
2230	0	0	6	0	0	0	6	0	0	3	0	0	1	4
2245	0	0	3	0	0	1	4	0	0	4	0	0	0	4
2300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2330	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	1	1236	4	87	61	1389	0	1	1203	1	89	72	1366

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0015	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0345	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0430	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0445	1	0	2	0	1	0	4	0	0	1	0	0	0	1
0500	0	0	10	0	0	0	10	0	0	0	0	1	0	1
0515	0	0	7	0	1	1	9	0	0	4	0	0	0	4
0530	0	0	13	0	0	1	14	0	0	2	0	0	0	2
0545	0	1	12	0	0	1	14	0	0	7	0	0	0	7
0600	0	0	16	0	0	1	17	0	0	11	0	0	1	12
0615	0	0	20	0	0	0	20	0	0	6	0	1	1	8
0630	0	0	31	0	2	0	33	0	0	10	0	0	0	10
0645	0	0	30	0	1	1	32	0	0	16	0	1	0	17
0700	0	0	31	0	2	0	33	0	0	19	0	0	2	21
0715	0	0	22	0	1	0	23	0	0	25	0	0	0	25
0730	0	0	45	1	3	1	50	0	0	20	0	3	1	24
0745	0	0	40	1	2	0	43	0	0	26	0	1	1	28
0800	0	0	28	0	2	0	30	0	0	27	0	1	0	28
0815	0	0	28	1	3	3	35	0	0	26	0	1	1	28
0830	0	0	31	1	3	1	36	0	0	21	0	4	2	27
0845	0	0	28	0	5	0	33	0	0	23	0	3	2	28
0900	0	0	14	0	1	1	16	0	0	19	0	4	1	24
0915	0	0	16	0	2	0	18	0	0	11	0	0	2	13
0930	0	0	11	0	2	3	16	0	0	17	0	1	0	18
0945	0	0	12	0	1	5	18	0	0	12	0	4	1	17
1000	0	0	23	0	3	2	28	0	0	6	0	4	2	12
1015	1	0	10	0	2	2	15	0	0	12	0	3	1	16
1030	0	0	10	0	1	1	12	0	0	15	0	2	0	17
1045	0	0	15	0	2	1	18	0	0	18	0	4	2	24
1100	0	0	14	0	2	1	17	0	0	23	0	6	2	31
1115	0	0	20	0	0	2	22	0	0	31	0	2	3	36
1130	0	0	21	0	5	0	26	0	0	34	0	1	2	37
1145	0	0	33	0	3	0	36	0	0	26	0	1	4	31
1200	0	0	47	0	1	1	49	0	0	49	0	2	2	53
1215	0	0	29	0	4	2	35	0	0	37	0	3	4	44
1230	0	0	34	0	7	2	43	0	0	32	0	4	3	39
1245	0	0	24	0	0	1	25	0	0	38	0	2	3	43
1300	0	0	22	0	0	3	25	0	0	20	0	2	3	25
1315	0	0	13	0	2	1	16	0	0	23	0	1	1	25
1330	0	0	28	0	1	2	31	0	0	26	0	0	1	27
1345	0	0	23	0	1	6	30	0	0	19	0	1	3	23
1400	0	0	20	0	1	1	22	0	0	27	0	2	3	32
1415	0	0	10	0	1	1	12	0	0	22	0	2	5	29
1430	0	0	12	0	0	0	12	0	0	28	0	0	0	28
1445	0	0	19	0	1	1	21	0	0	31	0	2	0	33
1500	0	0	21	0	1	0	22	0	0	29	0	1	2	32
1515	0	0	28	1	3	0	32	0	0	42	0	1	0	43
1530	0	0	44	0	0	2	46	0	0	44	0	2	1	47
1545	0	0	31	0	0	1	32	0	0	31	0	5	2	38
1600	0	0	33	0	2	0	35	0	0	41	0	1	1	43
1615	0	0	38	0	1	0	39	0	0	36	0	1	2	39
1630	0	0	39	0	1	1	41	0	1	41	0	2	0	44
1645	0	0	33	0	1	0	34	0	0	44	0	0	1	45
1700	0	0	55	0	0	1	56	0	0	39	0	1	0	40
1715	0	0	45	0	0	1	46	0	0	30	0	1	0	31
1730	0	0	33	0	0	0	33	0	0	39	0	0	0	39
1745	0	0	18	0	0	1	19	0	0	25	0	0	0	25
1800	0	0	20	0	0	0	20	0	0	23	0	0	0	23
1815	0	0	18	0	0	0	18	0	0	21	0	0	1	22
1830	0	0	19	0	0	0	19	0	0	19	0	0	0	19
1845	0	0	19	0	0	0	19	0	0	16	0	0	0	16
1900	0	0	11	0	1	0	12	0	0	22	0	0	0	22
1915	0	0	12	0	0	0	12	0	0	13	0	1	0	14
1930	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1945	0	0	4	0	1	0	5	0	0	13	0	0	0	13
2000	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2015	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2030	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2045	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2100	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2130	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2145	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2200	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2215	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2230	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2345	0	0	1	0	0	0	1	0	0	1	0	1	0	2
Total	2	1	1481	5	81	57	1627	0	1	1467	0	86	69	1623

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0015	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0400	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0415	0	0	3	0	0	1	4	0	0	3	0	0	0	3
0430	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0445	0	0	9	0	0	0	9	0	0	1	0	1	0	2
0500	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0515	0	0	11	0	0	0	11	0	0	2	0	0	0	2
0530	0	0	9	0	0	1	10	0	0	5	0	0	0	5
0545	0	0	26	0	0	0	26	0	0	4	0	0	0	4
0600	0	1	15	0	0	1	17	1	0	7	0	0	0	8
0615	0	0	15	0	4	0	19	0	0	10	0	1	0	11
0630	0	1	37	0	1	0	39	0	0	20	0	1	0	21
0645	0	0	36	0	0	2	38	0	0	17	0	1	1	19
0700	0	0	35	0	0	0	35	0	0	19	0	0	1	20
0715	0	0	37	0	3	0	40	0	0	17	0	0	0	17
0730	0	0	43	2	3	2	50	0	0	25	0	3	0	28
0745	0	0	49	0	1	0	50	0	0	30	0	2	1	33
0800	0	0	39	0	0	0	39	0	0	28	0	2	1	31
0815	0	0	37	0	2	1	40	0	0	28	0	2	1	31
0830	0	0	25	1	0	0	26	0	0	23	0	0	0	23
0845	1	0	21	0	3	0	25	0	0	26	0	2	1	29
0900	0	0	21	0	1	1	23	0	0	14	0	2	1	17
0915	0	0	16	0	2	0	18	0	0	19	0	0	0	19
0930	0	0	16	0	3	3	22	0	0	11	0	4	1	16
0945	0	0	11	0	1	0	12	0	0	10	0	1	1	12
1000	0	1	13	0	1	2	17	1	0	25	0	2	1	29
1015	0	0	17	0	1	1	19	0	0	16	0	5	1	22
1030	0	0	16	0	3	2	21	0	0	12	0	4	0	16
1045	0	0	23	0	2	1	26	0	0	19	0	1	2	22
1100	0	0	17	0	2	2	21	0	0	19	0	7	2	28
1115	0	1	20	0	4	0	25	0	0	17	0	1	2	20
1130	1	0	14	0	4	0	19	1	0	39	0	1	2	43
1145	0	0	28	0	3	0	31	0	0	26	0	3	3	32
1200	0	0	31	0	4	0	35	0	0	30	0	2	2	34
1215	0	0	47	1	2	3	53	0	1	41	0	1	1	44
1230	0	0	46	0	0	2	48	0	0	35	1	2	3	41
1245	0	0	29	0	1	0	30	1	0	24	0	6	3	34
1300	0	0	24	0	0	0	24	1	0	24	0	2	1	28
1315	0	0	19	0	1	0	20	0	0	26	0	3	0	29
1330	0	0	32	1	1	3	37	1	0	27	0	3	1	32
1345	0	0	17	0	5	1	23	0	0	17	0	4	1	22
1400	0	0	14	0	1	1	16	0	0	13	0	1	2	16
1415	1	0	26	0	1	0	28	1	0	29	0	4	2	36
1430	0	0	20	0	1	2	23	1	0	36	0	3	2	42
1445	0	0	14	0	1	1	16	0	0	23	0	1	2	26
1500	0	0	26	0	0	0	26	0	0	24	0	4	0	28
1515	1	0	16	1	3	0	21	0	1	35	0	0	2	38
1530	0	0	38	0	1	2	41	0	1	43	0	3	0	47
1545	0	0	31	0	3	0	34	0	0	25	0	5	1	31
1600	0	0	27	0	0	0	27	0	0	47	0	1	1	49
1615	0	1	32	0	1	1	35	0	0	29	1	1	1	32
1630	0	0	23	0	1	1	25	0	1	37	0	1	2	41
1645	0	1	24	0	1	0	26	0	0	66	0	3	1	70
1700	0	0	23	0	0	0	23	0	0	34	0	0	1	35
1715	0	0	22	0	0	0	22	0	0	34	0	0	0	34
1730	1	0	25	0	0	2	28	1	0	28	0	1	1	31
1745	0	0	22	0	1	1	24	0	0	21	0	3	0	24
1800	0	0	14	0	0	0	14	0	1	22	0	0	1	24
1815	0	0	17	0	0	1	18	0	0	16	0	1	0	17
1830	0	0	20	0	0	0	20	0	0	11	0	0	0	11
1845	0	1	14	0	0	0	15	0	1	14	0	0	1	16
1900	0	0	8	0	0	0	8	0	1	22	0	0	0	23
1915	0	1	12	0	0	0	13	0	0	8	0	0	0	8
1930	0	0	13	0	0	0	13	0	0	11	0	0	1	12
1945	0	0	10	0	0	0	10	0	0	9	0	0	0	9
2000	0	0	14	0	0	0	14	0	0	14	0	0	0	14
2015	0	0	7	0	0	0	7	0	0	6	0	0	2	8
2030	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2045	0	0	3	0	0	0	3	0	0	2	0	0	1	3
2100	0	0	3	0	0	0	3	0	0	5	0	0	2	7
2115	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2130	0	0	5	0	0	0	5	0	0	1	0	0	1	2
2145	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2200	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2230	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2245	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2300	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2345	0	0	2	0	0	0	2	0	0	0	0	0	0	0
Total	5	8	1492	6	73	43	1627	9	7	1429	2	104	62	1613

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	1	0	3	0	0	1	0	1	0	2
0015	0	0	0	0	0	1	1	0	0	2	0	1	0	3
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0230	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0245	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0300	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0345	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0400	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0415	0	0	3	0	0	1	4	0	0	2	0	0	0	2
0430	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0445	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0500	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0515	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0530	0	0	19	0	0	1	20	0	0	1	0	0	0	1
0545	0	1	15	0	0	1	17	0	0	7	0	0	0	7
0600	0	0	21	0	0	0	21	0	0	9	0	0	0	9
0615	0	0	15	0	1	0	16	0	0	6	0	0	2	8
0630	0	0	35	0	0	0	35	0	0	18	0	0	0	18
0645	0	0	32	0	0	0	32	0	0	7	0	1	0	8
0700	0	0	37	0	1	0	38	1	0	22	0	1	0	24
0715	0	0	24	0	0	2	26	0	0	19	0	0	1	20
0730	0	0	50	1	1	3	55	0	0	21	0	1	1	23
0745	0	0	42	1	2	0	45	0	0	30	0	1	1	32
0800	0	0	24	1	1	0	26	0	0	20	0	1	1	22
0815	0	0	28	0	1	1	30	0	0	26	0	0	0	26
0830	0	0	32	1	4	0	37	0	0	22	0	0	2	24
0845	0	0	31	0	2	2	35	0	0	21	0	3	0	24
0900	1	1	18	0	3	1	24	0	0	17	0	1	2	20
0915	0	0	16	0	2	1	19	0	0	8	0	2	2	12
0930	0	0	15	0	1	0	16	0	0	18	0	1	2	21
0945	0	0	6	0	3	2	11	0	0	12	0	0	2	14
1000	0	0	13	0	3	0	16	0	0	13	0	1	0	14
1015	0	0	11	0	1	1	13	0	0	20	0	4	3	27
1030	0	0	16	0	3	0	19	0	0	17	0	2	3	22
1045	0	0	18	0	0	1	19	0	0	7	0	2	2	11
1100	0	0	13	0	2	2	17	0	0	14	0	3	1	18
1115	0	0	20	0	3	0	23	0	0	19	0	1	2	22
1130	0	1	31	0	0	1	33	0	0	34	0	1	0	35
1145	0	0	36	0	0	2	38	1	0	38	0	3	2	44
1200	0	0	47	0	1	2	50	0	0	36	0	0	1	37
1215	0	0	47	0	3	1	51	0	0	26	0	3	0	29
1230	0	0	43	0	0	2	45	0	0	33	0	1	3	37
1245	0	0	23	0	2	2	27	0	0	27	0	0	0	27
1300	0	0	16	0	3	1	20	0	0	29	0	1	1	31
1315	0	0	25	0	0	1	26	0	0	27	0	3	1	31
1330	0	0	19	0	1	0	20	0	0	19	0	0	1	20
1345	0	0	27	0	0	1	28	0	0	15	0	1	2	18
1400	0	0	24	0	1	4	29	0	1	22	0	3	3	29
1415	1	0	16	0	1	0	18	0	0	21	0	4	1	26
1430	0	0	19	0	0	1	20	0	0	28	0	1	0	29
1445	0	0	14	0	3	1	18	0	0	23	0	0	1	24
1500	0	0	23	1	0	2	26	0	1	22	0	0	1	24
1515	0	0	20	0	0	3	23	0	0	36	0	0	1	37
1530	1	0	41	0	1	0	43	0	0	49	0	3	2	54
1545	0	0	32	0	2	0	34	0	1	28	0	1	1	31
1600	0	2	30	0	0	0	32	0	2	40	0	3	1	46
1615	0	0	27	0	1	0	28	0	0	46	0	1	3	50
1630	0	0	32	0	1	1	34	0	0	41	0	1	1	43
1645	0	0	26	0	1	0	27	0	0	51	0	1	0	52
1700	0	0	33	0	0	1	34	0	0	32	0	0	1	33
1715	0	0	22	0	0	0	22	1	0	33	0	1	0	35
1730	0	0	27	0	0	0	27	0	0	27	0	0	0	27
1745	0	0	13	0	1	0	14	0	1	24	0	0	2	27
1800	0	0	16	0	1	0	17	0	0	21	0	0	0	21
1815	0	0	20	0	1	1	22	0	0	13	0	0	1	14
1830	0	0	14	0	1	0	15	0	0	29	0	0	0	29
1845	0	0	23	0	0	0	23	0	0	17	0	0	0	17
1900	0	0	11	0	0	0	11	0	0	14	0	1	0	15
1915	0	0	7	0	0	0	7	0	0	15	0	0	1	16
1930	0	0	3	0	0	1	4	0	0	8	0	0	0	8
1945	0	0	6	0	0	1	7	0	0	6	0	0	0	6
2000	0	0	15	0	0	0	15	0	0	10	0	0	0	10
2015	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2030	0	0	11	0	0	0	11	0	0	4	0	0	1	5
2045	0	0	7	0	0	0	7	0	0	5	0	0	1	6
2100	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2115	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2130	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2200	0	0	2	0	0	0	2	0	0	3	0	0	1	4
2215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	1	0	0	0	1	0	0	0	0	0	1	1
2345	0	0	1	0	0	0	1	0	0	2	0	1	0	3
Total	3	5	1475	5	62	51	1601	3	6	1378	0	63	62	1512

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0230	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0400	0	0	2	0	1	1	4	0	0	0	0	0	0	0
0415	0	0	4	0	1	1	6	0	0	1	0	0	1	2
0430	0	0	6	0	0	0	6	0	0	1	0	1	0	2
0445	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0500	0	0	5	0	0	1	6	0	0	1	0	0	0	1
0515	0	0	7	0	0	0	7	0	0	3	0	0	0	3
0530	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0545	0	0	25	0	0	0	25	0	0	7	0	1	0	8
0600	0	0	17	0	1	0	18	0	0	5	0	0	0	5
0615	0	0	16	0	2	1	19	1	0	10	0	0	0	11
0630	0	0	29	0	0	2	31	0	0	5	0	0	0	5
0645	0	0	34	0	1	2	37	0	0	14	0	1	0	15
0700	0	0	28	0	0	0	28	0	0	21	0	1	3	25
0715	0	0	26	0	0	0	26	0	0	16	0	2	1	19
0730	0	0	24	2	1	1	28	0	0	21	0	2	0	23
0745	0	0	32	0	2	1	35	0	0	18	0	4	1	23
0800	0	0	35	0	1	1	37	0	0	23	0	3	2	28
0815	0	0	27	0	2	0	29	0	0	33	0	1	0	34
0830	0	0	21	1	3	2	27	0	0	26	0	1	1	28
0845	0	0	21	0	3	0	24	0	0	13	0	2	2	17
0900	0	0	15	0	1	0	16	0	0	19	0	4	1	24
0915	0	0	18	0	2	2	22	0	0	23	0	2	1	26
0930	1	0	7	0	3	2	13	0	0	17	0	2	0	19
0945	0	0	21	0	1	1	23	1	0	15	0	3	1	20
1000	0	0	10	0	4	0	14	0	0	12	0	4	1	17
1015	1	0	12	0	3	4	20	0	0	13	0	3	1	17
1030	0	0	15	0	2	2	19	1	0	14	0	5	2	22
1045	0	0	17	0	2	1	20	0	0	22	0	1	4	27
1100	0	0	14	0	0	2	16	0	0	16	0	0	2	18
1115	0	0	18	0	3	1	22	0	0	15	0	0	1	16
1130	0	0	31	0	1	2	34	0	0	20	0	3	4	27
1145	0	0	25	0	2	1	28	0	0	32	0	1	0	33
1200	0	0	52	0	2	3	57	1	0	39	0	3	3	46
1215	0	0	28	0	1	2	31	0	0	46	0	3	0	49
1230	0	0	29	0	1	0	30	0	0	35	0	3	1	39
1245	0	0	24	0	2	0	26	0	0	27	0	3	0	30
1300	0	0	24	0	3	0	27	0	0	24	0	0	2	26
1315	0	0	25	0	0	2	27	0	0	19	0	1	1	21
1330	0	0	14	0	1	0	15	0	0	22	0	4	6	32
1345	0	0	18	0	2	1	21	0	0	27	0	0	0	27
1400	0	0	10	0	2	1	13	0	0	18	0	1	7	26
1415	0	0	21	0	0	1	22	0	0	24	0	2	0	26
1430	0	0	28	0	0	1	29	0	0	32	0	0	6	38
1445	1	0	12	0	0	1	14	0	0	39	0	1	4	44
1500	0	0	25	0	0	0	25	0	0	26	0	1	1	28
1515	0	0	26	1	0	2	29	0	0	30	0	2	8	40
1530	0	0	32	0	1	0	33	0	0	47	0	3	2	52
1545	0	0	23	0	0	2	25	0	0	32	0	2	2	36
1600	0	0	25	0	0	1	26	0	0	62	0	1	0	63
1615	0	0	24	0	2	0	26	0	0	58	0	0	3	61
1630	0	0	35	0	1	0	36	0	1	53	0	2	2	58
1645	0	0	26	0	1	1	28	0	0	42	0	0	0	42
1700	0	0	21	0	0	0	21	0	0	53	0	2	1	56
1715	0	0	16	0	0	0	16	0	0	31	0	0	2	33
1730	0	0	14	0	0	0	14	0	0	21	0	0	0	21
1745	0	0	14	0	0	0	14	0	0	23	0	0	1	24
1800	0	0	17	0	0	0	17	0	0	20	0	0	0	20
1815	0	0	9	0	0	0	9	0	0	21	0	0	1	22
1830	0	0	20	0	0	1	21	0	0	13	0	0	2	15
1845	0	0	12	0	0	0	12	0	0	9	0	0	0	9
1900	0	0	17	0	1	0	18	0	0	25	1	0	0	26
1915	0	0	9	0	0	0	9	0	0	13	0	1	1	15
1930	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1945	0	0	6	0	0	0	6	0	0	9	0	0	1	10
2000	0	0	11	0	0	1	12	0	0	3	0	0	0	3
2015	0	0	6	0	1	0	7	0	0	2	0	0	0	2
2030	0	0	2	0	0	0	2	0	0	11	0	0	0	11
2045	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2100	0	0	2	0	0	1	3	0	0	1	0	0	0	1
2115	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2130	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2145	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2200	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2215	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2230	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2245	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2300	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2345	0	0	1	0	0	0	1	0	0	4	0	0	0	4
Total	3	0	1328	4	64	52	1451	4	1	1482	1	82	87	1657

Volume Report

Job 1645_10_VHB_ATR A-10
Area Harvard, MA
Location Barnum Road, east of Queenstown St



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	1	1	0	0	2	0	1	0	3
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0400	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0445	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0500	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0515	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0530	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0545	0	0	11	0	0	0	11	0	0	4	0	0	0	4
0600	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0615	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0630	0	0	18	0	0	0	18	0	0	3	0	0	0	3
0645	0	0	8	0	1	1	10	0	0	3	0	2	0	5
0700	0	0	3	0	0	0	3	0	0	9	0	0	1	10
0715	0	0	12	0	1	0	13	0	0	6	0	0	0	6
0730	0	0	5	0	0	0	5	0	0	6	0	1	0	7
0745	0	0	8	0	1	1	10	0	0	6	0	0	0	6
0800	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0815	0	0	4	0	0	1	5	0	0	3	0	0	0	3
0830	0	0	7	0	2	0	9	0	0	10	0	0	1	11
0845	0	0	13	0	2	0	15	0	0	10	0	2	0	12
0900	0	0	12	0	0	0	12	0	0	10	0	0	1	11
0915	0	0	7	0	0	1	8	0	0	6	0	0	0	6
0930	0	0	20	0	1	1	22	0	0	11	0	0	0	11
0945	0	0	12	0	1	0	13	0	0	13	0	1	0	14
1000	0	0	7	0	1	0	8	0	0	14	0	2	1	17
1015	0	0	14	0	0	1	15	0	0	7	0	2	0	9
1030	0	0	6	0	2	0	8	0	0	7	0	4	1	12
1045	0	0	14	0	2	0	16	0	0	10	0	0	1	11
1100	0	0	17	0	0	0	17	0	0	8	0	0	1	9
1115	0	0	11	0	1	0	12	0	0	10	0	2	1	13
1130	0	0	16	0	0	0	16	0	0	12	0	0	1	13
1145	0	0	10	0	1	0	11	0	0	23	0	1	0	24
1200	0	0	13	0	0	0	13	0	0	21	0	0	2	23
1215	0	0	13	0	0	1	14	0	0	13	0	0	0	13
1230	0	0	17	0	0	0	17	0	0	12	0	1	1	14
1245	0	0	12	0	1	0	13	0	0	13	0	0	0	13
1300	0	0	5	0	0	0	5	0	0	10	0	0	1	11
1315	0	0	13	0	0	0	13	0	0	15	0	0	0	15
1330	0	0	16	0	0	0	16	0	0	14	0	0	2	16
1345	0	0	15	0	0	0	15	0	0	11	0	0	2	13
1400	0	0	6	0	0	0	6	0	0	23	0	0	0	23
1415	0	0	14	0	0	1	15	0	0	15	0	0	0	15
1430	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1445	0	0	6	0	0	0	6	1	0	16	0	0	0	17
1500	0	0	12	0	0	0	12	0	0	8	0	0	0	8
1515	0	1	8	0	0	1	10	0	0	9	0	0	0	9
1530	0	0	5	0	0	0	5	0	0	19	0	0	0	19
1545	0	0	10	0	0	0	10	0	0	14	0	0	0	14
1600	0	0	6	0	0	0	6	0	0	10	0	0	0	10
1615	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1630	0	0	7	0	0	0	7	0	0	15	0	0	1	16
1645	0	1	11	0	0	0	12	0	0	5	0	0	0	5
1700	0	0	13	0	0	0	13	0	0	7	0	0	0	7
1715	0	0	8	0	0	0	8	0	0	12	0	0	0	12
1730	0	0	10	0	0	0	10	0	1	16	1	0	0	18
1745	1	0	8	0	0	0	9	0	0	17	0	0	0	17
1800	0	0	8	0	0	0	8	0	0	13	0	0	0	13
1815	0	0	12	0	0	0	12	0	1	19	0	0	0	20
1830	1	0	10	0	0	0	11	0	0	10	0	0	0	10
1845	0	0	11	0	1	0	12	0	1	11	0	0	0	12
1900	0	1	5	0	0	0	6	0	0	23	0	1	0	24
1915	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1930	1	1	8	0	1	0	11	0	1	5	0	0	0	6
1945	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2000	0	0	2	0	0	0	2	0	0	14	0	0	0	14
2015	0	1	4	0	0	1	6	0	0	5	0	0	0	5
2030	0	0	2	0	0	0	2	0	0	6	0	1	0	7
2045	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2100	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2130	0	0	6	0	0	0	6	0	0	2	0	0	1	3
2145	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2200	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2215	0	0	7	0	0	0	7	0	0	4	0	1	0	5
2230	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2245	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	4	0	1	0	5
Total	3	5	661	0	20	14	703	1	4	689	1	25	20	740

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0430	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0515	0	0	0	0	0	1	1	0	0	3	0	0	0	3
0530	0	0	5	0	0	2	7	0	0	0	0	0	0	0
0545	0	0	18	0	1	0	19	0	0	5	0	0	0	5
0600	0	0	10	0	0	0	10	0	0	6	0	0	0	6
0615	0	0	5	0	0	1	6	0	0	2	0	0	0	2
0630	0	0	10	0	1	0	11	0	0	13	0	0	0	13
0645	0	0	18	0	0	1	19	0	0	7	0	0	0	7
0700	0	0	7	0	0	3	10	0	0	12	0	0	0	12
0715	0	0	3	0	1	1	5	0	0	6	0	0	1	7
0730	0	0	7	0	0	0	7	0	0	7	0	0	0	7
0745	0	0	7	0	1	0	8	1	0	9	0	0	0	10
0800	0	0	8	0	2	0	10	0	0	3	0	0	0	3
0815	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0830	0	0	6	0	1	1	8	0	0	11	0	0	0	11
0845	0	0	4	0	1	2	7	0	0	5	0	0	1	6
0900	0	0	5	0	0	1	6	0	0	7	0	1	0	8
0915	0	0	7	0	0	0	7	0	0	3	0	1	2	6
0930	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0945	0	0	9	0	0	1	10	0	0	5	0	0	1	6
1000	0	0	5	0	1	2	8	0	0	12	0	1	1	14
1015	0	0	6	0	0	2	8	0	0	4	0	1	0	5
1030	1	0	7	0	2	2	12	0	0	2	0	0	1	3
1045	1	0	8	0	0	1	10	0	0	10	0	0	0	10
1100	0	0	3	0	1	0	4	0	0	6	0	0	1	7
1115	0	0	8	0	0	1	9	0	0	9	0	0	2	11
1130	1	0	7	0	0	0	8	0	0	6	0	1	2	9
1145	1	0	10	0	0	2	13	0	0	14	0	0	0	14
1200	0	0	12	0	1	2	15	0	0	7	0	0	0	7
1215	0	0	8	0	0	0	8	0	0	13	0	0	1	14
1230	0	0	7	0	0	1	8	1	0	9	0	0	1	11
1245	0	0	8	0	0	0	8	0	0	8	0	0	2	10
1300	0	0	4	0	0	2	6	0	0	15	0	1	0	16
1315	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1330	0	0	8	0	0	0	8	0	0	19	0	0	0	19
1345	0	0	13	0	0	0	13	0	0	12	0	0	1	13
1400	1	0	11	0	0	2	14	0	0	11	0	0	0	11
1415	0	0	4	0	0	0	4	0	0	10	0	0	4	14
1430	0	0	15	0	0	0	15	0	0	4	0	0	0	4
1445	0	0	11	0	0	2	13	0	0	8	0	0	0	8
1500	0	0	5	0	0	2	7	0	0	7	0	0	1	8
1515	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1530	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1545	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1600	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1615	0	0	7	0	0	1	8	0	0	6	0	0	0	6
1630	0	0	7	0	0	0	7	0	0	2	0	0	0	2
1645	0	0	9	0	0	1	10	0	0	9	0	0	1	10
1700	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1715	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1730	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	3	0	3
1800	0	0	0	0	2	0	2	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	1	0	0	2	0	3	0	5
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2015	0	0	1	0	1	0	2	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Total	5	0	380	0	19	37	441	2	0	380	0	14	23	419

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0045	0	0	1	0	4	0	5	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0315	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0330	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0345	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0400	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0415	0	0	5	0	0	2	7	0	0	1	0	0	0	1
0430	0	0	11	0	1	0	12	0	0	4	0	0	1	5
0445	0	0	19	0	2	1	22	0	0	4	0	0	3	7
0500	0	0	11	0	0	2	13	0	0	3	0	0	3	6
0515	0	0	14	0	1	0	15	0	0	5	0	1	1	7
0530	0	0	22	0	0	3	25	0	0	7	0	0	0	7
0545	0	0	38	0	0	0	38	0	0	8	0	1	3	12
0600	0	0	16	0	2	6	24	0	0	5	0	0	2	7
0615	0	0	26	0	0	3	29	0	0	4	0	0	1	5
0630	0	0	24	0	0	1	25	0	0	7	0	0	1	8
0645	0	0	33	0	2	3	38	0	0	13	0	0	1	14
0700	0	0	24	0	4	3	31	0	0	20	0	1	1	22
0715	0	0	29	0	2	2	33	0	0	16	0	2	2	20
0730	0	0	22	0	2	2	26	0	0	15	0	0	1	16
0745	0	0	37	0	1	3	41	0	0	16	0	1	3	20
0800	0	0	25	0	1	4	30	0	0	18	0	4	3	25
0815	0	0	18	1	0	0	19	0	0	11	0	0	2	13
0830	0	0	11	0	3	2	16	0	0	10	0	2	1	13
0845	0	0	17	0	1	5	23	0	0	10	1	1	2	14
0900	0	0	11	0	2	4	17	0	0	7	0	2	1	10
0915	0	0	5	0	0	5	10	0	0	6	0	0	2	8
0930	0	0	8	0	1	5	14	0	0	5	0	0	3	8
0945	0	0	6	0	0	1	7	0	0	3	0	2	4	9
1000	0	0	10	0	0	2	12	0	0	7	0	2	4	13
1015	0	0	11	0	0	3	14	0	0	9	0	0	2	11
1030	0	0	4	0	2	2	8	0	0	8	0	0	3	11
1045	0	0	8	0	0	7	15	0	0	10	0	1	4	15
1100	0	0	9	0	0	2	11	0	0	9	0	0	10	19
1115	0	0	14	0	1	6	21	0	0	10	0	2	2	14
1130	0	0	6	0	4	4	14	0	0	9	0	2	4	15
1145	0	0	18	0	3	0	21	0	0	11	0	0	5	16
1200	0	0	31	0	2	1	34	0	0	26	0	4	9	39
1215	0	0	17	0	1	4	22	0	0	15	0	1	2	18
1230	0	0	14	0	2	4	20	0	0	19	0	2	2	23
1245	0	0	16	0	1	3	20	0	0	18	0	0	5	23
1300	0	0	14	0	0	4	18	0	0	16	0	0	7	23
1315	0	0	12	0	0	3	15	0	0	18	0	2	4	24
1330	0	0	7	0	3	6	16	0	0	14	0	3	3	20
1345	0	0	12	0	2	4	18	0	0	12	0	2	4	18
1400	0	0	11	0	3	6	20	0	0	14	0	0	5	19
1415	0	0	9	1	0	2	12	0	0	22	0	4	11	37
1430	0	0	11	0	1	3	15	0	0	40	0	0	9	49
1445	0	0	10	0	1	0	11	0	0	13	0	1	7	21
1500	0	0	20	0	1	3	24	0	0	22	0	2	2	26
1515	0	0	15	0	2	3	20	0	0	13	0	0	3	16
1530	0	0	19	0	3	2	24	0	0	51	0	1	8	60
1545	0	0	18	0	0	2	20	0	0	30	0	0	2	32
1600	0	0	25	0	0	4	29	0	0	46	0	2	1	49
1615	0	0	18	0	1	3	22	0	0	16	0	0	3	19
1630	0	0	20	0	0	4	24	0	0	40	0	1	7	48
1645	0	0	14	0	1	1	16	0	0	33	0	1	6	40
1700	0	0	13	0	0	2	15	0	0	32	0	1	3	36
1715	0	0	16	0	0	3	19	0	0	24	0	0	2	26
1730	0	0	4	0	0	1	5	0	0	26	0	0	6	32
1745	0	0	11	0	0	2	13	0	0	20	0	0	1	21
1800	0	0	9	0	0	0	9	0	0	10	0	0	1	11
1815	0	0	20	0	0	1	21	0	0	9	0	0	1	10
1830	0	0	11	0	1	3	15	0	0	6	0	0	0	6
1845	0	0	14	0	1	2	17	0	0	10	0	0	0	10
1900	0	0	6	0	0	0	6	0	0	23	0	0	3	26
1915	0	0	5	0	1	1	7	0	0	5	0	0	1	6
1930	0	0	2	0	0	2	4	0	0	2	0	1	2	5
1945	0	0	5	0	0	0	5	0	0	4	0	0	1	5
2000	0	0	2	0	0	0	2	0	0	4	0	0	1	5
2015	0	0	2	0	0	0	2	0	0	0	0	0	2	2
2030	0	0	2	0	0	1	3	0	0	6	0	0	0	6
2045	0	0	5	0	0	1	6	0	0	1	0	0	1	2
2100	0	0	2	0	0	2	4	0	0	2	0	0	2	4
2115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	1	0	0	2	3	0	0	1	0	0	3	4
2200	0	0	1	0	0	1	2	0	0	3	0	0	0	3
2215	0	0	1	0	0	0	1	0	0	0	0	0	2	2
2230	0	0	2	0	0	0	2	0	0	0	0	0	1	1
2245	0	0	1	0	0	1	2	0	0	3	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	5	0	1	0	6
2315	0	0	0	0	0	1	1	0	0	1	0	0	0	1
2330	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2345	0	0	1	0	0	1	2	0	0	1	0	0	0	1
Total	0	0	987	2	67	176	1232	0	0	955	1	54	211	1221

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	1	0	2	0	0	1	0	0	1	2
0015	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0215	0	0	2	0	0	1	3	0	0	4	0	0	0	4
0230	0	0	2	0	0	4	6	0	0	1	0	1	0	2
0245	0	0	10	0	0	1	11	0	0	2	0	0	0	2
0300	0	0	1	0	0	0	1	0	0	9	0	0	1	10
0315	0	0	3	0	0	0	3	0	0	2	0	0	1	3
0330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0345	0	0	2	0	1	2	5	0	0	2	0	0	1	3
0400	0	0	4	0	0	0	4	0	0	0	0	0	1	1
0415	0	0	6	0	1	3	10	0	0	0	0	0	2	2
0430	0	0	10	0	0	0	10	0	0	3	0	0	0	3
0445	0	0	16	0	0	1	17	0	0	4	0	1	3	8
0500	0	0	10	0	2	3	15	0	0	2	0	1	1	4
0515	0	0	9	0	2	1	12	0	0	4	0	0	0	4
0530	0	0	20	0	0	4	24	0	0	4	0	0	0	4
0545	0	0	36	0	0	7	43	0	0	6	0	0	1	7
0600	0	0	22	0	1	5	28	0	0	5	0	0	1	6
0615	0	0	28	0	1	1	30	0	0	6	0	0	3	9
0630	0	0	30	0	0	5	35	0	0	6	0	0	0	6
0645	0	0	37	0	1	8	46	0	0	18	0	1	4	23
0700	0	0	24	0	2	9	35	0	0	26	0	2	2	30
0715	0	0	27	0	1	4	32	0	0	19	0	2	1	22
0730	0	0	33	0	4	1	38	0	0	17	0	0	5	22
0745	0	0	37	0	2	1	40	0	0	18	0	1	2	21
0800	0	0	25	0	2	4	31	0	0	15	0	1	4	20
0815	0	0	18	1	1	2	22	0	0	18	0	1	4	23
0830	0	0	13	0	0	7	20	0	0	10	0	1	1	12
0845	0	0	19	0	1	8	28	0	0	14	1	0	1	16
0900	0	0	14	0	1	2	17	0	0	10	0	0	4	14
0915	0	0	11	0	0	5	16	0	0	7	0	5	4	16
0930	0	0	3	0	1	2	6	0	0	5	0	1	6	12
0945	0	0	9	0	4	3	16	0	0	8	0	1	5	14
1000	0	0	17	0	2	4	23	0	0	6	0	4	2	12
1015	0	0	13	0	1	4	18	0	0	5	0	0	5	10
1030	0	0	11	0	0	3	14	0	0	7	0	2	2	11
1045	0	0	16	0	0	1	17	0	0	6	0	4	6	16
1100	0	0	14	0	1	5	20	0	0	12	0	0	4	16
1115	0	0	7	0	3	2	12	0	0	16	0	0	5	21
1130	0	0	14	0	1	2	17	0	0	14	0	0	1	15
1145	0	0	11	0	1	4	16	0	0	12	0	3	3	18
1200	0	0	20	0	1	9	30	0	0	21	0	0	3	24
1215	0	0	19	0	2	2	23	0	0	22	0	3	4	29
1230	0	0	24	0	3	6	33	0	0	20	0	1	5	26
1245	0	0	6	0	1	5	12	0	0	22	0	3	5	30
1300	0	0	13	0	2	4	19	0	0	10	0	0	7	17
1315	0	0	9	0	1	3	13	0	0	14	0	0	4	18
1330	0	0	9	0	2	2	13	0	0	13	0	4	5	22
1345	0	0	6	0	2	2	10	0	0	12	0	0	5	17
1400	0	0	9	0	2	4	15	0	0	14	0	3	3	20
1415	0	0	8	1	0	2	11	0	0	15	0	2	10	27
1430	0	0	8	0	2	6	16	0	0	33	0	0	8	41
1445	0	0	17	0	1	2	20	0	0	26	0	0	2	28
1500	0	0	12	0	1	6	19	0	0	42	0	0	6	48
1515	0	0	18	0	2	3	23	0	0	28	0	0	3	31
1530	0	0	26	0	1	3	30	0	0	55	0	0	5	60
1545	0	1	28	0	0	0	29	0	0	31	0	0	3	34
1600	0	0	19	0	1	1	21	0	0	62	0	2	4	68
1615	0	0	20	0	0	1	21	0	0	49	0	0	3	52
1630	0	0	20	0	1	4	25	0	0	53	0	1	1	55
1645	0	0	17	0	1	4	22	0	0	43	0	1	2	46
1700	0	0	29	0	0	2	31	0	0	32	0	1	2	35
1715	0	0	20	0	0	1	21	0	0	26	0	0	1	27
1730	0	0	18	0	1	1	20	0	0	19	0	0	3	22
1745	0	0	14	0	0	2	16	0	0	11	0	1	5	17
1800	0	0	12	0	0	2	14	0	0	11	0	0	3	14
1815	0	0	11	0	0	1	12	0	0	9	0	0	2	11
1830	0	0	22	0	0	3	25	0	0	9	0	0	2	11
1845	0	0	9	0	1	0	10	0	0	6	0	0	0	6
1900	0	0	8	0	0	1	9	0	0	24	0	0	2	26
1915	0	0	10	0	0	1	11	0	0	9	0	0	2	11
1930	0	0	10	0	0	5	15	0	0	4	0	0	2	6
1945	0	0	12	0	0	2	14	0	0	7	0	1	1	9
2000	0	0	4	0	0	1	5	0	0	6	0	0	4	10
2015	0	0	10	0	0	1	11	0	0	1	0	0	2	3
2030	0	0	14	0	1	0	15	0	0	0	0	0	1	1
2045	0	0	4	0	0	1	5	0	0	0	0	0	0	0
2100	0	0	0	0	0	1	1	0	0	4	0	0	0	4
2115	0	0	1	0	0	1	2	0	0	2	0	0	2	4
2130	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2145	0	0	0	0	0	2	2	0	0	1	0	0	0	1
2200	0	0	1	0	0	0	1	0	0	1	0	0	2	3
2215	0	0	3	0	0	0	3	0	0	1	0	0	1	2
2230	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2300	0	0	0	0	1	1	2	0	0	3	0	0	2	5
2315	0	0	2	0	0	0	2	0	0	3	0	0	1	4
2330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2345	0	0	4	0	0	2	6	0	0	2	0	0	0	2
Total	0	1	1127	2	68	222	1420	0	0	1117	1	55	217	1390

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0015	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	0	0	0	1	1	0	0	1	0	0	1	2
0100	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	1	1	0	0	1	0	0	1	2
0130	0	0	0	0	0	1	1	0	0	5	0	0	1	6
0145	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0200	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0215	0	0	0	0	0	2	2	0	0	12	0	0	1	13
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	2	0	0	2	4	0	0	1	0	0	0	1
0300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0315	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0330	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0345	0	0	3	0	0	1	4	0	0	1	0	0	1	2
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	8	0	1	0	9	0	0	0	0	0	0	0
0430	0	0	10	0	2	4	16	0	0	2	0	1	0	3
0445	0	0	15	0	0	1	16	0	0	3	0	0	1	4
0500	0	0	9	0	0	2	11	0	0	4	0	1	0	5
0515	0	0	12	0	0	1	13	0	0	5	0	0	1	6
0530	0	0	22	0	0	3	25	0	0	4	0	0	2	6
0545	0	0	38	0	0	2	40	0	0	8	0	0	2	10
0600	0	0	33	0	1	2	36	0	0	6	0	1	1	8
0615	0	0	21	0	1	5	27	0	0	11	0	0	3	14
0630	0	0	28	0	0	2	30	0	0	13	0	2	1	16
0645	0	0	33	0	1	6	40	0	0	19	0	0	3	22
0700	0	0	24	0	1	4	29	1	0	25	0	0	1	27
0715	0	0	39	0	3	1	43	0	0	13	0	0	1	14
0730	0	0	41	0	1	6	48	0	0	15	0	0	4	19
0745	0	0	43	0	0	4	47	0	0	15	0	3	2	20
0800	0	0	33	1	1	2	37	0	0	17	0	0	4	21
0815	0	1	14	1	1	5	22	0	0	9	0	4	2	15
0830	0	0	17	0	2	2	21	0	0	13	1	0	3	17
0845	0	0	14	0	3	4	21	0	0	16	0	1	3	20
0900	0	0	8	0	3	1	12	0	0	6	0	2	5	13
0915	0	0	12	0	1	2	15	0	0	4	0	2	7	13
0930	0	0	6	0	1	2	9	0	0	9	0	0	2	11
0945	0	1	8	0	1	2	12	0	0	8	0	4	3	15
1000	0	0	12	0	3	4	19	0	0	7	0	1	3	11
1015	0	0	9	0	3	7	19	1	0	11	0	2	2	16
1030	0	0	4	0	4	2	10	0	0	12	0	1	7	20
1045	0	0	13	0	2	4	19	0	0	13	0	5	3	21
1100	0	0	3	0	1	3	7	0	0	6	0	2	2	10
1115	0	0	12	0	0	6	18	0	0	11	0	3	7	21
1130	0	0	15	1	2	5	23	0	0	12	0	1	5	18
1145	0	0	14	0	3	3	20	0	0	9	0	1	4	14
1200	0	0	15	0	3	1	19	0	0	19	0	1	5	25
1215	0	0	23	0	3	3	29	0	0	20	0	2	3	25
1230	0	0	15	0	1	4	20	0	0	23	0	3	3	29
1245	0	0	8	0	2	3	13	0	0	19	0	2	4	25
1300	0	0	13	0	1	2	16	0	0	14	0	1	7	22
1315	0	0	15	0	3	4	22	0	0	17	0	3	1	21
1330	0	0	14	0	1	7	22	0	0	17	1	2	5	25
1345	0	0	7	0	1	4	12	0	0	19	0	2	5	26
1400	0	0	10	0	1	1	12	0	0	25	0	0	6	31
1415	0	0	13	1	3	4	21	0	0	18	0	1	7	26
1430	0	1	16	0	2	8	27	0	0	37	1	0	5	43
1445	0	0	16	0	0	5	21	0	0	24	0	0	7	31
1500	0	0	12	0	2	4	18	0	0	47	0	0	6	53
1515	0	0	17	1	1	2	21	0	0	34	0	0	1	35
1530	0	0	24	0	1	4	29	1	0	38	0	0	6	45
1545	0	0	24	0	1	0	25	0	0	35	0	1	5	41
1600	0	0	32	0	1	1	34	0	1	62	0	2	5	70
1615	0	0	29	1	0	5	35	0	1	41	0	2	1	45
1630	0	0	33	0	2	1	36	0	0	56	0	0	3	59
1645	0	0	22	0	1	1	24	0	0	25	0	0	5	30
1700	0	0	21	0	0	1	22	0	0	34	0	0	2	36
1715	0	0	11	0	0	3	14	0	0	24	0	1	1	26
1730	0	0	14	0	0	1	15	1	0	25	0	0	1	27
1745	0	0	12	0	0	3	15	0	0	16	0	0	0	16
1800	0	0	10	0	0	1	11	0	0	12	0	0	4	16
1815	0	0	13	0	0	1	14	0	0	12	0	0	0	12
1830	0	0	12	0	0	1	13	0	0	7	0	0	1	8
1845	0	0	28	0	0	2	30	0	0	8	0	0	4	12
1900	0	0	7	0	0	0	7	0	0	20	0	0	1	21
1915	0	0	6	0	0	2	8	0	2	9	0	0	1	12
1930	0	1	10	0	0	2	13	0	0	6	0	0	1	7
1945	0	0	15	0	0	1	16	0	0	2	0	0	3	5
2000	0	0	22	0	0	0	22	0	0	6	0	0	1	7
2015	0	0	9	0	0	1	10	0	0	4	0	0	1	5
2030	0	0	22	0	1	1	24	0	0	2	0	0	0	2
2045	0	0	7	0	0	0	7	0	0	0	0	0	3	3
2100	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2115	0	0	4	0	0	2	6	0	0	4	0	0	0	4
2130	0	0	6	0	0	0	6	0	0	3	0	0	2	5
2145	0	0	1	0	0	2	3	0	0	2	0	0	0	2
2200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2230	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2245	0	0	4	0	0	1	5	0	0	2	0	0	1	3
2300	0	0	1	0	0	1	2	0	0	6	0	0	0	6
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	4	0	0	0	4	0	0	2	0	0	1	3
2345	0	0	3	0	0	1	4	0	0	2	0	0	0	2
Total	0	4	1206	6	74	202	1492	4	4	1140	3	60	208	1419

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0015	0	0	1	0	0	1	2	0	0	6	0	0	0	6
0030	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0045	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	1	1	0	0	4	0	0	0	4
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0215	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0230	0	0	0	0	0	2	2	0	0	5	0	0	0	5
0245	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	2	0	0	0	0	0	0	0
0400	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0415	0	0	8	0	0	1	9	0	0	3	0	0	1	4
0430	0	0	12	0	1	0	13	0	0	2	0	0	0	2
0445	0	0	16	0	0	4	20	0	0	3	0	0	2	5
0500	0	0	7	0	0	3	10	0	0	3	0	0	1	4
0515	0	0	17	0	0	4	21	0	0	3	0	0	1	4
0530	0	1	25	0	0	8	34	0	0	5	0	0	0	5
0545	0	0	33	0	1	4	38	0	0	14	0	0	1	15
0600	0	2	15	0	0	2	19	0	0	8	0	1	3	12
0615	0	1	28	0	1	0	30	0	0	8	0	0	5	13
0630	0	0	25	0	0	1	26	0	0	7	0	0	3	10
0645	0	0	41	0	1	4	46	0	0	17	0	1	1	19
0700	0	0	23	0	0	3	26	1	0	28	0	1	0	30
0715	0	0	26	0	2	4	32	0	0	16	0	1	1	18
0730	0	0	29	0	3	5	37	0	0	12	0	2	2	16
0745	0	0	28	0	1	6	35	0	0	20	0	1	3	24
0800	0	0	30	0	0	6	36	0	0	20	0	3	5	28
0815	0	0	22	1	3	2	28	0	0	18	0	2	5	25
0830	0	0	18	1	5	4	28	0	0	7	1	2	4	14
0845	0	0	14	0	1	6	21	0	0	11	0	3	2	16
0900	0	0	17	0	0	2	19	0	0	9	0	2	1	12
0915	0	0	10	0	1	3	14	0	0	8	0	1	4	13
0930	0	0	12	0	2	4	18	0	0	9	0	2	5	16
0945	0	0	4	0	0	6	10	0	0	7	0	3	6	16
1000	0	0	10	0	3	2	15	0	0	10	0	1	2	13
1015	0	0	10	0	1	3	14	0	0	9	0	3	3	15
1030	0	0	9	0	2	6	17	0	0	9	0	1	4	14
1045	0	0	11	0	2	7	20	0	0	9	0	2	0	11
1100	0	0	4	0	1	5	10	1	0	5	0	1	6	13
1115	0	0	5	0	1	3	9	0	0	10	0	0	8	18
1130	0	0	9	0	1	6	16	0	0	8	0	2	3	13
1145	0	0	20	0	3	6	29	0	0	12	0	1	7	20
1200	0	1	17	0	4	4	26	0	0	19	0	2	3	24
1215	0	0	19	0	3	1	23	0	0	21	0	1	3	25
1230	0	0	19	0	1	6	26	0	0	23	0	1	6	30
1245	1	0	16	0	0	5	22	0	0	17	0	1	4	22
1300	0	0	15	0	2	4	21	1	0	12	0	1	6	20
1315	0	0	13	0	3	4	20	0	0	20	0	2	6	28
1330	0	0	16	0	1	4	21	0	0	13	0	1	4	18
1345	0	0	17	0	3	4	24	0	0	20	0	3	6	29
1400	0	0	14	1	2	4	21	0	0	29	0	1	4	34
1415	0	0	15	0	2	3	20	0	0	20	0	2	3	25
1430	0	0	11	0	0	3	14	0	0	39	1	1	7	48
1445	0	0	9	0	1	1	11	0	1	20	0	0	4	25
1500	0	0	29	0	1	3	33	0	0	51	0	1	5	57
1515	1	0	20	0	0	1	22	0	0	21	0	0	4	25
1530	0	0	26	0	1	3	30	0	0	36	0	1	3	40
1545	0	0	18	0	1	3	22	0	1	33	0	1	3	38
1600	0	0	28	0	2	1	31	0	0	51	0	1	4	56
1615	0	0	24	0	1	4	29	0	0	21	0	1	2	24
1630	0	0	26	0	0	1	27	0	0	54	0	0	5	59
1645	0	0	18	0	0	1	19	0	0	29	0	0	4	33
1700	0	0	12	0	1	0	13	0	0	34	0	0	2	36
1715	0	0	18	0	0	0	18	0	0	25	0	0	1	26
1730	0	0	12	0	0	0	12	0	0	19	0	0	2	21
1745	0	0	10	0	0	0	10	0	0	18	0	0	3	21
1800	0	0	12	0	0	2	14	0	0	13	0	0	2	15
1815	0	0	8	0	0	2	10	0	0	10	0	0	1	11
1830	0	0	13	0	0	1	14	0	0	10	0	0	2	12
1845	0	0	14	0	0	1	15	0	0	8	0	0	2	10
1900	0	0	11	0	0	0	11	0	0	18	0	0	2	20
1915	0	0	9	0	0	0	9	0	0	7	0	0	2	9
1930	0	0	6	0	0	1	7	0	0	4	0	0	0	4
1945	0	0	3	0	0	2	5	0	0	7	0	0	2	9
2000	0	0	5	0	0	0	5	0	0	2	0	0	3	5
2015	0	0	4	0	0	1	5	0	0	0	0	1	1	1
2030	0	0	4	0	0	0	4	0	0	2	0	1	3	6
2045	0	0	1	0	0	0	1	0	0	0	0	0	1	1
2100	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2115	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2130	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2145	0	0	1	0	0	2	3	0	0	3	0	0	0	3
2200	0	0	1	0	0	2	3	0	0	1	0	0	0	1
2215	0	1	3	0	0	1	5	0	0	2	0	0	2	4
2230	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	1	0	0	0	1	0	0	4	0	0	2	6
2315	0	0	1	0	0	1	2	0	0	1	0	0	0	1
2330	0	0	2	0	0	2	4	0	0	4	0	1	0	5
2345	0	0	2	0	0	1	3	0	0	1	0	0	0	1
Total	2	6	1089	3	65	207	1372	3	2	1094	2	59	213	1373

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	2	3
0015	0	0	1	0	0	1	2	0	0	1	0	0	1	1
0030	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0130	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0145	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	1	0	0	3	0	0	0	3
0215	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0230	0	0	3	0	0	1	4	0	0	2	0	0	1	3
0245	0	0	12	0	0	0	12	0	0	0	0	0	0	0
0300	0	0	1	0	0	1	2	0	0	8	0	0	0	8
0315	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0330	0	0	4	0	0	0	4	0	0	2	0	0	1	3
0345	0	0	2	0	1	3	6	0	0	0	0	0	0	0
0400	0	0	3	0	1	0	4	0	0	1	0	0	0	1
0415	0	0	5	0	1	1	7	0	0	0	0	0	1	1
0430	0	0	11	0	0	1	12	0	0	1	0	0	2	3
0445	0	0	12	0	0	2	14	0	0	1	0	0	1	2
0500	0	0	6	0	1	3	10	0	0	3	0	1	0	4
0515	0	0	7	0	0	1	8	0	0	6	0	0	0	6
0530	0	0	22	0	0	3	25	0	0	3	0	0	2	5
0545	0	0	38	0	0	6	44	0	0	12	0	0	0	12
0600	0	0	23	0	0	6	29	0	0	8	0	0	4	12
0615	0	0	23	0	0	2	25	0	0	13	0	0	7	20
0630	0	0	33	0	1	5	39	0	0	9	0	1	4	14
0645	0	0	30	0	1	4	35	0	0	17	0	0	1	18
0700	0	0	22	0	2	1	25	0	0	24	0	0	1	25
0715	0	0	28	0	0	7	35	0	0	17	0	1	2	20
0730	0	0	24	0	1	3	28	0	0	19	0	0	3	22
0745	0	0	30	0	2	6	38	0	0	12	0	2	3	17
0800	0	0	21	0	0	2	23	0	0	15	0	5	1	21
0815	0	0	14	1	0	2	17	0	0	12	0	2	5	19
0830	0	0	12	0	0	5	17	0	0	14	1	0	5	20
0845	0	0	9	0	2	2	13	0	0	7	0	1	1	9
0900	0	0	19	0	3	1	23	0	0	9	0	2	5	16
0915	0	0	6	0	2	1	9	0	0	8	0	2	2	12
0930	0	0	10	0	3	5	18	0	0	15	0	2	6	23
0945	0	0	6	0	3	2	11	0	0	8	0	0	3	11
1000	0	0	14	0	2	6	22	0	0	5	0	1	0	6
1015	0	0	8	0	4	6	18	0	0	9	0	2	5	16
1030	0	0	14	0	3	4	21	0	0	15	0	2	8	25
1045	0	0	5	0	1	2	8	0	0	9	0	4	6	19
1100	0	0	13	0	1	7	21	0	0	8	0	1	8	17
1115	0	0	15	0	3	10	28	0	0	6	0	1	4	11
1130	0	0	13	0	3	4	20	0	0	19	0	0	6	25
1145	0	0	22	0	1	6	29	0	0	22	0	2	4	28
1200	0	0	25	0	2	5	32	0	0	25	0	1	8	34
1215	0	0	19	0	3	5	27	0	0	26	0	1	12	39
1230	0	0	20	0	1	2	23	0	0	27	0	1	12	40
1245	0	0	21	0	4	1	26	0	0	18	0	1	4	23
1300	0	0	15	0	1	5	21	0	0	10	0	3	5	18
1315	0	0	12	0	2	4	18	0	0	17	0	1	3	21
1330	0	0	14	0	2	5	21	0	0	14	0	3	4	21
1345	0	0	12	0	1	2	15	0	0	18	0	0	7	25
1400	0	0	9	0	2	4	15	0	0	29	0	3	6	38
1415	0	0	13	1	1	4	19	0	0	15	0	1	10	26
1430	0	0	11	0	2	3	16	0	0	22	0	0	3	25
1445	0	0	18	0	0	3	21	0	0	26	1	0	8	35
1500	0	0	16	0	0	2	18	0	0	45	0	2	1	48
1515	0	0	19	0	1	1	21	0	0	27	0	0	3	30
1530	0	0	17	0	0	3	20	0	0	35	0	1	4	40
1545	0	0	31	0	2	4	37	0	0	30	0	1	1	32
1600	0	0	21	0	1	1	23	0	0	57	0	0	7	64
1615	0	0	22	0	0	1	23	0	0	41	0	1	1	43
1630	0	0	22	0	0	3	25	0	0	49	0	0	2	51
1645	0	0	9	0	0	2	11	0	0	44	0	1	2	47
1700	0	0	11	0	0	0	11	0	0	39	0	2	3	44
1715	0	0	13	0	0	2	15	0	0	25	0	0	2	27
1730	0	0	14	0	1	1	16	0	0	22	0	0	5	27
1745	0	0	7	0	1	0	8	0	0	16	0	0	0	16
1800	0	0	9	0	0	3	12	0	0	21	0	0	1	22
1815	0	0	7	0	0	1	8	0	0	7	0	0	1	8
1830	0	0	17	0	0	3	20	0	0	17	0	0	0	17
1845	0	0	15	0	0	1	16	0	0	6	0	0	3	9
1900	0	0	10	0	0	0	10	0	0	23	0	0	3	26
1915	0	0	6	0	0	1	7	0	0	5	0	0	2	7
1930	0	0	3	0	0	1	4	0	0	2	0	0	2	4
1945	0	0	1	0	0	0	1	0	0	2	0	0	3	5
2000	0	0	2	0	0	0	2	0	0	5	0	0	1	6
2015	0	0	8	0	0	0	8	0	0	0	0	0	0	0
2030	0	0	4	0	0	3	7	0	0	2	0	0	0	2
2045	0	0	0	0	0	0	0	0	0	2	0	0	2	4
2100	0	0	0	0	0	0	0	0	0	2	0	0	1	3
2115	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2130	0	0	2	0	0	1	3	0	0	4	0	0	1	5
2145	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2200	0	0	1	0	0	1	2	0	0	0	0	0	0	0
2215	0	0	1	0	0	0	1	0	0	2	0	0	2	4
2230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2300	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2315	0	0	3	0	0	0	3	0	0	2	0	0	1	3
2330	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2345	0	0	1	0	0	1	2	0	0	1	0	0	0	1
Total	0	0	1041	2	69	206	1318	0	0	1149	2	55	242	1448

Volume Report

Job 1645_10_VHB_ATR A-11
Area Harvard, MA
Location Patton Road, south of Barnum Road



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0030	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0145	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0345	0	0	2	0	0	1	3	0	0	1	0	0	2	3
0400	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0415	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0430	0	0	2	0	0	0	2	0	0	3	0	0	1	4
0445	0	0	5	0	0	2	7	0	0	1	0	0	0	1
0500	0	0	5	0	1	1	7	0	0	2	0	0	0	2
0515	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0530	0	0	5	0	0	2	7	0	0	3	0	0	0	3
0545	0	0	19	0	0	1	20	0	0	2	0	0	1	3
0600	0	0	11	0	0	2	13	0	0	4	0	0	0	4
0615	0	0	5	0	1	1	7	0	0	0	0	0	1	1
0630	0	0	11	0	0	2	13	0	0	4	0	0	2	6
0645	0	0	13	0	0	1	14	0	0	5	0	0	0	5
0700	0	0	5	0	0	1	6	0	0	12	0	0	2	14
0715	0	0	6	0	0	1	7	0	0	1	0	0	1	2
0730	0	0	11	0	0	3	14	0	0	6	0	0	0	6
0745	0	0	9	0	1	1	11	0	0	5	0	0	2	7
0800	0	0	5	0	0	2	7	0	0	4	0	0	1	5
0815	0	0	4	0	1	0	5	0	0	4	0	0	0	4
0830	0	0	1	0	0	2	3	0	0	6	0	0	1	7
0845	0	0	3	0	1	3	7	0	0	4	0	1	0	5
0900	0	0	2	0	1	1	4	0	0	8	0	0	2	10
0915	0	0	2	0	0	0	2	0	0	4	0	0	2	6
0930	0	0	1	0	1	0	2	0	0	10	0	1	3	14
0945	0	0	3	0	0	0	3	1	0	5	0	0	0	6
1000	0	0	6	0	0	0	6	0	0	3	0	1	0	4
1015	0	0	3	0	0	1	4	0	0	5	0	1	2	8
1030	0	0	6	0	0	0	6	0	0	5	0	0	3	8
1045	0	0	1	0	1	0	2	0	0	3	0	2	0	5
1100	0	0	7	0	0	0	7	0	0	7	0	0	0	7
1115	0	0	5	0	0	2	7	0	0	6	0	0	1	7
1130	0	0	6	0	0	1	7	0	0	10	0	0	2	12
1145	0	0	7	0	0	1	8	0	0	12	0	0	3	15
1200	0	0	6	0	0	0	6	0	0	16	0	0	1	17
1215	0	0	3	0	0	1	4	0	0	7	0	0	2	9
1230	0	0	2	0	0	0	2	0	0	9	0	0	1	10
1245	0	0	14	0	0	2	16	0	0	12	0	1	0	13
1300	0	0	4	0	0	1	5	0	0	11	0	0	0	11
1315	0	0	8	0	0	0	8	0	0	9	0	0	2	11
1330	0	0	5	0	0	0	5	0	0	10	0	0	1	11
1345	0	0	5	0	1	0	6	0	0	12	0	0	0	12
1400	0	0	16	0	0	1	17	0	0	9	0	0	0	9
1415	0	0	6	0	0	1	7	0	0	5	0	0	1	6
1430	0	0	10	0	0	1	11	0	0	13	0	1	3	17
1445	0	0	4	0	0	1	5	0	0	8	0	1	2	11
1500	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1515	1	0	7	0	0	0	8	0	0	13	0	0	0	13
1530	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1545	0	0	7	0	0	0	7	0	0	6	0	0	1	7
1600	0	0	9	0	0	0	9	0	0	7	0	0	3	10
1615	0	0	8	0	2	0	10	0	0	11	0	0	0	11
1630	0	0	7	0	0	0	7	0	1	8	0	0	1	10
1645	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1700	0	0	4	0	0	0	4	0	0	3	0	0	1	4
1715	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1730	0	0	9	0	0	0	9	0	0	9	0	0	1	10
1745	0	0	8	0	0	0	8	0	0	3	0	0	0	3
1800	0	0	5	0	0	0	5	0	0	10	0	0	0	10
1815	0	0	10	0	0	0	10	0	0	2	0	0	0	2
1830	0	0	14	0	0	0	14	0	0	10	0	0	1	11
1845	0	0	10	0	0	0	10	0	0	6	0	0	0	6
1900	0	0	8	0	0	0	8	0	1	17	0	0	0	18
1915	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1930	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1945	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2000	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2015	0	0	4	0	0	0	4	0	1	4	0	0	0	5
2030	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2045	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2130	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2145	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Total	1	0	464	0	13	43	521	1	3	450	0	9	56	519

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0545	0	0	24	0	0	0	24	0	0	1	0	0	0	1
0600	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0615	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0630	0	0	6	0	1	0	7	0	0	1	0	0	0	1
0645	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0700	0	0	10	0	0	1	11	0	0	1	0	0	0	1
0715	0	0	4	0	1	0	5	0	0	4	0	0	0	4
0730	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0745	0	0	10	0	1	3	14	0	0	5	0	0	1	6
0800	0	0	8	0	1	1	10	0	0	7	0	0	0	7
0815	0	0	5	0	1	1	7	0	0	5	0	0	0	5
0830	0	0	3	0	0	1	4	0	0	8	0	0	0	8
0845	0	0	5	0	1	1	7	0	0	3	0	0	2	5
0900	0	0	6	0	0	2	8	0	0	5	0	0	0	5
0915	0	0	5	0	0	1	6	0	0	8	0	1	2	11
0930	0	0	4	0	0	2	6	0	0	4	0	1	0	5
0945	0	0	5	0	3	2	10	0	0	1	0	0	2	3
1000	0	0	3	0	1	2	6	0	0	6	0	1	1	8
1015	0	0	7	0	4	1	12	0	0	3	0	1	0	4
1030	0	0	6	0	2	2	10	0	0	4	0	0	1	5
1045	0	0	2	0	1	5	8	0	0	5	0	0	0	5
1100	2	0	2	0	1	0	5	0	0	8	0	2	1	11
1115	0	0	7	0	0	1	8	0	0	7	0	0	1	8
1130	0	0	14	0	0	1	15	0	0	32	0	4	3	39
1145	0	0	9	0	1	0	10	0	0	13	0	0	2	15
1200	0	0	13	0	1	0	14	0	0	10	0	0	0	10
1215	0	0	8	0	0	0	8	0	0	7	0	0	1	8
1230	0	0	3	0	2	1	6	0	0	9	0	0	2	11
1245	0	0	5	0	0	0	5	0	0	4	0	0	3	7
1300	0	0	3	0	0	0	3	0	0	5	0	1	1	7
1315	0	0	2	0	0	0	2	0	0	7	0	0	3	10
1330	0	0	6	0	0	1	7	2	0	44	0	1	0	47
1345	0	0	5	0	0	0	5	1	0	20	0	0	1	22
1400	0	0	6	0	0	1	7	0	0	22	0	0	0	22
1415	0	0	1	0	0	0	1	0	0	8	0	0	0	8
1430	0	0	0	0	0	0	0	0	0	6	0	1	0	7
1445	0	0	6	0	0	0	6	0	0	12	0	0	0	12
1500	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1515	0	0	2	0	1	0	3	0	0	7	0	0	0	7
1530	0	0	3	0	0	0	3	0	0	7	0	0	0	7
1545	0	0	3	0	0	0	3	0	0	5	0	0	1	6
1600	0	0	2	0	0	0	2	0	0	8	0	0	0	8
1615	0	0	4	0	0	1	5	0	0	1	0	0	0	1
1630	0	0	3	0	0	0	3	0	0	4	0	0	1	5
1645	0	0	3	0	0	0	3	0	0	3	0	0	1	4
1700	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1715	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1730	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1745	0	0	4	0	0	0	4	0	0	2	0	1	0	3
1800	0	0	2	0	0	0	2	0	0	6	0	1	0	7
1815	0	0	5	0	1	0	6	0	0	5	0	0	0	5
1830	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1845	0	0	4	0	0	1	5	0	0	6	0	0	0	6
1900	0	0	1	0	0	2	3	0	0	12	0	1	1	14
1915	0	0	3	0	0	1	4	0	0	4	0	0	0	4
1930	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2000	0	0	0	0	0	0	0	0	0	15	0	0	0	15
2015	0	0	2	0	1	0	3	0	0	3	0	0	0	3
2030	0	0	2	0	1	0	3	0	0	1	0	0	0	1
2045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2130	0	0	0	0	0	1	1	0	0	3	0	0	0	3
2145	0	0	2	0	1	0	3	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2215	0	0	2	0	0	1	3	0	0	0	0	0	0	0
2230	0	0	1	0	0	1	2	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2330	0	0	1	0	0	0	1	0	0	0	0	1	1	1
2345	0	0	2	0	1	0	3	0	0	0	0	0	0	0
Total	2	0	306	0	29	38	375	3	0	423	0	17	32	475

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0315	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0330	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0345	0	0	3	0	0	1	4	0	0	1	0	0	2	3
0400	0	0	2	0	0	0	2	0	0	0	0	0	2	2
0415	0	0	7	0	0	2	9	0	0	0	0	0	0	0
0430	0	0	22	0	1	1	24	0	0	0	0	1	1	2
0445	0	0	32	0	1	0	33	0	0	2	0	0	1	3
0500	0	0	12	0	0	4	16	0	0	2	0	0	2	4
0515	0	0	17	0	0	1	18	0	0	1	0	1	2	4
0530	0	0	27	0	0	2	29	0	0	4	0	0	0	4
0545	0	0	29	0	0	1	30	0	0	4	0	0	4	8
0600	0	0	15	0	0	5	20	0	0	5	0	0	6	11
0615	0	0	8	0	3	5	16	0	0	3	0	0	2	5
0630	0	0	20	0	1	2	23	0	0	3	0	0	6	9
0645	0	0	18	0	5	3	26	0	0	2	0	1	3	6
0700	0	0	23	0	10	8	41	0	0	7	0	4	2	13
0715	0	0	35	0	7	1	43	0	0	6	0	6	1	13
0730	0	0	22	0	5	4	31	0	0	2	0	6	6	14
0745	0	0	41	0	5	9	55	0	0	7	0	3	4	14
0800	0	0	36	1	7	4	48	0	0	9	0	12	8	29
0815	0	0	42	0	6	1	49	0	0	10	0	9	5	24
0830	0	0	22	0	5	9	36	0	0	10	0	4	4	18
0845	0	0	16	0	3	7	26	0	0	6	0	6	7	19
0900	0	0	18	0	4	6	28	0	0	4	0	5	2	11
0915	0	0	14	0	11	9	34	0	0	4	0	2	5	11
0930	0	0	8	0	3	7	18	0	0	9	0	4	9	22
0945	0	0	11	0	1	1	13	0	0	3	0	6	10	19
1000	0	0	10	0	6	5	21	0	0	8	0	6	7	21
1015	0	0	11	0	1	11	23	0	0	8	0	5	3	16
1030	0	0	4	0	5	9	18	0	0	7	0	2	5	14
1045	0	0	8	0	4	11	23	0	0	4	0	1	3	8
1100	0	0	10	0	3	8	21	0	0	10	0	5	17	32
1115	0	0	5	0	5	10	20	0	0	13	0	5	6	24
1130	0	0	7	0	6	7	20	0	0	9	0	6	11	26
1145	0	0	11	0	6	6	23	0	0	14	0	7	4	25
1200	0	0	8	0	5	5	18	0	0	27	0	6	11	44
1215	0	0	11	0	10	8	29	0	0	16	0	5	5	26
1230	0	0	15	0	4	10	29	0	0	13	0	8	3	24
1245	0	0	15	0	7	7	29	0	0	9	0	5	9	23
1300	0	0	9	0	3	8	20	0	0	14	0	7	10	31
1315	0	0	5	0	5	5	15	0	0	14	0	3	7	24
1330	0	0	10	0	4	14	28	0	0	9	0	8	6	23
1345	0	0	12	0	10	7	29	0	0	10	0	6	10	26
1400	0	0	13	0	5	8	26	0	0	13	0	4	6	23
1415	0	0	10	0	1	3	14	0	0	28	0	7	9	44
1430	0	0	6	0	2	12	20	0	0	24	0	4	6	34
1445	0	0	11	1	5	6	23	0	0	13	0	4	10	27
1500	0	0	9	0	4	2	15	1	0	27	0	4	4	36
1515	0	0	25	0	6	4	35	0	0	13	0	4	6	23
1530	0	0	11	0	3	8	22	0	0	72	0	6	7	85
1545	0	0	7	1	3	5	16	0	0	33	0	5	10	48
1600	0	0	9	0	2	6	17	0	0	55	0	4	3	62
1615	0	0	6	0	2	4	12	0	0	43	0	2	3	48
1630	0	0	8	0	0	4	12	0	0	29	0	2	7	38
1645	0	0	9	0	1	4	14	0	0	34	0	3	5	42
1700	0	0	7	0	0	3	10	0	0	41	0	0	5	46
1715	0	0	9	0	0	2	11	0	0	29	0	1	3	33
1730	0	0	4	0	0	4	8	0	0	18	0	2	3	23
1745	0	0	5	0	0	2	7	0	0	12	0	2	2	16
1800	0	0	3	0	0	0	3	1	0	9	0	0	3	13
1815	0	0	8	0	2	2	12	0	0	7	0	0	1	8
1830	0	0	7	0	0	3	10	0	0	9	0	0	0	9
1845	0	0	6	0	0	3	9	0	0	6	0	0	0	6
1900	0	0	4	0	0	1	5	0	0	3	0	0	6	9
1915	0	0	4	0	0	1	5	0	0	3	0	0	3	6
1930	0	0	3	0	0	2	5	0	0	5	0	0	5	10
1945	0	0	6	0	0	2	8	0	0	5	0	0	3	8
2000	0	0	0	0	0	0	0	0	0	12	0	0	3	15
2015	0	0	1	0	0	4	5	0	0	4	0	0	4	8
2030	0	0	5	0	0	1	6	0	0	5	0	0	6	11
2045	0	0	5	0	0	2	7	0	0	3	0	0	3	6
2100	0	0	1	0	0	3	4	0	0	6	0	0	3	9
2115	0	0	3	0	1	1	5	0	0	2	0	0	1	3
2130	0	0	2	0	0	2	4	0	0	2	0	0	1	3
2145	0	0	2	0	0	3	5	0	0	0	0	0	4	4
2200	0	0	1	0	0	2	3	0	0	4	0	0	0	4
2215	0	0	1	0	0	1	2	0	0	1	0	0	4	5
2230	0	0	1	0	1	1	3	0	0	2	0	0	3	5
2245	0	0	1	0	0	4	5	0	0	4	0	0	0	4
2300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2315	0	0	1	0	0	1	2	0	0	1	0	1	2	4
2330	0	0	1	0	0	0	1	0	0	1	0	0	1	2
2345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
Total	0	0	876	3	201	344	1424	2	0	873	0	211	358	1444

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	2	2	0	0	1	0	0	2	3
0015	0	0	0	0	1	3	4	0	0	0	0	0	1	1
0030	0	0	1	0	0	1	2	0	0	0	0	0	3	3
0045	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	0	0	0	2	2	0	0	1	0	1	0	2
0130	0	0	1	0	0	1	2	0	0	4	0	0	1	5
0145	0	0	1	0	0	1	2	0	0	1	0	0	1	2
0200	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0215	0	0	1	0	0	0	1	0	0	10	0	0	1	11
0230	0	0	3	0	0	0	3	0	0	2	0	0	1	3
0245	0	0	11	0	0	1	12	0	0	3	0	0	1	4
0300	0	0	0	0	0	3	3	0	0	15	0	0	2	17
0315	0	0	1	0	1	1	3	0	0	4	0	0	1	5
0330	0	0	0	0	0	2	2	0	0	2	0	0	0	2
0345	0	0	3	0	0	1	4	0	0	2	0	0	2	4
0400	0	0	2	0	0	0	2	0	0	1	0	0	2	3
0415	0	0	10	0	0	1	11	0	0	1	0	0	1	2
0430	0	0	23	0	0	1	24	0	0	0	0	0	1	1
0445	0	0	26	0	1	1	28	0	0	2	0	0	3	5
0500	0	0	10	0	1	2	13	0	0	3	0	2	2	7
0515	0	0	14	0	0	2	16	0	0	2	0	0	2	4
0530	0	1	22	0	0	5	28	0	0	3	0	0	1	4
0545	0	0	26	0	1	2	29	0	0	2	0	0	4	6
0600	0	0	17	0	2	4	23	0	0	8	0	0	2	10
0615	0	0	15	0	2	3	20	0	0	8	0	2	7	17
0630	0	0	13	0	0	5	18	0	0	2	0	0	3	5
0645	0	0	26	0	2	3	31	0	0	1	0	2	5	8
0700	0	0	18	0	2	8	28	0	0	5	0	0	6	11
0715	0	0	27	0	3	5	35	0	0	1	0	3	6	10
0730	0	0	30	0	9	4	43	0	0	9	0	3	6	18
0745	0	0	43	0	4	0	47	0	0	9	0	3	8	20
0800	0	0	34	1	5	6	46	0	0	18	0	11	4	33
0815	0	0	41	0	4	11	56	0	0	9	0	11	5	25
0830	0	0	34	0	9	11	54	0	0	8	0	6	3	17
0845	0	0	20	0	3	10	33	0	0	7	0	4	5	16
0900	0	0	14	0	3	6	23	0	0	11	0	6	9	26
0915	0	0	10	0	6	11	27	0	0	4	0	7	11	22
0930	0	0	5	0	8	10	23	0	0	2	0	2	5	9
0945	0	0	8	0	10	11	29	0	0	3	0	10	9	22
1000	1	0	11	0	7	8	27	0	0	10	0	6	8	24
1015	0	0	8	0	6	14	28	0	0	11	0	6	10	27
1030	0	0	9	0	8	8	25	0	0	11	0	5	7	23
1045	0	0	20	0	2	7	29	0	0	16	0	13	14	43
1100	0	0	7	0	5	9	21	0	0	9	0	5	11	25
1115	0	0	8	0	8	13	29	0	0	15	0	5	7	27
1130	0	0	13	0	6	6	25	0	0	14	0	5	7	26
1145	0	0	12	0	3	5	20	0	0	11	0	4	7	22
1200	0	0	7	0	2	13	22	0	0	21	0	5	7	33
1215	0	0	15	0	6	10	31	0	0	21	0	4	8	33
1230	0	0	12	0	7	14	33	0	0	18	0	5	8	31
1245	0	0	11	0	9	7	27	0	0	11	0	4	9	24
1300	0	0	13	0	4	5	22	0	0	4	0	4	11	19
1315	0	0	7	0	5	11	23	0	0	11	0	6	6	23
1330	0	0	7	0	5	12	24	0	0	10	0	8	7	25
1345	0	0	9	0	2	11	22	0	0	15	0	4	13	32
1400	0	0	9	0	4	8	21	0	0	13	0	6	8	27
1415	0	0	12	0	1	1	14	0	0	18	0	4	10	32
1430	0	0	11	0	8	5	24	0	0	22	0	1	12	35
1445	0	0	17	1	3	4	25	1	0	28	0	4	7	40
1500	0	0	8	0	4	12	24	0	0	44	0	4	9	57
1515	0	0	17	0	3	3	23	0	0	32	0	7	6	45
1530	0	0	18	0	5	5	28	0	0	75	0	3	6	84
1545	0	0	6	1	7	1	15	0	0	31	0	5	6	42
1600	0	0	5	0	1	4	10	0	0	57	0	5	5	67
1615	0	0	4	0	3	2	9	0	0	44	0	3	4	51
1630	0	0	8	0	4	3	15	0	0	34	0	2	3	39
1645	0	0	8	0	2	6	16	0	0	32	0	4	2	38
1700	0	0	9	0	0	4	13	0	0	43	0	2	2	47
1715	0	0	8	0	0	0	8	0	0	29	0	2	1	32
1730	0	0	6	0	1	3	10	0	0	21	0	4	0	25
1745	0	0	5	0	0	1	6	0	0	11	0	1	4	16
1800	0	0	4	0	0	4	8	0	0	9	0	0	1	10
1815	0	0	5	0	0	0	5	0	0	5	0	0	4	9
1830	0	0	3	0	0	4	7	0	0	4	0	0	1	5
1845	0	0	6	0	0	0	6	0	0	3	0	0	2	5
1900	0	0	3	0	0	1	4	0	0	4	0	0	5	9
1915	0	0	7	0	0	2	9	0	0	4	0	0	1	5
1930	0	0	9	0	0	7	16	0	0	7	0	0	2	9
1945	0	0	8	0	0	1	9	0	0	4	0	0	3	7
2000	0	0	3	0	0	3	6	0	0	18	0	1	7	26
2015	0	0	1	0	0	0	1	0	0	3	0	0	2	5
2030	0	0	0	0	1	1	2	0	0	3	0	0	3	6
2045	0	0	2	0	0	1	3	0	0	1	0	0	2	3
2100	0	0	0	0	0	2	2	0	0	4	0	1	4	9
2115	0	0	2	0	0	2	4	0	0	7	0	0	3	10
2130	0	0	2	0	0	1	3	0	0	2	0	0	1	3
2145	0	0	3	0	0	2	5	0	0	0	0	0	2	2
2200	0	0	1	0	0	0	1	0	0	1	0	1	2	4
2215	0	0	1	0	0	0	1	0	0	0	0	0	2	2
2230	0	0	1	0	0	1	2	0	0	4	0	0	1	5
2245	0	0	2	0	0	1	3	0	0	3	0	0	0	3
2300	0	0	0	0	1	3	4	0	0	4	0	0	2	6
2315	0	0	0	0	0	1	1	0	0	0	0	0	1	1
2330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2345	0	0	2	0	0	2	4	0	0	0	0	1	0	1
Total	1	1	898	3	210	396	1509	1	0	1000	0	223	404	1628

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	3	4	0	0	4	0	0	0	4
0015	0	0	0	0	0	4	4	0	0	1	0	0	2	3
0030	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0045	0	0	2	0	0	2	4	0	0	0	0	0	2	2
0100	0	0	0	0	0	3	3	0	0	1	0	0	1	2
0115	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0130	0	0	0	0	0	2	2	0	0	10	0	0	0	10
0145	0	0	1	0	0	2	3	0	0	4	0	0	3	7
0200	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0215	0	0	0	0	0	1	1	0	0	19	0	0	1	20
0230	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0245	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0300	0	0	2	0	0	1	3	0	0	5	0	0	1	6
0315	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0330	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0345	0	0	2	0	0	1	3	0	0	1	0	0	2	3
0400	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0415	0	0	8	0	1	0	9	0	0	1	0	0	0	1
0430	0	0	20	0	1	3	24	0	0	1	0	0	2	3
0445	0	0	28	0	0	2	30	0	0	2	0	0	3	5
0500	0	0	11	0	0	2	13	0	0	1	0	1	1	3
0515	0	0	18	0	0	3	21	0	0	5	0	0	2	7
0530	0	0	27	0	0	5	32	0	0	4	0	0	3	7
0545	0	0	31	0	0	5	36	0	0	4	0	0	5	9
0600	0	0	22	0	0	3	25	0	0	6	0	1	3	10
0615	0	0	6	0	3	7	16	0	0	3	0	1	4	8
0630	0	0	18	0	0	1	19	0	0	4	0	1	1	6
0645	0	0	20	0	5	8	33	0	0	6	0	0	6	12
0700	0	0	26	0	0	7	33	0	0	3	0	1	4	8
0715	0	0	34	0	4	4	42	0	0	5	0	2	3	10
0730	0	0	34	0	6	6	46	0	0	11	0	4	6	21
0745	0	0	45	0	0	7	52	0	0	7	0	6	2	15
0800	0	0	43	1	4	4	52	0	0	21	0	4	9	34
0815	0	1	38	0	4	8	51	0	0	9	0	5	7	21
0830	0	0	26	0	8	3	37	0	0	13	0	7	8	28
0845	0	0	14	0	8	10	32	0	0	11	0	6	6	23
0900	0	0	18	0	8	4	30	0	0	5	0	6	5	16
0915	0	0	13	0	2	9	24	0	0	10	0	11	8	29
0930	0	0	13	0	5	6	24	0	0	8	0	3	2	13
0945	0	0	7	0	7	4	18	0	0	6	0	7	9	22
1000	0	0	10	0	5	8	23	0	0	11	0	3	8	22
1015	0	0	10	0	4	9	23	1	0	7	0	9	5	22
1030	0	0	10	0	6	6	22	0	0	18	0	3	6	27
1045	0	0	17	0	4	9	30	0	0	13	0	7	6	26
1100	0	0	5	0	4	5	14	0	0	16	0	8	5	29
1115	0	0	5	0	4	12	21	0	0	16	0	4	8	28
1130	0	0	12	0	5	12	29	0	0	13	0	4	7	24
1145	0	0	13	0	4	5	22	0	0	21	0	4	13	38
1200	0	1	14	0	12	8	35	0	1	30	0	5	12	48
1215	0	0	17	0	8	9	34	0	0	20	0	6	6	32
1230	0	0	17	0	5	9	31	0	0	11	0	6	11	28
1245	0	0	16	0	5	4	25	1	0	12	0	9	7	29
1300	0	0	11	0	4	10	25	0	0	11	0	6	8	25
1315	0	0	19	0	8	8	35	0	0	12	0	7	5	24
1330	0	0	11	0	5	16	32	0	0	45	0	6	10	61
1345	0	0	11	0	7	6	24	0	0	23	0	4	6	33
1400	0	0	8	0	3	4	15	0	0	31	0	7	8	46
1415	0	0	12	0	2	3	17	0	0	18	0	4	12	34
1430	0	0	16	0	7	7	30	0	0	32	0	2	8	42
1445	0	0	12	0	5	7	24	0	1	21	0	2	5	29
1500	0	0	8	1	3	6	18	0	0	35	0	7	6	48
1515	0	0	9	0	11	2	22	0	0	29	0	1	6	36
1530	0	0	10	0	2	6	18	0	0	36	0	8	7	51
1545	0	0	7	1	3	7	18	0	0	25	0	7	5	37
1600	0	0	8	0	3	7	18	0	0	58	0	4	1	63
1615	0	0	7	0	2	6	15	0	1	34	0	4	2	41
1630	0	0	10	0	6	1	17	0	0	42	0	1	3	46
1645	0	0	17	0	4	3	24	0	0	15	0	3	4	22
1700	0	0	11	0	0	0	11	0	0	37	0	0	5	42
1715	0	0	8	0	0	4	12	0	0	18	0	1	0	19
1730	0	0	5	0	0	3	8	0	0	25	0	0	2	27
1745	0	0	6	0	0	3	9	0	0	11	0	1	1	13
1800	0	0	3	0	0	1	4	0	0	10	0	0	3	13
1815	0	0	3	0	1	1	5	0	0	9	0	0	0	9
1830	0	0	6	0	0	1	7	0	0	6	0	0	3	9
1845	0	0	9	0	0	4	13	0	0	5	0	0	7	12
1900	0	0	5	0	0	0	5	0	0	5	0	0	2	7
1915	0	0	5	0	1	3	9	0	0	3	0	0	1	4
1930	0	0	3	0	0	3	6	0	0	6	0	0	2	8
1945	0	0	7	0	0	2	9	0	0	7	0	0	7	14
2000	0	0	6	0	0	0	6	0	0	34	0	0	2	36
2015	0	0	2	0	0	3	5	0	0	6	0	0	5	11
2030	0	0	6	0	0	1	7	0	0	3	0	0	4	7
2045	0	0	4	0	0	2	6	0	0	1	0	1	5	7
2100	0	0	1	0	0	1	2	0	0	3	0	0	1	4
2115	0	0	3	0	0	2	5	0	0	5	0	0	1	6
2130	0	0	3	0	0	1	4	0	0	2	0	0	3	5
2145	0	0	0	0	0	4	4	0	0	0	0	0	3	3
2200	0	0	1	0	0	1	2	0	0	2	0	0	2	4
2215	0	0	1	0	0	0	1	0	0	1	0	0	2	3
2230	0	0	3	0	0	0	3	0	0	5	0	1	1	7
2245	0	0	3	0	0	1	4	0	0	0	0	0	2	2
2300	0	0	0	0	0	1	1	0	0	6	0	0	0	6
2315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2330	0	0	1	0	0	0	1	0	0	2	0	0	1	3
2345	0	0	2	0	0	0	2	0	0	3	0	0	0	3
Total	0	2	966	3	209	369	1549	2	3	1069	0	211	373	1658

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0015	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0030	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	2	3	0	0	1	0	0	0	1
0100	0	0	0	0	0	1	1	0	0	4	0	0	0	4
0115	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0130	0	0	1	0	0	2	3	0	0	10	0	0	1	11
0145	0	0	0	0	0	1	1	0	0	1	0	0	1	2
0200	0	0	0	0	0	0	0	0	0	5	0	0	1	6
0215	0	0	1	0	0	0	1	0	0	13	0	0	0	13
0230	0	0	1	0	0	0	1	0	0	8	0	0	1	9
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	1	0	1	1	3	0	0	6	0	0	1	7
0315	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0330	0	0	1	0	0	3	4	0	0	0	0	0	2	2
0345	0	0	5	0	0	1	6	0	0	4	0	0	0	4
0400	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0415	0	0	7	0	0	3	10	0	0	0	0	0	0	0
0430	0	0	24	0	0	2	26	0	0	0	0	0	0	0
0445	0	0	26	0	0	6	32	0	0	4	0	0	3	7
0500	0	0	9	0	0	3	12	0	0	1	0	0	2	3
0515	0	0	21	0	0	4	25	0	0	2	0	0	2	4
0530	1	0	28	0	0	6	35	0	0	5	0	0	0	5
0545	0	0	31	0	2	4	37	0	0	7	0	0	3	10
0600	0	0	15	0	0	4	19	0	0	4	0	0	3	7
0615	0	1	13	0	3	2	19	0	0	2	0	2	8	12
0630	0	0	11	0	0	5	16	0	0	4	0	0	6	10
0645	0	0	20	0	3	4	27	0	0	1	0	2	3	6
0700	0	1	25	0	3	5	34	0	0	3	0	0	7	10
0715	0	0	31	0	5	8	44	0	0	2	0	3	3	8
0730	0	0	27	0	7	3	37	0	0	2	0	3	8	13
0745	0	0	40	0	3	9	52	0	0	4	0	5	6	15
0800	0	0	41	1	2	11	55	0	0	14	0	7	7	28
0815	0	0	46	0	0	6	52	0	0	16	0	4	5	25
0830	0	0	29	0	8	11	48	0	0	12	0	2	7	21
0845	0	0	23	0	9	5	37	0	0	4	0	7	5	16
0900	0	1	13	0	2	4	20	0	0	5	0	5	7	17
0915	0	0	7	0	5	8	20	0	0	8	0	1	8	17
0930	0	0	18	0	4	5	27	0	0	3	0	5	9	17
0945	0	0	6	0	3	14	23	0	0	5	0	6	8	19
1000	0	0	8	0	7	7	22	0	0	8	0	6	4	18
1015	0	0	5	0	5	12	22	0	0	3	0	3	9	15
1030	0	0	6	0	4	13	23	0	0	8	0	7	7	22
1045	0	0	9	0	4	6	19	0	0	9	0	5	5	19
1100	0	0	4	0	4	8	16	0	0	10	0	3	9	22
1115	0	0	8	0	3	7	18	0	0	14	0	5	14	33
1130	0	0	9	0	1	8	18	0	0	13	0	6	4	23
1145	0	0	13	0	11	8	32	0	0	21	0	4	8	33
1200	0	0	10	0	8	6	24	0	1	25	0	4	9	39
1215	0	0	24	0	4	7	35	0	0	12	0	5	4	21
1230	0	0	17	0	3	9	29	0	0	17	0	5	13	35
1245	0	1	16	0	4	7	28	0	0	9	0	5	8	22
1300	0	0	18	0	6	6	30	0	0	15	0	7	10	32
1315	0	0	10	0	6	4	20	0	0	18	0	5	5	28
1330	0	0	7	0	6	6	19	0	0	13	0	5	7	25
1345	0	0	14	0	3	6	23	0	0	28	0	6	2	36
1400	0	0	11	0	5	8	24	0	0	28	0	6	6	40
1415	0	0	14	0	2	5	21	0	0	22	0	8	5	35
1430	0	0	4	0	2	6	12	0	2	29	0	3	6	40
1445	0	0	8	1	4	5	18	0	1	23	0	3	9	36
1500	0	0	13	0	1	4	18	0	0	39	0	4	3	46
1515	0	0	22	0	6	3	31	0	0	16	0	0	7	23
1530	0	0	14	0	3	6	23	0	0	59	0	5	6	70
1545	0	0	7	1	4	3	15	0	1	27	0	4	1	33
1600	0	1	2	0	5	5	13	0	1	34	0	3	3	41
1615	0	0	2	0	4	2	8	0	0	33	0	4	4	41
1630	0	0	11	0	2	6	19	0	0	35	0	5	3	43
1645	0	0	8	0	0	2	10	0	0	23	0	2	5	30
1700	0	0	9	0	0	1	10	0	0	37	0	1	2	40
1715	0	0	9	0	0	0	9	0	0	31	0	0	3	34
1730	1	0	4	0	0	0	5	0	0	21	0	0	0	21
1745	0	0	2	0	0	1	3	0	0	11	0	0	3	14
1800	0	0	6	0	1	2	9	0	0	10	0	0	4	14
1815	0	0	6	0	0	3	9	1	0	4	0	0	0	5
1830	0	0	5	0	0	1	6	0	0	5	0	0	1	6
1845	0	0	5	0	0	2	7	0	0	5	0	0	2	7
1900	0	0	4	0	0	1	5	0	0	6	0	1	1	8
1915	0	0	4	0	0	0	4	0	0	2	0	0	5	7
1930	0	0	3	0	0	2	5	0	0	6	0	0	1	7
1945	0	0	2	0	0	2	4	0	0	6	0	0	2	8
2000	0	0	2	0	0	1	3	0	0	16	0	0	5	21
2015	0	0	3	0	0	5	8	0	0	5	0	0	3	8
2030	0	0	2	0	0	2	4	0	0	4	0	0	6	10
2045	0	0	3	0	0	2	5	0	0	1	0	0	8	9
2100	0	0	2	0	0	0	2	0	0	3	0	0	2	5
2115	0	0	4	0	0	0	4	0	0	6	0	0	1	7
2130	0	0	2	0	0	2	4	0	0	3	0	0	1	4
2145	0	0	3	0	0	4	7	0	0	3	0	0	1	4
2200	0	0	1	0	0	3	4	0	0	1	0	0	0	1
2215	0	0	2	0	0	1	3	0	0	2	0	0	4	6
2230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2245	0	0	1	0	0	0	1	0	0	3	0	0	1	4
2300	0	0	1	0	0	0	1	0	0	4	0	0	1	5
2315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2330	0	0	2	0	0	1	3	0	0	2	0	0	2	4
2345	0	0	2	0	0	1	3	0	0	1	0	0	0	1
Total	2	5	912	3	178	361	1461	1	6	957	0	182	354	1500

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	1	1	2	0	0	0	0	0	1	1
0015	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0030	0	0	0	0	0	2	2	0	0	0	0	0	1	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	2	2	0	0	4	0	0	1	5
0130	0	0	0	0	0	1	1	0	0	7	0	0	0	7
0145	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0200	0	0	0	0	0	1	1	0	0	3	0	0	0	3
0215	0	0	0	0	0	0	0	0	0	12	0	0	0	12
0230	0	0	4	0	0	0	4	0	0	5	0	0	1	6
0245	0	0	12	0	0	1	13	0	0	0	0	0	2	2
0300	0	0	0	0	0	0	0	0	0	12	0	0	0	12
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0345	0	0	3	0	0	2	5	0	0	0	0	0	0	0
0400	0	0	2	0	0	1	3	0	0	1	0	0	1	2
0415	0	0	5	0	0	1	6	0	0	0	0	0	1	1
0430	0	0	24	0	0	3	27	0	0	1	0	0	1	2
0445	0	0	16	0	0	3	19	0	0	1	0	0	3	4
0500	0	0	5	0	0	4	9	0	0	4	0	0	1	5
0515	0	0	8	0	0	3	11	0	0	2	0	0	3	5
0530	0	1	21	0	0	4	26	0	0	3	0	0	2	5
0545	0	0	39	0	0	4	43	0	0	7	0	0	2	9
0600	0	0	22	0	1	8	31	0	0	6	0	0	4	10
0615	0	0	14	0	2	3	19	0	0	6	0	1	7	14
0630	0	0	15	0	3	9	27	0	0	5	0	3	7	15
0645	0	0	14	0	4	9	27	0	0	0	0	0	5	5
0700	0	0	18	0	3	3	24	0	1	4	0	3	3	11
0715	0	0	27	0	4	8	39	0	0	3	0	3	5	11
0730	0	0	16	0	1	2	19	0	0	10	0	3	7	20
0745	0	0	43	0	3	8	54	0	0	6	0	6	9	21
0800	0	0	33	1	5	8	47	0	0	12	0	9	6	27
0815	0	0	29	0	3	7	39	0	0	14	0	7	4	25
0830	0	0	27	0	3	10	40	0	0	17	0	3	5	25
0845	0	0	14	0	3	6	23	0	0	9	0	5	7	21
0900	0	0	17	0	7	4	28	0	0	7	0	3	8	18
0915	0	0	8	0	9	6	23	0	0	7	0	2	4	13
0930	0	0	11	0	5	12	28	0	0	6	0	8	12	26
0945	0	0	7	0	4	6	17	0	0	5	0	3	3	11
1000	0	0	13	0	9	8	30	0	0	4	0	11	4	19
1015	0	0	7	0	7	9	23	0	0	4	0	6	10	20
1030	0	0	12	0	5	10	27	0	0	13	0	5	9	27
1045	0	0	9	0	4	5	18	0	0	13	0	9	6	28
1100	0	0	4	0	2	12	18	0	0	8	0	2	10	20
1115	0	0	9	0	3	13	25	0	0	9	0	4	7	20
1130	0	0	9	0	7	6	22	0	0	14	0	5	11	30
1145	0	0	11	0	6	14	31	0	0	14	0	7	7	28
1200	0	0	12	0	7	15	34	0	0	30	0	9	11	50
1215	0	0	16	0	5	10	31	0	0	36	0	5	10	51
1230	0	0	16	0	6	9	31	0	0	17	0	6	8	31
1245	0	0	14	0	8	6	28	0	0	15	0	5	10	30
1300	0	0	10	0	4	9	23	0	0	11	0	8	5	24
1315	0	0	7	0	8	6	21	0	0	20	0	4	9	33
1330	0	0	6	0	3	5	14	0	0	17	0	5	6	28
1345	0	0	8	0	1	6	15	0	0	14	0	6	10	30
1400	0	0	6	0	3	2	11	0	0	25	0	4	9	38
1415	0	0	13	0	2	4	19	0	0	16	0	2	5	23
1430	0	0	13	0	7	3	23	1	0	12	0	1	7	21
1445	0	0	11	1	3	5	20	0	0	17	0	5	11	33
1500	0	0	11	0	1	6	18	0	0	38	0	4	3	45
1515	0	0	15	0	1	5	21	0	0	26	0	1	6	33
1530	0	0	7	0	3	5	15	0	0	59	0	1	6	66
1545	0	0	12	1	2	2	17	0	0	36	0	3	4	43
1600	0	0	3	0	4	4	11	0	0	30	0	0	6	36
1615	0	0	10	0	3	4	17	0	0	22	0	2	8	32
1630	0	0	5	0	0	4	9	0	0	30	0	3	2	35
1645	0	0	9	0	1	5	15	0	0	27	0	3	3	33
1700	0	0	10	0	0	3	13	0	0	16	0	1	2	19
1715	0	0	6	0	0	5	11	0	0	24	0	0	6	30
1730	0	0	7	0	1	2	10	0	0	15	0	0	3	18
1745	0	0	0	0	0	1	1	0	0	9	0	0	2	11
1800	0	0	0	0	3	4	7	0	0	12	0	1	0	13
1815	0	0	7	0	0	1	8	0	0	5	0	0	3	8
1830	0	0	3	0	0	4	7	0	0	20	0	0	2	22
1845	0	0	5	0	0	0	5	0	0	3	0	0	4	7
1900	0	0	5	0	0	2	7	0	0	3	0	0	6	9
1915	0	0	4	0	0	1	5	0	0	2	0	0	3	5
1930	0	0	5	0	0	3	8	0	0	4	0	0	3	7
1945	0	0	4	0	0	0	4	0	0	5	0	0	6	11
2000	0	0	0	0	0	1	1	0	0	13	0	0	6	19
2015	0	0	1	0	0	2	3	0	0	1	0	0	0	1
2030	0	0	2	0	0	3	5	0	0	2	0	0	2	4
2045	0	0	1	0	0	0	1	0	0	2	0	0	4	6
2100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2115	0	0	4	0	0	0	4	0	0	2	0	0	1	3
2130	0	0	1	0	0	2	3	0	0	1	0	0	1	2
2145	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2200	0	0	1	0	0	1	2	0	0	2	0	0	1	3
2215	0	0	0	0	0	0	0	0	0	3	0	0	2	5
2230	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2245	0	0	0	0	0	1	1	0	0	2	0	0	0	2
2300	0	0	0	0	0	0	0	0	0	7	0	0	0	7
2315	0	0	2	0	0	0	2	0	0	3	0	1	0	4
2330	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2345	0	0	0	0	0	1	1	0	0	6	0	0	0	6
Total	0	1	814	3	180	374	1372	1	1	932	0	188	380	1502

Volume Report

Job 1645_10_VHB_ATR A-12
Area Harvard, MA
Location Saratoga Blvd, north of US Army (11 Saratoga)



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0015	0	0	0	0	0	1	1	0	0	6	0	0	2	8
0030	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0115	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	2	3
0200	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0215	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0230	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0245	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0300	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0345	0	0	0	0	0	2	2	0	0	0	0	0	1	1
0400	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0415	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0430	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0445	0	0	3	0	1	1	5	0	0	0	0	0	0	0
0500	0	0	4	0	0	3	7	0	0	4	0	0	0	4
0515	0	0	1	0	0	3	4	0	0	2	0	0	0	2
0530	0	0	9	0	0	1	10	0	0	4	0	0	0	4
0545	0	0	30	0	1	0	31	0	0	2	0	0	0	2
0600	0	0	11	0	0	1	12	0	0	3	0	1	0	4
0615	0	0	8	0	0	0	8	0	0	0	0	0	2	2
0630	0	0	4	0	0	2	6	0	0	0	0	0	2	2
0645	0	0	3	0	0	0	3	0	0	8	0	0	0	8
0700	0	0	5	0	1	3	9	0	0	1	0	0	3	4
0715	0	0	10	0	1	2	13	0	0	0	0	3	0	3
0730	0	0	8	0	1	3	12	0	0	3	0	1	0	4
0745	0	0	7	0	2	3	12	0	0	1	0	1	2	4
0800	0	0	3	0	0	3	6	0	0	9	0	2	1	12
0815	0	0	4	0	2	4	10	0	0	6	0	0	1	7
0830	0	0	3	0	1	2	6	0	0	3	0	1	2	6
0845	0	0	4	0	1	3	8	0	0	0	0	1	2	3
0900	0	0	0	0	2	2	4	0	0	4	0	1	3	8
0915	0	0	3	0	1	3	7	0	0	4	0	1	5	10
0930	0	0	2	0	3	3	8	0	0	3	0	1	6	10
0945	0	0	2	0	0	3	5	1	0	4	0	2	3	10
1000	0	0	2	0	2	2	6	0	0	6	0	1	2	9
1015	0	0	7	0	0	3	10	0	0	2	0	2	1	5
1030	0	0	4	0	1	1	6	0	0	5	0	0	2	7
1045	0	0	2	0	2	0	4	0	0	2	0	1	2	5
1100	0	0	2	0	0	2	4	0	0	11	0	2	2	15
1115	0	0	2	0	1	3	6	0	0	3	0	0	2	5
1130	0	0	4	0	0	1	5	0	0	17	0	1	3	21
1145	0	0	8	0	0	1	9	0	0	8	0	0	3	11
1200	0	0	1	0	0	2	3	0	0	5	0	0	2	7
1215	0	0	4	0	0	1	5	0	0	2	0	0	1	3
1230	0	0	1	0	0	1	2	0	0	8	0	0	2	10
1245	0	0	4	0	1	0	5	0	0	5	0	2	0	7
1300	0	0	2	0	0	1	3	0	0	10	0	1	1	12
1315	0	0	2	0	0	0	2	0	0	6	0	1	2	9
1330	0	0	3	0	0	1	4	0	0	4	0	0	2	6
1345	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1400	0	0	8	0	0	0	8	0	0	3	0	0	0	3
1415	0	0	0	0	0	2	2	0	0	2	0	0	2	4
1430	0	0	3	0	0	1	4	0	0	4	0	1	0	5
1445	0	0	3	0	0	2	5	0	0	4	0	1	1	6
1500	0	0	1	0	0	1	2	0	0	3	0	0	0	3
1515	0	0	1	0	0	0	1	0	0	2	0	0	1	3
1530	0	0	3	0	0	0	3	0	0	4	0	0	1	5
1545	0	0	4	0	0	1	5	0	0	3	0	0	1	4
1600	0	0	1	0	0	0	1	1	0	6	0	0	0	7
1615	0	0	1	0	2	0	3	0	0	8	0	0	0	8
1630	0	0	0	0	0	0	0	0	0	4	0	0	2	6
1645	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1700	0	0	2	0	0	0	2	0	0	2	0	0	2	4
1715	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1730	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1745	0	0	5	0	0	0	5	0	0	0	0	0	0	0
1800	0	0	2	0	0	0	2	0	0	9	0	0	0	9
1815	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1830	0	0	1	0	0	0	1	0	0	12	0	0	0	12
1845	0	0	1	0	0	0	1	0	0	7	0	0	0	7
1900	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1915	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1930	0	1	4	0	0	0	5	0	0	4	0	0	0	4
1945	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2000	0	0	0	0	0	0	0	0	0	7	0	0	0	7
2015	0	0	3	0	0	1	4	0	0	3	0	0	0	3
2030	0	0	1	0	0	0	1	0	0	0	0	0	1	1
2045	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	1	0	0	1	2	0	0	3	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	263	0	26	88	378	2	0	298	0	28	78	406

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0015	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0115	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0330	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0430	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0500	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0515	0	0	2	0	0	1	3	0	0	2	0	0	0	2
0530	0	0	5	0	0	2	7	0	0	5	0	0	0	5
0545	0	0	8	0	1	0	9	0	0	13	0	0	0	13
0600	0	0	11	0	0	0	11	0	0	2	0	0	0	2
0615	0	0	17	0	0	1	18	0	0	6	0	0	0	6
0630	0	0	21	0	0	0	21	0	0	14	0	0	0	14
0645	0	0	27	0	0	1	28	0	0	16	0	0	0	16
0700	0	0	14	0	2	3	19	0	0	24	0	0	1	25
0715	0	0	11	0	0	1	12	0	0	16	0	0	1	17
0730	0	0	8	0	0	0	8	0	0	15	0	0	0	15
0745	0	0	6	0	0	1	7	1	0	18	0	0	2	21
0800	0	0	22	0	1	0	23	0	0	14	0	0	1	15
0815	0	0	7	0	0	0	7	0	0	9	0	0	1	10
0830	0	0	11	0	1	1	13	0	0	14	0	0	1	15
0845	0	0	10	0	0	3	13	0	0	10	0	0	2	12
0900	0	0	15	0	0	0	15	0	0	18	0	1	1	20
0915	0	0	14	0	0	0	14	0	0	7	0	1	3	11
0930	0	0	15	0	0	0	15	0	0	16	0	0	2	18
0945	0	0	17	0	1	3	21	0	0	13	0	0	2	15
1000	0	0	12	0	0	2	14	0	0	19	0	0	1	20
1015	0	0	18	0	1	2	21	0	0	11	0	1	1	13
1030	1	0	13	0	0	1	15	0	0	17	0	0	1	18
1045	2	0	19	0	0	0	21	0	0	14	0	0	2	16
1100	0	0	14	0	0	0	14	2	0	12	0	0	0	14
1115	0	0	16	0	0	1	17	0	0	26	0	0	2	28
1130	1	0	37	0	2	1	41	1	0	20	0	0	1	22
1145	0	0	47	0	2	4	53	0	0	22	0	0	0	22
1200	0	0	45	0	0	2	47	0	1	36	0	0	0	37
1215	0	0	21	0	0	0	21	0	0	41	0	0	0	41
1230	1	0	23	0	0	0	24	0	0	46	0	2	0	48
1245	0	0	22	0	1	1	24	0	0	27	0	0	0	27
1300	0	0	12	0	0	0	12	0	0	23	0	0	1	24
1315	0	0	28	0	0	2	30	0	0	22	0	0	0	22
1330	0	0	40	0	1	0	41	0	0	18	0	1	1	20
1345	0	0	35	0	0	0	35	0	0	21	0	0	0	21
1400	2	0	33	0	0	2	37	0	0	19	0	1	0	20
1415	0	0	21	0	0	0	21	0	0	13	0	0	4	17
1430	0	0	31	0	1	0	32	0	0	9	0	0	0	9
1445	2	0	30	0	0	2	34	0	0	22	0	0	0	22
1500	0	0	24	0	0	2	26	0	0	16	0	0	1	17
1515	0	0	26	0	0	0	26	0	0	14	0	0	1	15
1530	0	0	23	0	0	0	23	0	0	21	0	0	0	21
1545	0	0	20	0	0	2	22	0	0	15	0	0	0	15
1600	0	0	16	0	0	0	16	0	0	17	0	0	1	18
1615	0	0	19	0	0	0	19	0	0	14	0	0	0	14
1630	0	0	24	0	1	0	25	0	0	13	0	0	0	13
1645	0	0	14	0	0	1	15	0	0	19	0	0	0	19
1700	0	0	8	0	0	0	8	0	0	12	0	0	0	12
1715	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1730	0	0	11	0	0	0	11	0	0	13	0	0	0	13
1745	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1800	0	0	14	0	0	0	14	0	0	10	0	1	0	11
1815	0	0	13	0	0	0	13	0	0	13	0	0	0	13
1830	0	0	25	0	0	0	25	0	0	9	0	0	0	9
1845	0	0	30	0	0	0	30	0	0	11	0	0	1	12
1900	0	0	19	0	0	1	20	0	0	24	0	0	0	24
1915	0	0	11	0	0	0	11	0	0	16	0	0	0	16
1930	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1945	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2000	0	0	23	0	0	0	23	0	0	4	0	0	0	4
2015	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2030	0	0	9	0	0	1	10	0	0	7	0	0	0	7
2045	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2100	0	0	5	0	0	0	5	0	0	12	0	1	0	13
2115	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2130	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2145	0	0	5	0	0	0	5	0	0	6	0	0	1	7
2200	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2215	0	0	3	0	0	0	3	0	0	4	0	0	1	5
2230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2330	0	0	2	0	1	2	5	0	0	5	0	1	0	6
2345	0	0	1	0	0	1	2	0	0	2	0	1	0	3
Total	9	0	1210	0	18	49	1286	4	1	1018	0	12	39	1074

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	1	0	0	2	0	0	0	0	0	0	0
0045	0	0	3	0	3	1	7	0	0	1	0	1	0	2
0100	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0230	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	1	0	0	4	0	0	1	5
0315	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0345	0	0	2	0	0	3	5	0	0	2	0	1	1	4
0400	0	0	4	0	0	1	5	0	0	1	0	1	0	2
0415	0	0	1	0	1	0	2	0	0	5	0	1	0	6
0430	0	0	2	0	1	0	3	0	0	16	0	0	0	16
0445	0	0	5	0	1	3	9	0	0	18	0	0	1	19
0500	0	0	12	0	0	2	14	0	0	7	0	0	5	12
0515	0	0	9	0	1	2	12	0	0	12	0	0	2	14
0530	0	0	12	0	0	0	12	0	0	12	0	1	2	15
0545	0	0	29	0	0	1	30	0	0	21	0	0	1	22
0600	0	0	13	0	2	9	24	0	0	14	0	1	5	20
0615	0	1	32	0	0	2	35	0	0	8	0	1	3	12
0630	0	0	34	0	1	5	40	0	0	19	0	0	3	22
0645	0	0	40	0	1	6	47	0	0	26	0	3	3	32
0700	0	0	38	0	5	2	45	0	0	43	0	6	6	55
0715	0	0	31	0	6	3	40	0	0	38	0	5	2	45
0730	0	0	33	2	7	5	47	0	0	39	0	3	2	44
0745	0	0	40	0	4	3	47	0	0	53	0	5	7	65
0800	0	0	41	0	7	8	56	0	0	48	1	5	2	56
0815	0	0	33	1	7	3	44	0	0	53	0	4	3	60
0830	0	0	24	1	3	2	30	0	0	44	0	4	5	53
0845	0	0	26	0	5	3	34	0	0	24	1	0	3	28
0900	0	0	16	0	5	2	23	0	0	23	0	3	2	28
0915	0	0	12	0	4	5	21	0	0	24	0	10	7	41
0930	0	0	21	0	3	7	31	0	0	13	0	2	3	18
0945	0	0	14	0	4	5	23	0	0	20	0	2	4	26
1000	0	0	21	0	6	3	30	0	0	24	0	6	4	34
1015	0	0	18	0	4	4	26	0	0	14	0	2	7	23
1030	0	0	17	0	3	9	29	0	0	17	0	2	8	27
1045	0	0	19	0	3	3	25	0	0	16	0	9	7	32
1100	0	0	23	0	4	8	35	0	0	21	0	4	10	35
1115	0	0	37	0	4	10	51	0	0	18	0	7	6	31
1130	0	0	22	0	6	8	36	0	0	25	0	3	3	31
1145	0	0	32	0	7	1	40	0	0	25	0	3	6	34
1200	0	0	73	0	4	3	80	0	0	44	0	4	7	55
1215	0	0	45	0	6	3	54	0	0	46	0	8	5	59
1230	0	0	36	0	7	3	46	0	0	52	0	5	10	67
1245	0	0	29	0	4	8	41	0	0	33	0	7	6	46
1300	0	0	29	0	7	4	40	0	0	23	0	4	7	34
1315	0	0	34	0	4	6	44	0	0	31	0	8	5	44
1330	0	0	19	0	8	4	31	0	0	23	0	2	10	35
1345	0	0	22	0	5	7	34	0	0	23	0	9	4	36
1400	0	0	22	0	6	2	30	0	0	26	0	5	4	35
1415	0	0	25	1	4	4	34	0	0	31	0	2	8	41
1430	0	0	28	0	4	4	36	0	0	29	0	2	16	47
1445	0	0	31	0	5	7	43	0	0	29	1	5	11	46
1500	1	0	42	1	3	6	53	0	0	34	0	4	2	40
1515	0	0	31	0	3	4	38	0	0	54	0	6	4	64
1530	0	0	73	0	5	1	79	0	0	43	0	2	9	54
1545	0	0	52	0	5	7	64	0	0	46	1	1	6	54
1600	0	0	69	0	1	3	73	0	0	41	0	3	3	47
1615	0	0	71	0	3	4	78	0	0	32	0	2	5	39
1630	0	0	47	0	2	6	55	0	1	53	0	2	7	63
1645	0	0	45	0	3	2	50	0	0	60	0	1	6	67
1700	0	0	53	0	0	1	54	0	0	44	0	1	2	47
1715	0	0	50	0	1	4	55	0	0	39	0	0	2	41
1730	0	0	29	0	1	1	31	0	0	38	0	0	7	45
1745	0	0	33	0	3	3	39	0	0	31	0	0	3	34
1800	0	0	36	0	0	2	38	0	0	20	0	0	0	20
1815	0	0	35	0	2	2	39	0	0	33	0	2	3	38
1830	0	0	34	0	0	0	34	0	0	16	0	0	0	16
1845	0	0	32	0	0	0	32	0	0	21	0	1	2	24
1900	0	0	20	0	0	3	23	0	0	43	0	0	1	44
1915	0	0	12	0	1	1	14	0	0	17	0	0	0	17
1930	0	0	11	0	0	3	14	0	0	13	1	0	1	15
1945	0	0	13	0	0	2	15	0	0	16	0	0	2	18
2000	0	0	15	0	0	2	17	0	0	4	0	0	1	5
2015	0	0	12	0	0	0	12	0	0	5	0	0	4	9
2030	0	0	22	0	0	6	28	0	0	18	0	0	4	22
2045	0	0	13	0	0	2	15	0	0	7	0	0	0	7
2100	0	0	10	0	0	1	11	0	0	5	0	0	1	6
2115	0	0	8	0	0	1	9	0	0	6	0	0	2	8
2130	0	0	4	0	0	0	4	0	0	4	0	0	2	6
2145	0	0	7	0	0	1	8	0	0	9	0	0	1	10
2200	0	0	3	0	0	0	3	0	0	2	0	0	1	3
2215	0	0	4	0	0	1	5	0	0	2	0	0	1	3
2230	0	0	9	0	0	2	11	0	0	3	0	1	2	6
2245	0	0	7	0	0	0	7	0	0	6	0	0	2	8
2300	0	0	4	0	0	1	5	0	0	5	0	0	0	5
2315	0	0	1	0	1	2	4	0	0	2	0	0	0	2
2330	0	0	7	0	0	1	8	0	0	4	0	0	0	4
2345	0	0	2	0	0	1	3	0	0	4	0	0	1	5
Total	1	1	2039	7	206	263	2517	0	1	1924	5	182	307	2419

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	2	2
0030	0	0	0	0	0	3	3	0	0	1	0	0	1	2
0045	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0130	0	0	7	0	0	0	7	0	0	0	0	0	1	1
0145	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0200	0	0	2	0	0	1	3	0	0	1	0	0	2	3
0215	0	0	8	0	0	1	9	0	0	0	0	0	0	0
0230	0	0	2	0	1	4	7	0	0	1	0	0	0	1
0245	0	0	3	0	0	1	4	0	0	0	0	0	0	0
0300	0	0	7	0	0	1	8	0	0	3	0	0	3	6
0315	0	0	3	0	0	0	3	0	0	2	0	1	1	4
0330	0	0	4	0	0	0	4	0	0	1	0	0	1	2
0345	0	0	4	0	0	2	6	0	0	4	0	0	0	4
0400	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0415	0	0	5	0	1	2	8	0	0	5	0	0	2	7
0430	0	0	2	0	0	1	3	0	0	13	0	0	1	14
0445	0	0	6	0	0	2	8	0	0	15	0	1	3	19
0500	0	0	13	0	1	5	19	0	0	11	0	0	2	13
0515	0	0	4	0	1	3	8	0	0	9	0	0	0	9
0530	0	0	14	0	0	2	16	0	0	14	0	0	2	16
0545	0	0	24	0	0	10	34	0	0	18	0	1	0	19
0600	0	1	21	0	0	5	27	0	0	13	0	1	3	17
0615	0	0	41	0	2	3	46	0	0	14	0	1	3	18
0630	0	0	45	0	2	6	53	0	0	16	0	0	3	19
0645	0	0	44	0	2	7	53	0	0	44	0	1	1	46
0700	0	0	35	0	3	9	47	0	0	52	0	3	5	60
0715	0	0	29	0	3	7	39	0	0	51	0	2	4	57
0730	0	0	52	1	3	3	59	0	0	39	0	6	6	51
0745	0	0	52	1	3	8	64	0	0	50	0	4	1	55
0800	0	0	42	0	11	2	55	0	0	60	1	2	5	68
0815	0	0	37	0	9	4	50	0	0	64	0	1	9	74
0830	0	0	30	1	5	6	42	0	0	52	0	10	9	71
0845	0	0	27	0	7	5	39	0	0	31	1	3	5	40
0900	0	0	20	0	4	6	30	0	0	26	0	4	6	36
0915	0	0	19	0	3	8	30	0	0	20	0	4	9	33
0930	0	0	11	0	2	3	16	0	0	24	0	10	9	43
0945	0	0	10	0	7	5	22	0	0	19	0	4	6	29
1000	0	0	40	0	2	7	49	1	0	12	0	7	5	25
1015	1	0	25	0	5	8	39	0	0	16	0	6	13	35
1030	0	0	22	0	2	8	32	0	0	17	0	7	7	31
1045	0	0	25	0	9	11	45	0	0	26	0	4	9	39
1100	0	0	23	0	5	8	36	0	0	25	0	7	6	38
1115	0	0	31	0	4	3	38	0	0	49	0	5	12	66
1130	0	0	32	0	7	6	45	0	0	42	0	3	7	52
1145	0	0	44	0	4	4	52	0	0	43	0	4	5	52
1200	0	0	70	0	4	5	79	0	0	48	0	4	7	59
1215	0	0	55	0	5	6	66	0	0	51	0	5	12	68
1230	0	0	52	0	6	6	64	0	0	44	0	6	11	61
1245	0	0	32	0	2	8	42	0	0	55	0	10	7	72
1300	0	0	26	0	4	7	37	0	0	36	0	5	5	46
1315	0	0	22	0	6	5	33	0	0	32	0	5	11	48
1330	0	0	32	0	7	3	42	0	0	26	0	4	10	40
1345	0	0	28	0	4	7	39	0	0	19	0	2	6	27
1400	0	0	30	0	6	6	42	0	0	31	0	3	8	42
1415	0	0	16	1	4	8	29	0	0	24	0	4	9	37
1430	0	0	27	0	1	9	37	0	0	42	0	6	4	52
1445	1	0	31	0	2	6	40	0	0	38	1	3	3	45
1500	0	0	35	0	3	2	40	0	0	37	0	3	6	46
1515	0	0	42	1	7	2	52	0	0	57	0	1	0	58
1530	0	0	97	0	2	5	104	0	0	59	0	3	6	68
1545	0	1	61	0	2	6	70	0	0	45	1	9	2	57
1600	0	0	69	0	8	3	80	0	0	67	0	4	6	77
1615	0	0	65	0	1	1	67	0	0	45	0	2	3	50
1630	0	0	67	0	1	6	74	0	1	65	0	4	2	72
1645	0	0	49	0	5	1	55	0	0	53	0	1	5	59
1700	0	0	94	0	1	1	96	0	0	45	0	1	2	48
1715	0	0	77	0	1	2	80	0	0	45	0	0	1	46
1730	0	0	60	0	0	2	62	0	0	40	0	0	2	42
1745	0	0	34	0	0	4	38	0	0	32	0	0	4	36
1800	0	0	31	0	0	1	32	0	0	22	0	0	4	26
1815	0	0	32	0	0	3	35	0	0	27	0	0	2	29
1830	0	0	33	0	0	1	34	0	0	21	0	0	3	24
1845	0	0	30	0	1	2	33	0	0	20	0	0	0	20
1900	0	0	20	0	1	3	24	0	0	41	0	0	0	41
1915	0	0	26	0	0	0	26	0	0	18	0	1	2	21
1930	0	0	22	0	0	2	24	0	0	17	0	0	4	21
1945	0	0	12	0	0	4	16	0	0	16	0	0	0	16
2000	0	0	20	0	0	5	25	0	0	11	0	0	2	13
2015	0	0	17	0	0	2	19	0	0	6	0	0	1	7
2030	0	0	19	0	0	2	21	0	0	5	0	0	1	6
2045	0	0	5	0	0	2	7	0	0	7	0	0	0	7
2100	0	0	6	0	1	4	11	0	0	5	0	0	1	6
2115	0	0	7	0	0	2	9	0	0	3	0	0	2	5
2130	0	0	6	0	0	1	7	0	0	5	0	0	1	6
2145	0	0	5	0	0	2	7	0	0	8	0	0	0	8
2200	0	0	3	0	1	2	6	0	0	5	0	0	1	6
2215	0	0	5	0	0	1	6	0	0	6	0	0	0	6
2230	0	0	3	0	0	1	4	0	0	3	0	0	1	4
2245	0	0	4	0	0	0	4	0	0	2	0	0	1	3
2300	0	0	2	0	0	0	2	0	0	1	0	0	2	3
2315	0	0	3	0	0	0	3	0	0	3	0	0	1	4
2330	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2345	0	0	5	0	0	1	6	0	0	4	0	0	1	5
Total	2	2	2366	5	194	336	2905	1	1	2204	4	188	333	2731

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	9	0	0	0	9	0	0	0	0	0	1	1
0015	0	0	2	0	0	2	4	0	0	0	0	0	1	1
0030	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0045	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0100	0	0	2	0	0	1	3	0	0	1	0	0	2	3
0115	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0130	0	0	5	0	0	1	6	0	0	1	0	1	2	4
0145	0	0	5	0	2	1	8	0	0	0	0	1	1	2
0200	0	0	2	0	0	1	3	0	0	2	0	0	0	2
0215	0	0	7	0	0	0	7	0	0	2	0	0	1	3
0230	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0245	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0300	0	0	6	0	0	1	7	0	0	1	0	0	0	1
0315	0	0	1	0	0	1	2	0	0	0	0	0	1	1
0330	0	0	3	0	1	0	4	0	0	2	0	2	0	4
0345	0	0	5	0	0	1	6	0	0	1	0	0	0	1
0400	0	0	2	0	0	1	3	0	0	0	0	1	0	1
0415	0	0	4	0	1	1	6	0	0	4	0	1	0	5
0430	0	0	4	0	1	2	7	0	0	14	0	0	1	15
0445	0	0	7	0	0	1	8	0	0	15	0	0	1	16
0500	0	0	11	0	0	4	15	0	0	12	0	0	3	15
0515	0	0	6	0	0	1	7	0	0	9	0	0	2	11
0530	0	1	13	0	0	2	16	0	0	16	0	0	4	20
0545	1	0	31	0	0	4	36	0	0	20	0	0	3	23
0600	0	2	20	0	1	4	27	0	0	8	0	0	2	10
0615	0	0	26	0	3	1	30	0	0	18	0	1	2	21
0630	0	1	41	0	0	2	44	0	0	33	0	2	1	36
0645	0	0	41	0	1	4	46	0	0	30	0	4	5	39
0700	0	0	37	0	3	3	43	1	0	51	0	0	4	56
0715	0	0	43	0	4	3	50	0	0	39	0	1	4	44
0730	0	0	67	2	5	3	77	0	0	52	0	5	3	60
0745	0	0	46	0	2	1	49	0	0	43	0	4	2	49
0800	0	0	69	0	1	6	76	0	0	61	1	6	3	71
0815	0	0	36	1	4	7	48	0	0	64	0	5	6	75
0830	0	0	25	1	6	6	38	0	0	53	0	6	2	61
0845	0	0	22	0	5	4	31	0	0	31	0	5	7	43
0900	0	0	20	0	4	3	27	0	0	30	0	4	6	40
0915	0	0	31	0	10	6	47	0	0	21	0	2	8	31
0930	0	0	24	0	5	3	32	0	0	23	0	6	4	33
0945	0	1	20	0	5	8	34	0	0	22	0	8	5	35
1000	0	1	19	0	2	4	26	0	0	21	0	3	4	28
1015	0	0	23	0	8	10	41	0	0	29	0	4	3	36
1030	0	0	28	0	6	7	41	0	0	18	0	5	5	28
1045	0	0	25	0	6	3	34	0	0	31	0	8	7	46
1100	0	0	29	0	5	5	39	0	0	21	0	7	4	32
1115	0	1	31	0	6	6	44	0	0	29	0	6	10	45
1130	0	0	30	0	8	4	42	0	0	42	0	4	12	58
1145	0	0	45	0	7	8	60	0	0	33	0	4	3	40
1200	0	1	61	0	5	11	78	0	1	31	0	7	9	48
1215	0	0	67	0	4	5	76	0	1	61	0	6	7	75
1230	0	0	58	0	6	8	72	0	0	51	0	6	7	64
1245	0	0	34	0	3	4	41	1	0	42	0	7	6	56
1300	0	0	38	0	7	6	51	0	0	33	0	6	12	51
1315	0	0	40	0	3	5	48	1	0	46	1	6	6	60
1330	1	0	73	0	7	10	91	0	0	32	0	6	13	51
1345	0	0	33	0	4	3	40	0	0	24	0	6	7	37
1400	0	0	34	0	7	3	44	0	0	23	0	3	5	31
1415	0	0	29	1	6	10	46	0	0	25	0	5	6	36
1430	0	0	40	0	4	7	51	0	0	46	1	3	4	54
1445	0	0	37	0	2	4	43	0	0	41	0	5	8	54
1500	0	0	41	0	4	5	50	0	0	43	1	3	6	53
1515	0	0	41	1	3	5	50	0	1	51	0	8	2	62
1530	1	0	67	0	7	7	82	1	1	41	0	1	6	50
1545	0	0	58	0	7	1	66	0	0	39	1	2	8	50
1600	0	0	70	0	3	3	76	0	0	63	0	2	3	68
1615	0	1	68	0	4	3	76	0	0	66	0	4	2	72
1630	0	0	67	0	0	1	68	1	0	72	0	4	3	80
1645	0	1	45	0	3	2	51	0	0	84	0	3	3	90
1700	0	0	60	0	0	4	64	0	0	58	0	0	1	59
1715	0	0	34	0	2	1	37	0	0	48	0	0	3	51
1730	0	0	48	0	0	3	51	1	0	47	0	1	3	52
1745	0	0	35	0	1	2	38	0	0	31	0	2	1	34
1800	0	0	28	0	0	3	31	0	1	25	0	0	3	29
1815	0	0	29	0	0	2	31	0	0	21	0	1	0	22
1830	0	0	32	0	0	2	34	0	0	18	0	0	0	18
1845	0	0	44	0	0	3	47	0	1	28	0	1	2	32
1900	0	1	15	0	0	1	17	0	1	39	0	0	0	40
1915	0	1	12	0	0	1	14	0	2	16	0	1	2	21
1930	0	1	26	0	0	0	27	0	0	14	0	0	1	15
1945	0	0	30	0	3	1	34	0	0	13	0	0	1	14
2000	0	1	61	0	0	1	63	0	0	14	0	0	0	14
2015	0	1	17	0	0	3	21	0	0	8	0	0	3	11
2030	0	0	25	0	0	5	30	0	0	6	0	0	1	7
2045	0	0	7	0	1	1	9	0	0	5	0	0	1	6
2100	0	0	12	0	0	0	12	0	1	4	0	2	0	7
2115	0	0	11	0	0	1	12	0	0	3	0	0	0	3
2130	0	0	12	0	0	1	13	0	0	6	0	0	3	9
2145	0	0	5	0	0	3	8	0	0	3	0	0	2	5
2200	0	0	9	0	0	2	11	0	0	4	0	0	1	5
2215	0	0	4	0	0	2	6	0	0	2	0	0	1	3
2230	0	0	8	0	0	1	9	0	0	7	0	0	0	7
2245	0	0	3	0	0	1	4	0	0	7	0	0	0	7
2300	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2315	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2330	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2345	0	0	7	0	1	0	8	0	0	3	0	0	0	3
Total	3	15	2521	6	209	286	3040	6	10	2266	5	207	290	2784

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	2	0	5
0015	0	0	2	0	0	0	2	0	0	7	0	1	0	8
0030	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0045	0	0	0	0	1	1	2	0	0	0	0	0	0	0
0100	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0115	0	0	2	0	0	0	2	0	0	0	0	0	2	2
0130	0	0	7	0	0	1	8	0	0	1	0	1	1	3
0145	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0200	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0215	0	0	8	0	0	1	9	0	0	2	0	0	0	2
0230	0	0	2	0	0	3	5	0	0	1	0	0	0	1
0245	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0300	0	0	4	0	0	1	5	0	0	1	0	1	1	3
0315	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0330	0	0	5	0	0	2	7	0	0	2	0	0	1	3
0345	0	0	4	0	0	1	5	0	0	3	0	1	1	5
0400	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0415	0	0	5	0	0	0	5	0	0	3	0	0	2	5
0430	0	0	3	0	1	0	4	0	0	14	0	0	2	16
0445	0	0	10	0	0	3	13	0	0	12	0	0	4	16
0500	0	0	7	0	1	4	12	0	0	11	0	0	2	13
0515	0	0	8	0	0	3	11	0	0	10	0	0	2	12
0530	0	1	19	0	0	7	27	1	0	12	0	0	4	17
0545	1	0	22	0	1	6	30	0	0	22	0	2	3	27
0600	0	2	17	0	0	3	22	0	0	16	0	0	4	20
0615	0	0	29	0	4	3	36	0	0	12	0	2	5	19
0630	0	0	48	0	0	5	53	0	0	27	0	0	5	32
0645	0	0	47	0	2	4	53	0	0	34	0	3	2	39
0700	0	0	40	0	0	8	48	1	1	54	0	4	4	64
0715	0	0	25	0	2	5	32	0	0	39	0	4	6	49
0730	0	0	49	1	3	12	65	0	0	37	0	5	3	45
0745	0	0	39	1	6	6	52	0	0	51	0	6	5	62
0800	0	0	44	1	5	4	54	0	0	62	1	2	7	72
0815	0	0	34	1	6	2	43	0	0	59	0	1	5	65
0830	0	0	38	2	4	3	47	0	0	37	1	5	8	51
0845	0	0	26	0	6	8	40	0	0	29	0	9	2	40
0900	0	0	21	0	6	7	34	0	0	23	0	3	5	31
0915	0	0	22	0	2	7	31	0	0	20	0	5	8	33
0930	0	0	21	0	3	7	31	0	0	31	0	3	6	40
0945	0	0	9	0	5	7	21	0	0	16	0	4	11	31
1000	0	0	22	0	6	4	32	0	0	17	0	5	7	29
1015	0	0	14	0	3	7	24	0	0	21	0	7	12	40
1030	0	0	22	0	7	7	36	0	0	21	0	4	10	35
1045	0	0	31	0	3	6	40	1	0	20	0	4	2	27
1100	0	0	22	0	2	5	29	1	0	17	0	4	5	27
1115	0	0	22	0	8	9	39	0	0	24	0	4	6	34
1130	0	0	45	0	4	6	55	0	0	41	0	1	6	48
1145	0	0	48	0	2	8	58	1	0	40	0	11	9	61
1200	0	2	74	0	6	8	90	0	0	45	0	6	3	54
1215	0	0	58	0	4	3	65	0	0	51	0	3	7	61
1230	0	0	51	0	6	9	66	0	0	54	0	7	5	66
1245	1	0	34	0	7	8	50	1	0	40	0	3	5	49
1300	0	0	29	0	6	12	47	0	0	38	0	5	8	51
1315	0	0	35	0	4	6	45	0	0	36	0	6	8	50
1330	0	0	38	0	5	5	48	0	0	28	0	3	5	36
1345	0	0	45	0	7	3	55	0	0	21	0	2	10	33
1400	0	0	37	1	6	4	48	0	1	33	0	6	5	45
1415	0	0	30	0	6	4	40	0	0	25	0	4	3	32
1430	1	1	39	0	3	3	47	0	0	41	1	2	6	50
1445	0	0	34	0	4	6	44	0	0	30	1	2	8	41
1500	0	0	54	0	3	3	60	0	1	47	0	0	5	53
1515	1	0	44	1	0	9	55	0	0	54	0	7	7	68
1530	1	0	86	0	3	8	98	0	0	47	0	3	8	58
1545	0	0	57	0	4	3	64	0	1	42	1	2	6	52
1600	0	1	75	0	1	3	80	0	2	66	0	4	6	78
1615	0	0	60	0	4	3	67	0	0	45	0	4	4	53
1630	0	0	67	0	5	1	73	0	0	68	0	2	8	78
1645	0	0	46	0	2	3	51	1	0	65	0	1	2	69
1700	0	0	57	0	2	1	60	0	0	47	0	0	3	50
1715	0	0	53	0	0	2	55	1	0	44	0	1	0	46
1730	0	0	44	0	0	0	44	1	0	35	0	0	2	38
1745	0	0	27	0	0	1	28	0	1	31	0	0	3	35
1800	0	0	27	0	0	2	29	0	0	26	0	0	0	26
1815	1	0	29	0	0	1	31	0	0	28	0	0	2	30
1830	0	0	28	0	1	0	29	0	0	28	0	0	1	29
1845	0	0	35	0	1	0	36	0	0	24	0	1	3	28
1900	0	0	27	0	0	0	27	0	0	30	0	0	1	31
1915	0	0	15	0	0	4	19	0	0	26	0	0	2	28
1930	0	0	13	0	0	1	14	0	0	12	0	0	0	12
1945	0	0	9	0	0	1	10	0	0	9	0	0	1	10
2000	0	0	34	0	0	2	36	0	0	9	0	0	1	10
2015	0	0	13	0	1	2	16	0	0	9	0	0	3	12
2030	0	0	19	0	0	3	22	0	0	7	0	0	0	9
2045	0	0	6	0	0	6	12	0	0	9	0	0	2	11
2100	0	0	13	0	0	1	14	0	0	6	0	0	0	6
2115	0	0	10	0	0	1	11	0	0	6	0	0	0	6
2130	0	0	5	0	0	1	6	0	0	4	0	0	1	5
2145	0	0	4	0	0	1	5	0	0	5	0	0	2	7
2200	0	0	4	0	0	0	4	0	0	4	0	0	2	6
2215	0	0	3	0	0	2	5	0	0	2	0	0	0	2
2230	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2245	0	0	3	0	0	1	4	0	0	2	0	0	0	2
2300	0	0	4	0	0	0	4	0	0	1	0	0	1	2
2315	0	0	1	0	0	1	2	0	0	2	0	0	0	2
2330	0	0	4	0	1	1	6	0	0	3	0	1	0	4
2345	0	0	3	0	0	0	3	0	0	4	0	1	0	5
Total	6	7	2349	8	185	317	2872	9	7	2151	5	180	324	2676

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	2	0	0	3	5
0015	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0030	0	0	1	0	0	1	2	0	0	1	0	0	1	2
0045	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	4	0	0	1	5	0	0	0	0	0	1	1
0130	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0215	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0230	0	0	5	0	1	0	6	0	0	0	0	0	1	1
0245	0	0	1	0	0	2	3	0	0	1	0	0	1	2
0300	0	0	6	0	0	1	7	0	0	3	0	0	0	3
0315	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0330	0	0	2	0	0	0	2	0	0	4	0	0	2	6
0345	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0400	0	0	4	0	0	3	7	0	0	2	0	0	0	2
0415	0	0	5	0	1	2	8	0	0	2	0	0	1	3
0430	0	0	5	0	0	1	6	0	0	16	0	1	2	19
0445	0	0	8	0	0	2	10	0	0	14	0	0	1	15
0500	0	0	8	0	1	5	14	0	0	8	0	0	4	12
0515	0	0	8	0	0	3	11	0	0	11	0	0	2	13
0530	0	0	14	0	0	2	16	0	1	9	0	0	3	13
0545	0	0	28	0	0	6	34	0	0	25	0	1	2	28
0600	0	0	19	0	1	2	22	0	0	15	0	1	4	20
0615	0	0	26	0	1	1	28	1	0	24	0	1	2	28
0630	0	0	47	0	2	5	54	0	0	15	0	1	3	19
0645	0	0	47	0	1	5	53	0	0	32	0	3	5	40
0700	0	1	35	0	3	3	42	0	0	45	0	2	5	52
0715	0	0	33	0	1	5	39	0	0	35	0	5	6	46
0730	0	0	34	2	4	8	48	0	0	44	0	3	3	50
0745	0	0	36	0	3	7	46	0	0	43	0	2	6	51
0800	0	0	38	0	4	5	47	0	0	55	1	7	4	67
0815	0	0	31	1	3	1	36	0	0	61	0	3	6	70
0830	0	0	26	1	2	2	31	0	0	48	1	2	6	57
0845	0	0	23	0	6	5	34	0	0	26	0	3	5	34
0900	0	0	21	0	2	3	26	0	0	30	0	6	4	40
0915	0	0	24	0	2	4	30	0	0	30	0	8	6	44
0930	0	0	15	0	9	7	31	0	0	32	0	5	6	43
0945	0	0	21	0	1	3	25	0	0	20	0	3	8	31
1000	0	0	24	0	9	6	39	0	0	22	0	5	5	32
1015	0	0	13	0	7	8	28	0	0	26	0	6	4	36
1030	0	0	30	0	5	7	42	0	0	29	0	2	9	40
1045	0	0	17	0	7	5	29	0	0	28	0	3	10	41
1100	0	0	32	0	2	7	41	0	0	13	0	2	9	24
1115	0	0	26	0	8	9	43	0	0	20	0	2	7	29
1130	0	0	43	0	3	10	56	0	0	37	0	7	8	52
1145	0	0	45	0	9	9	63	0	0	40	0	9	10	59
1200	1	0	87	0	8	4	100	0	0	48	0	8	11	67
1215	0	0	59	0	3	7	69	0	0	56	0	4	12	72
1230	0	0	51	0	4	5	60	0	0	49	0	9	16	74
1245	0	0	43	0	5	8	56	0	0	38	0	7	7	52
1300	0	0	33	0	5	4	42	0	0	27	0	2	8	37
1315	0	0	38	0	3	9	50	0	0	21	0	5	10	36
1330	0	0	28	0	4	6	38	0	0	25	0	5	5	35
1345	0	0	31	0	6	9	46	0	0	32	0	2	10	44
1400	0	0	25	0	7	9	41	0	0	31	0	3	9	43
1415	0	0	32	1	1	4	38	0	0	34	0	5	8	47
1430	1	0	40	0	1	5	47	0	0	39	0	4	8	51
1445	0	0	33	0	4	6	43	0	0	55	2	2	6	65
1500	1	0	46	0	2	7	56	0	0	43	0	2	7	52
1515	0	0	50	1	1	5	57	0	0	47	0	1	12	60
1530	0	0	87	0	0	5	92	0	0	59	0	3	7	69
1545	0	0	62	0	3	4	69	0	0	49	1	1	4	55
1600	0	0	54	0	1	4	59	0	0	95	0	4	5	104
1615	0	0	47	0	2	8	57	0	0	85	0	2	7	94
1630	0	0	66	0	2	2	70	0	1	77	0	1	5	84
1645	0	0	44	0	2	4	50	0	0	69	0	1	5	75
1700	0	0	42	0	0	0	42	0	0	93	0	2	6	101
1715	0	0	39	0	0	4	43	0	0	44	0	0	4	48
1730	0	0	32	0	0	1	33	0	0	40	0	0	4	44
1745	0	0	24	0	1	1	26	0	0	39	0	0	1	40
1800	0	0	30	0	1	0	31	0	0	29	0	3	2	34
1815	0	0	19	0	0	2	21	0	0	27	0	0	1	28
1830	0	0	41	0	0	1	42	0	0	16	0	0	2	18
1845	0	0	24	0	0	3	27	0	0	17	0	0	1	18
1900	0	0	28	0	1	2	31	0	0	50	1	0	2	53
1915	0	0	18	0	0	2	20	0	0	21	0	0	2	23
1930	0	0	7	0	0	1	8	0	0	12	0	0	2	14
1945	0	0	9	0	0	3	12	0	0	13	0	0	1	14
2000	0	0	23	0	0	5	28	0	0	5	0	0	1	6
2015	0	0	14	0	0	2	16	0	0	4	0	0	2	6
2030	0	0	8	0	0	3	11	0	0	13	0	1	1	15
2045	0	0	7	0	0	2	9	0	0	10	0	0	0	10
2100	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2115	0	0	10	0	0	1	11	0	0	8	0	0	0	8
2130	0	0	8	0	0	0	8	0	0	14	0	0	1	15
2145	0	0	10	0	0	0	10	0	0	9	0	0	0	9
2200	0	0	10	0	0	1	11	0	0	4	0	0	0	4
2215	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2230	0	0	10	0	0	0	10	0	0	11	0	0	0	11
2245	0	0	9	0	0	0	9	0	0	3	0	0	1	4
2300	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2315	0	0	5	0	0	1	6	0	0	4	0	0	1	5
2330	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2345	0	0	8	0	0	0	8	0	0	3	0	0	0	3
Total	3	1	2247	6	166	308	2731	1	2	2366	6	170	365	2910

Volume Report

Job 1645_10_VHB_ATR A-13
Area Harvard, MA
Location Barnum Road, east of Railroad Bridge



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	0	4	0	0	0	0	1	0	1
0015	0	0	5	0	0	1	6	0	0	1	0	0	1	2
0030	0	0	2	0	1	1	4	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	3	0	1	0	4
0115	0	0	0	0	0	0	0	0	0	2	0	0	2	4
0130	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	2	0	0	2	4
0215	0	0	0	0	0	1	1	0	0	0	0	0	2	2
0230	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0245	0	0	0	0	1	1	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0400	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0430	0	0	1	0	0	1	2	0	0	5	0	0	0	5
0445	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0500	0	0	5	0	1	0	6	0	0	1	0	0	2	3
0515	0	0	4	0	0	0	4	0	0	2	0	0	4	6
0530	0	0	4	0	0	1	5	0	0	5	0	0	0	5
0545	0	0	11	0	0	0	11	0	0	13	0	0	1	14
0600	0	0	5	0	0	1	6	0	0	4	0	0	0	4
0615	0	0	6	0	0	3	9	0	0	10	0	0	1	11
0630	0	0	24	0	1	4	29	0	0	9	0	1	2	12
0645	0	0	15	0	1	0	16	0	0	12	0	0	2	14
0700	0	0	5	0	0	2	7	0	0	21	0	1	4	26
0715	0	0	14	0	2	1	17	0	0	12	0	0	3	15
0730	0	0	12	0	1	3	16	0	0	13	0	1	2	16
0745	0	0	10	0	1	2	13	0	0	12	0	0	3	15
0800	0	0	18	0	2	1	21	0	0	8	0	0	3	11
0815	0	0	8	0	0	1	9	0	0	7	0	1	3	11
0830	0	0	7	0	1	1	9	0	0	13	0	0	1	14
0845	0	0	9	0	2	3	14	0	0	10	0	1	1	12
0900	0	0	14	0	1	0	15	0	0	14	0	2	1	17
0915	0	0	9	0	1	4	14	0	0	7	0	1	4	12
0930	0	0	15	0	2	3	20	0	0	19	0	2	3	24
0945	0	0	14	0	4	2	20	0	0	12	0	0	2	14
1000	0	0	15	0	1	1	17	0	0	13	0	3	2	18
1015	0	0	14	0	1	0	15	0	0	14	0	2	3	19
1030	0	0	13	0	0	2	15	0	0	13	0	2	4	19
1045	0	0	10	0	2	1	13	0	0	9	0	3	0	12
1100	0	0	31	0	2	0	33	0	0	10	0	0	2	12
1115	0	0	17	0	0	2	19	0	0	14	0	4	0	18
1130	0	0	24	0	1	0	25	0	0	12	0	0	0	12
1145	0	0	23	0	1	1	25	0	0	39	0	0	1	40
1200	0	0	17	0	0	0	17	0	0	32	0	0	3	35
1215	0	0	15	0	0	3	18	0	0	20	0	0	3	23
1230	0	0	22	0	0	2	24	0	0	19	0	1	3	23
1245	0	0	20	0	2	2	24	0	0	23	0	1	0	24
1300	0	0	20	0	1	1	22	0	0	16	0	0	1	17
1315	0	0	18	0	2	2	22	0	0	17	0	0	2	19
1330	0	0	17	0	0	0	17	0	0	24	0	0	2	26
1345	0	0	20	0	0	0	20	0	0	15	0	1	0	16
1400	0	0	13	0	0	1	14	0	0	27	0	0	0	27
1415	0	0	18	0	0	2	20	1	0	16	0	0	1	18
1430	0	0	18	0	0	1	19	0	0	19	0	0	4	23
1445	0	0	12	0	0	1	13	0	0	25	0	0	3	28
1500	0	0	20	0	0	0	20	0	0	12	0	0	2	14
1515	1	1	16	0	1	1	20	0	0	23	0	0	0	23
1530	0	0	14	0	0	1	15	0	0	22	0	0	0	22
1545	0	0	16	0	0	1	17	0	0	20	0	1	2	23
1600	0	0	17	0	0	0	17	0	0	13	0	0	3	16
1615	0	0	19	0	1	0	20	0	0	18	0	0	0	18
1630	0	0	14	0	0	1	15	0	1	16	0	0	1	18
1645	0	1	16	0	0	0	17	1	0	9	0	0	0	10
1700	0	0	14	0	0	1	15	0	0	8	0	0	0	8
1715	0	0	19	0	0	0	19	0	0	17	0	0	0	17
1730	0	0	16	0	0	0	16	0	1	21	1	1	1	25
1745	0	0	14	0	0	0	14	0	0	21	0	0	0	21
1800	1	0	13	0	0	0	14	0	0	12	0	0	0	12
1815	0	0	25	0	0	0	25	0	1	25	0	0	0	26
1830	1	0	28	0	1	0	30	0	0	12	0	0	1	13
1845	0	0	20	0	1	0	21	0	1	10	0	0	0	11
1900	0	0	11	0	0	0	11	0	0	38	0	1	0	39
1915	0	0	12	0	0	0	12	0	0	16	0	0	0	16
1930	0	1	11	0	0	0	12	0	1	9	0	0	0	10
1945	0	0	18	0	0	0	18	0	0	6	0	0	0	6
2000	0	0	14	0	0	0	14	0	0	14	0	0	0	14
2015	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2030	0	0	10	0	0	0	10	0	0	3	0	0	0	3
2045	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2100	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2115	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2130	0	0	7	0	0	0	7	0	0	7	0	0	1	8
2145	0	0	12	0	0	0	12	0	0	2	0	0	0	2
2200	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2215	0	0	8	0	0	0	8	0	0	5	0	1	0	6
2230	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2245	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2300	0	0	4	0	1	0	5	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2345	0	0	1	0	0	0	1	0	0	5	0	1	0	6
Total	3	3	1048	0	40	65	1159	2	5	1007	1	34	97	1146

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0445	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0500	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0515	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0530	0	0	1	0	1	0	2	0	0	8	0	1	0	9
0545	0	0	1	0	0	2	3	0	0	15	0	0	0	15
0600	0	0	5	0	1	0	6	0	0	8	0	1	0	9
0615	0	0	8	0	0	0	8	0	0	14	0	1	0	15
0630	0	0	5	0	0	1	6	0	0	30	0	0	0	30
0645	0	0	8	0	0	0	8	0	0	26	0	1	0	27
0700	0	0	23	0	2	0	25	0	0	15	0	1	1	17
0715	0	0	12	0	1	1	14	0	0	14	0	0	0	14
0730	0	0	10	0	1	2	13	0	0	17	0	2	2	21
0745	0	0	6	0	1	1	8	1	0	30	0	1	2	34
0800	0	0	22	0	1	2	25	0	0	13	0	1	0	14
0815	0	0	5	0	0	0	5	0	0	7	0	1	1	9
0830	0	0	6	0	2	0	8	0	0	14	0	1	1	16
0845	0	0	11	0	0	0	11	0	0	13	0	0	2	15
0900	0	0	14	0	0	0	14	0	0	17	0	0	1	18
0915	0	0	19	0	0	1	20	0	0	9	0	1	2	12
0930	0	0	11	0	0	1	12	0	0	16	0	0	2	18
0945	0	0	18	0	1	0	19	0	0	15	0	0	2	17
1000	0	0	14	0	0	1	15	0	0	20	0	0	0	20
1015	0	0	14	0	0	4	18	0	0	10	0	1	1	12
1030	1	0	13	0	0	2	16	0	0	16	0	0	1	17
1045	1	0	23	0	0	0	24	0	0	12	0	0	2	14
1100	0	0	19	0	0	0	19	2	0	14	0	0	1	17
1115	0	0	16	0	0	1	17	0	0	26	0	0	1	27
1130	0	0	34	0	0	0	34	0	0	21	0	0	1	22
1145	0	0	44	0	4	2	50	0	0	23	0	0	0	23
1200	0	0	57	0	0	1	58	0	1	34	0	0	0	35
1215	0	0	44	0	0	1	45	0	0	50	0	0	0	50
1230	0	0	22	0	0	3	25	0	0	52	0	2	0	54
1245	1	0	23	0	0	0	24	0	0	33	0	0	0	33
1300	0	0	15	0	1	0	16	0	0	31	0	0	1	32
1315	0	0	31	0	0	3	34	0	0	26	0	0	0	26
1330	0	0	39	0	0	0	39	0	0	19	0	1	1	21
1345	0	0	35	0	0	0	35	0	0	21	0	0	1	22
1400	1	0	38	0	0	0	39	0	0	18	0	0	0	18
1415	0	0	24	0	0	1	25	0	0	12	0	0	0	12
1430	0	0	25	0	0	0	25	0	0	14	0	0	0	14
1445	0	0	37	0	0	0	37	0	0	12	0	0	0	12
1500	2	0	18	0	0	0	20	0	0	14	0	0	1	15
1515	0	0	24	0	0	2	26	0	0	15	0	0	1	16
1530	0	0	34	0	0	0	34	0	0	19	0	0	0	19
1545	0	0	35	0	0	1	36	0	0	12	0	0	0	12
1600	0	0	22	0	0	0	22	0	0	16	0	0	0	16
1615	0	0	22	0	0	0	22	0	0	12	0	0	0	12
1630	0	0	25	0	1	0	26	0	0	13	0	0	0	13
1645	0	0	13	0	0	0	13	0	0	17	0	0	0	17
1700	0	0	10	0	0	1	11	0	0	8	0	0	0	8
1715	0	0	12	0	0	0	12	0	0	5	0	0	0	5
1730	0	0	11	0	0	0	11	0	0	18	0	0	0	18
1745	0	0	9	0	0	0	9	0	0	17	0	0	0	17
1800	0	0	21	0	0	0	21	0	0	6	0	1	0	7
1815	0	0	17	0	0	0	17	0	0	12	0	0	0	12
1830	0	0	19	0	0	0	19	0	0	14	0	0	1	15
1845	0	0	19	0	0	0	19	0	0	17	0	0	0	17
1900	0	0	30	0	0	0	30	0	0	10	0	0	0	10
1915	0	0	16	0	0	0	16	0	0	13	0	0	0	13
1930	0	0	13	0	0	0	13	0	0	7	0	0	0	7
1945	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2000	0	0	25	0	0	0	25	0	0	6	0	0	0	6
2015	0	0	10	0	0	1	11	0	0	11	0	0	1	12
2030	0	0	11	0	0	0	11	0	0	6	0	1	0	7
2045	0	0	11	0	0	0	11	0	0	5	0	1	0	6
2100	0	0	5	0	0	0	5	0	0	10	0	0	0	10
2115	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2130	0	0	10	0	0	0	10	0	0	2	0	0	0	2
2145	0	0	7	0	0	0	7	0	0	4	0	0	1	5
2200	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2215	0	0	6	0	0	0	6	0	0	3	0	0	1	4
2230	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2245	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	3	0	1	0	4	0	0	3	0	0	0	3
2330	0	0	7	0	1	1	9	0	0	4	0	0	0	4
2345	0	0	2	0	1	0	3	0	0	4	0	0	0	4
Total	6	0	1264	0	21	36	1327	3	1	1092	0	21	32	1149

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0015	0	0	0	0	2	0	2	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	4	0	2	0	6	0	0	2	0	0	0	2
0100	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0115	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0230	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0315	0	0	1	0	1	1	3	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0345	0	0	1	0	0	3	4	0	0	3	0	2	0	5
0400	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0415	0	0	3	0	0	0	3	0	0	6	0	2	0	8
0430	0	0	1	0	1	0	2	0	0	17	0	0	1	18
0445	0	0	3	0	1	0	4	0	0	19	0	2	0	21
0500	0	0	6	0	0	1	7	0	0	10	0	1	4	15
0515	0	0	10	0	0	1	11	0	0	17	0	1	0	18
0530	0	0	9	0	0	1	10	0	0	26	0	0	0	26
0545	0	0	10	0	0	2	12	0	0	29	0	2	2	33
0600	0	0	16	0	2	6	24	0	0	19	0	3	3	25
0615	0	0	16	0	0	3	19	0	0	22	0	1	5	28
0630	0	0	23	0	0	6	29	0	0	41	0	0	3	44
0645	0	0	18	0	2	3	23	0	1	59	0	4	4	68
0700	0	0	33	0	5	5	43	0	0	55	0	4	6	65
0715	0	0	26	0	5	3	34	0	0	56	0	6	4	66
0730	0	0	30	1	7	4	42	0	0	50	0	4	1	55
0745	0	0	36	1	4	5	46	0	0	69	0	5	7	81
0800	0	0	30	0	6	9	45	0	0	67	1	3	2	73
0815	0	0	34	1	11	4	50	0	0	75	0	5	5	85
0830	0	0	30	1	3	0	34	0	0	51	0	3	4	58
0845	0	0	24	0	4	4	32	0	0	44	0	2	6	52
0900	0	0	17	0	3	4	24	0	0	47	0	3	8	58
0915	0	0	13	0	2	4	19	0	0	35	0	12	5	52
0930	0	0	20	0	2	6	28	0	0	18	0	2	3	23
0945	0	0	14	0	6	8	28	0	0	28	0	2	1	31
1000	0	0	19	0	6	2	27	0	0	22	0	3	6	31
1015	0	0	18	0	5	4	27	0	0	19	0	5	0	24
1030	0	0	15	0	2	4	21	0	0	18	0	2	11	31
1045	0	0	18	0	5	4	27	0	0	17	0	8	8	33
1100	0	0	26	0	3	11	40	0	0	18	0	5	8	31
1115	0	0	33	0	5	6	44	0	0	25	0	7	5	37
1130	0	0	27	0	7	6	40	0	0	24	0	5	6	35
1145	0	0	29	0	8	3	40	0	0	33	0	5	3	41
1200	0	0	86	0	5	4	95	0	0	39	0	2	7	48
1215	0	0	62	0	7	10	79	0	0	46	0	8	8	62
1230	0	0	25	0	8	2	35	0	0	64	0	4	11	79
1245	0	0	34	0	4	7	45	0	0	43	0	6	8	57
1300	0	0	30	0	6	4	40	0	0	25	0	5	4	34
1315	0	0	34	0	4	6	44	0	0	28	0	6	6	40
1330	0	0	26	0	4	6	36	0	0	26	0	2	8	36
1345	0	0	24	0	4	4	32	0	0	20	0	8	7	35
1400	0	0	36	0	5	1	42	0	0	32	0	5	6	43
1415	0	0	32	1	4	5	42	0	0	28	0	2	8	38
1430	0	0	34	0	2	5	41	0	0	22	0	3	12	37
1445	0	0	34	0	5	8	47	0	0	31	1	4	3	39
1500	1	0	58	0	4	7	70	0	0	32	0	4	4	40
1515	0	0	49	1	4	7	61	0	0	42	0	6	3	51
1530	0	0	86	0	4	2	92	0	0	34	0	1	8	43
1545	0	0	57	0	7	3	67	0	0	35	1	1	7	44
1600	0	0	79	0	1	4	84	0	0	25	0	3	3	31
1615	0	0	82	0	2	3	87	0	0	32	0	2	7	41
1630	0	1	72	0	2	3	78	0	0	52	0	5	6	63
1645	0	0	53	0	3	2	58	0	0	52	0	1	1	54
1700	0	0	76	0	0	2	78	0	0	40	0	0	3	43
1715	0	0	70	0	1	1	72	0	0	37	0	1	3	41
1730	0	0	58	0	1	4	63	0	0	35	0	0	5	40
1745	0	0	36	0	2	2	40	0	0	36	0	0	0	36
1800	0	0	45	0	0	1	46	0	0	37	0	0	2	39
1815	0	0	38	0	0	3	41	0	0	31	0	2	3	36
1830	0	0	26	0	0	3	29	0	0	24	0	0	1	25
1845	0	0	26	0	0	0	26	0	0	29	0	1	2	32
1900	0	0	35	0	0	1	36	0	0	16	0	0	2	18
1915	0	0	16	0	0	2	18	0	0	18	0	0	0	18
1930	0	0	13	0	1	4	18	0	0	12	1	0	0	13
1945	0	0	17	0	0	1	18	0	0	14	0	0	3	17
2000	0	0	19	0	0	4	23	0	0	5	0	0	1	6
2015	0	0	10	0	0	0	10	0	0	7	0	1	2	10
2030	0	0	11	0	2	2	15	0	0	12	0	0	0	12
2045	0	0	10	0	0	3	13	0	0	9	0	0	0	9
2100	0	0	14	0	0	1	15	0	0	6	0	0	0	6
2115	0	0	7	0	0	1	8	0	0	8	0	0	2	10
2130	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2145	0	0	13	0	0	1	14	0	0	8	0	0	0	8
2200	0	0	5	0	0	0	5	0	0	7	0	0	1	8
2215	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2230	0	0	9	0	0	0	9	0	0	4	0	0	1	5
2245	0	0	5	0	0	1	6	0	0	11	0	0	0	11
2300	0	0	7	0	0	1	8	0	0	4	0	0	0	4
2315	0	0	2	0	1	3	6	0	0	3	0	0	0	3
2330	0	0	7	0	0	2	9	0	0	3	0	0	0	3
2345	0	0	3	0	0	0	3	0	0	5	0	0	0	5
Total	1	1	2215	6	206	259	2688	0	1	2203	4	193	279	2680

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	1	3	0	0	0	0	0	1	1
0015	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0030	0	0	2	0	2	1	5	0	0	3	0	0	1	4
0045	0	0	1	0	2	1	4	0	0	3	0	0	0	3
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0130	0	0	8	0	0	0	8	0	0	0	0	0	1	1
0145	0	0	1	0	1	0	2	0	0	1	0	1	0	2
0200	0	0	0	0	0	1	1	0	0	1	0	1	1	3
0215	0	0	10	0	1	1	12	0	0	0	0	0	0	0
0230	0	0	3	0	2	2	7	0	0	2	0	0	1	3
0245	0	0	2	0	0	2	4	0	0	0	0	0	1	1
0300	0	0	9	0	0	4	13	0	0	3	0	0	1	4
0315	0	0	4	0	0	0	4	0	0	1	0	0	1	2
0330	0	0	1	0	0	0	1	0	0	2	0	0	2	4
0345	0	0	2	0	0	2	4	0	0	5	0	0	0	5
0400	0	0	4	0	1	0	5	0	0	3	0	1	0	4
0415	0	0	1	0	0	2	3	0	0	5	0	0	0	5
0430	0	0	3	0	2	0	5	0	0	17	0	2	2	21
0445	0	0	4	0	1	1	6	0	0	18	0	1	1	20
0500	1	0	10	0	0	2	13	0	0	12	0	1	2	15
0515	0	0	9	0	0	5	14	0	1	10	0	1	0	12
0530	0	0	7	0	0	1	8	0	0	23	0	0	2	25
0545	0	0	14	0	1	5	20	0	0	32	0	3	0	35
0600	0	0	13	0	1	7	21	0	0	17	0	3	2	22
0615	0	0	19	0	3	9	31	0	0	25	0	2	3	30
0630	0	0	27	0	2	2	31	0	0	43	0	1	4	48
0645	0	0	17	0	1	5	23	0	1	69	0	2	1	73
0700	0	0	40	0	3	7	50	0	0	48	0	5	6	59
0715	0	0	26	0	5	11	42	0	0	63	0	1	4	68
0730	0	0	33	1	3	6	43	0	0	65	0	6	3	74
0745	0	0	42	1	4	4	51	0	0	78	0	2	3	83
0800	0	0	38	0	11	3	52	0	0	62	1	3	4	70
0815	0	0	34	2	8	2	46	0	0	87	0	4	8	99
0830	0	0	27	1	4	4	36	0	0	56	1	8	8	73
0845	0	0	21	0	3	7	31	0	0	50	0	0	4	54
0900	0	0	24	0	6	7	37	0	0	54	0	4	7	65
0915	0	0	20	0	3	4	27	0	0	29	0	6	9	44
0930	0	0	17	0	3	3	23	0	0	37	0	7	6	50
0945	0	0	10	0	7	5	22	1	0	24	0	10	5	40
1000	0	0	29	0	1	4	34	0	0	17	0	8	5	30
1015	1	0	26	0	5	7	39	0	0	19	0	4	9	32
1030	0	0	29	0	3	3	35	0	0	24	0	9	6	39
1045	0	0	21	0	8	7	36	0	0	26	0	3	5	34
1100	0	0	29	0	6	10	45	0	0	23	0	5	6	34
1115	0	0	35	0	5	5	45	0	0	36	0	4	8	48
1130	0	0	41	0	6	5	52	0	0	33	0	5	9	47
1145	0	0	43	0	6	2	51	0	0	59	0	4	8	71
1200	0	0	70	0	4	5	79	0	0	49	0	3	5	57
1215	0	0	74	0	3	4	81	0	0	61	0	6	12	79
1230	0	0	51	0	4	5	60	0	0	49	0	6	11	66
1245	0	0	38	0	3	6	47	0	0	64	0	8	5	77
1300	0	0	32	0	2	2	36	0	0	40	0	5	4	49
1315	0	0	30	0	7	3	40	0	0	33	0	6	11	50
1330	0	0	37	0	7	8	52	0	0	32	0	3	9	44
1345	0	0	30	0	6	6	42	0	0	25	0	3	7	35
1400	0	0	45	0	6	1	52	0	0	27	0	2	6	35
1415	0	0	23	1	3	7	34	0	0	25	0	1	3	29
1430	0	0	36	0	3	8	47	0	0	36	0	8	2	46
1445	1	0	48	0	3	8	60	0	0	32	1	2	1	36
1500	0	0	55	0	2	3	60	0	0	26	0	3	5	34
1515	0	0	52	1	6	1	60	0	0	48	0	1	2	51
1530	0	0	106	0	5	2	113	0	0	56	0	4	5	65
1545	0	1	69	0	2	5	77	0	0	40	1	7	3	51
1600	0	0	89	0	6	4	99	0	0	52	0	3	3	58
1615	0	0	78	0	3	1	82	0	0	44	0	4	2	50
1630	0	1	84	0	1	4	90	0	0	61	0	0	1	62
1645	0	0	61	0	3	2	66	0	0	37	0	1	6	44
1700	0	0	96	0	1	4	101	0	0	34	0	2	2	38
1715	0	0	95	0	2	1	98	0	0	38	0	1	0	39
1730	0	0	80	0	1	1	82	0	0	31	0	1	4	36
1745	0	0	49	0	0	2	51	0	0	29	0	2	0	31
1800	0	0	37	0	0	2	39	0	0	25	0	0	2	27
1815	0	0	34	0	0	0	34	0	0	30	0	0	1	31
1830	0	0	33	0	0	2	35	0	0	24	0	0	1	25
1845	0	0	28	0	0	3	31	0	0	27	0	0	1	28
1900	0	0	38	0	0	3	41	0	0	19	0	0	1	20
1915	0	0	24	0	0	1	25	0	0	12	0	1	1	14
1930	0	0	21	0	0	2	23	0	0	20	0	0	3	23
1945	0	0	18	0	0	3	21	0	0	16	0	0	0	16
2000	0	0	17	0	0	4	21	0	0	7	0	0	2	9
2015	0	0	18	0	0	2	20	0	0	6	0	0	0	6
2030	0	0	18	0	0	1	19	0	0	4	0	0	1	5
2045	0	0	7	0	0	3	10	0	0	9	0	0	0	9
2100	0	0	6	0	1	3	10	0	0	3	0	0	3	6
2115	0	0	8	0	0	3	11	0	0	4	0	0	1	5
2130	0	0	5	0	0	1	6	0	0	8	0	0	1	9
2145	0	0	8	0	0	2	10	0	0	6	0	0	0	6
2200	0	0	10	0	0	3	13	0	0	7	0	0	0	7
2215	0	0	3	0	0	1	4	0	0	6	0	1	0	7
2230	0	0	4	0	0	2	6	0	0	5	0	0	0	5
2245	0	0	5	0	0	0	5	0	0	4	0	1	1	6
2300	0	0	3	0	0	1	4	0	0	7	0	0	2	9
2315	0	0	3	0	1	0	4	0	0	2	0	0	1	3
2330	0	0	6	0	1	2	9	0	0	3	0	0	1	4
2345	0	0	2	0	0	2	4	0	0	4	0	1	1	6
Total	3	2	2546	7	206	300	3064	1	2	2416	4	204	283	2910

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	8	0	1	0	9	0	0	1	0	2	0	3
0015	0	0	4	0	2	0	6	0	0	0	0	2	1	3
0030	0	0	4	0	1	1	6	0	0	3	0	0	2	5
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	1	0	2	0	3	0	0	2	0	1	2	5
0115	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0130	0	0	5	0	0	0	5	0	0	2	0	1	0	3
0145	0	0	3	0	1	2	6	0	0	0	0	0	1	1
0200	0	0	1	0	1	0	2	0	0	1	0	0	0	1
0215	0	0	5	0	0	1	6	0	0	3	0	1	0	4
0230	0	0	3	0	2	0	5	0	0	0	0	0	0	0
0245	0	0	2	0	1	0	3	0	0	0	0	0	0	0
0300	0	0	6	0	1	1	8	0	0	1	0	0	0	1
0315	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0330	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0345	0	0	2	0	0	1	3	0	0	2	0	0	0	2
0400	0	0	1	0	0	1	2	0	0	1	0	3	1	5
0415	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0430	0	0	3	0	1	1	5	0	0	17	0	2	0	19
0445	0	0	8	0	0	0	8	0	0	18	0	0	1	19
0500	0	0	8	0	2	1	11	0	0	14	0	0	2	16
0515	0	0	3	0	0	2	5	0	0	12	0	1	3	16
0530	0	1	11	0	0	3	15	0	1	20	0	0	3	24
0545	0	0	13	0	0	3	16	1	0	29	0	0	2	32
0600	0	0	20	0	3	4	27	0	0	14	0	4	2	20
0615	0	0	13	0	3	1	17	0	0	37	0	4	4	45
0630	0	0	20	0	1	3	24	0	0	63	0	2	0	65
0645	0	0	26	0	1	1	28	1	1	56	0	5	6	69
0700	0	0	37	0	3	6	46	0	0	55	0	0	5	60
0715	1	0	40	0	2	4	47	0	0	32	0	1	2	35
0730	0	0	56	1	3	3	63	0	0	69	0	7	3	79
0745	0	0	54	1	3	3	61	0	0	62	0	0	4	66
0800	0	0	47	0	2	4	53	0	0	83	1	9	5	98
0815	0	0	36	2	2	4	44	0	0	85	0	4	3	92
0830	0	0	27	1	7	6	41	0	0	59	1	6	4	70
0845	0	0	21	0	3	2	26	0	0	54	0	7	5	66
0900	0	0	14	0	5	5	24	0	0	44	0	3	9	56
0915	0	0	21	0	12	2	35	0	0	41	0	4	7	52
0930	0	0	24	0	5	2	31	0	0	39	0	5	4	48
0945	0	0	21	0	5	7	33	0	0	26	0	8	1	35
1000	0	1	24	0	3	3	31	0	0	29	0	4	5	38
1015	0	0	25	0	5	2	32	0	0	27	0	2	6	35
1030	0	0	26	0	6	6	38	0	0	23	0	9	1	33
1045	0	0	30	0	2	3	35	0	0	21	0	9	9	39
1100	0	0	40	0	6	4	50	0	0	32	0	9	6	47
1115	0	0	37	0	6	3	46	0	0	32	0	3	9	44
1130	0	0	42	0	6	9	57	0	0	37	0	3	7	47
1145	0	0	48	0	6	9	63	0	0	41	0	2	6	49
1200	0	2	89	0	4	4	99	0	1	44	0	7	8	60
1215	0	0	65	0	5	8	78	0	2	63	0	4	9	78
1230	0	0	55	0	5	8	68	0	0	69	0	10	7	86
1245	0	0	45	0	5	5	55	0	0	51	1	6	6	64
1300	0	1	36	0	7	8	52	0	0	48	0	1	8	57
1315	0	0	43	1	4	3	51	2	0	49	0	7	12	70
1330	0	0	70	0	5	6	81	0	0	32	0	4	10	46
1345	0	0	46	0	4	7	57	0	0	25	0	5	7	37
1400	0	0	40	0	4	3	47	0	0	23	0	2	5	30
1415	0	1	38	1	5	5	50	1	0	29	0	6	6	42
1430	0	0	53	0	2	6	61	0	0	43	1	4	8	56
1445	1	0	54	0	3	5	63	0	0	39	0	4	6	49
1500	0	0	59	0	3	5	67	0	0	35	1	3	6	45
1515	0	0	47	1	3	7	58	1	1	39	0	8	2	51
1530	0	0	81	0	9	4	94	1	0	38	0	0	4	43
1545	0	0	70	0	5	2	77	0	0	36	1	3	6	46
1600	0	0	87	0	2	4	93	0	0	50	0	3	3	56
1615	0	1	72	0	6	2	81	0	0	38	0	3	3	44
1630	0	1	98	0	0	2	101	0	0	64	0	4	3	71
1645	0	1	68	0	3	1	73	0	0	65	0	4	2	71
1700	0	0	80	0	1	5	86	0	0	55	0	0	2	57
1715	0	0	58	0	2	1	61	1	0	46	0	2	1	50
1730	0	0	61	0	0	2	63	0	0	39	0	1	3	43
1745	0	0	37	0	1	0	38	0	0	36	0	1	4	41
1800	0	0	36	0	0	3	39	0	1	24	0	0	1	26
1815	0	0	33	0	0	1	34	0	0	19	0	2	1	22
1830	0	0	26	0	0	1	27	0	0	25	0	0	2	27
1845	0	0	33	0	0	2	35	0	1	32	0	0	1	34
1900	0	1	37	0	0	3	41	0	1	16	0	0	1	18
1915	0	0	20	0	0	1	21	0	1	13	0	1	1	16
1930	0	1	25	0	0	0	26	0	0	15	0	0	1	16
1945	0	0	28	0	0	4	32	0	0	13	0	0	2	15
2000	0	0	64	0	0	0	64	0	0	13	0	0	0	13
2015	0	0	20	0	0	3	23	0	0	8	0	0	3	11
2030	0	0	25	0	0	4	29	0	0	8	0	0	1	9
2045	0	0	14	1	0	1	16	0	0	5	0	0	2	7
2100	0	0	11	0	0	0	11	0	0	4	0	0	1	5
2115	0	0	10	0	0	1	11	0	0	9	0	0	1	10
2130	0	0	18	0	1	1	20	0	0	8	0	0	2	10
2145	0	0	7	0	0	3	10	0	0	4	0	0	3	7
2200	0	0	8	0	0	1	9	0	0	6	0	1	0	7
2215	0	0	4	0	0	3	7	0	0	5	0	0	1	6
2230	0	0	7	0	1	1	9	0	0	6	0	0	0	6
2245	0	0	5	0	0	1	6	0	0	9	0	2	0	11
2300	0	0	4	0	0	2	6	0	0	2	0	0	2	4
2315	0	0	2	0	1	0	3	0	0	3	0	0	0	3
2330	0	0	6	0	3	1	10	0	0	5	0	0	0	5
2345	0	0	9	0	0	0	9	0	0	2	0	1	0	3
Total	2	11	2753	9	209	253	3237	8	10	2509	6	223	289	3045

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0045	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	2	0	0	0	2	0	0	1	0	0	2	3
0130	0	0	8	0	0	1	9	0	0	0	0	0	1	1
0145	0	0	4	0	0	1	5	0	0	2	0	1	0	3
0200	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0215	0	0	6	0	0	1	7	0	0	1	0	0	0	1
0230	0	0	2	0	1	0	3	0	0	1	0	0	1	2
0245	0	0	2	0	0	1	3	0	0	2	0	0	1	3
0300	0	0	5	0	0	2	7	0	0	1	0	1	1	3
0315	0	0	3	0	0	1	4	0	0	1	0	0	1	2
0330	0	0	10	0	1	1	12	0	0	2	0	1	2	5
0345	0	0	3	0	0	0	3	0	0	6	0	0	1	7
0400	0	0	3	0	0	1	4	0	0	3	0	0	0	3
0415	0	0	0	0	0	0	0	0	0	4	0	1	1	6
0430	0	0	3	0	0	0	3	0	0	18	0	1	3	22
0445	0	0	10	0	0	0	10	0	0	19	0	1	3	23
0500	0	0	5	0	1	2	8	0	0	10	0	0	3	13
0515	0	0	7	0	0	2	9	0	1	14	0	0	4	19
0530	0	1	25	0	0	3	29	0	0	25	0	0	3	28
0545	0	0	13	0	1	3	17	0	0	29	0	2	4	35
0600	0	1	13	0	1	6	21	0	0	26	0	4	1	31
0615	0	0	21	0	6	6	33	0	0	25	0	3	3	31
0630	0	0	32	0	1	1	34	0	0	52	0	2	6	60
0645	0	0	24	0	2	6	32	0	2	62	0	3	4	71
0700	0	0	41	0	0	8	49	2	0	53	0	4	4	63
0715	0	0	20	0	3	4	27	0	1	57	0	6	5	69
0730	0	0	31	1	2	5	39	0	1	53	0	5	3	62
0745	0	0	25	1	6	6	38	0	0	73	0	4	4	81
0800	0	0	31	1	5	3	40	0	0	74	1	1	6	82
0815	0	0	38	1	4	4	47	0	0	69	0	2	5	76
0830	0	0	32	1	4	2	39	0	0	50	1	5	9	65
0845	0	0	23	1	4	3	31	0	0	46	0	6	5	57
0900	0	0	21	0	7	5	33	0	0	43	0	5	3	51
0915	0	0	18	0	2	8	28	0	0	38	0	3	5	46
0930	0	0	22	0	3	7	32	0	0	34	0	4	5	43
0945	0	0	10	0	3	5	18	1	0	22	0	3	8	34
1000	0	0	27	0	8	3	38	0	0	21	0	6	11	38
1015	0	0	16	0	3	3	22	0	0	34	0	6	10	50
1030	0	0	21	0	6	7	34	0	0	31	0	3	5	39
1045	0	0	28	0	2	6	36	1	0	20	0	5	3	29
1100	0	0	31	0	4	4	39	0	0	22	0	2	7	31
1115	0	0	29	5	12	0	46	0	0	24	0	5	7	36
1130	1	0	48	0	6	4	59	0	0	32	0	1	4	37
1145	0	0	55	0	2	5	62	1	0	31	0	10	9	51
1200	0	3	86	0	5	10	104	0	0	48	0	8	5	61
1215	0	0	55	0	2	7	64	0	1	60	0	0	9	70
1230	0	0	42	0	4	8	54	0	0	58	0	5	8	71
1245	1	0	40	0	7	10	58	1	0	51	0	3	5	60
1300	0	0	29	0	10	10	49	0	0	41	0	4	7	52
1315	0	0	43	0	3	8	54	0	0	41	0	6	7	54
1330	0	0	38	0	5	5	48	0	0	29	0	3	5	37
1345	0	1	46	0	5	1	53	0	0	21	0	6	6	33
1400	0	0	50	0	6	5	61	0	1	33	0	4	5	43
1415	0	0	40	1	5	3	49	0	0	28	0	1	6	35
1430	0	1	49	0	2	3	55	0	0	30	1	3	10	44
1445	1	0	45	0	6	6	58	0	0	28	1	1	1	31
1500	0	1	72	0	3	5	81	0	1	37	0	0	4	42
1515	1	0	55	1	0	5	62	0	0	49	0	8	8	65
1530	1	0	101	0	1	6	109	0	0	50	0	2	6	58
1545	0	0	69	0	3	2	74	0	1	41	1	3	4	50
1600	0	4	85	0	3	1	93	0	2	47	0	4	3	56
1615	0	0	77	0	4	2	83	0	0	44	0	4	4	52
1630	0	1	89	0	5	4	99	0	0	55	0	2	8	65
1645	0	0	57	0	4	0	61	0	0	41	0	1	2	44
1700	0	0	72	0	0	1	73	0	0	44	0	0	2	46
1715	0	0	72	0	1	3	76	1	0	35	0	0	0	36
1730	0	0	59	0	0	0	59	0	0	36	0	0	1	37
1745	0	0	40	0	0	0	40	1	0	33	0	0	1	35
1800	0	0	32	0	0	2	34	0	0	22	0	0	2	24
1815	0	0	35	0	1	1	37	1	0	31	0	1	1	34
1830	0	0	25	0	0	0	25	0	0	32	0	0	0	32
1845	0	0	27	0	0	0	27	0	0	34	0	0	4	38
1900	0	0	38	0	0	0	38	0	0	13	0	0	2	15
1915	0	0	21	0	0	3	24	0	0	23	0	0	0	23
1930	0	0	19	0	0	2	21	0	0	10	0	0	1	11
1945	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2000	0	0	34	0	0	3	37	0	0	14	0	0	2	16
2015	0	0	16	0	1	1	18	0	0	8	0	1	1	10
2030	0	0	15	0	0	2	17	0	0	7	0	1	2	10
2045	0	0	11	0	0	7	18	0	0	9	0	0	2	11
2100	0	0	10	0	0	2	12	0	0	4	0	0	0	4
2115	0	0	12	0	1	1	14	0	0	6	0	0	0	6
2130	0	0	10	0	1	0	11	0	0	3	0	0	1	4
2145	0	0	4	0	0	0	4	0	0	7	0	0	2	9
2200	0	0	6	0	0	0	6	0	0	8	0	0	1	9
2215	0	0	6	0	0	1	7	0	0	3	0	0	0	3
2230	0	0	4	0	0	1	5	0	0	5	0	0	1	6
2245	0	0	3	0	0	2	5	0	0	4	0	0	1	5
2300	0	0	4	0	1	1	6	0	0	3	0	0	0	3
2315	0	0	1	0	0	0	1	0	0	4	0	0	1	5
2330	0	0	6	0	2	3	11	0	0	2	0	0	0	2
2345	0	0	4	0	0	0	4	0	0	4	0	0	0	4
Total	5	13	2542	13	191	268	3032	9	11	2387	5	178	304	2894

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0030	0	0	2	0	1	0	3	0	0	3	0	0	0	3
0045	0	0	0	0	2	0	2	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	2	0	0	1	3	0	0	1	0	1	0	2
0130	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0145	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0200	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0215	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0230	0	0	4	0	1	0	5	0	0	0	0	1	0	1
0245	0	0	3	0	4	0	7	0	0	3	0	1	0	4
0300	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0315	0	0	3	0	1	0	4	0	0	2	0	0	1	3
0330	0	0	1	0	0	0	1	0	0	3	0	1	0	4
0345	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0400	0	0	5	0	3	0	8	0	0	3	0	0	1	4
0415	0	0	1	0	2	0	3	0	0	3	0	0	0	3
0430	0	0	4	0	1	1	6	0	0	21	0	3	1	25
0445	0	0	7	0	1	2	10	0	0	18	0	0	3	21
0500	0	0	9	0	0	3	12	0	0	6	0	0	2	8
0515	0	0	7	0	0	4	11	0	0	14	0	0	5	19
0530	0	0	9	0	0	0	9	0	1	18	0	1	2	22
0545	0	0	16	0	0	3	19	0	0	38	0	1	3	42
0600	0	0	15	0	2	5	22	1	1	19	0	5	4	30
0615	0	0	17	0	2	1	20	0	0	32	0	3	3	38
0630	0	0	15	0	4	2	21	0	0	34	0	2	5	41
0645	0	0	27	0	4	8	39	0	1	66	0	6	5	78
0700	0	0	42	0	3	1	46	0	0	52	0	6	2	60
0715	0	1	19	0	1	4	25	0	0	42	0	3	5	50
0730	0	0	20	2	3	6	31	0	0	54	0	5	3	62
0745	0	0	31	0	3	2	36	0	0	61	0	3	3	67
0800	0	0	24	0	5	7	36	0	0	68	1	8	6	83
0815	0	0	30	1	4	3	38	0	0	79	0	3	2	84
0830	0	0	28	1	4	2	35	0	0	48	1	2	5	56
0845	0	0	20	0	6	3	29	0	0	36	0	3	7	46
0900	0	0	16	0	1	3	20	0	0	47	0	8	4	59
0915	0	0	23	0	4	4	31	0	0	34	0	10	9	53
0930	0	0	21	0	7	5	33	0	0	38	0	3	5	46
0945	0	0	20	0	4	4	28	0	0	22	0	3	2	27
1000	0	0	25	0	9	1	35	0	0	20	0	6	5	31
1015	0	0	16	0	3	7	26	0	0	34	0	7	8	49
1030	0	0	32	0	5	7	44	0	0	24	0	2	5	31
1045	0	0	17	0	6	3	26	0	0	33	0	2	4	39
1100	0	0	38	0	1	3	42	0	0	21	0	2	11	34
1115	0	0	28	0	9	6	43	0	0	21	0	4	5	30
1130	0	0	45	0	2	9	56	0	0	35	0	7	6	48
1145	1	0	47	0	12	8	68	0	0	47	0	10	12	69
1200	0	0	95	0	9	5	109	0	0	50	0	7	14	71
1215	0	0	76	0	4	2	82	0	0	72	0	4	13	89
1230	0	0	50	0	6	4	60	0	0	45	0	6	10	61
1245	0	0	46	0	7	9	62	0	0	46	0	4	10	60
1300	0	0	47	0	2	5	54	0	0	36	0	3	7	46
1315	0	0	37	0	6	3	46	0	0	26	0	7	3	36
1330	0	0	37	0	5	6	48	0	0	37	0	5	9	51
1345	0	0	32	0	2	12	46	0	0	33	0	1	13	47
1400	0	0	43	0	5	6	54	0	0	24	0	1	6	31
1415	0	0	43	0	2	4	49	0	0	30	0	2	4	36
1430	0	0	48	0	3	3	54	0	0	33	0	2	5	40
1445	0	1	44	0	3	9	57	0	0	43	2	4	4	53
1500	1	0	71	0	1	4	77	0	0	34	0	2	5	41
1515	0	0	58	1	3	5	67	0	0	52	0	1	3	56
1530	0	0	101	0	1	5	107	0	0	50	0	3	7	60
1545	0	0	79	0	3	5	87	0	0	51	1	2	1	55
1600	0	0	66	0	1	5	72	0	0	97	0	5	4	106
1615	0	0	61	0	2	2	65	0	0	77	0	1	7	85
1630	0	1	81	0	3	1	86	0	0	88	0	1	6	95
1645	0	0	49	0	1	4	54	0	0	74	0	1	6	81
1700	0	0	66	0	2	0	68	0	0	74	0	3	4	81
1715	0	0	41	0	0	4	45	0	0	39	0	0	4	43
1730	0	0	46	0	0	3	49	0	0	37	0	0	2	39
1745	0	0	29	0	0	2	31	0	0	37	0	0	1	38
1800	0	0	33	0	1	1	35	0	0	26	0	4	1	31
1815	0	0	23	0	0	0	23	0	0	26	0	0	2	28
1830	0	0	33	0	0	1	34	0	0	21	0	0	1	22
1845	0	0	18	0	0	1	19	0	0	23	0	0	0	23
1900	0	0	43	0	1	5	49	0	0	25	1	1	2	29
1915	0	0	23	0	1	1	25	0	0	19	0	1	0	20
1930	0	0	13	0	1	0	14	0	0	14	0	0	2	16
1945	0	0	11	0	1	2	14	0	0	10	0	0	0	10
2000	0	0	26	0	0	5	31	0	0	5	0	0	1	6
2015	0	0	15	0	0	1	16	0	0	10	0	0	1	11
2030	0	0	8	0	0	3	11	0	0	11	0	0	1	12
2045	0	0	10	0	0	2	12	0	0	14	0	0	0	14
2100	0	0	4	0	0	1	5	0	0	5	0	0	0	5
2115	0	0	9	0	0	1	10	0	0	10	0	0	0	10
2130	0	0	13	0	0	0	13	0	0	15	0	0	0	15
2145	0	0	12	0	0	0	12	0	0	9	0	0	0	9
2200	0	0	10	0	0	1	11	0	0	5	0	0	0	5
2215	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2230	0	0	13	0	0	0	13	0	0	10	0	0	0	10
2245	0	0	8	0	0	0	8	0	0	9	0	0	0	9
2300	0	0	7	0	0	0	7	0	0	10	0	0	0	10
2315	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2330	0	0	12	0	0	1	13	0	0	7	0	0	0	7
2345	0	0	10	0	0	1	11	0	0	2	0	0	0	2
Total	2	3	2430	5	196	253	2889	1	3	2599	6	195	303	3107

Volume Report

Job 1645_10_VHB_ATR A-14
Area Harvard, MA
Location Barnum Road, at DREZ line (FKA Barnum Gate)



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	1	0	5	0	0	0	0	0	0	0
0015	0	0	5	0	2	1	8	0	0	2	0	1	0	3
0030	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0115	0	0	1	0	0	0	1	0	0	2	0	1	1	4
0130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	1	0	1	1	3
0215	0	0	1	0	0	1	2	0	0	0	0	0	2	2
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	2	0	4	0	0	1	0	0	0	1
0300	0	0	2	0	1	1	4	0	0	0	0	0	0	0
0315	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0330	0	0	2	0	1	0	3	0	0	2	0	0	1	3
0345	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0430	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0445	0	0	5	0	0	0	5	0	0	3	0	2	0	5
0500	0	0	5	0	0	1	6	0	0	2	0	1	2	5
0515	0	0	4	0	0	1	5	0	0	1	0	1	3	5
0530	0	0	3	0	0	0	3	0	0	12	0	0	1	13
0545	0	0	7	0	0	0	7	0	0	16	0	1	0	17
0600	0	0	6	0	0	1	7	0	0	1	0	0	2	3
0615	0	0	5	0	0	2	7	0	0	15	0	1	1	17
0630	0	0	4	0	1	1	6	0	0	8	0	0	1	9
0645	0	0	9	0	2	0	11	0	0	22	0	2	4	28
0700	0	0	22	0	2	4	28	0	0	15	0	2	2	19
0715	0	0	18	0	1	1	20	0	0	12	0	1	2	15
0730	0	0	9	0	1	2	12	0	0	11	0	2	5	18
0745	0	0	10	0	1	4	15	0	0	9	0	0	3	12
0800	0	0	17	0	3	2	22	0	0	6	0	1	1	8
0815	0	0	9	0	1	3	13	0	0	9	0	0	3	12
0830	0	0	10	0	1	1	12	0	0	15	0	0	1	16
0845	0	0	7	0	1	3	11	0	0	13	0	1	0	14
0900	0	0	15	0	2	1	18	0	0	12	0	2	0	14
0915	0	0	9	0	0	3	12	0	0	9	0	2	3	14
0930	0	0	13	0	2	0	15	0	0	27	0	2	3	32
0945	0	0	12	0	3	4	19	0	0	10	0	2	0	12
1000	0	0	19	0	2	2	23	0	0	19	0	5	3	27
1015	0	0	14	0	1	0	15	0	0	13	0	1	2	16
1030	0	0	13	0	1	1	15	0	0	12	0	1	1	14
1045	0	0	11	0	2	1	14	0	0	11	0	3	1	15
1100	0	0	30	0	3	0	33	0	0	13	0	1	2	16
1115	0	0	23	0	0	2	25	0	0	14	0	2	1	17
1130	0	0	25	0	2	1	28	0	0	16	0	0	1	17
1145	0	0	26	0	1	1	28	0	0	28	0	0	2	30
1200	0	0	19	0	0	1	20	0	0	27	0	0	5	32
1215	0	0	15	0	0	1	16	0	0	24	0	0	2	26
1230	0	0	15	0	0	3	18	0	0	21	0	1	1	23
1245	0	0	19	0	1	1	21	0	0	24	0	2	0	26
1300	0	0	25	0	1	1	27	0	0	17	0	0	2	19
1315	0	0	19	0	1	1	21	0	0	23	0	0	0	23
1330	0	0	17	0	1	1	19	0	0	27	0	0	1	28
1345	0	0	22	0	0	0	22	0	0	18	0	0	0	18
1400	0	0	17	0	0	0	17	1	0	18	0	0	1	20
1415	0	0	22	0	0	0	22	0	0	17	0	0	1	18
1430	0	0	20	0	0	1	21	0	0	21	0	0	3	24
1445	0	0	14	0	0	1	15	0	0	22	0	0	1	23
1500	0	0	20	0	0	0	20	0	0	14	0	0	1	15
1515	0	1	20	0	1	0	22	0	0	25	0	0	0	25
1530	0	0	18	0	0	0	18	0	0	24	0	0	2	26
1545	0	0	15	0	0	0	15	0	0	19	0	1	1	21
1600	0	0	18	0	0	0	18	0	0	13	0	0	0	13
1615	0	0	17	0	1	0	18	0	0	17	0	0	1	18
1630	0	0	16	0	1	0	17	0	1	12	0	0	0	13
1645	0	0	14	0	0	0	14	0	1	10	0	0	0	11
1700	0	0	15	0	0	1	16	0	0	9	0	0	0	9
1715	0	0	14	0	0	0	14	0	0	19	0	0	0	19
1730	0	0	16	0	0	0	16	0	0	22	1	1	1	25
1745	0	0	18	0	0	0	18	0	0	18	0	0	0	18
1800	1	0	8	0	0	0	9	0	0	18	0	0	0	18
1815	0	0	24	0	0	0	24	0	1	19	0	0	1	21
1830	0	0	25	0	0	0	25	0	0	18	0	0	0	18
1845	0	0	19	0	2	0	21	0	2	15	0	0	0	17
1900	0	0	24	0	0	0	24	0	0	23	0	1	0	24
1915	0	0	13	0	0	0	13	0	0	12	0	0	0	12
1930	0	1	10	0	0	0	11	0	1	8	0	0	0	9
1945	0	0	20	0	0	0	20	0	0	10	0	0	0	10
2000	0	0	15	0	0	0	15	0	0	11	0	0	0	11
2015	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2030	0	0	11	0	0	0	11	0	0	2	0	0	0	2
2045	0	0	12	0	0	0	12	0	0	8	0	0	0	8
2100	0	0	9	0	0	0	9	0	0	9	0	0	0	9
2115	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2130	0	0	7	0	0	0	7	0	0	8	0	0	1	9
2145	0	0	14	0	0	0	14	0	0	3	0	0	0	3
2200	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2215	0	0	10	0	0	0	10	0	0	7	0	0	0	7
2230	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2245	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2300	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2345	0	0	2	0	0	0	2	0	0	4	0	0	0	4
Total	1	2	1080	0	49	57	1189	1	6	1049	1	47	81	1185

Volume Report

Job 1645_10_VHB_ATR A-15
Area Ayer, MA
Location Macpherson Road, north of West Main Street



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0445	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0500	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0515	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0545	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0600	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0615	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0645	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0700	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0715	0	0	5	0	0	0	5	0	0	8	0	0	0	8
0730	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0745	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0800	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0815	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0830	0	0	2	0	0	0	2	0	0	10	0	0	0	10
0845	1	0	6	0	0	0	7	0	0	6	0	0	0	6
0900	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0915	0	0	7	0	0	0	7	0	0	13	0	0	0	13
0930	1	0	7	0	0	0	8	0	0	12	0	0	0	12
0945	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1000	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1015	0	0	6	0	0	0	6	0	0	10	0	0	0	10
1030	0	0	8	0	0	0	8	0	0	14	0	0	0	14
1045	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1100	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1115	1	0	7	0	0	0	8	0	0	7	0	0	0	7
1130	0	0	12	0	0	0	12	2	0	12	0	0	0	14
1145	0	0	14	0	0	0	14	0	0	14	0	0	0	14
1200	1	1	20	0	0	0	22	0	1	13	0	0	0	14
1215	0	1	16	0	0	0	17	0	0	20	0	1	0	21
1230	0	0	9	0	0	0	9	1	0	19	0	0	0	20
1245	0	0	10	0	0	0	10	1	0	17	0	0	0	18
1300	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1315	0	0	7	0	0	0	7	0	0	10	0	0	0	10
1330	0	0	9	0	0	0	9	1	0	11	0	0	0	12
1345	0	0	11	0	0	0	11	0	0	14	0	0	0	14
1400	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1415	0	0	18	0	0	0	18	0	0	13	0	0	0	13
1430	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1445	0	0	11	0	0	0	11	2	0	16	0	0	0	18
1500	0	0	14	0	0	0	14	0	0	17	0	0	0	17
1515	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1530	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1545	0	0	8	0	0	0	8	0	0	3	0	0	0	3
1600	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1615	0	0	10	0	0	0	10	0	0	6	0	0	0	6
1630	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1645	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1700	0	0	12	0	0	0	12	0	0	9	0	0	0	9
1715	0	0	10	0	0	0	10	0	0	0	0	0	0	0
1730	0	0	9	0	0	0	9	0	0	5	0	0	0	5
1745	0	0	7	0	0	0	7	0	0	4	0	0	0	4
1800	0	0	15	0	0	0	15	1	0	4	0	0	0	5
1815	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1830	0	0	9	0	0	0	9	0	0	3	0	0	0	3
1845	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1900	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1915	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1930	0	0	7	0	0	0	7	0	0	1	0	0	0	1
1945	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2000	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2200	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	475	0	0	0	481	8	1	505	0	1	0	515

Volume Report

Job 1645_10_VHB_ATR A-15
Area Ayer, MA
Location Macpherson Road, north of West Main Street



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0445	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0530	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0545	0	0	3	0	0	0	3	0	0	14	0	0	0	14
0600	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0615	0	0	3	0	0	0	3	0	0	18	0	0	0	18
0630	0	0	11	0	0	0	11	0	0	12	0	0	0	12
0645	0	0	9	0	0	0	9	0	0	24	0	0	0	24
0700	0	0	7	0	0	0	7	0	0	20	0	0	0	20
0715	0	0	14	0	0	0	14	0	0	26	0	0	0	26
0730	0	0	16	0	0	0	16	0	0	41	0	0	0	41
0745	0	0	27	0	0	0	27	0	0	36	0	0	0	36
0800	0	0	9	0	0	0	9	0	0	34	0	0	0	34
0815	0	0	20	0	0	0	20	0	0	27	0	0	0	27
0830	0	0	14	0	0	0	14	0	0	24	0	0	0	24
0845	0	0	10	0	0	0	10	0	0	20	0	0	0	20
0900	0	0	9	0	0	0	9	0	0	11	0	0	0	11
0915	0	0	6	0	0	0	6	0	0	9	0	0	0	9
0930	0	0	8	0	0	0	8	0	0	10	0	0	0	10
0945	0	0	13	0	0	0	13	0	0	9	0	0	0	9
1000	0	0	11	0	0	0	11	0	0	11	0	1	0	12
1015	0	0	9	0	0	0	9	0	0	10	0	1	0	11
1030	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1045	0	0	8	0	0	0	8	0	0	8	0	0	0	8
1100	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1115	0	0	11	0	0	0	11	1	0	14	0	1	0	16
1130	0	0	7	0	0	0	7	0	0	10	0	0	0	10
1145	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1200	0	0	17	0	0	0	17	0	0	12	0	0	0	12
1215	0	0	16	0	0	0	16	0	0	13	0	0	0	13
1230	0	0	12	0	0	0	12	0	0	16	0	0	0	16
1245	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1300	0	0	12	0	0	0	12	0	0	14	0	0	0	14
1315	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1330	0	0	5	0	0	0	5	0	0	15	0	0	0	15
1345	0	0	14	0	0	0	14	0	0	12	0	0	0	12
1400	0	0	18	0	0	0	18	0	0	13	0	0	0	13
1415	0	0	14	0	0	0	14	0	0	12	0	0	0	12
1430	0	0	18	0	0	0	18	0	0	14	0	0	0	14
1445	0	0	13	0	0	0	13	0	0	29	0	0	0	29
1500	0	0	20	0	0	0	20	0	0	24	0	0	0	24
1515	0	0	24	0	0	0	24	0	0	21	0	0	0	21
1530	0	0	31	0	0	0	31	0	0	29	0	0	0	29
1545	0	0	24	0	0	0	24	0	0	21	0	0	0	21
1600	1	0	26	0	0	1	28	0	0	23	0	0	0	23
1615	0	0	29	0	0	0	29	0	0	12	0	0	0	12
1630	0	0	24	0	0	0	24	0	0	22	0	0	0	22
1645	0	0	27	0	0	0	27	0	0	21	0	0	0	21
1700	0	0	28	0	0	0	28	0	0	14	0	0	0	14
1715	0	0	29	0	0	0	29	0	0	18	0	0	0	18
1730	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1745	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1800	0	0	17	0	0	0	17	0	0	14	0	0	0	14
1815	0	0	9	0	0	0	9	0	0	18	0	0	0	18
1830	0	0	13	0	0	0	13	0	0	7	0	0	0	7
1845	0	0	4	0	0	0	4	0	0	11	0	0	0	11
1900	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1915	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1930	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1945	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2000	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2015	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2030	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2045	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2100	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2115	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2130	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2230	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2345	0	0	4	0	0	0	4	0	0	1	0	0	0	1
Total	1	0	855	0	0	1	857	1	0	958	0	3	0	962

Volume Report

Job 1645_10_VHB_ATR A-15
Area Ayer, MA
Location Macpherson Road, north of West Main Street



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0445	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0500	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0515	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0530	0	0	9	0	0	0	9	0	0	4	0	0	0	4
0545	0	0	2	0	0	0	2	0	0	13	0	0	0	13
0600	0	0	5	0	0	0	5	0	0	9	0	0	0	9
0615	0	0	2	0	0	0	2	0	0	29	0	0	0	29
0630	0	0	8	0	0	0	8	0	0	20	0	0	0	20
0645	0	0	11	0	0	0	11	0	0	24	0	0	0	24
0700	0	0	9	0	0	0	9	0	0	23	0	0	0	23
0715	0	0	13	0	0	0	13	0	0	41	0	0	0	41
0730	0	0	17	0	0	0	17	0	0	28	0	0	0	28
0745	0	0	12	0	0	0	12	0	0	39	0	0	0	39
0800	0	0	14	0	0	0	14	0	0	34	0	0	0	34
0815	0	0	15	0	0	0	15	0	0	31	0	0	0	31
0830	0	0	9	0	0	0	9	0	0	34	0	0	0	34
0845	0	0	13	0	0	0	13	0	0	19	0	0	0	19
0900	0	0	14	0	0	0	14	0	0	23	0	0	0	23
0915	0	0	8	0	0	0	8	0	0	11	0	0	0	11
0930	0	0	9	0	0	0	9	0	0	9	0	0	0	9
0945	0	0	7	0	0	0	7	0	0	10	0	0	0	10
1000	0	0	13	0	0	0	13	0	0	9	0	0	0	9
1015	0	0	8	0	0	0	8	0	0	16	0	0	0	16
1030	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1045	0	0	6	0	0	0	6	0	0	9	0	0	0	9
1100	0	0	4	0	0	0	4	0	0	13	0	0	0	13
1115	1	0	13	0	0	0	14	0	0	7	0	0	0	7
1130	0	0	6	0	0	0	6	0	0	9	0	0	0	9
1145	0	0	14	0	0	0	14	0	0	17	0	2	0	19
1200	0	0	19	0	0	0	19	0	0	16	0	0	0	16
1215	0	0	16	0	0	0	16	0	0	12	0	0	0	12
1230	0	0	11	0	0	0	11	0	0	14	0	0	0	14
1245	0	0	16	0	0	0	16	0	0	19	0	0	0	19
1300	0	0	11	0	0	0	11	0	0	14	0	0	0	14
1315	0	0	9	0	0	0	9	0	0	16	0	0	0	16
1330	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1345	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1400	0	0	13	0	0	0	13	0	0	10	0	0	0	10
1415	0	0	16	0	0	0	16	0	0	20	0	0	0	20
1430	0	0	20	0	0	0	20	0	0	19	0	0	0	19
1445	0	0	10	0	0	0	10	0	0	24	0	0	0	24
1500	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1615	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	437	0	0	0	438	0	0	721	0	2	0	723

Volume Report

Job 1645_10_VHB_ATR A-15
 Area Ayer, MA
 Location Macpherson Road, north of West Main Street



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0900	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0915	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1545	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	19	0	0	0	19	0	0	23	0	0	0	23

Volume Report

Job 1645_10_VHB_ATR A-15
 Area Ayer, MA
 Location Macpherson Road, north of West Main Street



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	1	1	0	0	0	0	0	1
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1445	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	19	0	0	0	20	1	0	19	0	0	0	20

Volume Report

Job 1645_10_VHB_ATR A-15
 Area Ayer, MA
 Location Macpherson Road, north of West Main Street

Friday, May 9, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	11	0	0	0	11	0	0	12	0	1	0	13

Volume Report

Job 1645_10_VHB_ATR A-15
 Area Ayer, MA
 Location Macpherson Road, north of West Main Street



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	1	0	1	0	0	0	0	1	0	1
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	1	1	0	0	0	0	0	1
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	4	0	1	0	6	1	0	4	0	1	0	6

Volume Report

Job 1645_10_VHB_ATR A-16
 Area Ayer, MA
 Location Bishop Road, west of Sacred Heart Ave



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0445	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0500	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0515	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0545	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0600	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0615	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0630	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0645	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0700	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0715	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0730	0	0	7	0	0	0	7	0	0	8	0	0	0	8
0745	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0800	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0815	0	0	2	0	0	0	2	0	0	8	0	0	0	8
0830	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0845	1	0	3	0	0	0	4	0	0	5	0	0	0	5
0900	0	0	9	0	0	0	9	0	0	9	0	0	0	9
0915	0	0	8	0	0	0	8	0	0	10	0	0	0	10
0930	1	0	7	0	0	0	8	0	0	12	0	0	0	12
0945	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1000	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1015	0	0	6	0	0	0	6	0	0	12	0	0	0	12
1030	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1045	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1100	0	0	9	0	0	0	9	0	0	11	0	0	0	11
1115	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1130	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1145	0	0	17	0	0	0	17	0	0	16	0	0	0	16
1200	0	0	19	0	0	0	19	1	1	16	0	1	0	19
1215	1	1	18	0	0	0	20	2	0	19	0	0	0	21
1230	0	0	10	0	0	0	10	1	0	21	0	0	0	22
1245	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1300	0	0	10	0	0	0	10	0	0	15	0	0	0	15
1315	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1330	0	0	9	0	0	0	9	1	0	9	0	0	0	10
1345	0	0	9	0	0	0	9	0	0	12	0	0	0	12
1400	0	0	12	0	0	0	12	0	0	13	0	0	0	13
1415	0	0	16	0	0	0	16	0	0	14	0	0	0	14
1430	0	0	8	0	0	0	8	0	0	15	0	0	0	15
1445	0	0	12	0	0	0	12	2	0	19	0	0	0	21
1500	0	0	19	0	0	0	19	0	0	15	0	0	0	15
1515	0	0	8	0	0	0	8	0	0	8	0	0	0	8
1530	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1545	0	0	9	0	0	0	9	0	0	4	0	0	0	4
1600	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1615	0	0	13	0	0	0	13	0	0	8	0	0	0	8
1630	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1645	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1700	0	0	12	0	0	0	12	0	0	14	0	0	0	14
1715	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1730	0	0	10	0	0	0	10	0	0	4	0	0	0	4
1745	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1800	0	0	19	0	0	0	19	1	0	5	0	0	0	6
1815	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1830	0	0	9	0	0	0	9	0	0	3	0	0	0	3
1845	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1900	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1915	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1930	0	0	6	0	0	0	6	0	0	1	0	0	0	1
1945	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2000	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2015	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2130	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	500	0	0	0	504	8	1	534	0	1	0	544

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0430	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0445	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0500	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0515	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0530	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0545	0	0	4	0	0	0	4	0	0	13	0	0	0	13
0600	0	0	6	0	0	0	6	0	0	18	0	0	0	18
0615	0	0	5	0	0	0	5	0	0	10	0	0	0	10
0630	0	0	7	0	0	0	7	0	0	15	0	0	0	15
0645	0	0	8	0	0	0	8	0	0	25	0	0	0	25
0700	0	0	7	0	0	0	7	0	0	24	0	0	0	24
0715	0	0	12	0	0	0	12	0	0	29	0	0	0	29
0730	0	0	16	0	0	0	16	0	0	38	0	0	0	38
0745	0	0	30	0	0	0	30	0	0	41	0	0	0	41
0800	0	0	7	0	0	0	7	0	0	29	0	0	0	29
0815	0	0	19	0	0	0	19	0	0	26	0	0	0	26
0830	0	0	17	0	0	0	17	0	0	21	0	0	0	21
0845	0	0	14	0	0	0	14	0	0	22	0	0	0	22
0900	0	0	12	0	0	0	12	0	0	11	0	0	0	11
0915	0	0	4	0	0	0	4	0	0	12	0	0	0	12
0930	0	0	9	0	0	0	9	0	0	9	0	0	0	9
0945	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1000	0	0	10	0	0	0	10	0	0	11	0	1	0	12
1015	0	0	8	0	0	0	8	0	0	8	0	1	0	9
1030	0	0	15	0	0	0	15	0	0	14	0	0	0	14
1045	0	0	6	0	0	0	6	0	0	12	0	1	1	14
1100	0	0	11	0	1	1	13	0	0	11	0	1	0	12
1115	0	0	12	0	0	0	12	1	0	16	0	0	0	17
1130	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1145	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1200	0	0	20	0	0	0	20	0	0	14	0	0	0	14
1215	0	0	13	0	0	0	13	0	0	16	0	0	0	16
1230	0	0	15	0	0	0	15	0	0	10	0	1	0	11
1245	0	0	11	0	1	0	12	0	0	15	0	0	0	15
1300	0	0	13	0	0	0	13	0	0	16	0	0	0	16
1315	0	0	13	0	0	0	13	0	0	10	0	2	0	12
1330	0	0	10	0	1	0	11	0	0	16	0	0	0	16
1345	0	0	13	0	0	0	13	0	0	10	0	0	1	11
1400	0	0	14	0	0	1	15	0	0	16	0	0	0	16
1415	0	0	15	0	0	0	15	0	0	11	0	0	0	11
1430	0	0	16	0	0	0	16	0	0	15	0	1	0	16
1445	0	0	17	0	0	0	17	0	0	28	0	0	0	28
1500	0	0	19	0	1	0	20	0	0	23	0	1	0	24
1515	0	0	19	0	0	0	19	0	0	26	0	0	0	26
1530	0	0	37	0	0	0	37	0	0	24	0	0	0	24
1545	0	0	22	0	1	0	23	0	0	22	0	0	1	23
1600	0	0	28	0	0	0	28	0	0	20	0	0	0	20
1615	1	0	24	0	0	0	25	0	0	15	0	0	1	16
1630	0	0	23	0	0	1	24	0	0	25	0	0	0	25
1645	0	0	30	0	0	0	30	0	0	19	0	0	0	19
1700	0	0	28	0	0	0	28	0	0	13	0	0	0	13
1715	0	0	27	0	0	0	27	0	0	19	0	0	0	19
1730	0	0	17	0	0	0	17	0	0	10	0	0	0	10
1745	0	0	16	0	0	0	16	0	0	8	0	0	0	8
1800	0	0	18	0	0	0	18	0	0	20	0	0	0	20
1815	0	0	8	0	0	0	8	0	0	13	0	0	0	13
1830	0	0	13	0	0	0	13	0	0	6	0	0	0	6
1845	0	0	6	0	0	0	6	0	0	12	0	0	0	12
1900	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1915	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1930	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1945	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2015	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2030	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2045	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2100	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2115	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2145	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2215	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2230	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	4	0	0	0	4	0	0	0	0	0	0	0
Total	1	0	879	0	5	3	888	1	0	984	0	9	4	998

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0445	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0500	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0515	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0530	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0545	0	0	3	0	0	0	3	0	0	12	0	0	0	12
0600	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0615	0	0	2	0	0	0	2	0	0	29	0	0	0	29
0630	0	0	10	0	0	0	10	0	0	22	0	0	0	22
0645	0	0	11	0	0	0	11	0	0	26	0	1	0	27
0700	0	0	9	0	0	0	9	0	0	26	0	0	0	26
0715	0	0	7	0	0	0	7	0	0	39	0	0	0	39
0730	0	0	20	0	0	0	20	0	0	33	0	1	0	34
0745	0	0	15	0	1	0	16	0	0	33	0	0	0	33
0800	0	0	12	0	0	0	12	0	0	39	0	0	0	39
0815	0	0	15	0	0	1	16	0	0	31	0	0	1	32
0830	0	0	9	0	0	0	9	0	0	24	0	0	0	24
0845	0	0	12	0	1	0	13	0	0	27	0	0	0	27
0900	0	0	11	0	0	0	11	0	0	18	0	0	0	18
0915	0	0	13	0	1	0	14	0	0	10	0	1	0	11
0930	0	0	9	0	0	0	9	0	0	11	0	0	0	11
0945	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1000	0	0	12	0	0	0	12	0	0	11	0	2	0	13
1015	0	0	11	0	2	0	13	0	0	16	0	0	0	16
1030	0	0	10	0	0	0	10	0	0	14	0	0	0	14
1045	0	0	8	0	0	0	8	0	0	10	0	0	0	10
1100	0	0	3	0	0	0	3	0	0	13	0	0	0	13
1115	0	0	13	0	1	0	14	0	0	11	0	0	0	11
1130	1	0	10	0	0	0	11	0	0	13	0	0	0	13
1145	0	0	11	0	0	0	11	0	0	14	0	2	0	16
1200	0	0	20	0	0	0	20	0	0	17	0	0	0	17
1215	0	0	19	0	0	0	19	0	0	12	0	0	0	12
1230	0	0	14	0	0	0	14	0	0	20	0	0	0	20
1245	0	0	10	0	0	0	10	0	0	9	0	0	0	9
1300	0	0	14	0	1	0	15	0	0	14	0	0	0	14
1315	0	0	11	0	0	0	11	0	0	22	0	0	0	22
1330	0	0	16	0	0	0	16	0	0	12	0	0	0	12
1345	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1400	0	0	17	0	0	0	17	0	0	12	0	0	0	12
1415	0	1	17	0	0	0	18	0	0	22	0	0	0	22
1430	0	0	16	0	0	0	16	0	0	18	0	1	0	19
1445	0	0	13	0	1	0	14	0	0	22	0	0	0	22
1500	0	0	11	0	1	0	12	0	0	8	0	1	0	9
1515	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1530	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1545	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1600	0	0	7	0	0	0	7	0	0	3	0	0	0	3
1615	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1630	0	0	9	0	0	0	9	0	0	5	0	0	0	5
1645	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1700	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1715	0	0	11	0	0	0	11	0	0	5	0	0	0	5
1730	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1745	0	0	8	0	0	0	8	0	0	8	0	0	0	8
1800	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1815	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1845	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1900	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1915	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1930	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1945	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	572	0	9	1	584	0	0	806	0	9	1	816

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0615	0	0	21	0	0	0	21	0	0	0	0	0	0	0
0630	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0645	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0700	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0715	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0730	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0745	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0800	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0815	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0830	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0845	0	0	6	0	0	0	6	0	0	9	0	0	0	9
0900	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0915	0	0	4	0	1	0	5	0	0	5	0	1	0	6
0930	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0945	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1000	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1015	0	0	6	0	0	0	6	0	0	11	0	0	1	12
1030	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1045	0	0	2	0	0	0	2	0	0	6	0	0	0	6
1100	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1115	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1130	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1145	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1200	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1215	0	0	2	0	0	0	2	0	0	7	0	0	0	7
1230	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1245	0	0	5	0	1	0	6	0	0	1	0	0	0	1
1300	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1315	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1330	0	0	11	0	0	0	11	0	0	7	0	0	0	7
1345	0	1	6	0	0	0	7	0	1	8	0	0	0	9
1400	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1415	0	0	7	0	0	0	7	0	0	4	0	0	0	4
1430	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1445	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1500	0	0	8	0	0	0	8	0	0	2	0	0	0	2
1515	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1530	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1545	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1600	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1615	0	0	4	0	0	0	4	0	0	2	0	0	0	2
1630	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1645	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1700	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1715	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1730	0	0	6	0	0	0	6	0	0	6	0	0	0	6
1745	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1800	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1815	0	1	2	0	0	0	3	0	1	2	0	0	0	3
1830	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1915	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1930	0	1	2	0	0	0	3	0	1	1	0	0	0	2
1945	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	245	0	2	0	250	0	3	245	0	1	1	250

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0530	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0545	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0600	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0615	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0630	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0645	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0700	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0715	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0730	0	0	3	0	1	0	4	0	0	0	0	1	0	1
0745	0	0	4	0	0	0	4	0	0	3	0	1	0	4
0800	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0830	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0845	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0900	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0915	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0930	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0945	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1000	0	0	7	0	1	0	8	0	0	5	0	1	0	6
1015	0	0	1	0	1	0	2	0	0	3	0	0	0	3
1030	0	0	9	0	0	0	9	0	0	2	0	0	0	2
1045	0	0	0	0	0	1	1	0	0	5	0	1	1	7
1100	0	0	3	0	1	0	4	0	0	2	0	0	0	2
1115	0	0	5	0	0	1	6	0	0	2	0	0	1	3
1130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1145	0	0	8	0	0	1	9	0	0	6	0	1	0	7
1200	0	0	8	0	1	0	9	0	0	7	0	1	0	8
1215	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1230	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1245	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1330	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1345	1	0	6	0	0	0	7	1	0	4	0	0	0	5
1400	0	0	2	0	2	0	4	0	0	1	0	0	0	1
1415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1430	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1445	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1500	0	0	5	0	0	1	6	0	0	4	0	0	0	4
1515	0	0	2	0	1	1	4	0	0	2	0	1	0	3
1530	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1545	0	0	4	0	0	0	4	2	0	2	0	0	0	4
1600	0	0	4	0	0	0	4	1	3	4	0	0	0	8
1615	0	0	7	0	1	0	8	0	0	4	0	1	0	5
1630	1	3	8	0	0	0	12	0	0	5	0	0	0	5
1645	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1700	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1715	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1730	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1745	1	0	1	0	0	0	2	0	0	1	0	0	0	1
1800	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1815	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1830	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1845	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1900	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1930	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1945	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2145	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	206	0	9	5	226	4	3	136	0	8	3	154

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	1	0	1	0	0	1	0	1	0	2
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0645	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0745	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0815	0	0	4	0	0	1	5	0	0	3	0	0	0	3
0830	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0845	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0900	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0915	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0930	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0945	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1000	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1030	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1045	0	0	2	0	0	0	2	0	0	3	0	1	0	4
1100	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1130	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1145	0	0	7	0	0	0	7	0	0	1	0	1	0	2
1200	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1215	0	0	4	0	0	0	4	0	0	4	0	1	0	5
1230	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1315	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1330	0	0	5	0	0	0	5	0	1	2	0	0	0	3
1345	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1400	0	0	7	0	0	0	7	0	0	1	0	0	0	1
1415	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1430	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1445	0	0	3	0	0	1	4	0	0	1	0	0	1	2
1500	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1515	0	0	7	0	1	0	8	0	0	6	0	0	0	6
1530	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1545	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1600	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1615	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1630	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1645	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1700	0	0	2	0	0	0	2	0	0	2	0	1	0	3
1715	0	0	1	0	1	0	2	0	0	1	0	0	0	1
1730	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1745	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1800	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1830	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1845	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1900	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1915	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Total	0	0	193	0	3	3	199	0	1	166	0	5	2	174

Volume Report

Job 1645_10_VHB_ATR A-16
Area Ayer, MA
Location Bishop Road, west of Sacred Heart Ave



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0745	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0830	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0845	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0900	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0915	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0930	0	0	2	0	0	0	2	0	0	2	0	1	0	3
0945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1030	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1045	0	0	6	0	1	0	7	0	0	6	0	1	0	7
1100	0	0	2	0	1	0	3	0	0	3	0	1	0	4
1115	0	0	2	0	0	0	2	0	0	35	0	0	1	36
1130	0	0	31	0	0	0	31	0	0	4	0	0	0	4
1145	0	0	7	0	1	0	8	0	0	4	0	0	0	4
1200	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1215	0	0	3	0	0	1	4	0	0	4	0	0	0	4
1230	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1300	0	0	2	0	2	0	4	0	0	2	0	1	0	3
1315	0	0	3	0	0	0	3	0	0	3	0	1	0	4
1330	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1345	0	0	5	0	1	0	6	0	0	2	0	0	0	2
1400	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1415	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1430	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1445	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1500	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1515	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1530	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1545	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1600	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1615	0	0	9	0	0	0	9	0	0	6	0	0	0	6
1630	0	0	7	0	0	0	7	0	0	7	0	0	0	7
1645	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1700	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1715	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1730	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1745	0	1	2	0	0	0	3	0	1	4	0	0	0	5
1800	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1815	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1900	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1930	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2045	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	178	0	6	1	186	0	1	178	0	6	1	186

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0445	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0500	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0515	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0530	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0545	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0600	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0615	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0630	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0645	0	0	12	0	0	0	12	0	0	6	0	0	0	6
0700	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0715	0	0	1	0	1	0	2	0	0	6	0	1	0	7
0730	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0745	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0800	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0815	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0830	0	0	3	0	0	0	3	0	0	8	0	0	0	8
0845	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0900	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0915	0	0	3	0	1	0	4	0	0	8	0	0	0	8
0930	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0945	0	0	2	0	0	0	2	0	0	10	0	0	0	10
1000	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1015	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1030	0	0	3	0	0	0	3	0	0	9	0	0	0	9
1045	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1100	0	0	6	0	1	0	7	0	0	9	0	0	0	9
1115	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1130	0	0	6	0	0	0	6	0	0	15	0	0	0	15
1145	0	0	9	0	0	0	9	0	0	4	0	0	0	4
1200	0	0	5	0	0	0	5	0	0	15	0	0	0	15
1215	0	0	9	0	0	0	9	1	0	12	0	0	0	13
1230	0	0	17	0	0	0	17	0	0	9	0	0	0	9
1245	0	0	12	0	0	0	12	0	0	8	0	0	0	8
1300	0	0	10	0	0	0	10	0	0	1	0	0	0	1
1315	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1330	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1345	0	0	14	0	0	0	14	1	0	8	0	0	0	9
1400	0	0	17	0	0	0	17	0	0	6	0	1	0	7
1415	0	0	11	0	0	0	11	0	0	6	0	0	0	6
1430	0	0	8	0	0	0	8	0	0	9	0	2	0	11
1445	0	0	8	0	0	0	8	0	0	4	0	0	0	4
1500	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1515	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1530	0	0	14	0	0	0	14	0	0	9	0	0	0	9
1545	0	0	17	0	0	0	17	0	0	3	0	0	0	3
1600	0	0	17	0	0	0	17	0	0	12	0	1	0	13
1615	0	0	15	0	0	0	15	0	0	7	0	0	0	7
1630	0	0	12	0	0	0	12	0	0	8	0	0	0	8
1645	0	0	7	0	0	0	7	0	0	10	0	0	0	10
1700	0	0	11	0	1	0	12	0	0	8	0	0	0	8
1715	0	0	2	0	0	0	2	0	0	7	1	0	0	8
1730	0	0	12	0	0	0	12	0	0	6	0	0	0	6
1745	0	0	9	0	0	0	9	0	0	5	0	0	0	5
1800	0	0	13	0	0	0	13	0	0	6	0	0	0	6
1815	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1830	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1845	0	0	9	0	0	0	9	0	0	3	0	0	0	3
1900	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1915	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1930	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1945	0	0	4	1	0	0	5	0	0	4	0	0	0	4
2000	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2015	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2030	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2100	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2200	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
Total	0	0	483	1	4	0	488	2	0	433	1	6	0	442

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0430	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0445	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0500	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0515	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0530	0	0	6	0	0	0	6	0	0	13	0	0	0	13
0545	0	0	13	0	0	0	13	0	0	19	0	0	0	19
0600	0	0	12	0	0	0	12	0	0	19	0	0	0	19
0615	0	0	4	0	0	0	4	0	0	30	0	0	0	30
0630	0	0	3	0	0	0	3	0	0	25	0	0	0	25
0645	0	0	10	0	1	0	11	0	0	27	0	0	0	27
0700	0	0	7	0	1	0	8	0	0	26	0	1	0	27
0715	0	0	8	0	0	0	8	0	0	27	0	0	0	27
0730	0	0	15	0	0	0	15	0	0	53	0	0	0	53
0745	0	0	13	0	0	0	13	0	0	34	0	0	0	34
0800	0	0	10	0	0	1	11	0	0	33	0	1	0	34
0815	0	0	16	0	0	0	16	0	0	29	0	0	0	29
0830	0	0	7	0	0	0	7	0	0	18	0	0	0	18
0845	0	0	8	0	0	0	8	0	0	14	2	0	1	17
0900	0	0	7	0	0	0	7	0	0	13	0	0	0	13
0915	0	0	3	0	0	0	3	0	0	17	0	0	0	17
0930	0	0	9	0	0	0	9	0	0	12	0	1	0	13
0945	0	0	15	0	2	0	17	0	0	13	0	1	0	14
1000	0	0	14	0	1	0	15	0	0	14	0	0	0	14
1015	0	0	4	0	0	0	4	0	0	10	0	0	0	10
1030	0	0	7	0	2	0	9	0	0	9	0	1	0	10
1045	0	0	4	0	1	0	5	0	0	10	0	0	0	10
1100	0	0	2	0	1	0	3	0	0	9	0	0	0	9
1115	0	0	17	0	1	0	18	0	0	9	0	3	0	12
1130	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1145	0	0	14	0	1	0	15	0	0	8	0	1	0	9
1200	0	0	13	0	3	0	16	0	0	12	0	1	0	13
1215	0	0	14	0	0	0	14	0	0	5	0	0	0	5
1230	0	0	12	0	0	0	12	0	0	17	0	1	0	18
1245	0	0	10	0	0	0	10	0	0	15	0	2	0	17
1300	0	0	12	0	0	0	12	0	0	13	0	1	0	14
1315	0	0	13	0	0	0	13	0	0	14	0	0	0	14
1330	0	0	7	0	1	0	8	0	0	6	0	2	0	8
1345	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1400	0	0	13	0	0	0	13	0	0	15	0	1	0	16
1415	0	0	13	0	1	1	15	0	0	5	0	1	0	6
1430	0	0	21	0	2	0	23	0	0	4	0	0	0	4
1445	0	0	33	0	1	0	34	0	0	13	0	0	0	13
1500	0	1	29	1	0	0	31	0	0	16	0	0	0	16
1515	0	0	22	2	1	0	25	0	0	18	0	0	0	18
1530	0	0	37	0	0	0	37	0	0	11	0	0	0	11
1545	0	0	39	0	0	0	39	0	0	8	0	0	0	8
1600	0	0	36	0	1	0	37	0	0	10	0	0	0	10
1615	0	0	30	0	0	0	30	0	0	13	0	0	0	13
1630	0	0	26	0	0	0	26	0	0	9	0	1	0	10
1645	0	0	37	0	2	0	39	0	0	6	0	0	0	6
1700	0	0	43	0	1	0	44	0	0	10	0	0	0	10
1715	0	0	41	0	0	0	41	0	0	17	0	0	0	17
1730	0	0	26	0	0	0	26	0	0	12	0	0	0	12
1745	0	0	25	0	0	0	25	0	0	9	0	0	0	9
1800	0	0	16	0	1	0	17	0	0	6	0	0	0	6
1815	0	0	11	0	0	0	11	0	0	6	0	0	0	6
1830	0	0	5	0	0	0	5	0	0	6	0	1	0	7
1845	0	0	11	0	0	0	11	0	0	3	0	0	0	3
1900	0	0	10	0	0	0	10	0	0	4	0	0	0	4
1915	0	0	9	0	0	0	9	0	0	4	0	0	0	4
1930	0	0	11	0	0	0	11	0	0	7	0	0	0	7
1945	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2000	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2015	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2030	0	0	6	0	0	0	6	0	0	9	0	0	0	9
2045	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2145	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2200	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	3	0	1	0	4
2230	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2245	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2345	0	0	5	0	0	0	5	0	0	1	0	0	0	1
Total	0	1	960	3	25	2	991	0	0	869	2	21	1	893

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0415	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0430	0	0	6	0	0	0	6	0	0	6	0	0	0	6
0445	0	0	9	0	0	0	9	0	0	7	0	0	0	7
0500	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0515	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0530	0	0	8	0	0	0	8	0	0	15	0	0	0	15
0545	0	0	17	0	0	0	17	0	0	26	0	0	0	26
0600	0	0	5	0	0	0	5	0	0	13	0	0	0	13
0615	0	0	2	0	0	0	2	0	0	44	0	0	0	44
0630	0	0	7	0	0	0	7	0	0	35	0	0	0	35
0645	0	0	8	0	1	1	10	0	0	41	0	0	0	41
0700	0	0	9	0	0	0	9	0	0	35	0	1	0	36
0715	0	0	7	0	0	0	7	0	0	26	0	0	0	26
0730	0	0	6	0	0	0	6	0	0	35	0	2	0	37
0745	0	0	14	0	0	0	14	0	0	39	0	0	0	39
0800	0	0	15	0	0	0	15	0	0	28	0	0	0	28
0815	0	0	21	0	0	0	21	0	0	33	0	2	1	36
0830	0	0	15	0	1	1	17	0	0	28	0	1	0	29
0845	0	0	11	0	1	0	12	0	0	26	2	0	0	28
0900	0	0	12	0	0	0	12	0	0	17	0	0	0	17
0915	0	0	8	0	0	1	9	0	0	13	0	0	1	14
0930	0	0	5	0	1	0	6	0	0	14	0	0	0	14
0945	0	0	8	0	1	0	9	0	0	10	0	0	0	10
1000	0	0	7	0	2	0	9	0	0	8	0	0	1	9
1015	0	0	11	0	2	0	13	0	0	9	0	1	0	10
1030	0	0	10	0	1	0	11	0	0	8	0	0	0	8
1045	0	0	8	0	1	0	9	0	0	8	0	0	0	8
1100	0	0	5	0	0	1	6	0	0	6	0	1	0	7
1115	0	0	8	0	2	0	10	0	0	12	0	0	0	12
1130	0	0	9	0	0	0	9	0	0	5	0	1	0	6
1145	0	0	15	0	0	0	15	0	0	13	0	0	0	13
1200	0	0	9	0	1	0	10	0	0	7	0	0	0	7
1215	0	0	17	0	0	0	17	0	0	6	0	0	1	7
1230	0	0	13	0	0	1	14	0	0	16	0	0	0	16
1245	0	0	18	0	1	0	19	0	0	11	0	1	0	12
1300	0	0	8	0	3	0	11	0	0	12	0	1	0	13
1315	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1330	0	0	7	0	2	0	9	0	0	9	0	1	0	10
1345	0	0	12	0	3	0	15	0	0	13	0	0	0	13
1400	0	0	15	0	0	0	15	0	0	12	0	2	0	14
1415	0	0	12	0	1	0	13	0	0	15	0	0	0	15
1430	0	0	29	0	1	0	30	0	0	12	0	0	0	12
1445	0	0	19	1	1	0	21	0	0	17	0	0	0	17
1500	0	0	28	0	0	0	28	0	0	10	0	0	0	10
1515	0	0	32	2	2	0	36	0	0	18	0	1	0	19
1530	0	0	52	0	0	0	52	0	0	14	0	0	0	14
1545	0	0	49	0	2	1	52	0	0	12	0	1	0	13
1600	0	0	39	0	0	0	39	0	0	13	0	0	0	13
1615	0	0	32	0	1	0	33	0	0	12	0	1	0	13
1630	0	0	46	0	1	0	47	0	0	13	0	0	0	13
1645	0	0	36	0	0	0	36	0	0	6	0	0	0	6
1700	0	0	45	0	0	0	45	0	0	19	0	0	0	19
1715	0	0	27	0	0	0	27	0	0	6	0	0	0	6
1730	0	0	27	0	0	0	27	0	0	10	0	0	0	10
1745	0	0	29	0	0	0	29	0	0	18	0	0	0	18
1800	0	0	23	0	0	0	23	0	0	12	0	0	0	12
1815	0	0	23	0	0	0	23	0	0	6	0	0	0	6
1830	0	0	17	0	0	0	17	0	0	6	0	0	0	6
1845	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1900	0	0	15	0	0	0	15	0	0	6	0	0	0	6
1915	0	0	10	0	0	0	10	0	0	3	0	0	0	3
1930	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1945	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2000	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2015	0	0	4	0	0	0	4	0	0	0	0	1	0	1
2030	0	0	10	0	0	0	10	0	0	3	0	0	0	3
2045	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2100	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2115	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2145	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2200	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2215	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2230	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2300	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Total	0	0	1070	3	32	6	1111	0	0	956	2	18	5	981

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0430	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0445	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0500	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0515	0	0	6	0	0	0	6	0	0	11	0	0	0	11
0530	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0545	0	0	16	0	0	0	16	0	0	33	0	0	0	33
0600	0	0	8	0	0	0	8	0	0	11	0	0	0	11
0615	0	0	5	0	0	0	5	0	0	47	0	1	0	48
0630	0	0	11	0	0	0	11	0	0	31	0	0	0	31
0645	0	0	8	0	0	0	8	0	0	41	0	1	0	42
0700	0	0	12	0	0	0	12	0	0	31	0	0	0	31
0715	0	0	5	0	0	0	5	0	0	29	0	0	0	29
0730	0	0	14	0	2	0	16	0	0	36	0	1	0	37
0745	0	0	22	0	0	0	22	1	1	30	0	0	1	33
0800	0	0	17	0	1	0	18	0	0	36	0	1	0	37
0815	0	0	15	0	0	0	15	0	0	26	0	0	0	26
0830	0	0	14	0	0	0	14	0	0	19	0	0	0	19
0845	0	0	12	0	3	0	15	1	0	31	2	0	0	34
0900	0	0	6	0	2	0	8	0	0	14	0	0	0	14
0915	0	0	10	0	1	0	11	0	0	16	0	1	0	17
0930	0	0	4	0	1	1	6	0	0	15	0	1	0	16
0945	0	0	18	0	1	0	19	0	1	8	0	0	0	9
1000	1	0	7	0	1	0	9	0	0	8	0	2	1	11
1015	0	0	8	0	1	0	9	0	0	17	0	0	0	17
1030	0	0	11	0	2	1	14	0	0	10	1	1	0	12
1045	0	0	16	0	0	0	16	0	0	5	0	1	0	6
1100	0	0	13	0	0	0	13	0	0	3	0	0	0	3
1115	0	0	10	0	3	0	13	0	0	11	0	0	0	11
1130	0	1	10	0	1	0	12	0	0	8	0	1	0	9
1145	0	0	12	0	0	0	12	0	0	10	0	0	0	10
1200	0	0	15	0	0	0	15	0	0	17	0	0	0	17
1215	0	0	24	0	0	0	24	0	0	16	0	1	0	17
1230	0	0	14	0	0	0	14	0	0	14	0	0	0	14
1245	0	0	13	0	0	0	13	0	0	22	0	0	0	22
1300	0	0	13	0	2	0	15	0	0	16	0	0	0	16
1315	0	0	9	0	0	0	9	0	0	12	0	1	0	13
1330	0	2	16	0	0	0	18	0	0	12	0	0	0	12
1345	0	0	27	0	1	0	28	0	0	12	0	0	0	12
1400	0	0	26	0	1	0	27	0	0	14	0	2	0	16
1415	0	0	23	0	0	0	23	0	0	12	0	0	0	12
1430	0	0	20	0	0	0	20	0	0	16	0	1	0	17
1445	0	0	22	0	0	0	22	0	0	13	1	0	0	14
1500	0	0	37	1	0	0	38	0	0	16	0	2	0	18
1515	0	0	29	2	0	0	31	0	0	18	0	0	0	18
1530	0	0	34	1	0	0	35	0	0	11	0	0	0	11
1545	0	0	54	0	1	0	55	0	0	14	0	0	0	14
1600	0	0	45	0	0	0	45	0	0	24	0	0	0	24
1615	0	0	43	0	0	0	43	0	0	10	0	1	1	12
1630	0	0	34	0	0	0	34	0	0	12	0	1	0	13
1645	0	0	44	0	2	0	46	1	0	11	0	0	0	12
1700	0	1	35	0	0	0	36	0	0	15	0	0	0	15
1715	0	0	26	0	0	0	26	0	0	14	0	0	0	14
1730	0	0	31	0	0	0	31	0	0	5	0	0	0	5
1745	0	0	18	0	0	0	18	0	0	10	0	2	0	12
1800	0	0	20	0	0	0	20	0	0	13	0	0	0	13
1815	0	0	28	0	0	0	28	0	1	6	0	0	0	7
1830	1	0	8	0	0	0	9	0	0	10	0	0	0	10
1845	0	1	14	0	0	0	15	0	0	8	0	0	0	8
1900	0	0	18	0	1	0	19	0	0	11	0	0	0	11
1915	0	0	14	0	0	0	14	0	0	12	0	0	0	12
1930	0	0	12	0	0	0	12	0	0	5	0	0	0	5
1945	0	0	4	0	0	0	4	0	0	7	0	0	0	7
2000	0	0	19	0	0	0	19	0	0	5	0	0	0	5
2015	0	0	11	0	0	0	11	0	0	8	0	0	0	8
2030	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2045	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2100	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2130	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2145	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2200	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2230	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
Total	2	5	1173	4	27	3	1214	3	3	1043	4	22	3	1078

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0430	0	0	6	0	0	0	6	0	0	9	0	0	0	9
0445	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0500	0	0	1	0	0	0	1	0	0	8	0	0	0	8
0515	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0530	0	0	6	0	0	0	6	0	1	17	0	0	0	18
0545	0	0	13	0	0	0	13	0	0	23	0	0	0	23
0600	0	0	9	0	0	0	9	0	0	18	0	0	0	18
0615	0	0	3	0	0	0	3	0	0	16	0	0	0	16
0630	0	0	8	0	1	0	9	0	0	31	0	0	0	31
0645	0	0	3	0	0	0	3	0	0	43	0	0	0	43
0700	0	0	6	0	1	0	7	0	0	34	0	0	0	34
0715	0	0	12	0	2	0	14	0	0	27	0	0	0	27
0730	0	0	7	0	0	1	8	0	0	26	0	0	1	27
0745	0	0	13	0	0	0	13	0	0	32	0	2	0	34
0800	0	0	8	0	0	0	8	0	2	33	0	0	0	35
0815	0	0	12	0	2	0	14	0	1	19	0	0	0	20
0830	0	0	25	0	4	0	29	0	0	20	0	0	0	20
0845	0	0	10	0	0	0	10	0	0	25	2	2	0	29
0900	0	0	11	0	2	0	13	0	0	18	0	0	0	18
0915	0	0	14	0	1	0	15	0	0	19	0	3	0	22
0930	0	0	9	0	2	0	11	0	1	9	0	1	0	11
0945	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1000	0	0	14	0	2	0	16	0	0	9	0	2	0	11
1015	0	0	10	0	0	0	10	0	0	9	0	1	0	10
1030	0	0	8	0	1	0	9	0	0	9	0	1	0	10
1045	0	0	8	0	1	0	9	0	0	7	0	2	0	9
1100	0	0	8	0	3	0	11	0	0	11	0	1	0	12
1115	0	0	8	0	1	0	9	0	0	9	0	0	0	9
1130	0	0	9	0	2	0	11	0	0	8	0	0	0	8
1145	0	1	15	0	2	0	18	0	0	9	0	0	0	9
1200	0	0	14	0	0	0	14	0	0	12	0	1	0	13
1215	0	0	21	0	0	0	21	0	1	33	0	0	0	34
1230	0	0	14	0	0	0	14	0	0	17	0	0	0	17
1245	0	0	12	0	1	0	13	0	0	11	0	0	0	11
1300	0	0	15	0	1	0	16	0	0	15	0	1	1	17
1315	0	0	18	0	0	0	18	0	0	10	0	1	0	11
1330	0	0	8	0	1	0	9	0	0	13	0	2	0	15
1345	0	0	10	0	2	0	12	0	0	15	0	0	0	15
1400	0	0	25	0	2	0	27	0	0	12	0	0	0	12
1415	0	0	23	0	1	0	24	0	0	7	0	2	0	9
1430	0	0	20	0	2	0	22	0	0	15	1	2	0	18
1445	0	0	16	1	1	0	18	0	0	16	0	1	1	18
1500	0	1	26	0	0	0	27	0	0	22	0	1	0	23
1515	0	0	26	0	0	0	26	0	0	23	1	0	0	24
1530	0	2	46	2	1	0	51	0	0	15	0	1	0	16
1545	0	0	50	0	0	1	51	0	0	11	0	0	0	11
1600	0	0	48	0	1	1	50	0	0	12	0	0	0	12
1615	0	0	44	0	1	0	45	0	0	13	0	0	0	13
1630	0	0	41	0	0	0	41	0	0	26	0	2	0	28
1645	0	1	36	0	0	0	37	0	0	6	0	1	0	7
1700	0	0	36	0	0	0	36	0	0	10	0	0	0	10
1715	0	0	38	0	0	0	38	0	0	19	0	0	0	19
1730	0	1	25	0	1	0	27	0	0	12	0	0	0	12
1745	0	0	22	0	0	0	22	0	0	8	0	1	0	9
1800	0	1	19	0	0	0	20	0	0	9	0	0	0	9
1815	0	0	15	0	0	0	15	0	0	2	0	0	0	2
1830	0	0	18	0	0	0	18	0	0	9	0	0	0	9
1845	0	0	6	0	0	0	6	0	0	6	0	0	0	6
1900	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1915	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1930	0	0	12	0	0	0	12	0	0	1	0	0	0	1
1945	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2000	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2015	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2030	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2045	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2100	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2115	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2130	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2145	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2200	0	0	6	0	0	0	6	0	0	1	0	0	0	1
2215	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2230	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2330	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
Total	0	7	1091	3	42	3	1146	0	6	959	4	31	3	1003

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street

Friday, May 9, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0015	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0430	0	0	3	0	0	0	3	0	0	9	0	0	0	9
0445	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0500	0	0	5	0	0	0	5	0	0	5	0	1	0	6
0515	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0530	0	0	7	0	0	0	7	0	0	14	0	0	0	14
0545	0	0	12	0	1	0	13	0	0	17	0	0	0	17
0600	0	0	7	0	0	0	7	0	0	12	0	0	0	12
0615	0	0	4	0	0	0	4	0	0	39	0	1	0	40
0630	0	0	8	0	1	0	9	0	0	28	0	1	0	29
0645	0	0	10	0	0	0	10	0	0	29	0	0	0	29
0700	0	0	8	0	2	0	10	0	0	28	0	0	0	28
0715	0	0	12	0	1	0	13	0	0	23	0	3	0	26
0730	0	0	17	0	0	0	17	0	0	30	0	1	0	31
0745	0	0	12	0	0	0	12	0	0	27	0	0	0	27
0800	0	0	13	0	2	0	15	0	0	19	0	0	0	19
0815	0	0	15	0	3	0	18	0	0	30	0	0	0	30
0830	0	0	11	0	1	0	12	0	0	27	0	2	0	29
0845	0	0	10	0	0	1	11	0	0	17	1	1	0	19
0900	0	0	9	0	2	0	11	0	0	21	1	2	0	24
0915	0	0	6	0	4	0	10	0	0	15	0	2	0	17
0930	0	0	19	0	3	0	22	0	0	10	0	0	0	10
0945	0	0	14	0	1	1	16	0	0	12	0	3	0	15
1000	0	0	12	0	1	0	13	0	0	9	0	1	0	10
1015	0	0	12	0	1	0	13	0	0	12	0	1	0	13
1030	0	0	5	0	2	0	7	0	0	7	0	0	1	8
1045	0	0	6	0	1	0	7	0	0	11	0	1	0	12
1100	1	0	12	0	0	0	13	0	0	9	0	1	0	10
1115	0	0	22	0	3	0	25	0	0	14	0	1	0	15
1130	0	0	13	0	3	0	16	0	0	9	0	2	0	11
1145	0	0	11	0	2	0	13	0	0	18	0	0	0	18
1200	0	0	19	0	0	0	19	0	0	15	0	0	0	15
1215	0	0	13	0	0	1	14	0	0	13	0	1	0	14
1230	0	0	15	0	1	0	16	0	0	11	0	0	0	11
1245	0	0	20	0	1	0	21	0	0	11	0	0	0	11
1300	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1315	0	0	11	0	0	0	11	0	0	15	0	1	0	16
1330	0	0	21	0	2	0	23	0	0	14	0	0	1	15
1345	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1400	0	0	22	0	0	1	23	0	0	11	0	1	0	12
1415	0	0	20	0	1	0	21	0	0	8	0	0	0	8
1430	0	0	17	0	0	0	17	0	0	10	0	0	0	10
1445	0	0	30	0	1	0	31	0	0	17	0	0	0	17
1500	0	0	23	1	0	0	24	0	0	12	0	0	0	12
1515	0	0	36	1	1	0	38	0	0	14	0	1	0	15
1530	0	0	37	1	2	0	40	0	0	7	0	0	0	7
1545	0	0	41	0	1	0	42	0	0	8	0	0	0	8
1600	0	0	33	0	0	0	33	0	0	14	0	1	0	15
1615	0	0	29	0	1	0	30	0	0	15	0	0	0	15
1630	0	0	28	0	1	0	29	0	0	10	0	1	0	11
1645	0	0	26	0	1	0	27	0	0	9	0	0	0	9
1700	0	0	31	0	0	0	31	0	0	15	0	0	0	15
1715	0	0	26	0	1	0	27	0	0	6	0	0	0	6
1730	0	0	14	0	0	0	14	0	0	14	0	0	0	14
1745	0	0	17	0	0	0	17	0	0	16	0	0	0	16
1800	0	0	21	0	0	0	21	0	0	7	0	0	0	7
1815	0	0	15	0	0	0	15	0	0	9	0	0	0	9
1830	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1845	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1900	0	0	12	0	0	0	12	0	0	7	0	0	0	7
1915	0	0	14	0	0	0	14	0	0	7	0	0	0	7
1930	0	0	11	0	0	0	11	0	0	7	0	0	0	7
1945	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2000	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2015	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2030	0	0	5	0	0	0	5	0	0	0	0	0	0	0
2045	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2100	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2115	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2130	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2145	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2200	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2215	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2230	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2300	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2315	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	1	0	1022	3	48	4	1078	0	0	891	2	30	2	925

Volume Report

Job 1645_10_VHB_ATR A-17
Area Harvard, MA
Location Grant Road, north of Malvern Hill Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0015	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0445	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0500	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0545	0	0	6	0	0	0	6	0	0	5	0	1	0	6
0600	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0615	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0630	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0645	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0700	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0715	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0730	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0745	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0800	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0815	0	0	4	0	1	0	5	0	0	2	0	0	0	2
0830	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0845	0	0	4	0	1	0	5	0	1	5	0	0	0	6
0900	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0915	0	0	5	0	0	0	5	0	0	13	0	0	0	13
0930	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0945	0	0	4	0	0	0	4	0	0	11	0	0	0	11
1000	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1015	0	0	13	0	0	0	13	0	0	8	0	0	0	8
1030	0	0	5	0	0	0	5	0	0	11	0	1	0	12
1045	0	0	12	0	0	0	12	0	0	8	0	0	0	8
1100	0	0	11	0	1	0	12	0	0	7	0	0	0	7
1115	0	0	9	0	0	0	9	0	0	12	0	1	0	13
1130	0	0	11	0	0	0	11	0	0	16	0	0	0	16
1145	0	0	7	0	0	0	7	0	0	7	0	0	0	7
1200	0	0	15	0	0	0	15	0	0	10	0	0	0	10
1215	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1230	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1245	0	0	13	0	0	0	13	0	0	9	0	0	0	9
1300	0	0	7	0	0	0	7	0	0	6	0	2	0	8
1315	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1330	0	0	8	0	0	0	8	0	0	12	0	0	0	12
1345	0	0	10	0	0	0	10	0	0	10	0	0	0	10
1400	0	0	14	0	0	0	14	0	0	8	0	0	0	8
1415	0	0	11	0	0	0	11	0	0	4	0	0	0	4
1430	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1445	0	0	10	0	1	0	11	0	0	12	0	0	0	12
1500	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1515	0	0	9	0	0	0	9	0	0	13	0	0	0	13
1530	0	0	13	0	0	0	13	0	0	7	0	0	0	7
1545	0	0	23	0	0	0	23	0	0	8	0	0	0	8
1600	0	0	17	0	1	0	18	0	0	12	0	2	0	14
1615	0	0	6	0	0	0	6	0	0	8	0	0	0	8
1630	0	0	14	0	0	0	14	0	0	12	0	0	0	12
1645	0	0	12	0	0	0	12	0	1	8	0	0	0	9
1700	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1715	0	0	14	0	0	0	14	0	0	14	0	0	0	14
1730	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1745	0	0	7	0	0	0	7	0	0	13	0	2	0	15
1800	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1815	0	0	15	0	0	0	15	0	0	7	0	0	0	7
1830	4	0	9	0	0	0	13	0	0	9	0	0	0	9
1845	0	0	9	0	0	0	9	0	0	6	0	0	0	6
1900	0	0	11	0	0	0	11	0	0	1	0	0	0	1
1915	0	0	6	0	0	0	6	0	0	6	0	0	0	6
1930	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1945	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2000	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2015	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2030	0	0	7	0	0	0	7	0	0	8	0	0	0	8
2045	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2100	0	0	7	0	1	0	8	0	0	6	0	0	0	6
2115	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2130	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2145	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2200	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2215	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2230	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2245	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	3	0	0	0	3
Total	4	0	593	0	6	0	603	0	2	538	0	10	0	550

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0630	0	0	0	0	0	0	0	0	1	4	0	0	0	5
0645	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0700	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0715	0	0	1	0	0	0	1	0	0	9	0	0	0	9
0730	0	0	0	0	0	0	0	0	0	15	0	0	0	15
0745	0	0	0	0	0	0	0	0	0	11	0	0	0	11
0800	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0915	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1045	0	1	4	0	0	0	5	0	0	0	0	0	0	0
1100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1215	0	0	3	0	0	0	3	0	3	0	0	0	0	3
1230	0	0	4	0	0	0	4	0	2	4	0	0	0	6
1245	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1300	0	0	1	0	0	0	1	0	1	1	0	0	0	2
1315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	6	0	0	0	6	0	0	0	0	0	0	0
1545	0	0	6	0	0	0	6	0	0	0	0	0	0	0
1600	0	0	19	0	0	0	19	0	0	1	0	0	0	1
1615	0	0	14	0	0	0	14	0	0	0	0	0	0	0
1630	0	0	7	0	0	0	7	0	0	0	0	0	0	0
1645	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	5	0	0	0	0	5	0	0	0	0	0	0	0
1900	0	2	2	0	0	0	4	0	0	1	0	0	0	1
1915	0	1	0	0	0	0	1	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	2	0	0	0	2	0	0	0	1	0	0	1
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	9	83	0	2	0	94	0	10	81	0	2	0	93

Volume Report

Job 1645_10_VHB_ATR A-18
 Area Ayer, MA
 Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	1	0	0	0	1	0	0	17	0	0	0	17
0645	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0700	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0715	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0730	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0745	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0800	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0815	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0845	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0900	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0915	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	1	0	0	0	1	0	0	1	0	0	1	2
1000	0	0	0	0	0	1	1	0	0	0	0	0	0	0
1015	0	0	1	0	0	0	1	0	0	0	0	0	1	1
1030	0	0	0	0	0	1	1	0	0	0	0	0	0	0
1045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1115	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1130	0	0	0	0	1	1	2	0	0	1	0	0	0	1
1145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1200	0	0	0	0	1	0	1	0	0	3	0	1	1	5
1215	0	0	0	0	0	0	0	0	0	1	0	1	0	2
1230	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1245	0	0	1	0	1	0	2	0	0	0	0	0	1	1
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1400	0	0	14	0	0	0	14	0	0	0	0	0	0	0
1415	0	0	1	0	0	0	1	0	0	1	0	1	0	2
1430	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1445	0	0	4	0	0	0	4	0	0	0	0	0	0	0
1500	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1515	0	0	6	0	0	0	6	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	57	0	3	4	64	0	0	64	0	3	6	73

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	15	0	0	0	15
0645	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0700	0	0	0	0	0	0	0	0	0	7	0	0	0	7
0715	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0730	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0745	0	0	0	0	0	0	0	0	0	2	0	1	0	3
0800	0	0	0	0	1	0	1	0	0	3	0	0	0	3
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0845	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0900	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0915	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0930	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1030	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1045	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1130	0	0	2	0	0	0	2	0	0	2	0	1	0	3
1145	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	7	0	0	0	7	0	0	0	0	0	0	0
1345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1400	0	0	0	0	0	0	0	0	0	2	0	1	0	3
1415	0	0	16	0	0	0	16	0	0	0	0	0	0	0
1430	0	0	4	0	1	0	5	0	0	0	0	0	0	0
1445	0	0	11	0	0	0	11	0	0	1	0	0	0	1
1500	0	0	4	0	0	0	4	0	0	0	0	0	0	0
1515	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	75	0	2	0	77	0	0	83	0	3	0	86

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	13	0	0	0	13
0645	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0700	0	0	0	0	0	0	0	0	0	8	0	0	0	8
0715	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0730	0	0	0	0	0	0	0	0	0	2	0	1	0	3
0745	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0800	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0815	0	0	1	0	1	0	2	0	0	4	0	0	0	4
0830	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0845	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0900	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0915	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0930	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0945	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1000	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1015	0	0	1	0	0	1	2	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	1	0	0	0	1	0	0	2	0	1	1	4
1100	0	0	2	0	0	1	3	0	0	1	0	0	0	1
1115	0	0	1	0	0	0	1	0	0	3	0	1	0	4
1130	0	0	2	0	1	0	3	0	0	1	0	0	0	1
1145	0	0	2	0	1	0	3	0	0	2	0	0	1	3
1200	0	0	3	0	0	1	4	0	0	1	0	0	0	1
1215	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1230	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1315	0	0	3	0	0	0	3	0	0	2	0	0	1	3
1330	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1345	0	0	3	0	0	1	4	0	0	0	0	0	0	0
1400	0	0	12	0	0	0	12	0	0	0	0	0	0	0
1415	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1430	0	0	7	0	0	0	7	0	0	0	0	1	0	1
1445	0	0	6	0	0	0	6	0	0	0	0	0	0	0
1500	0	0	2	0	1	0	3	0	0	0	0	0	0	0
1515	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1530	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1545	0	0	5	0	0	0	5	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	78	0	4	5	87	0	0	76	0	4	5	85

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0645	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0700	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0715	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0730	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0745	0	0	2	0	0	0	2	0	1	4	0	0	0	5
0800	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0815	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0830	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1000	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1015	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1030	0	0	2	0	1	0	3	0	0	2	0	0	0	2
1045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1115	0	0	0	0	0	1	1	0	0	2	0	0	0	2
1130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1145	0	0	1	0	0	0	1	0	0	2	0	0	1	3
1200	0	0	0	0	0	1	1	0	1	2	0	0	0	3
1215	0	1	3	0	0	0	4	0	0	0	0	0	0	0
1230	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1245	0	0	1	0	0	1	2	0	0	4	0	0	1	5
1300	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1315	0	0	3	0	0	0	3	0	0	5	0	0	1	6
1330	0	0	7	0	0	0	7	0	0	13	0	0	0	13
1345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1430	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1515	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1530	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1545	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1600	0	1	2	0	0	0	3	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1730	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1745	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1800	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1815	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1830	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1900	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	14	0	0	0	14	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2115	0	0	8	0	0	0	8	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	89	0	1	3	95	0	2	88	0	1	3	94

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	15	0	0	0	15
0645	0	0	0	0	0	0	0	0	0	8	0	0	0	8
0700	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0715	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0730	0	0	0	0	0	0	0	0	0	6	0	1	0	7
0745	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0800	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0830	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0845	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0930	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0945	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1030	0	0	1	0	0	1	2	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1100	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1115	0	0	0	0	0	1	1	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	1	0	0	2	3	0	0	0	0	0	2	2
1200	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1215	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1230	0	0	3	0	0	1	4	0	0	0	0	0	1	1
1245	0	0	2	0	0	1	3	0	0	2	0	0	0	2
1300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1315	0	0	3	0	0	0	3	0	0	0	0	0	1	1
1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	18	0	0	0	18	0	0	0	0	0	0	0
1400	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1445	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1500	0	0	5	0	0	0	5	0	0	0	0	0	0	0
1515	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1530	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	59	0	1	6	66	0	0	56	0	1	6	63

Volume Report

Job 1645_10_VHB_ATR A-18
Area Ayer, MA
Location Moore Army Airfield entrance, southwest of Fitchburg Road (Route 2A)



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	14	0	0	0	14
0700	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0715	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0730	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0745	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0800	0	0	1	0	0	0	1	0	0	10	0	0	0	10
0815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0830	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	1	2	0	0	0	3
0915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0930	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0945	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	1	5	0	0	0	6	0	0	0	0	0	0	0
1245	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1315	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1330	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1500	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1615	0	2	7	0	0	0	9	0	0	0	0	0	0	0
1630	0	0	12	0	0	0	12	0	0	0	0	0	0	0
1645	0	0	15	0	0	0	15	0	0	0	0	0	0	0
1700	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1715	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1730	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	79	0	0	0	82	0	1	79	0	0	0	80

Volume Report

Job 1645_10_VHB_ATR BV-A
Area Devens, MA
Location Jackson Road, north of Antietam Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0015	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0030	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0045	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0100	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0130	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0430	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0445	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0500	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0515	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0530	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0545	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0600	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0615	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0630	0	0	11	0	0	0	11	0	0	13	0	0	0	13
0645	0	0	6	0	0	0	6	0	0	16	0	0	0	16
0700	0	0	16	0	0	0	16	0	0	13	0	0	0	13
0715	0	0	11	0	0	0	11	0	0	16	0	0	0	16
0730	0	0	11	0	0	0	11	0	0	25	0	0	0	25
0745	0	0	13	0	0	0	13	0	0	13	0	0	0	13
0800	0	0	16	0	0	0	16	0	0	20	0	0	0	20
0815	0	0	16	0	0	0	16	0	0	15	0	0	0	15
0830	0	0	11	0	0	0	11	0	0	27	0	0	0	27
0845	0	0	14	0	0	0	14	0	0	14	0	0	0	14
0900	0	0	18	0	0	0	18	0	0	15	0	0	0	15
0915	0	0	17	0	0	0	17	0	0	25	0	0	0	25
0930	0	0	14	0	0	0	14	1	0	21	0	0	0	22
0945	0	0	24	0	0	0	24	0	0	18	0	1	1	20
1000	0	0	26	0	0	0	26	0	0	22	0	0	0	22
1015	0	0	13	0	0	1	14	0	0	23	0	0	0	23
1030	0	0	21	0	0	0	21	0	0	19	0	0	0	19
1045	0	0	20	0	0	1	21	0	0	19	0	0	1	20
1100	0	1	20	0	0	0	21	0	0	9	0	0	0	9
1115	0	0	27	0	0	0	27	0	0	17	0	0	0	17
1130	0	0	30	0	0	0	30	2	0	19	0	0	0	21
1145	0	0	32	0	0	1	33	1	0	33	0	0	0	34
1200	0	2	46	0	0	0	48	0	1	23	0	0	0	24
1215	0	1	23	0	1	0	25	0	0	41	0	0	0	41
1230	0	0	21	0	0	0	21	2	0	33	0	0	0	35
1245	0	0	31	0	0	0	31	0	1	33	0	0	0	34
1300	0	0	22	0	0	0	22	0	0	20	0	0	1	21
1315	0	0	28	0	0	0	28	0	0	23	0	0	0	23
1330	0	0	27	0	0	0	27	0	0	18	0	0	0	18
1345	0	0	27	0	0	0	27	0	0	22	0	0	1	23
1400	0	0	27	0	0	0	27	0	0	24	0	0	0	24
1415	0	0	23	0	0	0	23	0	0	19	0	0	0	19
1430	0	0	41	0	0	0	41	0	0	29	0	0	0	29
1445	0	0	34	0	1	0	35	2	0	24	0	0	0	26
1500	0	0	32	0	0	0	32	0	0	23	0	0	0	23
1515	0	0	25	0	0	0	25	0	0	15	0	0	0	15
1530	0	0	32	0	0	0	32	0	0	17	0	0	0	17
1545	0	0	27	0	0	0	27	0	0	14	0	0	0	14
1600	0	0	34	0	0	0	34	0	0	15	0	0	0	15
1615	0	0	27	0	0	0	27	0	0	16	0	0	0	16
1630	0	0	30	1	0	0	31	0	0	9	0	0	0	9
1645	0	0	34	0	0	0	34	0	0	18	0	0	0	18
1700	0	0	31	0	0	0	31	0	0	20	0	0	0	20
1715	0	0	36	0	0	0	36	0	0	15	0	0	0	15
1730	0	0	26	0	0	0	26	0	0	14	0	0	0	14
1745	0	0	11	0	0	0	11	0	0	8	0	0	0	8
1800	0	0	34	0	0	0	34	0	0	9	0	0	0	9
1815	0	0	16	0	0	0	16	0	0	8	0	0	0	8
1830	0	0	32	0	0	0	32	0	0	18	0	0	0	18
1845	0	0	11	0	0	0	11	0	0	9	0	0	0	9
1900	0	0	24	0	0	0	24	0	1	9	0	0	0	10
1915	0	0	10	0	0	0	10	0	0	13	0	0	0	13
1930	0	0	19	0	0	0	19	0	0	10	0	0	0	10
1945	0	0	16	0	0	0	16	0	0	8	0	0	0	8
2000	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2015	0	0	8	0	0	0	8	0	0	9	0	0	0	9
2030	0	0	9	0	0	0	9	0	0	13	0	1	0	14
2045	0	0	4	0	0	0	4	0	0	9	0	0	0	9
2100	0	0	13	0	0	0	13	0	0	10	0	0	0	10
2115	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2130	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2145	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2200	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2230	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2245	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2300	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2315	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Total	0	4	1410	1	2	3	1420	8	3	1146	0	2	4	1163

Volume Report

Job 1645_10_VHB_ATTR BV-A

Area Devens, MA

Location Jackson Road, north of Antietam Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0330	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0345	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0400	0	0	2	0	0	1	3	0	0	3	0	0	0	3
0415	0	0	1	0	0	0	1	0	0	6	0	0	1	7
0430	0	0	3	0	0	0	3	0	0	10	0	0	0	10
0445	0	0	5	0	0	0	5	0	0	13	0	0	0	13
0500	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0515	0	0	12	0	1	1	14	0	0	10	0	1	0	11
0530	0	0	6	0	0	1	7	0	0	18	0	0	2	20
0545	0	0	9	0	0	1	10	0	0	31	0	0	0	31
0600	0	0	16	0	1	0	17	0	0	21	0	0	0	21
0615	0	0	13	0	2	0	15	0	0	39	0	2	0	41
0630	0	0	17	0	0	1	18	0	0	43	0	2	0	45
0645	0	0	21	0	0	1	22	0	0	52	0	0	0	52
0700	0	0	20	0	0	1	21	0	0	61	1	1	1	64
0715	0	0	30	0	2	0	32	0	0	47	0	3	0	50
0730	0	0	29	0	1	0	30	0	0	67	0	0	0	67
0745	0	0	52	0	0	0	52	0	0	89	0	1	2	92
0800	0	0	38	2	2	0	42	0	0	75	0	2	0	77
0815	0	0	69	0	2	2	73	0	0	79	0	3	1	83
0830	0	0	39	0	1	0	40	0	0	64	0	1	0	65
0845	0	0	28	0	4	1	33	0	0	33	2	1	0	36
0900	0	0	23	0	3	1	27	0	0	27	0	3	0	30
0915	0	0	17	1	2	1	21	0	0	19	0	4	5	28
0930	0	0	26	1	0	0	27	0	0	23	0	1	0	24
0945	0	0	27	0	1	4	32	0	0	23	1	1	0	25
1000	0	0	17	1	1	0	19	0	0	24	0	1	4	29
1015	0	0	18	0	2	0	20	0	0	19	0	1	2	22
1030	0	0	19	0	2	0	21	0	0	19	0	2	0	21
1045	0	0	22	0	0	0	22	0	0	14	0	0	1	15
1100	0	0	21	0	2	0	23	0	0	17	0	1	0	18
1115	0	0	30	1	2	1	34	0	0	25	0	3	1	29
1130	0	0	29	0	2	3	34	0	0	17	0	1	1	19
1145	0	0	30	0	1	0	31	0	0	27	0	1	2	30
1200	0	0	33	0	0	2	35	0	0	21	0	2	0	23
1215	0	0	30	0	2	0	32	0	0	29	0	3	1	33
1230	0	0	25	0	3	1	29	0	0	26	0	1	2	29
1245	0	0	31	0	2	1	34	0	0	30	0	2	1	33
1300	0	0	22	0	1	0	23	0	0	33	0	0	0	33
1315	0	0	22	0	2	1	25	0	0	21	0	1	1	23
1330	0	0	24	0	2	1	27	0	0	26	0	1	2	29
1345	0	0	27	0	3	1	31	0	0	23	0	2	0	25
1400	0	0	34	0	2	1	37	0	0	21	2	1	1	25
1415	0	0	41	0	2	1	44	0	0	9	0	1	2	12
1430	0	0	45	0	0	0	45	0	0	39	0	4	0	43
1445	0	0	40	0	1	2	43	0	0	40	0	2	1	43
1500	0	0	46	0	1	0	47	0	0	29	0	0	0	29
1515	0	0	48	0	3	0	51	0	0	56	0	1	0	57
1530	0	0	107	0	4	0	111	0	0	47	0	4	0	51
1545	0	0	72	0	0	1	73	0	0	36	0	1	0	37
1600	0	0	90	0	1	1	92	0	0	36	0	0	1	37
1615	0	0	69	1	2	0	72	0	0	30	0	0	0	30
1630	0	0	65	0	3	1	69	0	0	37	0	1	0	38
1645	0	0	81	1	1	0	83	0	0	32	0	0	0	32
1700	0	0	66	0	0	1	67	0	0	43	0	0	0	43
1715	0	0	92	0	0	1	93	0	0	39	0	0	1	40
1730	0	0	49	0	0	0	49	0	0	20	0	0	0	20
1745	0	0	39	0	1	0	40	0	0	25	0	0	0	25
1800	0	0	42	0	0	1	43	0	0	23	0	0	0	23
1815	0	0	41	0	0	0	41	0	0	24	0	1	0	25
1830	0	0	34	0	0	0	34	0	0	11	0	2	0	13
1845	0	0	25	0	0	0	25	0	0	17	0	0	0	17
1900	0	0	27	1	1	0	29	0	0	15	0	0	0	15
1915	0	0	21	0	0	0	21	0	0	13	0	0	0	13
1930	0	0	12	0	0	1	13	0	0	22	0	0	0	22
1945	0	0	13	1	0	0	14	0	0	14	0	0	0	14
2000	0	0	30	0	0	0	30	0	0	10	0	0	0	10
2015	0	0	11	0	0	1	12	0	0	13	0	0	0	13
2030	0	0	14	0	0	0	14	0	0	21	0	1	0	22
2045	0	0	11	0	0	0	11	0	0	10	0	0	0	10
2100	0	0	14	0	0	0	14	0	0	3	0	0	0	3
2115	0	0	15	0	0	0	15	0	0	7	0	0	0	7
2130	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2145	0	0	11	0	0	1	12	0	0	7	0	0	0	7
2200	0	0	10	0	0	0	10	0	0	2	0	0	0	2
2215	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2230	0	0	11	0	0	0	11	0	0	4	0	0	0	4
2245	0	0	6	0	0	0	6	0	0	3	0	0	1	4
2300	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2315	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2330	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2345	0	0	3	0	0	0	3	0	0	1	0	0	0	1
Total	0	0	2288	10	71	40	2409	0	0	2029	6	68	37	2140

Volume Report

Job 1645_10_VHB_ATTR BV-A
Area Devens, MA
Location Jackson Road, north of Antietam Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0030	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0100	0	0	2	0	0	0	2	0	0	0	0	1	0	1
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0145	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0330	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0345	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0400	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0415	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0430	0	0	4	0	0	0	4	0	0	11	0	0	0	11
0445	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0500	0	0	6	0	1	0	7	0	0	9	0	0	0	9
0515	0	0	9	1	0	0	10	0	0	15	0	0	2	17
0530	0	0	12	0	0	1	13	0	0	26	0	1	1	28
0545	0	0	9	0	0	0	9	0	0	36	0	0	2	38
0600	0	0	14	0	0	1	15	0	0	24	0	0	1	25
0615	0	0	17	0	1	2	20	0	0	23	0	0	0	23
0630	0	0	22	0	1	0	23	0	0	44	0	1	0	45
0645	0	0	26	0	0	0	26	0	0	54	0	1	0	55
0700	0	0	15	0	0	0	15	0	0	74	0	0	0	74
0715	0	0	30	0	1	1	32	0	0	65	1	1	0	67
0730	0	0	43	0	0	1	44	0	0	67	3	0	0	70
0745	0	0	39	0	0	0	39	0	0	84	0	0	0	84
0800	0	0	47	2	0	0	49	0	0	98	0	1	0	99
0815	0	0	74	0	0	2	76	0	0	88	0	0	1	89
0830	0	0	38	0	3	1	42	0	0	64	0	2	1	67
0845	0	0	42	0	0	1	43	0	0	52	1	2	1	56
0900	0	0	28	0	2	1	31	0	0	37	0	2	2	41
0915	0	0	19	0	3	1	23	0	0	28	0	2	1	31
0930	0	0	31	0	3	0	34	0	0	30	0	2	2	34
0945	0	0	21	0	2	0	23	0	0	25	0	3	2	30
1000	0	0	22	0	0	3	25	0	0	21	0	2	1	24
1015	0	0	14	0	3	2	19	0	0	9	0	1	1	11
1030	0	0	25	0	1	0	26	0	0	25	0	1	2	28
1045	0	0	21	0	6	1	28	0	0	17	0	0	0	17
1100	0	0	23	0	1	0	24	0	0	31	0	2	0	33
1115	0	0	23	0	2	1	26	0	0	23	0	0	2	25
1130	0	0	26	0	1	0	27	0	0	31	0	1	1	33
1145	0	0	35	0	4	1	40	0	0	34	0	4	0	38
1200	0	0	47	0	2	0	49	0	0	34	0	2	1	37
1215	0	0	41	0	1	0	42	0	0	47	0	1	0	48
1230	0	0	35	1	1	1	38	0	0	44	0	3	0	47
1245	0	0	40	0	2	0	42	0	0	46	0	2	1	49
1300	0	0	28	0	3	1	32	0	0	32	0	3	4	39
1315	0	0	29	0	1	4	34	0	0	31	0	0	0	31
1330	0	0	27	0	2	1	30	0	0	33	0	2	3	38
1345	0	0	28	0	3	2	33	0	0	23	0	0	4	27
1400	0	0	35	0	1	0	36	0	0	20	1	1	0	22
1415	0	0	38	0	1	2	41	0	0	26	1	0	2	29
1430	0	0	42	0	2	0	44	0	0	37	0	1	1	39
1445	0	0	50	1	2	0	53	0	0	30	0	1	2	33
1500	0	0	59	0	1	2	62	0	0	34	0	2	0	36
1515	0	0	62	1	1	0	64	0	0	49	1	3	0	53
1530	0	0	96	0	3	3	102	0	0	55	0	2	2	59
1545	0	0	74	0	1	0	75	0	0	50	0	0	0	50
1600	0	0	107	0	1	0	108	0	0	43	0	1	0	44
1615	0	0	85	1	0	0	86	0	0	41	0	0	0	41
1630	0	0	97	1	0	0	98	0	0	50	0	0	0	50
1645	0	0	66	0	1	0	67	0	0	35	0	0	0	35
1700	0	0	91	0	0	0	91	0	0	51	0	0	2	53
1715	0	0	70	0	0	0	70	0	0	39	0	0	0	39
1730	0	0	47	0	1	0	48	0	0	21	0	0	0	21
1745	0	0	44	0	0	0	44	0	0	38	0	2	1	41
1800	0	0	61	0	0	0	61	0	0	11	0	0	0	11
1815	0	0	47	0	1	0	48	0	0	22	0	0	0	22
1830	0	0	33	0	0	0	33	0	0	21	0	0	0	21
1845	0	0	23	0	0	0	23	0	0	16	0	0	0	16
1900	0	0	24	0	0	0	24	0	0	15	0	0	0	15
1915	0	0	25	0	0	0	25	0	0	19	0	0	1	20
1930	0	0	21	0	1	0	22	0	0	18	0	0	0	18
1945	0	0	14	0	0	1	15	0	0	11	0	0	0	11
2000	0	0	22	0	0	0	22	0	0	12	0	0	0	12
2015	0	0	14	0	0	0	14	0	0	10	0	0	0	10
2030	0	0	21	0	0	0	21	0	0	17	0	0	0	17
2045	0	0	15	0	0	0	15	0	0	8	0	0	0	8
2100	0	0	16	0	0	0	16	0	0	7	0	0	0	7
2115	0	0	9	0	0	0	9	0	0	6	0	0	0	6
2130	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2145	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2200	0	0	13	0	0	0	13	0	0	3	0	0	0	3
2215	0	0	5	0	0	0	5	0	0	6	0	0	0	6
2230	0	0	6	0	0	0	6	0	0	0	0	0	0	0
2245	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2300	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2330	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2345	0	0	6	0	0	0	6	0	0	5	0	0	0	5
Total	0	0	2504	8	67	37	2616	0	0	2326	8	58	48	2440

Volume Report

Job 1645_10_VHB_ATTR BV-A

Area Devens, MA

Location Jackson Road, north of Antietam Street

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0030	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0045	0	0	6	0	0	1	7	0	0	4	0	0	0	4
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0345	0	0	0	0	0	1	1	0	0	3	0	0	0	3
0400	0	0	2	0	0	0	2	0	0	5	0	1	0	6
0415	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0430	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0445	0	0	10	0	0	0	10	0	0	10	0	0	0	10
0500	0	0	5	0	0	0	5	0	0	8	0	0	0	8
0515	0	0	5	0	0	0	5	0	0	18	0	0	0	18
0530	0	0	12	0	0	0	12	0	0	22	0	0	1	23
0545	0	0	13	0	1	0	14	0	0	44	0	0	1	45
0600	0	0	15	0	1	0	16	0	0	20	0	0	0	20
0615	0	0	21	0	0	0	21	0	1	33	0	2	0	36
0630	0	0	15	0	0	0	15	0	0	48	0	0	0	48
0645	0	0	24	0	1	1	26	0	0	63	0	0	0	63
0700	0	0	25	0	0	1	26	0	0	55	1	0	0	56
0715	0	0	48	0	0	1	49	0	0	68	0	0	1	69
0730	0	0	39	0	3	1	43	0	0	69	0	1	2	72
0745	0	0	53	0	1	1	55	0	0	71	0	1	0	72
0800	0	0	50	2	0	2	54	0	0	93	1	1	0	95
0815	0	0	58	0	3	1	62	0	0	106	0	1	1	108
0830	0	0	44	0	2	1	47	0	0	63	0	2	1	66
0845	0	0	26	0	1	0	27	1	0	66	1	1	1	70
0900	0	0	35	0	4	0	39	0	0	32	0	1	1	34
0915	0	0	31	1	1	1	34	0	0	30	0	3	1	34
0930	0	0	26	0	1	1	28	0	0	28	0	0	3	31
0945	0	0	29	0	1	1	31	0	0	26	0	1	0	27
1000	0	0	28	0	0	1	29	1	0	27	0	0	2	30
1015	0	0	29	0	2	1	32	0	0	15	0	1	2	18
1030	0	0	23	0	6	0	29	0	0	21	0	2	2	25
1045	0	0	31	0	0	0	31	0	0	18	0	2	0	20
1100	0	0	31	0	3	2	36	0	0	18	0	1	1	20
1115	0	0	23	0	0	2	25	0	0	30	0	3	1	34
1130	0	0	30	0	1	2	33	0	0	22	0	1	0	23
1145	0	0	40	0	0	0	40	0	0	35	0	1	0	36
1200	0	0	45	0	5	0	50	0	0	41	0	1	1	43
1215	0	0	39	1	1	1	42	0	0	32	1	4	1	38
1230	0	0	34	0	4	1	39	0	0	40	0	0	1	41
1245	0	0	36	0	4	1	41	0	1	37	0	0	0	38
1300	0	1	29	0	2	3	35	1	0	35	0	1	0	37
1315	0	0	34	0	3	0	37	0	0	60	0	1	0	61
1330	0	0	83	0	1	1	85	1	0	55	1	0	2	59
1345	1	0	51	0	1	1	54	0	0	25	0	1	1	27
1400	0	2	46	0	1	0	49	0	1	29	1	1	0	32
1415	0	0	40	0	1	1	42	0	0	21	0	0	0	21
1430	1	1	58	0	3	0	63	1	0	39	0	1	1	42
1445	0	1	43	0	1	1	46	0	0	36	1	1	0	38
1500	1	0	53	0	1	0	55	0	0	31	0	2	0	33
1515	0	0	54	0	1	0	55	0	0	48	0	1	0	49
1530	0	0	92	0	1	0	93	1	0	29	0	0	0	30
1545	1	0	59	0	5	1	66	0	0	37	0	0	0	37
1600	1	0	77	1	1	2	82	0	0	46	0	1	0	47
1615	0	0	73	1	0	0	74	0	0	37	0	0	1	38
1630	0	0	66	0	0	0	66	0	0	30	0	1	1	32
1645	0	0	73	0	3	0	76	0	0	59	0	0	0	59
1700	0	0	59	0	0	1	60	0	0	47	0	1	0	48
1715	0	0	63	0	0	0	63	0	0	32	0	0	0	32
1730	1	0	41	0	1	1	44	1	0	28	0	1	0	30
1745	0	0	57	0	1	0	58	1	0	26	0	1	1	29
1800	0	0	43	0	0	0	43	0	0	19	0	0	0	19
1815	0	0	37	1	2	0	40	0	0	25	0	4	1	30
1830	0	1	31	0	0	0	32	0	0	17	0	0	0	17
1845	0	0	36	0	0	1	37	0	0	13	0	1	0	14
1900	0	0	36	1	0	0	37	0	0	15	0	1	1	17
1915	0	1	21	0	0	0	22	0	0	10	0	0	0	10
1930	0	0	34	0	0	0	34	0	0	17	0	0	0	17
1945	0	0	24	0	0	0	24	0	0	13	0	0	0	13
2000	0	0	39	0	0	0	39	0	0	19	0	0	0	19
2015	0	0	21	0	0	1	22	0	0	12	0	0	0	12
2030	0	0	18	0	0	0	18	0	0	13	0	0	0	13
2045	0	0	15	0	1	0	16	0	0	11	0	0	0	11
2100	0	0	19	0	0	1	20	0	0	14	0	0	0	14
2115	0	0	16	0	0	0	16	0	0	14	0	0	0	14
2130	0	0	10	0	0	0	10	0	0	6	0	0	0	6
2145	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2200	0	0	16	0	0	0	16	0	0	6	0	0	0	6
2215	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2230	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2300	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2315	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2330	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2345	0	0	9	0	0	0	9	0	0	5	0	0	0	5
Total	6	7	2633	8	76	40	2770	8	3	2364	7	51	34	2467

Volume Report

Job 1645_10_VHB_ATR BV-A

Area Devens, MA

Location Jackson Road, north of Antietam Street

Thursday, May 8, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	0	0	1	0	1
0015	0	0	5	0	0	0	5	0	0	0	0	3	0	3
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0115	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	5	0	0	1	6
0345	0	0	1	0	0	0	1	0	0	5	0	1	0	6
0400	0	0	0	0	0	0	0	0	0	4	0	1	0	5
0415	0	0	2	0	0	0	2	0	0	6	0	1	0	7
0430	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0445	0	0	3	0	0	0	3	0	0	11	0	0	0	11
0500	0	0	6	0	0	1	7	0	0	8	0	0	0	8
0515	0	0	8	0	1	0	9	0	0	14	0	0	0	14
0530	0	0	8	0	0	0	8	0	0	21	0	0	0	21
0545	0	0	16	0	0	1	17	0	0	39	0	0	1	40
0600	0	0	13	0	0	0	13	0	0	27	0	1	0	28
0615	0	0	13	0	0	1	14	0	0	28	0	0	0	28
0630	0	0	19	0	0	0	19	0	0	51	0	0	1	52
0645	0	0	15	0	0	0	15	0	0	76	0	1	1	78
0700	0	0	21	0	0	1	22	0	0	57	1	1	0	59
0715	0	0	27	0	0	0	27	0	0	59	0	2	3	64
0730	0	0	32	0	1	1	34	0	0	47	0	0	0	47
0745	0	0	54	0	0	2	56	0	0	93	0	0	2	95
0800	0	0	52	2	1	1	56	0	0	105	1	1	0	107
0815	0	0	65	0	1	1	67	0	0	99	0	1	1	101
0830	0	0	47	0	1	2	50	0	0	68	0	1	1	70
0845	0	0	32	0	1	0	33	0	0	58	1	0	2	61
0900	0	0	38	0	0	1	39	0	0	31	0	1	0	32
0915	0	0	31	1	1	1	34	0	0	22	0	2	0	24
0930	0	0	25	0	1	0	26	0	0	33	0	1	0	34
0945	0	0	11	0	3	0	14	0	0	27	0	1	1	29
1000	0	0	30	0	1	3	34	0	0	28	0	1	0	29
1015	0	0	28	0	1	2	31	0	0	36	1	0	1	38
1030	0	0	39	0	2	3	44	0	0	39	0	2	0	41
1045	0	0	21	0	2	1	24	0	0	25	0	0	1	26
1100	0	0	36	0	1	1	38	0	1	16	0	3	0	20
1115	0	0	24	0	0	2	26	0	0	25	0	1	1	27
1130	0	0	33	0	2	1	36	1	0	23	0	1	1	26
1145	1	0	44	0	1	2	48	0	0	33	0	1	0	34
1200	0	0	48	0	0	0	48	0	0	44	0	0	2	46
1215	0	0	33	0	1	1	35	0	2	45	0	1	2	50
1230	0	0	38	0	1	0	39	0	0	43	0	0	2	45
1245	0	0	35	1	1	1	38	0	0	35	0	1	0	36
1300	0	0	46	0	0	0	46	0	1	39	0	2	3	45
1315	1	1	43	0	5	0	50	0	0	20	0	1	1	22
1330	0	0	39	0	0	1	40	0	0	28	0	0	1	29
1345	0	0	45	0	1	3	49	0	0	30	0	0	0	30
1400	0	0	44	0	1	1	46	2	0	27	1	1	4	35
1415	0	0	44	0	4	0	48	0	0	25	1	2	0	28
1430	1	0	49	0	0	0	50	0	0	33	0	1	3	37
1445	0	0	57	0	1	0	58	0	0	33	1	1	0	35
1500	0	0	45	0	0	0	45	0	0	41	0	1	0	42
1515	1	0	85	1	0	0	87	0	0	35	0	1	1	37
1530	0	0	111	0	1	0	112	0	0	55	0	0	1	56
1545	2	0	62	0	2	0	66	0	0	50	0	2	0	52
1600	0	2	94	0	1	1	98	0	0	46	0	0	0	46
1615	0	0	89	1	1	1	92	0	0	43	0	0	0	43
1630	0	0	94	0	1	0	95	0	0	58	0	1	0	59
1645	0	0	82	0	0	0	82	0	0	44	0	1	0	45
1700	0	0	74	0	1	0	75	0	0	51	0	0	0	51
1715	0	0	89	0	0	0	89	0	0	28	0	1	0	29
1730	0	0	53	0	0	0	53	0	0	25	0	0	0	25
1745	0	0	41	0	0	0	41	0	0	27	0	0	0	27
1800	0	0	41	0	0	0	41	0	0	29	0	0	0	29
1815	0	0	42	0	0	0	42	0	0	32	0	0	0	32
1830	0	0	31	1	0	0	32	0	0	20	0	0	0	20
1845	0	0	20	0	1	0	21	0	0	23	0	1	0	24
1900	0	0	28	0	0	0	28	0	0	21	0	0	0	21
1915	0	0	22	0	0	0	22	0	0	7	0	0	0	7
1930	0	0	30	0	0	0	30	0	0	16	0	0	1	17
1945	0	0	16	0	0	0	16	0	0	13	0	0	0	13
2000	0	0	20	0	0	0	20	0	0	9	0	0	0	9
2015	0	0	14	0	0	0	14	0	0	5	0	0	0	5
2030	0	0	18	0	0	0	18	0	0	9	0	0	0	9
2045	0	0	15	0	0	1	16	0	0	8	0	0	0	8
2100	0	0	20	0	0	0	20	0	0	6	0	0	0	6
2115	0	0	16	0	0	0	16	0	0	6	0	0	0	6
2130	0	0	12	0	0	0	12	0	0	6	0	0	1	7
2145	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2200	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2230	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2245	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2300	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2315	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2330	0	0	6	0	0	1	7	0	0	1	0	0	0	1
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	6	3	2671	7	46	39	2772	3	4	2386	7	48	40	2488

Volume Report

Job 1645_10_VHB_ATR BV-A

Area Devens, MA

Location Jackson Road, north of Antietam Street



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0030	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0045	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0130	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0145	0	0	4	0	0	1	5	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	5	0	0	1	6
0430	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0445	0	0	6	0	0	0	6	0	0	16	0	0	0	16
0500	0	0	12	0	0	0	12	0	0	13	0	1	0	14
0515	0	0	11	0	0	0	11	0	0	14	0	0	0	14
0530	0	0	6	0	1	1	8	0	0	19	0	2	1	22
0545	0	0	14	0	1	0	15	0	0	37	0	0	0	37
0600	0	0	24	0	0	0	24	0	0	23	0	0	0	23
0615	0	0	17	0	0	0	17	0	0	23	0	0	1	24
0630	0	0	17	0	1	0	18	0	0	39	0	0	2	41
0645	0	0	20	0	0	0	20	0	0	59	0	0	2	61
0700	0	0	19	0	0	0	19	0	1	56	1	1	1	60
0715	0	0	29	0	1	0	30	0	0	56	0	2	0	58
0730	0	0	46	0	0	0	46	0	0	59	0	0	1	60
0745	1	0	45	0	2	0	48	0	0	72	0	2	3	77
0800	0	0	52	2	2	1	57	0	0	66	0	2	0	68
0815	0	0	58	0	0	1	59	0	0	104	0	1	0	105
0830	0	0	37	0	1	0	38	0	1	58	2	0	0	61
0845	0	0	28	0	0	2	30	0	0	45	1	0	0	46
0900	0	0	26	0	1	2	29	0	0	28	0	8	0	36
0915	0	0	27	1	2	0	30	0	0	28	0	1	1	30
0930	0	0	19	0	0	1	20	0	0	24	0	1	3	28
0945	0	0	37	0	0	3	40	0	0	24	0	0	0	24
1000	2	0	27	0	2	2	33	0	0	27	0	2	0	29
1015	0	0	22	0	1	0	23	2	0	25	0	2	2	31
1030	1	0	33	0	1	1	36	0	0	32	0	1	1	34
1045	0	0	29	0	0	3	32	0	0	27	0	1	2	30
1100	0	0	36	0	1	0	37	1	0	18	0	2	2	23
1115	0	0	30	0	1	1	32	0	0	32	0	1	1	34
1130	0	0	38	0	1	1	40	0	0	25	0	0	3	28
1145	0	0	48	0	0	1	49	0	0	28	0	1	1	30
1200	0	0	49	0	0	1	50	0	0	31	0	1	2	34
1215	0	0	40	0	4	4	48	0	0	36	0	0	1	37
1230	0	0	45	0	2	0	47	0	0	24	0	0	0	24
1245	0	0	41	0	3	0	44	0	0	34	0	1	1	36
1300	0	0	41	0	1	0	42	0	0	33	0	1	0	34
1315	0	0	36	0	3	0	39	0	0	31	0	1	1	33
1330	0	1	31	0	1	2	35	0	0	26	0	0	1	27
1345	0	0	45	0	4	0	49	0	0	26	0	1	1	28
1400	0	0	44	0	0	0	44	0	0	23	1	1	1	26
1415	0	0	49	0	0	0	49	0	0	26	0	0	0	26
1430	0	0	31	0	2	0	33	0	0	37	0	0	0	37
1445	0	0	50	0	2	1	53	0	0	29	0	0	0	29
1500	0	0	59	0	0	0	59	0	0	37	0	0	0	37
1515	0	0	67	0	0	3	70	0	0	42	0	0	0	42
1530	0	0	119	0	1	0	120	0	0	61	0	1	0	62
1545	0	0	77	0	0	0	77	0	0	45	0	0	2	47
1600	0	0	81	0	0	1	82	0	0	37	0	0	0	37
1615	0	0	77	1	1	0	79	0	0	30	0	2	0	32
1630	0	0	78	0	4	0	82	0	0	38	0	1	1	40
1645	0	0	58	0	0	0	58	0	0	40	0	0	0	40
1700	0	0	79	0	0	0	79	0	0	48	0	0	0	48
1715	0	0	54	0	0	1	55	0	0	24	0	0	0	24
1730	0	0	40	0	0	0	40	0	0	24	0	0	0	24
1745	0	0	34	0	0	0	34	0	0	23	0	0	1	24
1800	0	0	28	0	0	0	28	0	0	18	0	0	0	18
1815	0	0	30	0	0	0	30	0	0	15	0	0	1	16
1830	0	0	33	0	1	0	34	0	0	26	0	0	0	26
1845	0	0	29	0	0	0	29	0	0	19	0	0	0	19
1900	0	0	36	0	0	0	36	0	0	19	0	2	0	21
1915	0	0	22	0	0	0	22	0	0	22	0	0	0	22
1930	0	0	24	0	0	0	24	0	0	7	0	0	0	7
1945	0	0	19	0	0	0	19	0	0	23	0	0	0	23
2000	0	0	22	0	0	0	22	0	0	9	0	1	0	10
2015	0	0	17	0	0	0	17	0	0	9	0	0	0	9
2030	0	0	21	0	0	0	21	0	0	7	0	0	0	7
2045	0	0	19	0	0	0	19	0	0	3	0	1	0	4
2100	0	0	20	0	0	0	20	0	0	5	0	0	0	5
2115	0	0	5	0	0	0	5	0	0	10	0	0	0	10
2130	0	0	14	0	0	0	14	0	0	12	0	0	0	12
2145	0	0	10	1	0	0	11	0	0	7	0	0	0	7
2200	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2215	0	0	18	0	0	0	18	0	0	6	0	0	0	6
2230	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2245	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2300	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2315	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2330	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2345	0	0	6	0	0	0	6	0	0	2	0	0	0	2
Total	4	1	2596	5	48	35	2689	3	2	2177	5	45	41	2273

Volume Report

Job 1645_10_VHB_ATR BV-A

Area Devens, MA

Location Jackson Road, north of Antietam Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0015	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	3	0	1	0	4
0400	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0445	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0500	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0515	0	0	7	0	0	0	7	0	0	9	0	0	0	9
0530	0	0	4	0	0	0	4	0	0	10	0	1	0	11
0545	0	0	5	0	0	0	5	0	0	10	0	0	0	10
0600	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0615	0	0	10	0	0	0	10	0	0	6	0	0	0	6
0630	0	0	5	0	0	0	5	0	0	25	0	0	0	25
0645	0	0	10	0	1	1	12	0	0	15	0	0	0	15
0700	0	0	12	0	0	0	12	0	0	9	0	1	0	10
0715	0	0	11	0	0	0	11	0	0	17	1	0	0	18
0730	0	0	22	0	3	1	26	0	0	21	0	0	1	22
0745	0	0	22	0	0	0	22	0	0	16	0	1	0	17
0800	0	0	18	0	0	0	18	0	0	16	0	0	1	17
0815	0	0	12	0	0	0	12	0	0	12	0	1	0	13
0830	0	0	22	0	0	0	22	0	0	21	0	3	0	24
0845	0	0	20	0	1	0	21	0	0	17	0	0	0	17
0900	0	0	18	0	2	1	21	0	0	33	0	0	0	33
0915	0	0	24	0	0	0	24	0	0	26	0	1	1	28
0930	0	0	11	0	0	0	11	0	0	38	0	0	0	38
0945	0	0	21	0	0	0	21	0	0	26	0	0	0	26
1000	0	0	21	0	0	0	21	0	0	28	0	2	0	30
1015	0	0	26	0	1	0	27	0	0	32	0	0	0	32
1030	0	0	36	0	1	0	37	0	0	31	0	0	0	31
1045	0	0	33	0	2	0	35	0	0	20	0	0	0	20
1100	0	0	28	0	1	0	29	0	0	33	0	0	0	33
1115	0	0	25	0	0	0	25	0	0	24	0	0	1	25
1130	0	0	41	0	0	0	41	0	0	28	0	1	0	29
1145	0	0	36	0	0	0	36	0	0	21	0	0	0	21
1200	1	0	35	0	0	0	36	0	0	31	0	0	0	31
1215	0	0	30	0	0	0	30	0	0	31	0	0	1	32
1230	0	0	30	0	0	1	31	0	0	27	0	0	1	28
1245	0	0	38	0	0	0	38	0	0	21	0	0	0	21
1300	0	0	23	0	0	0	23	1	0	20	0	0	0	21
1315	0	0	29	0	1	0	30	0	0	25	0	0	0	25
1330	0	0	34	0	1	0	35	0	0	21	0	0	0	21
1345	0	0	19	0	0	0	19	0	0	38	0	0	0	38
1400	0	0	32	0	0	0	32	0	0	29	0	0	0	29
1415	0	0	48	0	0	0	48	0	0	19	0	0	1	20
1430	0	0	36	0	0	0	36	0	0	18	0	0	0	18
1445	0	0	39	0	0	1	40	0	0	28	0	0	0	28
1500	0	0	36	0	0	1	37	0	0	33	0	0	0	33
1515	0	0	26	0	0	0	26	0	1	23	0	0	0	24
1530	0	1	37	0	0	0	38	0	0	34	0	1	0	35
1545	0	0	43	1	0	0	44	0	0	27	0	0	0	27
1600	0	0	24	0	0	0	24	0	0	14	0	0	0	14
1615	0	0	18	0	0	0	18	0	0	18	0	0	0	18
1630	0	0	23	0	0	1	24	0	0	15	0	0	0	15
1645	0	2	24	0	0	0	26	0	0	21	0	0	0	21
1700	0	0	23	0	0	0	23	0	0	18	0	0	0	18
1715	0	0	22	0	0	0	22	0	0	28	0	0	0	28
1730	0	0	25	0	0	0	25	0	0	15	0	0	0	15
1745	0	0	27	0	0	0	27	0	1	15	0	0	0	16
1800	0	0	26	0	0	0	26	0	0	12	1	0	0	13
1815	0	0	25	0	0	0	25	0	0	11	0	0	0	11
1830	0	0	20	0	1	1	22	0	0	16	0	0	0	16
1845	0	1	14	0	0	0	15	1	0	13	0	0	0	14
1900	0	0	17	0	0	0	17	0	0	15	0	0	0	15
1915	0	0	16	0	0	0	16	0	0	14	0	0	0	14
1930	1	0	21	1	0	0	23	0	0	13	0	1	0	14
1945	0	0	19	0	0	0	19	0	0	14	0	0	0	14
2000	0	0	18	0	0	0	18	0	0	18	0	0	0	18
2015	0	0	16	0	0	0	16	0	0	11	0	0	1	12
2030	0	0	14	0	0	1	15	0	0	12	1	0	0	13
2045	0	0	12	0	0	0	12	0	0	8	0	0	0	8
2100	0	0	11	0	0	0	11	0	0	7	0	0	0	7
2115	0	0	8	1	0	0	9	0	0	9	0	0	0	9
2130	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2145	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2200	0	0	10	0	0	0	10	0	0	4	0	0	0	4
2215	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2230	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2245	0	0	3	0	0	0	3	0	0	3	0	0	1	4
2300	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2330	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2345	0	0	3	0	0	0	3	0	0	3	0	0	0	3
Total	2	4	1556	3	15	11	1591	2	2	1364	3	15	10	1396

Volume Report

Job 1645_10_VHB_ATR BV-B
Area Devens, MA
Location Jackson Road, south of Antietam Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0030	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0045	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0100	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0145	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0430	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0445	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0500	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0515	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0530	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0545	0	0	3	0	0	0	3	0	0	8	0	0	0	8
0600	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0615	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0630	0	0	12	0	0	0	12	0	0	12	0	0	0	12
0645	0	0	8	0	0	0	8	0	0	13	0	0	0	13
0700	0	0	19	0	0	0	19	0	0	14	0	0	0	14
0715	0	0	15	0	0	0	15	0	0	14	0	0	0	14
0730	0	0	15	0	0	0	15	0	0	21	0	0	0	21
0745	0	0	17	0	0	0	17	0	0	11	0	0	0	11
0800	0	0	13	0	0	0	13	0	0	20	0	0	0	20
0815	0	0	17	0	0	0	17	0	0	13	0	0	0	13
0830	0	0	14	0	0	0	14	0	0	24	0	0	0	24
0845	0	0	16	0	0	0	16	0	0	14	0	0	0	14
0900	0	0	19	0	0	0	19	0	0	15	0	0	0	15
0915	0	0	11	0	0	0	11	0	0	23	0	0	0	23
0930	0	0	14	0	0	0	14	1	0	19	0	0	0	20
0945	0	0	17	0	1	0	18	0	0	16	0	1	1	18
1000	0	0	23	0	0	0	23	0	0	21	0	0	0	21
1015	0	0	13	0	0	1	14	0	0	19	0	0	0	19
1030	0	0	21	0	1	0	22	0	0	16	0	0	0	16
1045	0	0	20	0	0	1	21	0	0	18	0	1	1	20
1100	0	1	20	0	1	0	22	0	0	7	0	0	0	7
1115	2	0	28	0	0	0	30	0	0	15	0	0	0	15
1130	0	0	27	0	1	0	28	0	0	13	0	0	0	13
1145	1	0	28	0	0	1	30	0	0	27	0	0	0	27
1200	0	2	45	0	0	0	47	0	1	19	0	0	0	20
1215	0	1	23	0	0	0	24	0	0	36	0	0	0	36
1230	0	0	19	0	0	0	19	0	0	25	0	1	0	26
1245	0	1	25	0	0	0	26	0	0	29	0	0	0	29
1300	0	0	24	0	0	0	24	0	0	14	0	0	1	15
1315	0	0	23	0	0	0	23	0	0	23	0	0	0	23
1330	0	0	23	0	0	0	23	0	0	18	0	0	0	18
1345	0	0	25	0	0	0	25	0	0	23	0	0	1	24
1400	0	0	17	0	0	0	17	0	1	25	0	0	0	26
1415	0	1	22	0	0	0	23	0	0	13	0	0	0	13
1430	0	0	38	0	0	0	38	0	0	26	0	0	0	26
1445	0	0	29	0	1	0	30	2	0	27	0	0	0	29
1500	0	0	26	0	0	0	26	0	0	27	0	0	0	27
1515	0	0	21	0	0	0	21	0	0	15	0	0	0	15
1530	0	0	27	0	0	0	27	1	0	16	0	0	0	17
1545	0	0	26	0	0	0	26	0	0	16	0	0	0	16
1600	0	0	31	0	0	0	31	0	0	13	0	0	0	13
1615	0	0	27	0	0	0	27	0	0	15	0	0	0	15
1630	0	0	33	1	0	0	34	0	0	7	0	0	0	7
1645	0	0	35	0	0	0	35	0	0	17	0	0	0	17
1700	0	0	28	0	0	0	28	0	0	19	0	0	0	19
1715	0	0	33	0	0	0	33	0	0	14	0	0	0	14
1730	0	0	25	0	0	0	25	0	0	13	0	0	0	13
1745	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1800	0	0	33	0	0	0	33	0	0	8	0	0	0	8
1815	0	0	14	0	0	0	14	0	0	8	0	0	0	8
1830	0	0	33	0	0	0	33	0	0	20	0	0	0	20
1845	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1900	0	0	24	0	0	0	24	0	1	7	0	0	0	8
1915	0	0	11	0	0	0	11	0	0	13	0	0	0	13
1930	0	0	19	0	0	0	19	0	0	9	0	0	0	9
1945	0	0	16	0	0	0	16	0	0	8	0	0	0	8
2000	0	0	13	0	0	0	13	0	0	7	0	0	0	7
2015	0	0	8	0	0	0	8	0	0	10	0	0	0	10
2030	0	0	7	0	0	0	7	0	0	12	0	0	1	13
2045	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2100	0	0	11	0	0	0	11	0	0	8	0	1	0	9
2115	0	0	9	0	0	0	9	0	0	8	0	0	0	8
2130	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2145	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2200	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2230	0	0	7	0	1	0	8	0	0	4	0	0	0	4
2245	0	0	7	0	0	0	7	0	0	2	0	1	0	3
2300	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2315	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2330	0	0	5	0	0	0	5	0	0	0	0	0	0	0
2345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Total	3	6	1353	1	6	3	1372	4	3	1057	0	5	5	1074

Volume Report

Job 1645_10_VHB_ATR BV-B

Area Devens, MA

Location Jackson Road, south of Antietam Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	3	0	0	0	3	0	0	1	0	1	0	2
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0400	0	0	1	0	0	1	2	0	0	3	0	0	0	3
0415	0	0	2	0	0	0	2	0	0	5	0	0	1	6
0430	0	0	8	0	0	0	8	0	0	8	0	0	0	8
0445	0	0	10	0	0	0	10	0	0	8	0	0	0	8
0500	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0515	0	0	17	0	0	1	18	0	0	5	0	0	0	5
0530	0	0	13	0	0	1	14	0	0	15	0	0	2	17
0545	0	0	19	0	0	1	20	0	0	24	0	0	0	24
0600	0	0	22	0	0	0	22	0	0	18	0	0	0	18
0615	0	0	15	0	2	0	17	0	0	34	0	2	0	36
0630	0	0	20	0	0	1	21	0	0	35	0	2	0	37
0645	0	0	24	0	0	1	25	0	0	45	0	0	0	45
0700	0	0	27	0	0	1	28	0	0	51	0	1	0	52
0715	0	0	41	0	2	0	43	0	0	38	1	3	0	42
0730	0	0	36	0	1	0	37	1	0	54	0	1	0	56
0745	0	0	63	0	0	0	63	0	0	68	0	1	2	71
0800	0	0	70	2	2	1	75	0	0	60	0	2	0	62
0815	0	0	86	1	2	2	91	0	0	60	2	3	1	66
0830	0	0	36	0	1	0	37	0	0	53	0	1	1	55
0845	0	0	35	0	4	1	40	0	0	35	2	1	0	38
0900	0	0	22	0	3	1	26	0	0	23	0	1	0	24
0915	0	0	19	1	2	1	23	0	0	20	0	5	5	30
0930	0	0	23	1	1	0	25	0	0	23	0	1	0	24
0945	0	0	25	0	1	4	30	0	0	19	1	1	0	21
1000	0	0	16	1	1	0	18	0	0	18	0	3	4	25
1015	0	0	18	2	0	0	20	0	0	21	0	2	2	25
1030	0	0	17	0	1	1	19	0	0	20	0	2	0	22
1045	0	0	22	0	0	0	22	0	0	14	0	1	1	16
1100	0	0	23	0	2	0	25	0	0	17	0	1	0	18
1115	0	0	29	1	3	1	34	0	0	24	0	1	1	26
1130	0	0	25	0	3	3	31	0	0	14	0	1	1	16
1145	0	0	27	0	1	0	28	0	0	20	0	2	2	24
1200	0	0	33	0	0	3	36	0	0	17	0	2	0	19
1215	0	0	31	0	2	0	33	0	0	26	0	4	1	31
1230	0	0	22	0	4	1	27	0	0	23	0	1	2	26
1245	0	0	26	0	2	1	29	0	0	26	0	2	1	29
1300	0	0	22	0	1	0	23	0	0	27	0	0	0	27
1315	0	0	22	0	1	1	24	0	0	21	0	1	1	23
1330	0	0	20	0	2	1	23	0	0	27	0	2	2	31
1345	0	0	24	0	3	1	28	0	0	17	0	2	0	19
1400	0	0	28	0	2	1	31	0	0	20	1	1	1	23
1415	0	0	37	0	2	1	40	0	0	13	0	1	2	16
1430	0	0	39	0	0	0	39	0	0	40	0	3	0	43
1445	0	0	35	0	2	2	39	0	0	43	1	2	1	47
1500	0	0	48	1	1	0	50	0	0	28	1	0	0	29
1515	0	0	49	0	3	0	52	0	0	38	0	1	0	39
1530	0	0	67	1	2	0	70	0	0	75	1	4	0	80
1545	0	0	54	0	0	1	55	0	0	63	2	1	0	66
1600	0	0	64	0	1	1	66	0	0	55	0	0	1	56
1615	0	0	52	1	2	0	55	0	0	40	0	0	0	40
1630	0	0	51	0	2	1	54	0	0	40	0	0	0	40
1645	0	0	61	1	1	0	63	0	0	33	0	0	0	33
1700	0	0	56	0	0	1	57	0	0	48	0	0	0	48
1715	0	0	69	0	0	1	70	0	0	50	0	0	1	51
1730	0	0	40	0	0	0	40	0	0	28	0	0	0	28
1745	0	0	35	0	1	0	36	0	0	18	0	0	0	18
1800	0	0	40	0	0	1	41	0	0	19	0	0	0	19
1815	0	0	37	0	0	0	37	0	0	18	0	1	0	19
1830	0	0	34	0	0	0	34	0	0	11	0	2	0	13
1845	0	0	21	1	0	0	22	0	0	16	0	0	0	16
1900	0	0	24	0	1	0	25	0	0	14	0	0	0	14
1915	0	0	18	0	0	0	18	0	0	13	0	0	0	13
1930	0	0	12	0	0	1	13	0	0	19	0	0	0	19
1945	0	0	14	1	0	0	15	0	0	14	0	0	0	14
2000	0	0	21	0	0	0	21	0	0	11	0	0	0	11
2015	0	0	11	0	0	1	12	0	0	14	0	0	0	14
2030	0	0	14	0	0	0	14	0	0	21	0	1	0	22
2045	0	0	12	0	0	0	12	0	0	10	0	0	0	10
2100	0	0	14	0	0	0	14	0	0	4	0	0	0	4
2115	0	0	14	0	0	0	14	0	0	7	0	0	0	7
2130	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2145	0	0	13	0	0	1	14	0	0	7	0	0	0	7
2200	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2215	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2230	0	0	11	0	0	0	11	0	0	4	0	0	0	4
2245	0	0	7	0	0	0	7	0	0	3	0	0	1	4
2300	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2315	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2330	0	0	8	0	0	0	8	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
Total	0	0	2171	15	67	43	2296	1	0	1914	12	70	37	2034

Volume Report

Job 1645_10_VHB_ATTR BV-B
Area Devens, MA
Location Jackson Road, south of Antietam Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0030	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0100	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	2	0	1	0	3
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	1	0	1	0	2	0	0	1	0	1	0	2
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0330	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0345	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0400	0	0	0	0	0	0	0	0	0	4	0	1	0	5
0415	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0430	0	0	10	0	0	0	10	0	0	8	0	0	0	8
0445	0	0	10	0	0	0	10	0	0	9	0	0	0	9
0500	0	0	7	0	1	1	9	0	0	8	0	1	0	9
0515	0	0	12	0	1	0	13	0	0	9	0	1	2	12
0530	0	0	16	0	1	0	17	0	0	21	0	1	2	24
0545	0	0	19	0	0	0	19	0	0	31	0	0	2	33
0600	0	0	16	0	1	1	18	0	0	19	0	0	1	20
0615	0	0	23	0	1	2	26	0	0	20	0	0	0	20
0630	0	0	24	0	1	0	25	0	0	38	0	1	0	39
0645	0	0	30	0	0	0	30	0	0	44	0	1	0	45
0700	0	0	25	0	0	0	25	0	0	61	0	0	0	61
0715	0	0	45	0	0	0	45	0	0	56	1	1	1	59
0730	0	0	56	0	1	1	58	1	0	50	0	4	0	55
0745	0	0	46	0	1	0	47	0	0	56	0	2	0	58
0800	0	0	70	2	1	0	73	0	0	70	0	1	0	71
0815	0	0	82	1	2	2	87	0	0	80	2	2	0	84
0830	0	0	44	0	4	0	48	0	0	65	0	1	0	66
0845	0	0	38	0	0	1	39	0	0	48	1	2	1	52
0900	0	0	27	0	1	1	29	0	0	30	0	2	2	34
0915	0	0	20	1	2	1	24	0	0	23	0	3	0	26
0930	0	0	29	0	5	0	34	0	0	28	0	2	1	31
0945	0	0	22	0	2	1	25	0	0	25	0	2	2	29
1000	0	0	20	0	0	3	23	1	0	18	0	2	1	22
1015	0	0	16	0	1	2	19	0	0	11	0	1	1	13
1030	0	0	24	0	1	0	25	0	0	23	0	1	2	26
1045	0	0	18	0	5	1	24	0	0	16	0	0	0	16
1100	0	0	22	0	1	0	23	0	0	24	0	3	0	27
1115	0	0	28	0	1	2	31	0	0	21	0	0	2	23
1130	0	0	25	0	0	0	25	0	0	30	0	3	1	34
1145	0	0	35	0	1	2	38	0	0	30	0	2	0	32
1200	0	0	46	0	2	0	48	0	0	32	0	2	1	35
1215	0	0	41	0	2	0	43	0	0	48	0	1	0	49
1230	0	0	41	1	1	1	44	0	0	39	0	3	0	42
1245	0	0	33	0	1	0	34	0	0	43	0	1	1	45
1300	0	0	32	0	3	1	36	0	0	33	0	0	4	37
1315	0	0	28	0	1	4	33	0	0	32	0	0	0	32
1330	0	0	25	0	2	1	28	0	0	34	0	2	2	38
1345	0	0	26	0	2	2	30	0	0	21	0	0	5	26
1400	0	0	28	0	1	0	29	0	0	22	1	1	0	24
1415	0	0	32	0	2	1	35	0	0	22	0	0	2	24
1430	0	0	36	0	2	0	38	0	0	40	0	1	1	42
1445	0	0	37	0	3	0	40	0	0	31	0	2	2	35
1500	0	0	51	0	1	2	54	0	0	30	1	3	0	34
1515	0	0	65	1	1	0	67	0	0	38	1	3	0	42
1530	0	0	64	2	3	2	71	0	0	74	2	0	1	77
1545	0	0	65	0	3	0	68	0	0	65	1	3	0	69
1600	0	0	77	0	0	0	77	0	0	43	0	1	0	44
1615	1	0	68	1	2	0	72	0	0	59	0	0	0	59
1630	0	0	72	0	1	0	73	0	0	54	0	0	0	54
1645	0	0	51	0	1	0	52	0	0	32	0	0	0	32
1700	0	0	84	0	0	0	84	0	0	47	0	0	2	49
1715	0	0	51	0	1	0	52	0	0	47	0	0	0	47
1730	0	0	44	0	1	0	45	0	0	23	0	0	0	23
1745	0	0	39	0	0	0	39	0	0	38	0	1	1	40
1800	0	0	61	0	0	0	61	0	0	10	0	0	0	10
1815	0	0	44	0	0	0	44	0	0	18	0	0	0	18
1830	0	0	32	0	0	0	32	0	0	19	0	0	0	19
1845	0	0	23	0	0	0	23	0	0	15	0	0	0	15
1900	0	0	22	0	0	0	22	0	0	13	0	0	0	13
1915	0	0	22	0	0	0	22	0	0	18	0	0	1	19
1930	0	0	24	0	0	0	24	0	0	16	0	0	0	16
1945	0	0	17	0	0	0	17	0	0	11	0	0	0	11
2000	0	0	20	0	0	0	20	0	0	12	0	0	0	12
2015	0	0	14	0	0	0	14	0	0	10	0	0	0	10
2030	0	0	19	0	0	0	19	0	0	17	0	0	0	17
2045	0	0	15	0	0	0	15	0	0	6	0	0	0	6
2100	0	0	17	0	0	0	17	0	0	9	0	0	0	9
2115	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2130	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2145	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2200	0	0	13	0	0	0	13	0	0	1	0	0	0	1
2215	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2230	0	0	6	0	0	0	6	0	0	0	0	0	0	0
2245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2300	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2345	0	0	5	0	0	0	5	0	0	3	0	0	0	3
Total	1	0	2415	9	72	35	2532	2	0	2154	10	66	48	2280

Volume Report

Job 1645_10_VHB_ATR BV-B

Area Devens, MA

Location Jackson Road, south of Antietam Street

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0030	0	0	5	0	0	0	5	0	0	3	0	1	0	4
0045	0	0	6	0	0	1	7	0	0	3	0	0	0	3
0100	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0345	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0400	0	0	2	0	0	0	2	0	0	5	0	0	1	6
0415	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0430	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0445	0	0	12	0	0	1	13	0	0	9	0	0	1	10
0500	0	0	7	0	0	0	7	0	0	6	0	1	0	7
0515	0	0	8	0	0	0	8	0	0	13	0	0	0	13
0530	0	0	19	0	0	0	19	0	0	16	0	0	1	17
0545	0	0	22	0	1	0	23	0	0	37	0	1	1	39
0600	0	0	17	0	1	0	18	0	0	17	0	0	0	17
0615	0	0	24	0	1	0	25	0	1	25	0	2	0	28
0630	0	0	19	0	0	0	19	0	0	44	0	0	0	44
0645	0	0	29	0	1	1	31	0	0	50	0	0	0	50
0700	0	0	35	0	0	1	36	0	0	46	0	0	0	46
0715	0	0	49	0	0	1	50	0	0	57	1	1	1	60
0730	0	0	51	0	3	1	55	0	0	51	0	2	2	55
0745	0	0	67	1	2	1	71	0	0	46	0	1	0	47
0800	0	0	81	1	0	2	84	0	0	64	0	1	0	65
0815	0	0	98	1	2	1	102	0	0	91	3	1	1	96
0830	0	0	50	0	2	1	53	0	0	52	0	2	1	55
0845	0	0	33	0	1	0	34	1	0	55	1	1	1	59
0900	0	0	32	0	4	0	36	0	0	28	0	2	1	31
0915	0	0	29	1	2	1	33	0	0	28	0	4	1	33
0930	0	0	24	1	1	1	27	0	0	23	0	1	3	27
0945	0	0	21	0	2	1	24	0	0	23	0	1	0	24
1000	0	0	29	0	1	1	31	0	0	20	0	0	2	22
1015	0	0	31	0	3	1	35	0	0	12	0	2	2	16
1030	0	0	25	0	5	0	30	0	0	26	0	1	2	29
1045	0	0	25	0	0	0	25	0	0	16	0	0	0	16
1100	0	0	28	0	3	2	33	0	0	14	0	3	1	18
1115	0	0	25	0	0	2	27	0	0	26	0	3	1	30
1130	0	0	26	0	3	2	31	0	0	20	0	1	0	21
1145	0	0	39	0	0	0	39	0	0	32	0	1	0	33
1200	0	0	39	0	0	0	39	0	0	35	0	1	1	37
1215	0	0	36	0	1	1	38	0	0	28	1	2	1	32
1230	0	0	39	0	4	1	44	0	0	36	0	0	1	37
1245	1	0	40	0	4	1	46	0	0	34	0	0	0	34
1300	1	0	35	0	3	3	42	1	0	33	0	2	0	36
1315	0	0	50	1	1	0	52	0	0	37	0	1	0	38
1330	0	1	42	1	2	1	47	1	0	79	2	0	2	84
1345	0	0	37	0	1	1	39	0	0	34	1	1	1	37
1400	0	1	33	0	3	0	37	0	1	29	1	0	0	31
1415	0	0	32	0	0	1	33	0	0	18	0	1	0	19
1430	1	1	48	0	2	0	52	1	0	53	0	3	1	58
1445	0	0	45	0	0	1	46	0	0	35	1	1	1	38
1500	1	0	45	0	0	1	47	0	0	35	1	1	0	37
1515	0	0	46	0	1	0	47	0	0	45	0	1	0	46
1530	0	0	74	0	2	0	76	0	0	34	0	0	0	34
1545	1	0	44	0	4	1	50	0	0	45	0	0	0	45
1600	1	0	54	1	1	2	59	0	0	63	0	1	0	64
1615	0	0	51	0	1	0	52	0	0	41	0	1	0	42
1630	0	0	58	0	0	0	58	0	0	33	0	1	1	35
1645	0	0	60	0	3	0	63	0	0	55	0	1	0	56
1700	0	0	45	0	0	1	46	0	0	42	0	1	0	43
1715	0	0	42	0	0	0	42	0	0	29	0	0	0	29
1730	1	0	35	0	1	1	38	0	0	28	0	1	0	29
1745	0	0	46	0	1	0	47	1	0	22	0	1	1	25
1800	0	0	39	0	0	0	39	0	0	17	0	0	0	17
1815	0	0	38	1	2	0	41	0	0	22	0	3	1	26
1830	0	1	29	0	0	0	30	0	0	17	0	0	0	17
1845	0	0	32	0	0	1	33	0	0	11	0	1	0	12
1900	0	0	31	1	0	0	32	0	0	10	0	1	1	12
1915	0	0	19	0	0	0	19	0	0	7	0	0	0	7
1930	0	0	26	0	0	0	26	0	0	20	0	0	0	20
1945	0	0	20	0	0	0	20	0	0	13	0	0	0	13
2000	0	0	34	0	0	0	34	0	0	21	0	0	0	21
2015	0	0	17	0	0	1	18	0	0	12	0	0	0	12
2030	0	0	17	0	0	0	17	0	0	13	0	0	0	13
2045	0	0	16	0	0	1	17	0	0	9	0	0	0	9
2100	0	0	19	0	0	1	20	0	0	14	0	0	0	14
2115	0	0	16	0	0	0	16	0	0	13	0	0	0	13
2130	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2145	0	0	12	0	0	0	12	0	0	10	0	0	0	10
2200	0	0	15	0	0	0	15	0	0	7	0	0	0	7
2215	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2230	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2300	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2315	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2330	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2345	0	0	7	0	0	0	7	0	0	4	0	0	0	4
Total	7	4	2503	10	75	43	2642	5	2	2156	12	59	36	2270

Volume Report

Job 1645_10_VHB_ATR BV-B

Area Devens, MA

Location Jackson Road, south of Antietam Street

Thursday, May 8, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	0	0	1	0	1
0015	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0115	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0345	0	0	1	0	0	0	1	0	0	5	0	1	0	6
0400	0	0	0	0	0	0	0	0	0	4	0	2	0	6
0415	0	0	3	0	0	0	3	0	0	5	0	0	1	6
0430	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0445	0	0	9	0	0	0	9	0	0	5	0	0	0	5
0500	0	0	7	0	0	1	8	0	0	5	0	0	0	5
0515	0	0	12	0	1	0	13	0	0	12	0	0	0	12
0530	0	0	13	0	0	0	13	0	0	17	0	0	0	17
0545	0	0	20	0	0	1	21	0	0	31	0	0	1	32
0600	0	0	18	0	0	0	18	0	0	23	0	1	0	24
0615	0	0	13	0	1	1	15	0	0	26	0	0	0	26
0630	0	0	23	0	0	0	23	0	0	40	0	0	1	41
0645	0	0	20	0	0	0	20	0	0	65	0	0	1	66
0700	0	0	29	0	0	1	30	0	0	47	0	1	0	48
0715	0	0	41	0	0	0	41	0	0	48	1	4	1	54
0730	0	0	37	0	2	0	39	0	0	38	0	0	0	38
0745	0	0	63	0	0	2	65	0	0	60	0	1	0	61
0800	0	0	75	2	1	0	78	2	0	74	2	1	0	79
0815	0	0	73	0	1	1	75	0	0	82	2	2	1	87
0830	0	0	51	0	1	2	54	0	0	77	0	1	1	79
0845	0	0	40	0	0	3	43	0	0	52	1	1	1	55
0900	0	0	39	0	0	1	40	0	0	33	0	1	0	34
0915	0	0	29	1	0	1	31	0	0	23	0	2	0	25
0930	0	0	28	0	0	0	28	0	0	28	0	0	0	28
0945	0	0	12	0	0	1	13	0	0	27	0	0	1	28
1000	0	0	32	0	1	5	38	0	0	19	0	1	0	20
1015	0	0	30	0	1	2	33	0	0	26	0	3	1	30
1030	0	0	39	0	2	2	43	0	0	34	0	1	0	35
1045	0	0	27	0	1	1	29	0	0	22	0	0	0	22
1100	0	0	33	0	1	1	35	0	0	14	0	2	1	17
1115	0	0	17	0	0	2	19	0	0	26	0	1	1	28
1130	0	0	24	0	4	1	29	1	0	23	0	0	2	26
1145	1	0	31	0	0	2	34	0	0	25	0	2	0	27
1200	0	0	43	0	0	0	43	0	0	39	0	1	1	41
1215	0	0	40	0	2	1	43	0	1	42	0	2	2	47
1230	0	0	38	0	1	0	39	0	0	37	0	1	2	40
1245	0	0	44	0	1	0	45	0	0	42	0	1	0	43
1300	0	2	45	0	0	0	47	0	0	37	0	2	3	42
1315	1	0	36	0	5	0	42	1	0	29	0	1	1	32
1330	0	0	36	0	0	1	37	0	0	33	0	0	1	34
1345	0	0	32	0	1	3	36	0	0	28	0	0	0	28
1400	0	0	40	0	1	1	42	2	0	28	1	2	3	36
1415	0	0	77	1	5	1	84	0	0	56	0	4	3	63
1430	1	0	39	0	0	0	40	0	0	36	0	1	3	40
1445	0	0	48	0	1	1	50	0	0	32	1	1	0	34
1500	0	0	39	0	0	0	39	0	0	36	0	1	0	37
1515	0	0	81	1	0	0	82	0	0	27	0	1	1	29
1530	0	0	85	1	0	1	87	0	0	77	1	0	1	79
1545	0	0	52	0	2	0	54	0	0	52	2	2	0	56
1600	0	2	57	0	1	1	61	0	0	43	0	0	0	43
1615	0	0	65	1	1	1	68	0	0	47	0	0	0	47
1630	0	0	57	0	0	0	57	0	0	58	0	2	1	61
1645	0	0	63	0	1	0	64	0	0	51	0	1	0	52
1700	0	0	61	0	1	0	62	0	0	46	0	0	0	46
1715	0	0	62	0	0	0	62	0	0	41	0	0	0	41
1730	0	1	34	0	1	0	36	0	1	38	0	0	0	39
1745	0	1	29	1	0	0	31	0	0	30	0	0	0	30
1800	0	0	42	0	0	0	42	0	0	30	0	0	0	30
1815	0	0	42	0	1	0	43	1	0	34	0	1	0	36
1830	0	0	32	1	0	0	33	0	0	20	0	0	0	20
1845	0	0	18	0	1	0	19	0	0	22	0	2	0	24
1900	0	0	28	0	0	0	28	0	0	21	0	0	0	21
1915	0	0	22	0	0	0	22	0	0	7	0	0	0	7
1930	0	0	29	0	1	0	30	0	0	16	0	0	1	17
1945	0	0	15	0	0	0	15	0	0	13	0	0	0	13
2000	0	0	20	0	0	0	20	0	0	9	0	0	0	9
2015	0	0	13	0	0	0	13	0	0	5	0	0	0	5
2030	0	0	18	0	0	0	18	0	0	8	0	0	0	8
2045	0	0	14	1	0	0	15	0	0	8	0	0	0	8
2100	0	0	20	0	0	0	20	0	0	6	0	0	0	6
2115	0	0	16	0	0	0	16	0	0	6	0	0	0	6
2130	0	0	12	0	0	0	12	0	0	5	0	1	0	6
2145	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2200	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2230	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2245	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2300	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2315	0	0	8	0	1	0	9	0	0	5	0	0	0	5
2330	0	0	6	0	0	1	7	0	0	1	0	0	0	1
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	3	6	2525	10	45	44	2633	7	2	2267	11	57	38	2382

Volume Report

Job 1645_10_VHB_ATR BV-B

Area Devens, MA

Location Jackson Road, south of Antietam Street



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0015	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0045	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0345	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0415	0	0	2	0	0	0	2	0	0	4	0	1	0	5
0430	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0445	0	0	10	0	0	0	10	0	0	11	0	0	0	11
0500	0	0	13	0	0	0	13	0	0	12	0	0	0	12
0515	0	0	12	0	1	0	13	0	0	9	0	0	0	9
0530	0	0	11	0	0	1	12	0	0	16	0	2	1	19
0545	0	0	22	0	0	0	22	0	0	33	0	0	0	33
0600	0	0	26	0	0	0	26	0	0	19	0	0	0	19
0615	0	0	21	0	0	0	21	0	0	20	0	0	1	21
0630	0	0	22	0	1	0	23	0	0	34	0	0	2	36
0645	0	0	27	0	1	0	28	0	0	46	0	0	2	48
0700	0	0	26	0	0	0	26	0	1	48	0	1	1	51
0715	0	0	43	0	1	0	44	0	0	45	1	1	1	48
0730	0	0	56	0	0	0	56	0	0	49	0	0	1	50
0745	1	0	61	1	1	0	64	0	0	43	0	2	3	48
0800	0	0	74	1	2	1	78	0	0	50	0	2	0	52
0815	0	0	76	1	0	2	79	0	0	81	2	2	0	85
0830	0	0	50	0	1	0	51	0	1	59	0	2	0	62
0845	0	0	31	0	2	3	36	0	0	42	1	0	0	43
0900	0	0	29	0	1	2	32	0	0	26	0	6	0	32
0915	0	0	23	1	2	0	26	0	0	27	0	1	1	29
0930	0	0	20	0	0	1	21	1	0	23	0	1	2	27
0945	0	0	41	0	0	3	44	0	0	21	0	0	1	22
1000	2	0	28	0	4	2	36	0	0	24	0	2	0	26
1015	0	0	22	0	1	0	23	2	0	22	0	3	2	29
1030	1	0	46	0	1	2	50	0	0	35	0	1	1	37
1045	0	0	30	0	0	3	33	0	0	27	0	1	2	30
1100	0	0	35	0	1	0	36	1	0	21	0	2	2	26
1115	0	0	29	0	0	1	30	0	0	30	0	1	1	32
1130	0	0	33	0	1	1	35	0	0	23	0	1	3	27
1145	0	0	44	0	0	1	45	0	0	27	0	1	2	30
1200	0	0	46	0	1	1	48	0	0	30	0	2	2	34
1215	0	0	39	0	4	4	47	0	0	45	0	0	1	46
1230	0	0	46	0	2	0	48	0	0	29	0	0	0	29
1245	0	0	32	0	3	0	35	0	0	37	0	1	1	39
1300	0	0	43	0	1	0	44	0	0	28	0	1	0	29
1315	0	0	30	0	2	0	32	0	0	33	0	1	1	35
1330	0	1	29	0	1	2	33	0	0	25	0	0	1	26
1345	0	0	40	0	3	0	43	0	0	27	0	1	1	29
1400	0	0	34	0	0	0	34	0	0	21	1	1	1	24
1415	0	0	47	0	1	0	48	0	0	28	0	0	0	28
1430	0	0	26	0	1	0	27	0	0	39	0	0	0	39
1445	0	0	51	0	1	1	53	0	0	29	0	0	0	29
1500	0	0	58	0	0	0	58	0	0	40	1	1	0	42
1515	0	0	60	2	2	2	66	0	0	37	0	0	0	37
1530	0	0	58	0	0	0	58	0	0	66	1	1	0	68
1545	0	0	60	0	0	0	60	0	0	62	2	0	2	66
1600	0	0	54	0	0	1	55	0	0	47	0	1	0	48
1615	0	0	64	1	0	1	66	0	0	34	0	2	0	36
1630	0	0	67	0	3	0	70	0	0	41	0	0	1	42
1645	0	0	57	0	0	0	57	0	0	41	0	0	0	41
1700	0	0	59	0	0	0	59	0	0	55	0	0	0	55
1715	0	0	43	0	0	1	44	0	0	33	0	0	0	33
1730	0	0	34	0	0	0	34	0	0	26	0	0	0	26
1745	0	0	34	0	0	0	34	0	0	17	0	0	1	18
1800	0	0	26	0	0	0	26	0	0	16	0	0	0	16
1815	0	0	27	0	0	0	27	0	0	13	0	0	1	14
1830	0	0	33	0	0	0	33	0	0	27	0	0	0	27
1845	0	0	26	0	0	0	26	0	0	18	0	0	0	18
1900	0	0	37	0	0	0	37	0	0	15	0	1	0	16
1915	0	0	22	0	0	0	22	0	0	21	0	0	0	21
1930	0	0	23	0	0	0	23	0	0	7	0	0	0	7
1945	0	0	18	0	0	0	18	0	0	21	0	0	0	21
2000	0	0	21	0	0	0	21	0	0	11	0	0	0	11
2015	0	0	17	0	0	0	17	0	0	9	0	0	0	9
2030	0	0	21	0	0	0	21	0	0	7	0	0	0	7
2045	0	0	20	0	0	0	20	0	0	3	0	0	1	4
2100	0	0	19	0	0	0	19	0	0	6	0	0	0	6
2115	0	0	7	0	0	0	7	0	0	10	0	0	0	10
2130	0	0	14	0	0	0	14	0	0	12	0	0	0	12
2145	0	0	10	1	0	0	11	0	0	6	0	0	0	6
2200	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2215	0	0	18	0	0	0	18	0	0	6	0	0	0	6
2230	0	0	13	0	0	0	13	0	0	8	0	0	0	8
2245	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2300	0	0	9	0	0	0	9	0	0	1	0	0	0	1
2315	0	0	10	0	0	0	10	0	0	7	0	0	0	7
2330	0	0	9	0	0	0	9	0	0	4	0	0	0	4
2345	0	0	5	0	0	0	5	0	0	2	0	0	0	2
Total	4	1	2526	8	46	38	2623	4	2	2070	9	46	43	2174

Volume Report

Job 1645_10_VHB_ATTR BV-B
Area Devens, MA
Location Jackson Road, south of Antietam Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0015	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0400	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0445	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0500	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0515	0	0	7	0	0	0	7	0	0	8	0	0	0	8
0530	0	0	6	0	0	0	6	0	0	8	0	1	0	9
0545	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0600	0	0	9	0	1	0	10	0	0	6	0	3	0	9
0615	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0630	0	0	5	0	0	0	5	0	0	24	0	0	0	24
0645	0	0	15	0	1	0	16	0	0	14	0	0	0	14
0700	0	0	12	0	0	0	12	0	0	8	0	1	0	9
0715	0	0	18	0	0	0	18	0	0	14	0	1	0	15
0730	0	0	29	0	2	1	32	0	0	20	0	0	1	21
0745	0	0	27	0	0	0	27	0	0	16	1	1	0	18
0800	0	0	18	0	0	0	18	0	0	13	0	0	1	14
0815	0	0	11	0	1	0	12	0	0	10	0	0	0	10
0830	0	0	23	0	0	0	23	0	0	19	0	2	0	21
0845	0	0	18	0	0	0	18	0	0	17	0	0	0	17
0900	0	0	18	0	1	1	20	0	0	29	0	0	0	29
0915	0	0	21	0	0	0	21	0	0	24	0	1	1	26
0930	0	0	10	0	0	0	10	0	0	26	0	0	0	26
0945	0	0	22	0	0	0	22	0	0	20	0	0	0	20
1000	0	0	17	0	3	0	20	0	0	23	0	3	0	26
1015	0	0	23	0	1	0	24	0	0	22	0	3	0	25
1030	0	0	35	0	1	0	36	0	0	32	0	0	0	32
1045	0	0	32	0	2	0	34	0	0	20	0	0	0	20
1100	0	0	21	0	0	0	21	0	0	24	0	0	0	24
1115	0	0	20	0	0	0	20	0	0	23	0	0	1	24
1130	0	0	38	0	0	0	38	0	0	31	0	0	0	31
1145	0	0	30	0	0	0	30	0	0	22	0	0	0	22
1200	1	0	33	0	0	0	34	0	0	29	0	0	0	29
1215	0	0	22	0	0	0	22	0	0	28	0	0	1	29
1230	0	0	29	0	0	1	30	0	0	28	0	0	1	29
1245	0	0	36	0	0	0	36	0	0	20	0	0	0	20
1300	0	0	23	0	0	0	23	1	0	18	0	0	0	19
1315	0	0	27	0	2	0	29	0	0	25	0	0	0	25
1330	0	0	34	0	1	0	35	0	0	17	0	0	0	17
1345	0	0	18	0	0	0	18	0	0	34	0	0	0	34
1400	0	0	28	0	0	0	28	0	0	27	0	0	0	27
1415	1	0	43	0	1	0	45	0	0	19	0	0	1	20
1430	1	0	34	0	0	0	35	0	0	18	0	0	0	18
1445	0	0	35	0	0	1	36	0	0	23	0	0	0	23
1500	0	0	33	0	0	1	34	0	0	28	0	0	0	28
1515	0	0	23	0	0	0	23	0	1	18	0	0	0	19
1530	0	1	35	0	0	0	36	0	0	30	0	1	0	31
1545	0	0	38	1	1	0	40	0	0	29	0	0	0	29
1600	0	0	23	0	0	0	23	0	0	19	0	0	0	19
1615	0	0	20	0	0	0	20	0	0	20	0	0	0	20
1630	0	0	24	0	0	1	25	0	0	17	0	0	0	17
1645	0	2	26	0	0	0	28	0	0	22	0	0	0	22
1700	0	0	23	0	0	0	23	0	0	17	0	0	0	17
1715	0	0	24	0	0	0	24	0	0	30	0	0	0	30
1730	0	0	27	0	0	0	27	0	0	15	0	0	0	15
1745	0	0	30	0	0	0	30	0	1	16	0	0	0	17
1800	0	0	26	0	0	0	26	0	0	13	1	0	0	14
1815	0	0	27	0	0	0	27	0	0	12	0	0	0	12
1830	0	0	19	0	1	1	21	0	0	17	0	0	0	17
1845	0	1	15	0	0	0	16	1	0	15	0	0	0	16
1900	0	0	18	0	0	0	18	0	0	16	0	0	0	16
1915	0	0	16	0	0	0	16	0	0	14	0	0	0	14
1930	1	0	22	1	0	0	24	0	0	15	0	1	0	16
1945	0	0	21	0	0	0	21	0	0	16	0	0	0	16
2000	0	0	19	0	0	0	19	0	0	20	0	0	0	20
2015	0	0	15	0	0	0	15	0	0	10	0	0	1	11
2030	0	0	16	0	0	1	17	0	0	13	1	0	0	14
2045	0	0	14	0	0	0	14	0	0	7	0	0	0	7
2100	0	0	13	0	0	0	13	0	0	8	0	0	0	8
2115	0	0	8	1	0	0	9	0	0	10	0	0	0	10
2130	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2145	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2200	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2215	0	0	8	0	0	0	8	0	0	5	0	0	0	5
2230	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2245	0	0	3	0	0	0	3	0	0	3	0	0	1	4
2300	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2330	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2345	0	0	3	0	0	0	3	0	0	3	0	0	0	3
Total	4	4	1526	3	19	10	1566	2	2	1298	3	19	13	1337

Volume Report

Job 1645_10_VHB_ATR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street

Sunday, May 4, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0015	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0030	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0045	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0100	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0115	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0130	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0430	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0445	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0500	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0515	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0530	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0545	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0600	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0615	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0630	0	0	12	0	0	0	12	0	0	13	0	0	0	13
0645	0	0	6	0	0	0	6	0	0	11	0	0	0	11
0700	0	0	20	0	0	0	20	0	0	16	0	0	0	16
0715	0	0	16	0	0	0	16	0	0	12	0	0	0	12
0730	0	0	19	0	1	0	20	0	0	19	0	0	0	19
0745	0	0	18	0	0	0	18	0	0	13	0	1	0	14
0800	0	0	10	0	0	0	10	0	0	23	0	0	0	23
0815	0	0	17	0	0	0	17	0	0	13	0	0	0	13
0830	0	0	14	0	0	0	14	0	0	27	0	0	0	27
0845	0	0	17	0	0	0	17	0	0	16	0	0	0	16
0900	0	0	23	0	0	0	23	0	0	14	0	0	0	14
0915	0	0	11	0	0	0	11	0	0	23	0	1	0	24
0930	0	0	15	0	0	0	15	1	0	21	0	0	0	22
0945	0	0	19	0	1	0	20	0	0	15	0	1	1	17
1000	0	0	21	0	0	0	21	0	0	19	0	0	0	19
1015	0	0	16	0	0	1	17	0	0	21	0	0	0	21
1030	0	0	20	0	1	0	21	0	0	19	0	0	0	19
1045	0	0	24	0	0	1	25	0	0	20	0	0	1	21
1100	0	1	23	0	1	0	25	0	0	8	0	0	0	8
1115	2	0	26	0	0	0	28	0	0	17	0	0	0	17
1130	0	0	27	0	0	0	27	0	0	12	0	0	0	12
1145	1	0	27	0	0	1	29	0	0	23	0	0	0	23
1200	0	2	42	0	0	0	44	0	1	21	0	0	0	22
1215	0	1	26	0	0	0	27	0	0	35	0	0	0	35
1230	1	0	18	0	0	0	19	0	0	23	0	1	0	24
1245	0	1	29	0	0	0	30	0	0	27	0	0	0	27
1300	0	0	27	0	0	0	27	0	0	13	0	0	1	14
1315	0	0	29	0	0	0	29	1	0	17	0	1	0	19
1330	0	0	22	0	0	0	22	0	0	20	0	0	0	20
1345	0	0	27	0	0	0	27	0	0	22	0	0	1	23
1400	0	0	19	0	1	0	20	0	1	27	0	0	0	28
1415	0	1	20	0	0	0	21	0	0	19	0	0	0	19
1430	0	0	38	0	1	0	39	0	0	24	0	0	0	24
1445	0	0	29	0	1	0	30	1	0	26	0	0	0	27
1500	0	0	28	0	0	0	28	0	0	32	0	0	0	32
1515	0	0	21	0	0	0	21	0	0	15	0	0	0	15
1530	0	0	29	0	0	0	29	1	0	18	0	0	0	19
1545	0	0	29	0	0	0	29	0	0	17	0	0	0	17
1600	0	0	29	0	0	0	29	0	0	15	0	0	0	15
1615	0	0	27	0	0	0	27	0	0	16	0	0	0	16
1630	0	0	34	1	0	0	35	0	0	6	0	0	0	6
1645	0	0	38	0	0	0	38	0	0	20	0	0	0	20
1700	0	0	27	0	0	0	27	0	0	18	0	0	0	18
1715	0	0	34	0	0	0	34	0	0	14	0	0	0	14
1730	0	0	26	0	0	0	26	0	0	14	0	0	0	14
1745	0	0	14	0	0	0	14	0	0	6	0	0	0	6
1800	0	0	32	0	0	0	32	0	0	10	0	0	0	10
1815	0	0	13	0	0	0	13	0	0	8	0	0	0	8
1830	0	0	30	0	0	0	30	0	0	20	0	0	0	20
1845	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1900	0	0	19	0	0	0	19	0	1	12	0	0	0	13
1915	0	0	15	0	0	0	15	0	0	13	0	0	0	13
1930	0	0	26	0	0	0	26	0	0	8	0	0	0	8
1945	0	0	20	0	2	0	22	0	0	10	0	0	0	10
2000	0	0	10	0	0	0	10	0	0	21	0	2	0	23
2015	0	0	9	0	0	0	9	0	0	11	0	0	0	11
2030	0	0	17	0	0	0	17	0	0	13	0	0	1	14
2045	0	0	8	0	0	0	8	0	0	11	0	0	0	11
2100	0	0	15	0	0	0	15	0	0	11	0	0	0	11
2115	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2130	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2145	0	0	5	0	0	0	5	0	0	0	0	0	0	0
2200	0	0	9	0	0	0	9	0	0	4	0	0	0	4
2215	0	0	4	0	0	0	4	0	0	10	0	0	0	10
2230	0	0	7	0	1	0	8	0	0	3	0	0	0	3
2245	0	0	7	0	0	0	7	0	0	3	0	1	0	4
2300	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2315	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2330	0	0	8	0	0	0	8	0	0	1	0	0	0	1
2345	0	0	9	0	0	0	9	0	0	0	0	0	0	0
Total	4	6	1431	1	10	3	1455	4	3	1100	0	8	5	1120

Volume Report

Job 1645_10_VHB_ATTR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0400	0	0	5	0	0	1	6	0	0	2	0	0	1	3
0415	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0430	0	0	23	0	0	0	23	0	0	4	0	0	0	4
0445	0	0	32	0	0	0	32	0	0	9	0	0	0	9
0500	0	0	7	1	0	0	8	0	0	14	0	1	0	15
0515	0	0	19	1	0	0	20	0	0	6	1	0	0	7
0530	0	0	39	0	1	1	41	0	0	16	0	1	2	19
0545	0	0	28	0	0	1	29	0	0	17	0	0	0	17
0600	0	0	21	0	2	0	23	0	0	24	0	0	0	24
0615	0	0	16	0	2	0	18	0	0	33	0	2	0	35
0630	0	0	24	0	0	1	25	0	0	30	0	1	0	31
0645	0	0	26	0	0	1	27	0	0	35	0	0	0	35
0700	0	0	31	0	1	1	33	0	0	44	0	1	0	45
0715	0	0	39	0	2	0	41	0	0	35	1	3	0	39
0730	0	0	36	0	1	0	37	1	0	53	0	1	0	55
0745	0	0	69	0	1	0	70	0	0	57	0	1	2	60
0800	0	0	71	2	1	1	75	0	0	60	0	2	0	62
0815	0	0	83	2	2	2	89	0	0	60	1	2	1	64
0830	0	0	44	0	2	1	47	0	0	62	0	1	1	64
0845	0	0	36	0	5	0	41	0	0	38	2	1	0	41
0900	0	0	28	0	3	1	32	0	0	22	0	1	0	23
0915	0	0	24	1	2	1	28	0	0	21	0	6	5	32
0930	0	0	28	1	1	0	30	0	0	21	0	1	0	22
0945	0	0	23	0	1	4	28	0	0	22	1	1	0	24
1000	0	0	24	0	1	0	25	0	0	26	0	0	4	30
1015	0	0	21	0	2	0	23	0	0	22	0	1	2	25
1030	0	0	20	0	4	1	25	0	0	22	0	3	0	25
1045	0	0	32	0	0	0	32	0	0	20	0	1	1	22
1100	0	0	30	0	4	0	34	0	0	20	0	1	0	21
1115	0	0	36	1	3	1	41	0	0	29	0	2	1	32
1130	0	0	27	0	4	3	34	0	0	22	0	2	1	25
1145	0	0	27	0	2	0	29	0	0	22	0	3	2	27
1200	0	0	29	0	1	3	33	0	0	34	0	2	0	36
1215	0	0	31	0	2	0	33	0	0	31	0	4	1	36
1230	0	0	34	0	4	1	39	0	0	30	0	1	2	33
1245	0	0	35	0	3	1	39	0	0	25	0	2	1	28
1300	0	0	23	0	0	0	23	0	0	29	0	0	0	29
1315	0	0	25	0	1	1	27	0	0	32	0	1	1	34
1330	0	0	27	0	2	1	30	0	0	30	0	2	2	34
1345	0	0	35	0	2	2	39	0	0	23	0	1	0	24
1400	0	0	25	0	2	0	27	0	0	22	1	1	1	25
1415	0	0	41	0	2	1	44	0	0	16	0	1	2	19
1430	0	0	40	0	1	0	41	0	0	36	0	3	0	39
1445	0	0	42	0	3	2	47	0	0	44	1	2	1	48
1500	0	0	58	1	3	0	62	0	0	25	1	0	0	26
1515	0	0	56	0	4	0	60	0	0	37	0	1	0	38
1530	0	0	72	1	3	0	76	0	0	87	0	4	0	91
1545	0	0	50	0	0	1	51	0	0	58	3	2	0	63
1600	0	0	72	0	2	1	75	0	0	56	1	0	1	58
1615	0	0	57	0	2	0	59	0	0	40	0	0	0	40
1630	0	0	54	0	2	1	57	0	0	41	0	0	0	41
1645	0	0	63	1	1	0	65	0	0	34	0	0	0	34
1700	0	0	58	0	0	1	59	0	0	51	0	0	0	51
1715	0	0	70	0	0	1	71	0	0	52	0	0	1	53
1730	0	0	43	0	0	0	43	0	0	30	0	0	0	30
1745	0	0	40	0	1	0	41	0	0	16	0	0	0	16
1800	0	0	36	0	0	1	37	0	0	18	0	0	0	18
1815	0	0	38	0	0	0	38	0	0	19	0	1	0	20
1830	0	0	33	0	0	0	33	0	0	11	0	2	0	13
1845	0	0	24	1	0	0	25	0	0	16	0	0	0	16
1900	0	0	25	0	1	0	26	0	0	14	0	0	0	14
1915	0	0	24	0	0	0	24	0	0	14	0	0	0	14
1930	0	0	14	0	0	1	15	0	0	18	0	0	0	18
1945	0	0	18	1	0	0	19	0	0	17	0	0	0	17
2000	0	0	19	0	0	0	19	0	0	33	0	0	0	33
2015	0	0	11	0	0	1	12	0	0	18	0	0	0	18
2030	0	0	15	0	0	0	15	0	0	22	1	0	0	23
2045	0	0	15	0	0	0	15	0	0	18	0	0	0	18
2100	0	0	14	0	0	0	14	0	0	7	0	0	0	7
2115	0	0	15	0	0	0	15	0	0	15	0	0	0	15
2130	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2145	0	0	12	0	0	1	13	0	0	7	0	0	0	7
2200	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2215	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2230	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2245	0	0	6	0	0	0	6	0	0	6	0	0	1	7
2300	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2315	0	0	7	0	1	0	8	0	0	2	0	0	0	2
2330	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2345	0	0	9	0	0	0	9	0	0	1	0	0	0	1
Total	0	0	2463	14	90	43	2610	1	0	2047	14	70	37	2169

Volume Report

Job 1645_10_VHB_ATR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0030	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	5	0	2	0	7
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	11	0	0	0	11
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	1	1	0	0	2
0230	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0245	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0330	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0345	0	0	11	0	0	0	11	0	0	1	0	0	1	2
0400	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0415	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0430	0	0	31	0	0	0	31	0	0	9	0	0	0	9
0445	0	0	26	0	0	0	26	0	0	10	0	0	0	10
0500	0	0	12	0	1	0	13	0	0	20	0	1	0	21
0515	0	0	15	0	1	0	16	0	0	14	0	1	2	17
0530	0	0	18	0	1	0	19	0	0	18	0	0	2	20
0545	0	0	27	0	0	0	27	0	0	26	0	0	1	27
0600	0	0	20	0	1	1	22	0	0	19	0	0	2	21
0615	0	0	26	0	1	2	29	0	0	20	0	0	0	20
0630	0	0	24	0	0	0	24	0	0	38	0	1	0	39
0645	0	0	36	0	0	0	36	0	0	40	0	1	0	41
0700	0	0	25	0	0	0	25	0	0	51	0	0	0	51
0715	0	0	53	0	1	1	55	0	0	53	1	0	1	55
0730	0	0	53	0	1	1	55	0	0	47	0	4	0	51
0745	0	0	49	0	1	0	50	0	0	52	0	2	0	54
0800	0	0	68	2	0	1	71	0	0	77	0	1	0	78
0815	0	0	91	1	1	2	95	0	0	76	2	2	0	80
0830	0	0	43	0	4	0	47	0	0	70	0	1	0	71
0845	0	0	43	0	1	0	44	0	0	49	1	1	0	51
0900	0	0	27	0	1	1	29	0	0	37	0	2	3	42
0915	0	0	26	1	3	1	31	0	0	28	0	2	0	30
0930	0	0	35	0	4	0	39	0	0	30	0	3	1	34
0945	0	0	35	0	4	1	40	0	0	29	0	2	2	33
1000	0	0	21	0	0	3	24	1	0	20	0	2	1	24
1015	0	0	18	0	1	2	21	0	0	12	0	1	1	14
1030	0	0	28	0	1	0	29	0	0	28	0	0	2	30
1045	0	0	30	0	6	1	37	0	0	16	0	1	0	17
1100	0	0	30	0	2	0	32	0	0	29	0	3	0	32
1115	0	0	24	0	1	2	27	0	0	22	0	1	3	26
1130	0	0	26	0	0	0	26	0	0	34	0	3	1	38
1145	0	0	40	0	1	2	43	0	0	36	0	2	0	38
1200	0	0	45	0	2	0	47	0	0	39	0	1	1	41
1215	0	0	43	0	1	0	44	0	0	44	0	1	1	46
1230	0	0	42	0	2	1	45	0	0	34	0	3	0	37
1245	0	0	38	0	1	0	39	0	0	42	0	2	1	45
1300	0	0	41	0	1	1	43	0	0	37	0	0	3	40
1315	0	0	35	0	2	4	41	0	0	44	0	0	1	45
1330	0	0	28	0	2	1	31	0	0	39	0	2	2	43
1345	0	0	28	0	2	2	32	0	0	30	0	0	5	35
1400	0	0	30	0	1	0	31	0	0	21	1	1	0	23
1415	0	0	37	0	0	2	39	0	0	21	0	0	2	23
1430	0	0	44	0	2	0	46	0	0	41	0	0	2	43
1445	0	0	44	0	4	0	48	0	0	34	0	1	2	37
1500	0	0	60	0	1	2	63	0	0	35	1	2	0	38
1515	0	0	74	0	1	0	75	0	0	32	1	3	0	36
1530	0	0	65	2	3	2	72	0	0	80	2	1	1	84
1545	0	0	67	0	3	1	71	0	0	67	1	0	0	68
1600	0	0	80	0	0	0	80	0	0	40	0	2	0	42
1615	0	0	67	0	2	0	69	0	0	60	0	0	0	60
1630	0	0	78	0	1	0	79	0	0	52	0	0	0	52
1645	0	0	53	0	1	0	54	0	0	30	0	0	0	30
1700	0	0	83	0	0	0	83	0	0	48	0	0	2	50
1715	0	0	53	0	0	0	53	0	0	50	0	0	0	50
1730	0	0	45	0	1	0	46	0	0	22	0	0	0	22
1745	0	0	39	0	0	0	39	0	0	42	0	0	1	43
1800	0	0	63	0	0	0	63	0	0	12	0	0	0	12
1815	0	0	48	0	0	0	48	0	0	20	0	0	0	20
1830	0	0	28	0	0	0	28	0	0	21	0	0	0	21
1845	0	0	27	0	0	0	27	0	0	14	0	0	0	14
1900	0	0	22	0	0	0	22	0	0	20	0	0	0	20
1915	0	0	30	0	0	0	30	0	0	19	0	0	1	20
1930	0	0	29	0	0	0	29	0	0	18	0	0	0	18
1945	0	0	20	0	0	0	20	0	0	18	0	0	0	18
2000	0	0	13	0	0	0	13	0	0	35	0	0	0	35
2015	0	0	16	0	0	0	16	0	0	11	0	0	0	11
2030	0	0	23	0	0	0	23	0	0	18	0	0	0	18
2045	0	0	16	0	0	0	16	0	0	7	0	0	0	7
2100	0	0	17	0	0	0	17	0	0	13	0	0	0	13
2115	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2145	0	0	7	0	0	0	7	0	0	1	0	0	0	1
2200	0	0	11	0	0	0	11	0	0	1	0	0	0	1
2215	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2230	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2245	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2300	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2315	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2330	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2345	0	0	6	0	0	0	6	0	0	5	0	0	0	5
Total	0	0	2687	6	72	37	2802	1	0	2310	11	59	49	2430

Volume Report

Job 1645_10_VHB_ATR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	2	0	0	1	3
0030	0	0	4	0	0	0	4	0	0	4	0	1	0	5
0045	0	0	6	0	0	1	7	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	11	0	0	0	11
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0145	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0345	0	0	9	0	0	1	10	0	0	1	0	0	0	1
0400	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0415	0	0	10	0	0	0	10	0	0	1	0	0	1	2
0430	0	0	27	0	0	0	27	0	0	6	0	0	0	6
0445	0	0	33	0	1	0	34	0	0	10	0	1	0	11
0500	0	0	9	0	0	0	9	0	0	8	0	1	0	9
0515	0	0	9	0	0	0	9	0	0	18	0	0	0	18
0530	0	0	18	0	0	0	18	0	0	20	0	0	1	21
0545	0	0	30	0	1	0	31	0	0	30	0	0	0	30
0600	0	0	18	0	1	0	19	0	0	22	0	0	1	23
0615	0	0	24	0	1	0	25	0	0	24	0	2	0	26
0630	0	0	19	0	0	0	19	0	0	36	0	0	0	36
0645	0	0	32	0	1	1	34	0	0	37	0	0	0	37
0700	0	0	36	0	0	1	37	0	0	47	0	0	0	47
0715	0	0	48	0	2	1	51	0	0	50	2	0	1	53
0730	0	0	58	0	3	2	63	0	0	45	0	4	2	51
0745	0	0	70	1	2	2	75	0	0	50	0	1	0	51
0800	0	0	82	1	0	1	84	0	0	73	0	2	0	75
0815	0	0	83	1	2	2	88	0	0	91	3	1	1	96
0830	0	0	50	0	1	0	51	0	0	63	0	2	1	66
0845	0	0	35	0	1	0	36	1	0	56	1	1	1	60
0900	0	0	39	0	4	0	43	0	0	35	0	2	1	38
0915	0	0	41	1	0	1	43	0	0	31	0	4	1	36
0930	0	0	36	1	0	1	38	0	0	20	0	0	3	23
0945	0	0	28	0	2	0	30	0	0	22	0	1	0	23
1000	0	0	30	0	1	2	33	0	0	18	0	0	2	20
1015	0	0	40	0	5	1	46	0	0	19	0	2	2	23
1030	0	0	38	0	6	0	44	0	0	27	0	3	2	32
1045	0	0	33	0	2	0	35	0	0	21	0	0	0	21
1100	0	0	32	0	1	3	36	0	0	17	0	4	1	22
1115	0	0	28	0	1	2	31	0	0	26	0	2	1	29
1130	0	0	28	0	3	3	34	0	0	26	0	0	0	26
1145	0	0	42	0	1	0	43	0	0	40	0	2	1	43
1200	0	0	39	0	6	0	45	0	0	44	0	2	1	47
1215	0	0	45	0	1	1	47	0	0	29	1	1	1	32
1230	0	0	49	0	5	1	55	0	0	41	0	1	1	43
1245	1	0	51	0	4	1	57	0	0	29	0	0	0	29
1300	1	1	40	0	4	3	49	0	0	31	0	2	0	33
1315	0	0	54	1	2	0	57	0	0	47	0	1	0	48
1330	0	1	46	1	2	1	51	0	0	103	2	1	2	108
1345	0	0	45	0	2	1	48	0	0	52	1	1	1	55
1400	0	1	33	0	1	0	35	0	1	33	1	0	0	35
1415	0	0	39	0	1	1	41	0	0	20	0	0	0	20
1430	1	0	53	0	2	0	56	0	0	50	0	3	1	54
1445	0	0	56	0	1	1	58	0	0	38	1	1	0	40
1500	1	0	50	0	1	0	52	0	0	36	1	1	0	38
1515	0	0	52	0	1	0	53	0	0	39	0	1	0	40
1530	0	0	76	0	2	0	78	0	0	44	0	0	0	44
1545	1	0	46	0	5	1	53	0	0	46	1	0	0	47
1600	1	0	62	0	1	2	66	0	0	62	0	1	0	63
1615	0	0	55	1	2	0	58	0	0	43	0	0	1	44
1630	0	0	67	0	1	0	68	0	0	37	0	2	1	40
1645	0	0	64	0	3	0	67	0	0	57	0	0	0	57
1700	0	0	43	0	0	1	44	0	0	43	0	2	0	45
1715	0	0	43	0	0	0	43	0	0	33	0	0	0	33
1730	0	0	37	0	1	1	39	0	0	26	0	0	0	26
1745	0	0	42	0	1	0	43	1	0	19	0	1	1	22
1800	0	0	44	0	0	0	44	0	0	18	0	0	0	18
1815	0	0	36	1	1	0	38	0	0	24	0	3	1	28
1830	0	2	30	0	0	0	32	0	0	17	0	0	0	17
1845	0	0	32	0	0	1	33	0	0	13	0	1	0	14
1900	0	0	36	1	0	0	37	0	0	18	0	1	1	20
1915	0	1	16	0	0	0	17	0	0	8	0	0	0	8
1930	1	0	33	0	0	0	34	0	0	25	0	0	0	25
1945	0	0	29	0	0	0	29	0	0	18	0	0	0	18
2000	0	0	35	0	0	0	35	0	0	34	0	0	0	34
2015	0	0	20	0	0	1	21	0	0	22	0	0	0	22
2030	0	0	23	0	0	0	23	0	0	11	0	0	0	11
2045	0	0	16	1	0	0	17	0	0	14	0	0	0	14
2100	0	0	17	0	0	1	18	0	0	25	0	0	0	25
2115	0	0	16	0	0	0	16	0	0	12	0	0	0	12
2130	0	0	11	0	0	0	11	0	0	8	0	0	0	8
2145	0	0	16	0	0	0	16	0	0	9	0	0	0	9
2200	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2215	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2230	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2245	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2300	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2315	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2330	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2345	0	0	7	0	0	0	7	0	0	8	0	0	0	8
Total	7	6	2797	11	92	43	2956	2	1	2354	14	62	36	2469

Volume Report

Job 1645_10_VHB_ATTR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street

Thursday, May 8, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	1	0	0	1	2
0015	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	5	0	1	0	6
0115	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0130	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	3	0	0	1	4
0345	0	0	9	0	0	0	9	0	0	5	0	0	1	6
0400	0	0	2	0	0	0	2	0	0	2	0	1	0	3
0415	0	0	9	0	0	0	9	0	0	3	0	0	1	4
0430	0	0	23	0	0	0	23	0	0	4	0	0	0	4
0445	0	0	31	0	0	0	31	0	0	9	0	0	0	9
0500	0	0	8	0	0	1	9	0	0	17	0	0	0	17
0515	0	0	10	0	1	0	11	0	1	11	0	0	0	12
0530	0	0	15	0	0	0	15	0	0	17	0	0	0	17
0545	0	0	27	0	0	1	28	0	0	32	0	0	1	33
0600	0	0	23	0	0	0	23	0	0	23	0	1	0	24
0615	0	0	15	0	1	1	17	0	0	23	0	0	0	23
0630	0	0	23	0	0	1	24	0	0	35	0	1	0	36
0645	0	0	28	0	0	0	28	0	0	53	0	0	1	54
0700	0	0	30	0	0	1	31	0	0	43	0	2	0	45
0715	0	0	47	0	0	0	47	0	0	54	1	2	3	60
0730	0	0	37	0	1	1	39	0	0	40	0	0	0	40
0745	0	0	65	0	0	2	67	0	0	58	0	1	0	59
0800	0	1	74	2	1	1	79	1	1	81	1	1	0	85
0815	0	0	99	1	2	1	103	0	0	75	2	2	1	80
0830	0	0	53	0	1	2	56	0	0	70	0	1	1	72
0845	0	0	50	0	1	0	51	0	0	50	1	0	2	53
0900	0	0	41	0	0	1	42	0	0	39	0	0	0	39
0915	0	0	33	1	1	1	36	0	0	24	0	2	0	26
0930	0	0	33	0	1	0	34	0	0	26	0	0	0	26
0945	0	0	21	0	0	1	22	0	0	26	0	1	1	28
1000	0	0	33	0	3	3	39	0	0	25	0	1	0	26
1015	0	0	60	0	5	5	70	0	0	51	0	4	1	56
1030	0	0	43	0	1	3	47	0	0	37	0	1	0	38
1045	0	0	42	0	1	1	44	0	0	30	0	0	1	31
1100	0	0	36	0	1	2	39	0	0	18	0	2	2	22
1115	0	0	17	0	0	2	19	0	0	32	0	1	0	33
1130	0	0	26	0	5	1	32	1	0	23	0	0	3	27
1145	1	0	28	0	1	2	32	0	0	30	0	3	0	33
1200	0	0	47	0	1	0	48	0	0	42	0	0	1	43
1215	0	0	40	0	2	1	43	0	1	41	0	2	2	46
1230	0	0	47	0	0	0	47	0	0	38	0	0	1	39
1245	0	0	49	0	3	0	52	0	0	41	0	1	1	43
1300	0	0	47	0	1	0	48	0	1	44	0	4	3	52
1315	1	0	37	0	6	1	45	1	0	34	0	1	0	36
1330	0	0	44	0	0	1	45	0	0	49	0	0	1	50
1345	0	0	32	0	2	3	37	0	1	47	0	1	0	49
1400	0	0	46	0	3	1	50	1	0	33	1	1	4	40
1415	0	0	41	0	4	0	45	1	0	27	1	3	0	32
1430	1	1	41	0	1	0	44	0	0	38	0	1	3	42
1445	0	0	57	0	2	0	59	0	0	30	1	1	0	32
1500	0	0	45	0	0	0	45	0	0	38	1	0	0	39
1515	0	0	86	0	1	0	87	0	0	33	0	1	1	35
1530	0	0	81	0	1	1	83	0	0	89	1	1	0	91
1545	0	0	55	0	3	0	58	0	0	27	2	2	0	31
1600	0	2	70	0	1	1	74	0	0	45	0	0	0	45
1615	0	0	76	0	1	1	78	0	0	46	0	0	0	46
1630	0	0	73	0	0	0	73	0	0	57	0	1	2	60
1645	0	0	74	1	1	0	76	0	0	52	0	1	0	53
1700	0	0	71	0	1	0	72	0	0	47	0	1	0	48
1715	0	0	73	0	0	0	73	0	0	43	0	0	0	43
1730	0	1	39	0	1	0	41	0	1	39	0	0	0	40
1745	0	1	31	1	0	0	33	0	0	27	0	0	0	27
1800	0	0	41	0	0	0	41	0	1	30	0	0	0	31
1815	0	0	37	0	1	0	38	0	0	40	1	1	0	42
1830	0	0	44	0	0	0	44	0	0	14	0	0	0	14
1845	0	0	19	0	1	0	20	0	0	22	0	0	0	22
1900	0	0	24	0	0	0	24	0	0	21	0	0	0	21
1915	0	0	25	0	0	0	25	0	0	7	0	0	0	7
1930	0	0	31	0	1	0	32	0	0	16	0	0	1	17
1945	0	0	21	0	0	0	21	0	0	19	0	0	0	19
2000	0	0	18	0	0	0	18	0	0	29	0	0	0	29
2015	0	0	19	0	0	0	19	0	0	6	0	0	0	6
2030	0	0	20	0	0	0	20	0	0	9	0	0	0	9
2045	0	0	17	0	0	0	17	0	0	7	0	0	0	7
2100	0	0	9	0	0	0	9	0	0	19	0	0	0	19
2115	0	0	11	0	0	0	11	0	0	19	0	0	0	19
2130	0	0	11	0	0	0	11	0	0	7	0	0	1	8
2145	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2200	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2215	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2230	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2245	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2300	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2315	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2330	0	0	9	0	0	1	10	0	0	5	0	0	0	5
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	3	6	2832	6	66	45	2958	5	7	2413	13	51	42	2531

Volume Report

Job 1645_10_VHB_ATR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street

Friday, May 9, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0015	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0130	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0145	0	0	3	0	0	1	4	0	0	4	0	0	0	4
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0230	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0345	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	12	0	1	0	13	0	0	1	0	0	1	2
0430	0	0	19	0	0	0	19	0	0	4	0	0	0	4
0445	0	0	31	0	0	0	31	0	0	13	0	0	0	13
0500	0	0	15	0	0	0	15	0	0	19	0	1	0	20
0515	0	0	14	0	1	0	15	0	0	10	0	0	0	10
0530	0	0	14	0	0	1	15	0	0	13	0	1	1	15
0545	0	0	37	0	1	0	38	0	0	32	0	1	0	33
0600	0	0	26	0	1	0	27	0	0	17	0	0	0	17
0615	0	0	22	0	1	0	23	0	0	16	0	0	1	17
0630	0	0	25	0	1	0	26	0	0	33	0	0	2	35
0645	0	0	34	0	0	0	34	0	0	41	0	0	2	43
0700	0	1	28	0	0	0	29	0	0	47	0	0	1	48
0715	0	0	48	0	1	0	49	0	0	39	1	1	0	41
0730	0	0	58	0	2	0	60	0	0	47	0	2	1	50
0745	1	0	62	1	2	0	66	0	0	45	0	3	3	51
0800	0	0	78	1	1	1	81	0	0	59	0	3	0	62
0815	0	0	81	1	1	2	85	0	0	77	2	1	0	80
0830	0	0	46	0	2	0	48	0	1	60	0	3	0	64
0845	0	0	34	0	3	3	40	0	0	43	1	0	0	44
0900	0	0	28	0	1	2	31	0	0	22	0	6	0	28
0915	0	0	29	1	2	1	33	0	0	32	0	1	1	34
0930	0	0	29	0	0	0	29	1	0	24	0	1	2	28
0945	1	0	55	0	2	2	60	0	0	25	0	0	1	26
1000	1	0	28	0	4	2	35	0	0	27	0	2	0	29
1015	0	0	29	0	2	0	31	2	0	28	0	2	2	34
1030	1	0	43	0	1	3	48	0	0	38	0	1	1	40
1045	0	0	44	0	0	2	46	0	0	27	0	1	2	30
1100	0	0	36	0	1	0	37	0	0	26	0	2	2	30
1115	0	0	34	0	0	1	35	1	0	27	0	0	0	28
1130	0	0	31	0	0	1	32	0	0	32	0	1	4	37
1145	0	0	46	0	0	1	47	0	0	30	0	0	2	32
1200	0	0	42	0	0	1	43	0	0	40	0	2	2	44
1215	0	0	45	0	4	4	53	0	0	56	0	0	1	57
1230	0	0	47	0	2	0	49	0	0	33	0	0	0	33
1245	0	0	34	0	3	0	37	0	0	40	0	1	1	42
1300	0	0	51	0	1	0	52	0	0	31	0	2	0	33
1315	0	0	34	0	4	0	38	0	0	41	0	1	1	43
1330	0	1	33	0	2	2	38	0	0	34	0	0	1	35
1345	0	0	45	0	2	0	47	0	0	29	0	1	1	31
1400	0	0	43	0	0	0	43	0	0	24	1	1	1	27
1415	0	0	44	0	1	0	45	0	0	28	0	0	0	28
1430	0	0	35	0	1	0	36	0	0	39	0	0	0	39
1445	0	0	57	0	2	1	60	0	0	32	0	0	0	32
1500	0	0	64	0	0	0	64	0	0	39	1	0	0	40
1515	0	0	63	2	2	2	69	0	0	40	0	0	0	40
1530	0	0	63	0	0	0	63	0	0	72	1	0	0	73
1545	0	0	58	0	0	1	59	0	0	64	2	1	2	69
1600	0	0	56	0	0	0	56	0	0	49	0	0	0	49
1615	0	0	63	0	0	1	64	0	0	31	0	3	0	34
1630	0	0	78	0	3	0	81	0	0	42	0	0	0	42
1645	0	0	54	0	0	0	54	0	0	39	0	0	1	40
1700	0	0	62	0	0	0	62	0	0	56	0	0	0	56
1715	0	0	46	0	0	1	47	0	0	37	0	0	0	37
1730	0	0	34	0	0	0	34	0	0	23	0	0	0	23
1745	0	0	28	0	0	0	28	0	0	17	0	0	1	18
1800	0	0	27	0	0	0	27	0	0	20	0	0	0	20
1815	0	0	27	0	0	0	27	0	0	12	0	0	1	13
1830	0	0	28	0	0	0	28	0	0	26	0	0	0	26
1845	0	0	28	0	0	0	28	0	0	17	0	0	0	17
1900	0	0	36	0	0	0	36	0	0	23	0	1	0	24
1915	0	0	28	0	0	0	28	0	0	27	0	1	0	28
1930	0	0	28	0	0	0	28	0	0	12	0	0	0	12
1945	0	0	24	0	0	0	24	0	0	26	0	0	0	26
2000	0	0	19	0	0	0	19	0	0	32	0	0	1	33
2015	0	0	19	0	0	0	19	0	0	12	0	0	0	12
2030	0	0	24	0	0	0	24	0	0	7	0	0	0	7
2045	0	0	26	0	0	0	26	0	0	5	0	0	1	6
2100	0	0	19	0	0	0	19	0	0	9	0	0	0	9
2115	0	0	5	0	0	0	5	0	0	12	0	0	0	12
2130	0	0	15	0	0	0	15	0	0	14	0	0	0	14
2145	0	0	10	1	1	0	12	0	0	7	0	0	0	7
2200	0	0	8	0	0	0	8	0	0	5	0	0	0	5
2215	0	0	20	0	0	0	20	0	0	7	0	0	0	7
2230	0	0	11	0	0	0	11	0	0	12	0	0	0	12
2245	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2300	0	0	10	0	0	0	10	0	0	1	0	0	0	1
2315	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	9	0	0	0	9
2345	0	0	3	0	0	0	3	0	0	7	0	0	0	7
Total	4	2	2772	7	59	36	2880	4	1	2250	9	48	44	2356

Volume Report

Job 1645_10_VHB_ATR BV-C

Area Devens, MA

Location Jackson Road, south of Buena Vista Street

Saturday, May 10, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0015	0	0	1	0	1	0	2	0	0	6	0	0	0	6
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	3	0	0	1	4
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0400	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0445	0	0	6	0	0	0	6	0	0	8	0	0	0	8
0500	0	0	0	0	0	0	0	0	0	12	0	0	0	12
0515	0	0	4	0	0	0	4	0	0	10	0	0	0	10
0530	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0545	0	0	6	0	0	0	6	0	0	9	0	1	0	10
0600	0	0	12	0	0	0	12	0	0	8	0	1	0	9
0615	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0630	0	0	6	0	0	0	6	0	0	20	0	0	0	20
0645	0	0	17	0	1	0	18	0	0	17	0	0	0	17
0700	0	0	9	0	0	0	9	0	0	8	0	0	0	8
0715	0	0	21	0	0	1	22	0	0	14	0	2	0	16
0730	0	0	28	0	2	1	31	0	0	19	0	0	0	19
0745	0	0	27	0	0	0	27	0	0	17	1	1	1	20
0800	0	0	15	0	1	0	16	0	0	24	0	0	1	25
0815	0	0	13	0	1	0	14	0	0	12	0	0	0	12
0830	0	0	22	0	0	0	22	0	0	16	0	2	0	18
0845	0	0	15	0	1	0	16	0	0	20	0	0	0	20
0900	0	0	22	0	1	1	24	0	0	27	0	0	1	28
0915	0	0	16	0	1	0	17	0	0	24	0	0	1	25
0930	0	0	12	0	0	0	12	0	0	29	0	0	0	29
0945	0	0	27	0	0	0	27	0	0	21	0	0	0	21
1000	0	0	18	0	2	0	20	0	0	24	0	2	0	26
1015	0	0	22	0	2	0	24	0	0	21	0	2	0	23
1030	0	0	34	0	1	0	35	0	0	32	0	1	0	33
1045	0	0	32	0	2	0	34	0	0	25	0	0	0	25
1100	0	0	22	0	0	0	22	0	0	21	0	0	0	21
1115	0	0	22	0	0	0	22	0	0	21	0	0	1	22
1130	0	0	36	0	0	0	36	0	0	35	0	0	0	35
1145	0	0	30	0	0	0	30	0	0	27	0	0	0	27
1200	1	0	28	0	0	0	29	0	0	33	0	0	0	33
1215	0	0	26	0	0	0	26	0	0	28	0	0	1	29
1230	0	0	33	0	0	1	34	0	0	27	0	0	1	28
1245	0	0	34	0	0	0	34	0	0	25	0	0	0	25
1300	0	0	26	0	2	0	28	0	0	21	0	0	0	21
1315	0	0	28	0	1	0	29	1	0	25	0	0	0	26
1330	0	0	33	0	1	0	34	0	0	18	0	0	0	18
1345	0	0	20	0	0	0	20	0	0	31	0	0	0	31
1400	0	0	29	0	0	0	29	0	0	30	0	0	0	30
1415	1	0	46	0	0	0	47	0	0	21	0	0	1	22
1430	1	0	34	0	0	0	35	0	0	19	0	0	0	19
1445	0	0	36	0	0	1	37	0	0	20	0	0	0	20
1500	0	0	32	0	0	0	32	0	0	31	0	0	0	31
1515	0	0	24	0	0	0	24	0	1	20	0	0	0	21
1530	0	1	39	0	0	0	40	0	0	26	0	1	0	27
1545	0	0	34	1	1	0	36	0	0	27	0	0	0	27
1600	0	0	31	0	0	0	31	0	0	25	0	0	0	25
1615	0	0	23	0	0	0	23	0	0	22	0	0	0	22
1630	0	0	26	0	0	1	27	0	0	18	0	0	0	18
1645	0	2	28	0	0	0	30	0	0	25	0	0	0	25
1700	0	0	27	0	0	0	27	0	0	16	0	0	0	16
1715	0	0	29	0	0	0	29	0	0	34	0	0	0	34
1730	0	0	32	0	0	0	32	0	0	16	0	0	0	16
1745	0	0	34	0	0	0	34	0	1	18	0	0	0	19
1800	0	0	27	0	0	0	27	0	0	12	1	0	0	13
1815	0	0	32	0	0	0	32	0	0	12	0	0	0	12
1830	0	0	18	0	1	1	20	0	0	21	0	0	0	21
1845	0	1	19	0	0	0	20	1	0	17	0	0	0	18
1900	0	0	21	0	0	0	21	0	0	19	0	0	0	19
1915	0	0	18	0	0	0	18	0	0	18	0	0	0	18
1930	1	0	27	1	0	0	29	0	0	14	0	1	0	15
1945	0	0	25	0	0	0	25	0	0	20	0	0	0	20
2000	0	0	18	0	0	0	18	0	0	24	0	0	0	24
2015	0	0	20	0	0	0	20	0	0	9	0	0	1	10
2030	0	0	21	0	0	1	22	0	0	16	1	0	0	17
2045	0	0	14	0	0	0	14	0	0	6	0	0	0	6
2100	0	0	15	0	0	0	15	0	0	9	0	0	0	9
2115	0	0	9	1	0	0	10	0	0	13	0	0	0	13
2130	0	0	7	0	0	0	7	0	0	7	0	0	0	7
2145	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2200	0	0	14	0	0	0	14	0	0	8	0	0	0	8
2215	0	0	10	0	0	0	10	0	0	6	0	0	0	6
2230	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2245	0	0	3	0	0	0	3	0	0	6	0	0	1	7
2300	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2315	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2330	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2345	0	0	3	0	0	0	3	0	0	3	0	0	0	3
Total	4	4	1624	3	22	9	1666	2	2	1417	3	15	14	1453

Volume Report

Job 1645_10_VHB_ATTR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0100	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0115	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0130	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0215	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0430	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0445	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0500	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0515	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0530	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0545	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0600	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0615	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0630	0	0	12	0	0	0	12	0	0	13	0	0	0	13
0645	0	0	6	0	0	0	6	0	0	13	0	0	0	13
0700	0	0	20	0	0	0	20	0	0	16	0	0	0	16
0715	0	0	15	0	0	0	15	0	0	12	0	0	0	12
0730	0	0	19	0	1	0	20	0	0	18	0	0	0	18
0745	0	0	19	0	0	0	19	0	0	14	0	1	0	15
0800	0	0	10	0	0	0	10	0	0	24	0	0	0	24
0815	0	0	18	0	0	0	18	0	0	13	0	0	0	13
0830	0	0	15	0	0	0	15	0	0	28	0	0	0	28
0845	0	0	17	0	0	0	17	0	0	16	0	0	0	16
0900	0	0	23	0	0	0	23	0	0	15	0	0	0	15
0915	0	0	11	0	0	0	11	0	0	24	0	1	0	25
0930	0	0	16	0	0	0	16	1	0	22	0	0	0	23
0945	0	0	19	0	1	0	20	0	0	15	0	1	1	17
1000	0	0	19	0	1	0	20	0	0	21	0	0	0	21
1015	0	0	17	0	0	1	18	0	0	21	0	0	0	21
1030	0	0	21	0	1	0	22	0	0	18	0	0	0	18
1045	0	0	25	0	0	1	26	0	0	22	0	0	1	23
1100	0	1	23	0	1	0	25	0	0	8	0	0	0	8
1115	2	0	30	0	0	0	32	0	0	17	0	0	0	17
1130	0	0	29	0	0	0	29	0	0	12	0	0	0	12
1145	1	0	27	0	0	1	29	0	0	25	0	0	0	25
1200	0	3	43	0	0	0	46	0	1	19	0	0	0	20
1215	0	1	28	0	0	0	29	0	0	37	0	0	0	37
1230	1	0	19	0	0	0	20	0	0	22	0	1	0	23
1245	0	1	34	0	0	0	35	0	0	28	0	0	0	28
1300	0	0	28	0	0	0	28	0	0	13	0	0	1	14
1315	0	0	30	0	0	0	30	1	0	16	0	1	0	18
1330	0	0	21	0	0	0	21	0	0	23	0	0	0	23
1345	0	0	27	0	0	0	27	0	0	22	0	0	1	23
1400	0	0	19	0	1	0	20	0	1	28	0	0	0	29
1415	0	1	21	0	0	0	22	0	0	20	0	0	0	20
1430	0	0	40	0	1	0	41	0	0	23	0	0	0	23
1445	0	0	30	0	0	0	30	1	0	26	0	0	0	27
1500	0	0	27	0	0	0	27	0	0	31	0	0	0	31
1515	1	0	21	0	0	0	22	0	0	15	0	0	0	15
1530	0	0	29	0	0	0	29	1	0	17	0	0	0	18
1545	0	0	30	0	0	0	30	0	0	18	0	0	0	18
1600	0	0	31	0	0	0	31	0	0	16	0	0	0	16
1615	0	0	27	0	0	0	27	0	0	15	0	0	0	15
1630	0	0	36	1	0	0	37	0	0	7	0	0	0	7
1645	0	0	40	0	0	0	40	0	0	19	0	0	0	19
1700	0	0	28	0	0	0	28	0	0	18	0	0	0	18
1715	0	0	35	0	0	0	35	0	0	16	0	0	0	16
1730	0	0	25	0	0	0	25	0	0	14	0	0	0	14
1745	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1800	0	0	33	0	0	0	33	0	0	10	0	0	0	10
1815	0	0	14	0	0	0	14	0	0	8	0	0	0	8
1830	0	0	31	0	0	0	31	0	0	20	0	0	0	20
1845	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1900	0	0	20	0	0	0	20	0	1	10	0	0	0	11
1915	0	0	16	0	0	0	16	0	0	14	0	0	0	14
1930	0	0	26	0	0	0	26	0	0	8	0	0	0	8
1945	0	0	20	0	2	0	22	0	0	10	0	0	0	10
2000	0	0	10	0	0	0	10	0	0	21	0	2	0	23
2015	0	0	10	0	0	0	10	0	0	12	0	0	0	12
2030	0	0	20	0	0	0	20	0	0	13	0	0	1	14
2045	0	0	9	0	0	0	9	0	0	11	0	0	0	11
2100	0	0	15	0	0	0	15	0	0	10	0	0	0	10
2115	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2130	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2145	0	0	5	0	0	0	5	0	0	0	0	0	0	0
2200	0	0	9	0	0	0	9	0	0	3	0	0	0	3
2215	0	0	4	0	0	0	4	0	0	11	0	0	0	11
2230	0	0	7	0	1	0	8	0	0	3	0	0	0	3
2245	0	0	8	0	0	0	8	0	0	3	0	1	0	4
2300	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2315	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2330	0	0	8	0	0	0	8	0	0	1	0	0	0	1
2345	0	0	10	0	0	0	10	0	0	0	0	0	0	0
Total	5	7	1479	1	10	3	1505	4	3	1120	0	8	5	1140

Volume Report

Job 1645_10_VHB_ATR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0400	0	0	5	0	0	1	6	0	0	2	0	0	1	3
0415	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0430	0	0	23	0	0	0	23	0	0	4	0	0	0	4
0445	0	0	32	0	0	0	32	0	0	9	0	0	0	9
0500	0	0	7	0	0	0	7	0	0	14	0	1	0	15
0515	0	0	19	1	0	0	20	0	0	6	1	0	0	7
0530	0	0	39	0	1	1	41	0	0	16	0	1	2	19
0545	0	0	28	0	0	1	29	0	0	18	0	0	0	18
0600	0	0	21	0	2	0	23	0	0	24	0	0	0	24
0615	0	0	16	0	2	0	18	0	0	34	0	2	0	36
0630	0	0	24	0	0	1	25	0	0	33	0	1	0	34
0645	0	0	27	0	0	1	28	0	0	36	0	0	0	36
0700	0	0	31	0	1	1	33	0	0	50	0	1	0	51
0715	0	0	41	0	2	0	43	0	0	37	1	3	0	41
0730	0	0	39	0	1	0	40	1	0	53	0	1	0	55
0745	0	0	70	0	1	0	71	0	0	60	0	1	2	63
0800	0	0	73	2	1	1	77	0	0	64	0	2	0	66
0815	0	0	85	2	2	2	91	0	0	61	1	2	1	65
0830	0	0	46	0	2	1	49	0	0	64	0	1	1	66
0845	0	0	35	0	5	0	40	0	0	38	2	1	0	41
0900	0	0	29	0	3	1	33	0	0	25	0	1	0	26
0915	0	0	26	1	2	1	30	0	0	25	0	6	5	36
0930	0	0	29	1	1	0	31	0	0	21	0	1	0	22
0945	0	0	24	0	1	4	29	0	0	22	1	1	0	24
1000	0	0	24	1	1	0	26	0	0	26	0	2	4	32
1015	0	0	22	0	2	0	24	0	0	22	0	1	2	25
1030	0	0	21	0	4	1	26	0	0	22	0	3	0	25
1045	0	0	32	0	0	0	32	0	0	20	0	1	1	22
1100	0	0	31	0	4	0	35	0	0	22	0	1	0	23
1115	0	0	37	1	3	1	42	0	0	28	0	2	1	31
1130	0	0	28	0	5	3	36	0	0	23	0	2	1	26
1145	0	0	29	0	2	0	31	0	0	24	0	3	2	29
1200	0	0	30	0	1	3	34	0	0	33	0	2	0	35
1215	0	0	32	0	2	0	34	0	0	34	0	4	1	39
1230	0	0	37	0	4	1	42	0	0	29	0	1	2	32
1245	0	0	36	0	3	1	40	0	0	24	0	2	1	27
1300	0	0	26	0	0	0	26	0	0	30	0	0	0	30
1315	0	0	24	0	1	1	26	0	0	33	0	1	1	35
1330	0	0	28	0	3	1	32	0	0	30	0	2	2	34
1345	0	0	36	0	2	2	40	0	0	23	0	1	0	24
1400	0	0	25	0	2	0	27	0	0	23	1	1	1	26
1415	0	0	44	0	2	1	47	0	0	17	0	1	2	20
1430	0	0	40	0	1	0	41	0	0	37	0	3	0	40
1445	0	0	43	0	3	2	48	0	0	44	1	2	1	48
1500	0	0	63	1	3	0	67	0	0	24	1	0	0	25
1515	0	0	55	0	4	0	59	0	0	41	0	1	0	42
1530	0	0	73	1	3	0	77	0	0	89	0	4	0	93
1545	0	0	51	0	0	1	52	0	0	58	3	2	0	63
1600	0	0	72	0	2	1	75	0	0	58	1	0	1	60
1615	0	0	58	0	2	0	60	0	0	38	0	0	0	38
1630	0	0	58	0	2	1	61	0	0	41	0	0	0	41
1645	0	0	66	1	1	0	68	0	0	35	0	0	0	35
1700	0	0	58	0	0	1	59	0	0	49	0	0	0	49
1715	0	0	71	0	0	1	72	0	0	53	0	0	1	54
1730	0	0	46	0	0	0	46	0	0	30	0	0	0	30
1745	0	0	42	0	1	0	43	0	0	16	0	0	0	16
1800	0	0	38	0	0	1	39	0	0	21	0	0	0	21
1815	0	0	41	0	0	0	41	0	0	21	0	1	0	22
1830	0	0	34	0	0	0	34	0	0	11	0	2	0	13
1845	0	0	25	1	0	0	26	0	0	17	0	0	0	17
1900	0	0	25	0	1	0	26	0	0	13	0	0	0	13
1915	0	0	25	0	0	0	25	0	0	14	0	0	0	14
1930	0	0	15	0	0	1	16	0	0	18	0	0	0	18
1945	0	0	18	1	0	0	19	0	0	17	0	0	0	17
2000	0	0	19	0	0	0	19	0	0	33	0	0	0	33
2015	0	0	11	0	0	1	12	0	0	18	0	0	0	18
2030	0	0	18	0	0	0	18	0	0	22	1	0	0	23
2045	0	0	16	0	0	0	16	0	0	19	0	0	0	19
2100	0	0	14	0	0	0	14	0	0	7	0	0	0	7
2115	0	0	15	0	0	0	15	0	0	15	0	0	0	15
2130	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2145	0	0	12	0	0	1	13	0	0	7	0	0	0	7
2200	0	0	9	0	0	0	9	0	0	2	0	0	0	2
2215	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2230	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2245	0	0	7	0	0	0	7	0	0	6	0	0	1	7
2300	0	0	5	0	0	0	5	0	0	2	0	0	0	2
2315	0	0	7	0	1	0	8	0	0	2	0	0	0	2
2330	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2345	0	0	9	0	0	0	9	0	0	1	0	0	0	1
Total	0	0	2536	14	92	43	2685	1	0	2100	14	72	37	2224

Volume Report

Job 1645_10_VHB_ATR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0030	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	5	0	2	0	7
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	11	0	0	0	11
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	1	1	0	0	2
0230	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0245	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0330	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0345	0	0	11	0	0	0	11	0	0	1	0	0	1	2
0400	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0415	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0430	0	0	32	0	0	0	32	0	0	9	0	0	0	9
0445	0	0	26	0	0	0	26	0	0	10	0	0	0	10
0500	0	0	12	0	1	0	13	0	0	20	0	1	0	21
0515	0	0	15	0	1	0	16	0	0	14	0	1	2	17
0530	0	0	18	0	1	0	19	0	0	18	0	0	2	20
0545	0	0	27	0	0	0	27	0	0	26	0	0	1	27
0600	0	0	21	0	1	1	23	0	0	19	0	0	2	21
0615	0	0	27	0	1	2	30	0	0	20	0	0	0	20
0630	0	0	24	0	0	0	24	0	0	40	0	1	0	41
0645	0	0	36	0	0	0	36	0	0	40	0	1	0	41
0700	0	0	26	0	0	0	26	0	0	52	0	0	0	52
0715	0	0	54	0	1	1	56	0	0	58	1	0	1	60
0730	0	0	55	0	1	1	57	0	0	49	0	4	0	53
0745	0	0	50	0	1	0	51	0	0	58	0	2	0	60
0800	0	0	69	2	0	1	72	0	0	80	0	2	0	82
0815	0	0	93	1	1	2	97	0	0	77	2	2	0	81
0830	0	0	46	0	4	0	50	0	0	71	0	1	0	72
0845	0	0	43	0	1	0	44	0	0	53	1	1	0	55
0900	0	0	28	0	1	1	30	0	0	39	0	2	3	44
0915	0	0	29	1	3	1	34	0	0	29	0	2	0	31
0930	0	0	35	0	4	0	39	0	0	30	0	3	1	34
0945	0	0	40	0	4	1	45	0	0	30	0	2	2	34
1000	0	0	22	0	0	3	25	0	1	21	0	2	1	25
1015	0	0	18	0	1	2	21	0	0	13	0	1	1	15
1030	0	0	30	0	1	0	31	0	0	28	0	0	2	30
1045	0	0	33	0	6	1	40	0	0	16	0	1	0	17
1100	0	0	30	0	2	0	32	0	0	28	0	3	0	31
1115	0	0	24	0	1	2	27	0	0	23	0	1	3	27
1130	0	0	26	0	0	0	26	0	0	33	0	3	1	37
1145	0	0	40	0	1	2	43	0	0	34	0	2	0	36
1200	0	0	47	0	2	0	49	0	0	39	0	1	1	41
1215	0	0	45	0	1	0	46	0	0	47	0	1	1	49
1230	0	0	45	1	2	1	49	0	0	34	0	3	0	37
1245	0	0	40	0	1	0	41	0	0	41	0	2	1	44
1300	0	0	42	0	1	1	44	0	0	38	0	0	3	41
1315	0	0	34	0	3	4	41	0	0	45	0	0	1	46
1330	0	0	28	0	2	1	31	0	0	41	0	2	2	45
1345	0	0	28	0	2	2	32	0	0	30	0	0	5	35
1400	0	0	32	0	1	0	33	0	0	22	1	1	0	24
1415	0	0	41	0	0	2	43	0	0	21	0	0	2	23
1430	0	0	48	0	2	0	50	0	0	43	0	0	2	45
1445	0	0	46	0	4	0	50	0	0	34	0	1	2	37
1500	0	0	63	0	1	2	66	0	0	33	1	3	0	37
1515	0	0	76	0	1	0	77	0	0	35	0	3	0	38
1530	0	0	66	2	3	2	73	0	0	82	2	1	1	86
1545	0	0	71	0	3	1	75	0	0	66	1	0	0	67
1600	0	0	79	0	0	0	79	0	0	41	0	2	0	43
1615	0	0	66	0	2	0	68	0	0	61	0	0	0	61
1630	0	0	79	0	1	0	80	0	0	52	0	0	0	52
1645	0	0	54	0	1	0	55	0	0	30	0	0	0	30
1700	0	0	86	0	0	0	86	0	0	48	0	0	2	50
1715	0	0	54	0	0	0	54	0	0	50	0	0	0	50
1730	0	0	45	0	1	0	46	0	0	23	0	0	0	23
1745	0	0	43	0	0	0	43	0	0	40	0	0	1	41
1800	0	0	63	0	0	0	63	0	0	14	0	0	0	14
1815	0	0	50	0	0	0	50	0	0	22	0	0	0	22
1830	0	0	31	0	0	0	31	0	0	22	0	0	0	22
1845	0	0	27	0	0	0	27	0	0	14	0	0	0	14
1900	0	0	22	0	0	0	22	0	0	21	0	0	0	21
1915	0	0	30	0	0	0	30	0	0	19	0	0	1	20
1930	0	0	31	0	0	0	31	0	0	19	0	0	0	19
1945	0	0	21	0	0	0	21	0	0	18	0	0	0	18
2000	0	0	13	0	0	0	13	0	0	35	0	0	0	35
2015	0	0	17	0	0	0	17	0	0	12	0	0	0	12
2030	0	0	24	0	0	0	24	0	0	18	0	0	0	18
2045	0	0	17	0	0	0	17	0	0	7	0	0	0	7
2100	0	0	17	0	0	0	17	0	0	14	0	0	0	14
2115	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2130	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2145	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2200	0	0	10	0	0	0	10	0	0	1	0	0	0	1
2215	0	0	11	0	0	0	11	0	0	4	0	0	0	4
2230	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2245	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2300	0	0	6	0	0	0	6	0	0	3	0	0	0	3
2315	0	0	2	0	0	0	2	0	0	7	0	0	0	7
2330	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2345	0	0	7	0	0	0	7	0	0	5	0	0	0	5
Total	0	0	2770	7	73	37	2887	0	1	2361	10	61	49	2482

Volume Report

Job 1645_10_VHB_ATTR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0030	0	0	4	0	0	0	4	0	0	4	0	1	0	5
0045	0	0	6	0	0	1	7	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	11	0	0	0	11
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0145	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0330	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0345	0	0	9	0	0	1	10	0	0	1	0	0	0	1
0400	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0415	0	0	10	0	0	0	10	0	0	1	0	0	1	2
0430	0	0	27	0	0	0	27	0	0	6	0	0	0	6
0445	0	0	33	0	1	0	34	0	0	10	0	1	0	11
0500	0	0	9	0	0	0	9	0	0	8	0	1	0	9
0515	0	0	9	0	0	0	9	0	0	18	0	0	0	18
0530	0	0	18	0	0	0	18	0	0	21	0	0	1	22
0545	0	0	30	0	1	0	31	0	0	30	0	0	0	30
0600	0	0	18	0	1	0	19	0	0	22	0	0	1	23
0615	0	0	25	0	1	0	26	0	0	24	0	2	0	26
0630	0	0	20	0	0	0	20	0	0	37	0	0	0	37
0645	0	0	33	0	1	1	35	0	0	40	0	0	0	40
0700	0	0	37	0	0	1	38	0	0	49	0	0	0	49
0715	0	0	49	0	2	1	52	0	0	54	1	0	1	56
0730	0	0	61	0	3	2	66	0	0	48	0	4	2	54
0745	0	0	71	1	2	2	76	0	0	54	0	1	0	55
0800	0	0	83	1	0	1	85	1	0	75	0	2	0	78
0815	0	0	85	1	2	2	90	0	0	91	3	1	1	96
0830	0	0	50	0	2	0	52	0	0	64	0	2	1	67
0845	0	0	35	0	1	0	36	1	0	60	1	1	1	64
0900	0	0	41	0	4	0	45	0	0	34	0	2	1	37
0915	0	0	41	1	0	1	43	0	0	33	0	4	1	38
0930	0	0	37	1	0	1	39	0	0	22	0	0	3	25
0945	0	0	28	0	2	0	30	0	0	22	0	1	0	23
1000	0	0	32	0	2	0	34	0	0	18	0	0	2	20
1015	0	0	40	0	5	1	46	0	0	18	0	2	2	22
1030	0	0	39	0	6	0	45	0	0	27	0	3	2	32
1045	0	0	35	0	2	0	37	0	0	22	0	0	0	22
1100	0	0	33	0	1	3	37	0	0	18	0	4	1	23
1115	0	0	29	0	1	2	32	0	0	26	0	2	1	29
1130	0	0	28	0	3	3	34	0	0	27	0	0	0	27
1145	0	0	42	0	1	0	43	0	0	38	0	2	1	41
1200	0	0	42	0	6	0	48	0	0	43	0	2	1	46
1215	0	0	45	0	1	1	47	0	0	29	1	1	1	32
1230	0	0	48	0	5	1	54	0	0	41	0	1	1	43
1245	1	0	53	0	4	1	59	0	0	31	0	0	0	31
1300	1	1	40	0	4	3	49	0	0	31	0	2	0	33
1315	0	0	57	1	2	0	60	0	0	46	0	1	0	47
1330	0	1	46	1	2	1	51	0	0	102	2	1	2	107
1345	0	0	46	0	2	1	49	0	0	51	1	1	1	54
1400	0	1	36	0	1	0	38	0	1	35	1	0	0	37
1415	0	0	41	0	1	1	43	0	0	20	0	0	0	20
1430	1	0	54	0	2	0	57	0	0	51	0	3	1	55
1445	0	0	58	0	1	1	60	0	0	40	1	1	0	42
1500	1	0	54	0	1	0	56	0	0	41	1	1	0	43
1515	0	0	54	0	1	0	55	0	0	41	0	1	0	42
1530	0	0	74	0	2	0	76	0	0	41	0	0	0	41
1545	1	0	46	0	5	1	53	0	0	48	1	0	0	49
1600	1	0	65	0	1	2	69	0	0	62	0	1	0	63
1615	0	0	58	1	2	0	61	0	0	45	0	0	1	46
1630	0	0	69	0	1	0	70	0	0	35	0	2	1	38
1645	0	0	67	0	3	0	70	0	0	58	0	0	0	58
1700	0	0	48	0	0	1	49	0	0	45	0	2	0	47
1715	1	0	49	0	0	0	50	0	0	34	0	0	0	34
1730	0	0	42	0	1	1	44	0	0	28	0	0	0	28
1745	0	0	45	0	1	0	46	1	0	23	0	1	1	26
1800	0	0	47	0	0	0	47	0	0	19	0	0	0	19
1815	0	0	38	1	1	0	40	0	0	27	0	3	1	31
1830	0	2	31	0	0	0	33	0	0	17	0	0	0	17
1845	0	0	34	0	0	1	35	0	0	14	0	1	0	15
1900	0	0	37	1	0	0	38	0	0	18	0	1	1	20
1915	0	1	16	0	0	0	17	0	0	8	0	0	0	8
1930	1	0	32	0	0	0	33	0	0	27	0	0	0	27
1945	0	0	29	0	0	0	29	0	0	17	0	0	0	17
2000	0	0	39	0	0	0	39	0	0	35	0	0	0	35
2015	0	0	20	0	0	1	21	0	0	23	0	0	0	23
2030	0	0	23	0	0	0	23	0	0	11	0	0	0	11
2045	0	0	17	1	0	0	18	0	0	14	0	0	0	14
2100	0	0	17	0	0	1	18	0	0	25	0	0	0	25
2115	0	0	17	0	0	0	17	0	0	12	0	0	0	12
2130	0	0	12	0	0	0	12	0	0	8	0	0	0	8
2145	0	0	16	0	0	0	16	0	0	9	0	0	0	9
2200	0	0	13	0	0	0	13	0	0	7	0	0	0	7
2215	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2230	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2245	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2300	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2315	0	0	9	0	0	0	9	0	0	4	0	0	0	4
2330	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2345	0	0	8	0	0	0	8	0	0	8	0	0	0	8
Total	8	6	2888	11	94	41	3048	3	1	2410	13	62	36	2525

Volume Report

Job 1645_10_VHB_ATTR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street

Thursday, May 8, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	1	0	0	1	2
0015	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	5	0	1	0	6
0115	0	0	2	0	1	0	3	0	0	2	0	0	0	2
0130	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0145	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0215	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	3	0	0	1	4
0345	0	0	9	0	0	0	9	0	0	5	0	0	1	6
0400	0	0	2	0	0	0	2	0	0	2	0	1	0	3
0415	0	0	9	0	0	0	9	0	0	3	0	0	1	4
0430	0	0	23	0	0	0	23	0	0	4	0	0	0	4
0445	0	0	31	0	0	0	31	0	0	9	0	0	0	9
0500	0	0	8	0	0	1	9	0	0	17	0	0	0	17
0515	0	0	10	0	1	0	11	0	1	11	0	0	0	12
0530	0	0	15	0	0	0	15	0	0	17	0	0	0	17
0545	0	0	28	0	0	1	29	0	0	32	0	0	1	33
0600	0	0	23	0	0	0	23	0	0	23	0	1	0	24
0615	0	0	16	0	1	1	18	0	0	23	0	0	0	23
0630	0	0	26	0	0	1	27	0	0	38	0	1	0	39
0645	0	0	29	0	0	0	29	0	0	54	0	0	1	55
0700	0	0	30	0	0	1	31	0	0	47	0	2	0	49
0715	0	0	46	0	0	0	46	0	0	54	1	1	3	59
0730	0	0	37	0	1	1	39	0	0	41	0	0	0	41
0745	0	0	66	0	0	2	68	0	0	60	0	1	0	61
0800	0	1	73	2	1	1	78	1	1	84	1	1	0	88
0815	0	0	99	1	3	1	104	0	1	75	2	2	1	81
0830	0	0	54	0	0	2	56	0	0	71	0	1	1	73
0845	0	0	51	0	1	0	52	0	0	52	1	0	2	55
0900	0	0	43	0	0	1	44	0	0	40	0	0	0	40
0915	0	0	34	1	1	1	37	0	0	27	0	2	0	29
0930	0	0	33	0	1	0	34	0	0	26	0	0	0	26
0945	0	0	22	0	0	1	23	0	0	28	0	1	1	30
1000	0	0	33	0	4	3	40	0	0	25	0	1	0	26
1015	0	1	60	0	5	5	71	0	0	51	0	4	1	56
1030	0	0	43	0	1	3	47	0	0	38	0	1	0	39
1045	0	0	43	0	1	1	45	0	0	31	0	0	1	32
1100	0	0	36	0	2	2	40	0	0	16	0	3	2	21
1115	0	0	18	0	0	2	20	0	0	33	0	1	0	34
1130	0	0	28	0	5	1	34	1	0	23	0	0	3	27
1145	1	0	32	0	1	2	36	0	0	30	0	4	0	34
1200	0	0	48	0	2	0	50	0	0	44	0	0	1	45
1215	0	0	39	0	2	1	42	0	1	41	0	2	2	46
1230	0	0	47	0	0	0	47	0	0	38	0	0	1	39
1245	0	0	49	0	3	0	52	0	0	40	0	1	1	42
1300	0	0	47	0	1	0	48	0	1	43	0	4	3	51
1315	1	0	38	0	6	1	46	1	0	34	0	1	0	36
1330	0	0	47	0	0	1	48	0	0	52	0	0	1	53
1345	0	0	33	0	2	3	38	0	1	47	0	1	0	49
1400	1	0	48	0	3	1	53	1	0	33	1	1	4	40
1415	0	0	44	0	4	0	48	1	0	31	1	3	0	36
1430	1	1	43	0	1	0	46	0	0	38	0	1	3	42
1445	0	0	57	0	2	0	59	0	0	29	1	1	0	31
1500	0	0	47	0	0	0	47	0	0	39	1	0	0	40
1515	0	0	88	0	1	0	89	0	0	33	0	1	1	35
1530	0	0	81	0	1	1	83	0	0	91	1	1	0	93
1545	0	0	55	0	3	0	58	0	0	27	2	2	0	31
1600	0	2	72	0	2	1	77	0	0	46	0	0	0	46
1615	0	0	80	0	1	1	82	0	0	45	0	0	0	45
1630	0	0	74	0	0	0	74	0	0	56	0	1	2	59
1645	0	0	77	1	1	0	79	0	0	52	0	1	0	53
1700	0	0	72	0	1	0	73	0	0	47	0	1	0	48
1715	0	0	75	0	0	0	75	0	0	43	0	0	0	43
1730	0	1	41	0	1	0	43	0	1	41	0	0	0	42
1745	0	1	35	1	0	0	37	0	0	28	0	0	0	28
1800	0	0	44	0	0	0	44	0	1	31	0	0	0	32
1815	0	0	38	0	1	0	39	0	0	41	1	1	0	43
1830	0	0	40	0	0	0	40	0	0	14	0	0	0	14
1845	0	0	21	0	1	0	22	0	0	21	0	0	0	21
1900	0	0	25	0	0	0	25	0	0	20	0	0	0	20
1915	0	0	26	0	0	0	26	0	0	8	0	0	0	8
1930	0	0	32	0	1	0	33	0	0	16	0	0	1	17
1945	0	0	22	0	0	0	22	0	0	20	0	0	0	20
2000	0	0	19	0	0	0	19	0	0	30	0	0	0	30
2015	0	0	20	0	0	0	20	0	0	6	0	0	0	6
2030	0	0	21	0	0	0	21	0	0	10	0	0	0	10
2045	0	0	19	0	0	0	19	0	0	7	0	0	0	7
2100	0	0	9	0	0	0	9	0	0	19	0	0	0	19
2115	0	0	11	0	0	0	11	0	0	19	0	0	0	19
2130	0	0	11	0	0	0	11	0	0	7	0	0	1	8
2145	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2200	0	0	8	0	0	0	8	0	0	2	0	0	0	2
2215	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2230	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2245	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2300	0	0	8	0	0	0	8	0	0	7	0	0	0	7
2315	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2330	0	0	10	0	0	1	11	0	0	5	0	0	0	5
2345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
Total	4	7	2901	6	70	45	3033	5	8	2455	13	52	42	2575

Volume Report

Job 1645_10_VHB_ATR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0015	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0130	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0145	0	0	3	0	0	1	4	0	0	4	0	0	0	4
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0345	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	12	0	1	0	13	0	0	1	0	0	1	2
0430	0	0	19	0	0	0	19	0	0	4	0	0	0	4
0445	0	0	31	0	0	0	31	0	0	13	0	0	0	13
0500	0	0	15	0	0	0	15	0	0	20	0	1	0	21
0515	0	0	14	0	1	0	15	0	0	10	0	0	0	10
0530	0	0	14	0	0	1	15	0	0	13	0	1	1	15
0545	0	0	37	0	1	0	38	0	0	32	0	1	0	33
0600	0	0	26	0	1	0	27	0	0	17	0	0	0	17
0615	0	0	23	0	1	0	24	0	0	16	0	0	1	17
0630	0	0	25	0	1	0	26	0	0	34	0	0	2	36
0645	0	0	35	0	0	0	35	0	0	41	0	0	2	43
0700	0	1	29	0	0	0	30	0	0	52	0	0	1	53
0715	0	0	48	0	1	0	49	0	0	38	1	1	0	40
0730	0	0	59	0	2	0	61	0	0	48	0	2	1	51
0745	1	0	64	1	2	0	68	0	0	50	0	3	3	56
0800	0	0	81	1	1	1	84	0	0	60	0	3	0	63
0815	0	0	84	1	1	2	88	0	0	79	2	1	0	82
0830	0	0	48	0	2	0	50	0	1	59	0	3	0	63
0845	0	0	34	0	3	3	40	0	0	43	1	0	0	44
0900	0	0	29	0	1	2	32	0	0	23	0	6	0	29
0915	0	0	30	1	2	1	34	0	0	34	0	1	1	36
0930	0	0	30	0	0	0	30	1	0	26	0	1	2	30
0945	1	0	56	0	2	2	61	0	0	25	0	0	1	26
1000	0	0	29	0	3	2	34	0	0	31	0	2	0	33
1015	0	0	30	0	2	0	32	1	0	29	0	2	2	34
1030	1	0	39	0	1	3	44	0	0	37	0	1	1	39
1045	0	0	45	0	0	2	47	0	0	27	0	1	2	30
1100	0	0	37	0	1	0	38	0	0	27	0	2	2	31
1115	0	0	35	0	0	1	36	1	0	28	0	0	0	29
1130	0	0	32	0	0	1	33	0	0	32	0	1	4	37
1145	0	0	49	0	0	1	50	0	0	32	0	0	2	34
1200	0	0	44	0	0	1	45	0	0	40	0	2	2	44
1215	0	0	46	0	4	4	54	0	0	58	0	0	1	59
1230	0	0	48	0	2	0	50	0	0	32	0	0	0	32
1245	0	0	36	0	3	0	39	0	0	41	0	1	1	43
1300	0	0	52	0	1	0	53	0	0	31	0	2	0	33
1315	0	0	36	0	4	0	40	0	0	41	0	1	1	43
1330	0	1	34	0	2	2	39	0	0	35	0	0	1	36
1345	0	0	46	0	2	0	48	0	0	29	0	1	1	31
1400	0	0	44	0	0	0	44	0	0	24	1	1	1	27
1415	0	0	44	0	1	0	45	0	0	29	0	0	0	29
1430	0	0	38	0	2	0	40	0	0	39	0	0	0	39
1445	0	0	57	0	2	1	60	0	0	36	0	0	0	36
1500	0	0	66	0	0	0	66	0	0	39	1	0	0	40
1515	0	0	64	2	2	2	70	0	0	42	0	0	0	42
1530	0	0	64	0	0	0	64	0	0	72	1	0	0	73
1545	0	0	57	0	0	1	58	0	0	64	2	1	2	69
1600	0	0	58	0	1	0	59	0	0	51	0	0	0	51
1615	0	0	63	0	0	1	64	0	0	31	0	3	0	34
1630	0	0	78	0	4	0	82	0	0	43	0	0	0	43
1645	0	0	55	0	0	0	55	0	0	39	0	0	1	40
1700	0	0	66	0	0	0	66	0	0	57	0	0	0	57
1715	0	0	47	0	0	1	48	0	0	38	0	1	0	39
1730	0	0	35	0	0	0	35	0	0	25	0	0	0	25
1745	0	0	31	0	0	0	31	0	0	16	0	0	1	17
1800	0	0	28	0	0	0	28	0	0	21	0	0	0	21
1815	0	0	28	0	0	0	28	0	0	13	0	0	1	14
1830	0	0	30	0	0	0	30	0	0	26	0	0	0	26
1845	0	0	28	0	0	0	28	0	0	15	0	0	0	15
1900	0	0	38	0	0	0	38	0	0	23	0	1	0	24
1915	0	0	29	0	0	0	29	0	0	31	0	1	0	32
1930	0	0	28	0	0	0	28	0	0	13	0	0	0	13
1945	0	0	24	0	0	0	24	0	0	26	0	0	0	26
2000	0	0	19	0	0	0	19	0	0	33	0	0	1	34
2015	0	0	19	0	0	0	19	0	0	12	0	0	0	12
2030	0	0	25	0	0	0	25	0	0	7	0	0	0	7
2045	0	0	26	0	0	0	26	0	0	5	0	0	1	6
2100	0	0	22	0	0	0	22	0	0	9	0	0	0	9
2115	0	0	5	0	0	0	5	0	0	13	0	0	0	13
2130	0	0	16	0	0	0	16	0	0	14	0	0	0	14
2145	0	0	10	1	1	0	12	0	0	7	0	0	0	7
2200	0	0	8	0	0	0	8	0	0	5	0	0	0	5
2215	0	0	20	0	0	0	20	0	0	7	0	0	0	7
2230	0	0	12	0	0	0	12	0	0	12	0	0	0	12
2245	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2300	0	0	10	0	0	0	10	0	0	1	0	0	0	1
2315	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	9	0	0	0	9
2345	0	0	4	0	0	0	4	0	0	7	0	0	0	7
Total	3	2	2840	7	61	36	2949	3	1	2301	9	49	44	2407

Volume Report

Job 1645_10_VHB_ATTR BV-D

Area Devens, MA

Location Jackson Road, south of Cavite Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0015	0	0	1	0	1	0	2	0	0	6	0	0	0	6
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0115	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	3	0	0	0	3	0	0	3	0	0	1	4
0315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0400	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0445	0	0	6	0	0	0	6	0	0	8	0	0	0	8
0500	0	0	0	0	0	0	0	0	0	12	0	0	0	12
0515	0	0	4	0	0	0	4	0	0	10	0	0	0	10
0530	0	0	5	0	0	0	5	0	0	12	0	0	0	12
0545	0	0	6	0	0	0	6	0	0	9	0	1	0	10
0600	0	0	12	0	0	0	12	0	0	8	0	1	0	9
0615	0	0	9	0	0	0	9	0	0	7	0	0	0	7
0630	0	0	6	0	0	0	6	0	0	20	0	0	0	20
0645	0	0	17	0	1	0	18	0	0	17	0	0	0	17
0700	0	0	9	0	0	0	9	0	0	7	0	0	0	7
0715	0	0	21	0	0	1	22	0	0	14	0	2	0	16
0730	0	0	28	0	2	1	31	0	0	19	0	0	0	19
0745	0	0	27	0	0	0	27	0	0	18	1	1	1	21
0800	0	0	14	0	1	0	15	0	0	24	0	0	1	25
0815	0	0	13	0	1	0	14	0	0	12	0	0	0	12
0830	0	0	22	0	0	0	22	0	0	18	0	2	0	20
0845	0	0	15	0	1	0	16	0	0	22	0	0	0	22
0900	0	0	22	0	1	1	24	0	0	27	0	0	1	28
0915	0	0	16	0	1	0	17	0	0	24	0	0	1	25
0930	0	0	13	0	0	0	13	0	0	29	0	0	0	29
0945	0	0	29	0	0	0	29	0	0	24	0	0	0	24
1000	0	0	17	0	3	0	20	0	0	23	0	3	0	26
1015	0	0	23	0	2	0	25	0	0	22	0	2	0	24
1030	0	0	34	0	1	0	35	0	0	33	0	1	0	34
1045	0	0	34	0	2	0	36	0	0	26	0	0	0	26
1100	0	0	22	0	0	0	22	0	0	21	0	0	0	21
1115	0	0	23	0	0	0	23	0	0	21	0	0	1	22
1130	0	0	37	0	0	0	37	0	0	36	0	0	0	36
1145	0	0	31	0	0	0	31	0	0	27	0	0	0	27
1200	1	0	29	0	0	0	30	0	0	33	0	0	0	33
1215	0	0	27	0	0	0	27	0	0	29	0	0	1	30
1230	0	0	35	0	0	1	36	0	0	29	0	0	1	30
1245	0	0	33	0	0	0	33	0	0	27	0	0	0	27
1300	0	0	26	0	2	0	28	0	0	23	0	0	0	23
1315	0	0	30	0	1	0	31	1	0	26	0	0	0	27
1330	0	0	34	0	1	0	35	0	0	19	0	0	0	19
1345	0	0	21	0	0	0	21	0	0	32	0	0	0	32
1400	0	0	30	0	0	0	30	0	0	33	0	0	0	33
1415	1	0	48	0	0	0	49	0	0	22	0	0	1	23
1430	1	0	34	0	0	0	35	0	0	18	0	0	0	18
1445	0	0	37	0	0	1	38	0	0	20	0	0	0	20
1500	0	0	31	0	2	1	34	0	0	31	0	0	0	31
1515	0	0	24	0	0	0	24	0	1	19	0	0	0	20
1530	0	1	40	0	0	0	41	0	0	25	0	1	0	26
1545	0	0	36	1	1	0	38	0	0	27	0	0	0	27
1600	0	0	31	0	0	0	31	0	0	26	0	0	0	26
1615	0	0	23	0	0	0	23	0	0	20	0	0	0	20
1630	0	0	27	0	0	1	28	0	0	18	0	0	0	18
1645	0	2	31	0	0	0	33	0	0	26	0	0	0	26
1700	0	0	29	0	0	0	29	0	0	16	0	0	0	16
1715	0	0	31	0	0	0	31	0	0	34	0	0	0	34
1730	0	0	33	0	0	0	33	0	0	17	0	0	0	17
1745	0	0	34	0	0	0	34	0	1	17	0	0	0	18
1800	0	0	27	0	0	0	27	0	0	12	1	0	0	13
1815	0	0	32	0	0	0	32	0	0	13	0	0	0	13
1830	0	0	18	0	1	1	20	0	0	21	0	0	0	21
1845	0	1	20	0	0	0	21	1	0	18	0	0	0	19
1900	0	0	23	0	0	0	23	0	0	19	0	0	0	19
1915	0	0	19	0	0	0	19	0	0	18	0	0	0	18
1930	1	0	27	1	0	0	29	0	0	15	0	1	0	16
1945	0	0	26	0	0	0	26	0	0	21	0	0	0	21
2000	0	0	18	0	0	0	18	0	0	24	0	0	0	24
2015	0	0	20	0	0	0	20	0	0	9	0	0	1	10
2030	0	0	21	0	0	1	22	0	0	15	1	0	0	16
2045	0	0	14	0	0	0	14	0	0	6	0	0	0	6
2100	0	0	15	0	0	0	15	0	0	9	0	0	0	9
2115	0	0	9	1	0	0	10	0	0	13	0	0	0	13
2130	0	0	8	0	0	0	8	0	0	9	0	0	0	9
2145	0	0	9	0	0	0	9	0	0	4	0	0	0	4
2200	0	0	15	0	0	0	15	0	0	8	0	0	0	8
2215	0	0	11	0	0	0	11	0	0	6	0	0	0	6
2230	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2245	0	0	3	0	0	0	3	0	0	6	0	0	1	7
2300	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2315	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2330	0	0	6	0	0	0	6	0	0	6	0	0	0	6
2345	0	0	5	0	0	0	5	0	0	3	0	0	0	3
Total	4	4	1666	3	25	10	1712	2	2	1445	3	16	14	1482

Volume Report

Job 1645_10_VHB_ATR BV-E

Area Devens, MA

Location Antietam Street, west of Cook Street



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0630	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0645	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0700	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0715	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0730	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0745	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0815	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0930	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	2	0	1	0	0	0	3
1115	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1145	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1230	0	0	3	0	0	0	3	1	0	1	0	0	0	2
1245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1415	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1515	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	1	0	2	0	0	0	3
1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1615	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1630	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1645	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1745	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1830	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	50	0	1	0	51	4	0	40	0	1	0	45

Volume Report

Job 1645_10_VHB_ATTR BV-E
Area Devens, MA
Location Antietam Street, west of Cook Street



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0430	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0445	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0530	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0545	0	0	16	0	0	0	16	0	0	1	0	0	0	1
0600	0	0	11	0	0	0	11	0	0	0	0	0	0	0
0615	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0630	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0645	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0700	0	0	13	0	1	0	14	0	0	1	0	0	0	1
0715	0	0	15	0	0	0	15	0	0	2	0	0	0	2
0730	0	0	9	0	1	0	10	0	0	3	0	1	0	4
0745	0	0	15	0	0	0	15	0	0	3	0	0	0	3
0800	0	0	9	0	0	0	9	0	0	10	1	0	0	11
0815	0	0	10	0	0	0	10	0	0	16	0	0	0	16
0830	0	0	13	0	0	0	13	0	0	5	0	0	0	5
0845	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0900	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0915	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0930	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	1	0	0	0	1	0	0	2	0	1	0	3
1015	0	0	1	0	0	0	1	0	0	1	0	1	0	2
1030	0	0	0	0	0	1	1	0	0	1	0	0	0	1
1045	0	0	1	0	0	0	1	0	0	1	0	1	0	2
1100	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1115	0	0	0	0	1	0	1	0	0	0	0	0	0	0
1130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1145	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1200	0	0	3	0	0	1	4	0	0	2	0	0	0	2
1215	0	0	3	0	0	0	3	0	0	0	0	1	0	1
1230	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1245	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1300	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1315	0	0	1	0	1	0	2	0	0	2	0	1	0	3
1330	0	0	1	0	1	0	2	0	0	2	0	0	0	2
1345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1400	0	0	1	0	0	0	1	0	0	6	0	0	0	6
1415	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1430	0	0	1	0	0	0	1	0	0	5	0	1	0	6
1445	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1500	0	0	1	0	0	0	1	0	0	10	0	0	0	10
1515	0	0	2	0	0	0	2	0	0	19	0	0	0	19
1530	0	0	12	0	0	0	12	0	0	25	0	0	0	25
1545	0	0	3	0	0	0	3	0	0	12	0	0	0	12
1600	0	0	1	0	0	0	1	0	0	29	0	0	0	29
1615	0	0	1	0	0	0	1	0	0	14	0	0	0	14
1630	0	0	1	0	0	0	1	0	0	11	0	0	0	11
1645	0	0	3	0	0	0	3	0	0	20	0	0	0	20
1700	0	0	4	0	0	0	4	0	0	27	0	0	0	27
1715	0	0	3	0	0	0	3	0	0	17	0	0	0	17
1730	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1745	0	0	0	0	0	0	0	0	0	4	0	1	0	5
1800	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1815	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1830	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1900	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1915	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1930	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	263	0	5	2	270	0	0	305	1	8	0	314

Volume Report

Job 1645_10_VHB_ATTR BV-E
Area Devens, MA
Location Antietam Street, west of Cook Street



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0445	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0515	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0530	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0545	0	0	11	0	0	0	11	0	0	0	0	0	0	0
0600	0	0	6	0	1	0	7	0	0	0	0	0	0	0
0615	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0630	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0645	0	0	17	0	0	0	17	0	0	1	0	0	0	1
0700	0	0	12	0	0	0	12	0	0	0	0	0	0	0
0715	0	0	12	0	0	0	12	0	0	0	0	1	0	1
0730	0	0	20	0	0	0	20	0	0	3	0	1	0	4
0745	0	0	13	0	0	0	13	0	0	5	0	0	0	5
0800	0	0	9	0	0	0	9	0	0	9	1	0	0	10
0815	0	0	9	0	0	0	9	0	0	14	0	0	0	14
0830	0	0	7	0	0	0	7	0	0	7	0	1	0	8
0845	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0900	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0915	0	0	6	0	1	0	7	0	0	5	0	0	0	5
0930	0	0	4	0	0	0	4	0	0	4	0	1	0	5
0945	0	0	1	0	0	1	2	0	0	3	0	0	0	3
1000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1015	0	0	2	0	0	0	2	0	0	4	0	1	0	5
1030	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1130	0	0	4	0	0	0	4	0	0	0	0	0	0	0
1145	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1230	0	0	7	0	0	0	7	0	0	3	0	0	0	3
1245	0	0	7	0	0	0	7	0	0	2	0	1	0	3
1300	0	0	1	0	1	0	2	0	0	4	0	0	0	4
1315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1345	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1400	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1415	0	0	2	0	0	0	2	0	0	8	0	0	0	8
1430	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1445	0	0	0	0	0	0	0	0	0	16	0	0	0	16
1500	0	0	3	0	0	0	3	0	0	17	0	0	0	17
1515	0	0	6	0	0	0	6	0	0	18	0	0	0	18
1530	0	0	11	0	1	0	12	0	0	23	0	0	0	23
1545	0	0	3	0	0	0	3	0	0	11	0	0	0	11
1600	0	0	3	0	0	0	3	0	0	28	0	0	0	28
1615	0	0	2	0	0	0	2	0	0	11	0	0	0	11
1630	0	0	2	0	0	0	2	0	0	16	0	0	0	16
1645	0	0	1	0	0	0	1	0	0	12	0	0	0	12
1700	0	0	5	0	0	0	5	0	0	22	0	0	0	22
1715	0	0	7	0	0	0	7	0	0	12	0	0	0	12
1730	0	0	0	0	0	0	0	0	0	9	0	0	0	9
1745	0	0	1	0	0	0	1	0	0	7	0	0	0	7
1800	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1815	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	285	0	4	1	290	0	0	318	1	7	0	326

Volume Report

Job 1645_10_VHB_ATR BV-E

Area Devens, MA

Location Antietam Street, west of Cook Street



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0430	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0445	0	0	12	0	0	0	12	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0530	0	0	10	0	0	0	10	0	0	0	0	0	0	0
0545	0	0	12	0	0	0	12	0	0	0	0	0	0	0
0600	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0615	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0630	0	0	13	0	0	0	13	0	0	1	0	0	0	1
0645	0	0	21	0	0	0	21	0	0	1	0	0	0	1
0700	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0715	0	0	17	0	1	0	18	0	0	1	0	0	0	1
0730	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0745	0	0	17	0	0	0	17	0	0	8	0	0	0	8
0800	0	0	10	0	0	0	10	0	0	11	1	0	0	12
0815	0	0	11	0	0	0	11	0	0	15	0	2	0	17
0830	0	0	6	0	1	0	7	0	0	4	0	2	0	6
0845	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0900	0	0	4	0	0	0	4	0	0	3	0	1	0	4
0915	0	0	2	0	0	0	2	0	0	1	0	1	0	2
0930	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0945	0	0	1	0	0	0	1	0	0	8	0	0	0	8
1000	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1015	1	0	3	0	0	0	4	0	0	8	0	0	0	8
1030	0	0	1	0	1	0	2	0	0	5	0	1	0	6
1045	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1100	0	0	0	0	0	0	0	0	0	1	0	1	1	3
1115	0	0	0	0	0	0	0	0	0	8	0	0	0	8
1130	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1145	0	0	2	0	1	0	3	0	0	3	0	0	0	3
1200	0	0	5	0	1	0	6	0	0	1	0	0	0	1
1215	0	0	5	0	0	0	5	0	0	4	0	1	0	5
1230	0	0	4	0	1	1	6	0	0	4	0	0	1	5
1245	1	0	7	0	1	1	10	0	0	7	0	0	2	9
1300	0	0	3	0	0	0	3	0	0	7	0	0	0	7
1315	0	0	1	0	1	0	2	0	0	14	0	1	0	15
1330	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1345	0	0	2	0	0	1	3	0	0	7	0	0	0	7
1400	0	0	1	0	0	0	1	0	0	11	0	0	1	12
1415	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1430	0	0	2	0	0	0	2	0	0	17	0	0	0	17
1445	0	0	4	0	0	0	4	0	0	10	0	0	0	10
1500	0	0	3	0	0	2	5	0	0	14	0	0	0	14
1515	0	0	1	0	0	0	1	0	0	14	0	0	0	14
1530	0	0	3	0	1	0	4	0	0	12	0	0	0	12
1545	0	0	4	0	0	0	4	0	0	8	0	0	0	8
1600	0	0	0	0	0	0	0	0	0	23	0	0	0	23
1615	0	0	3	0	0	0	3	0	0	19	0	0	0	19
1630	0	0	1	0	0	0	1	0	0	10	0	0	0	10
1645	0	0	1	0	0	0	1	0	0	14	0	0	0	14
1700	0	0	2	0	0	0	2	0	0	17	0	0	0	17
1715	0	0	2	0	0	0	2	0	0	20	0	0	0	20
1730	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1745	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1800	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1815	0	0	3	0	1	0	4	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1900	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1930	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	282	0	10	5	299	0	0	369	1	10	5	385

Volume Report

Job 1645_10_VHB_ATR BV-E

Area Devens, MA

Location Antietam Street, west of Cook Street



Thursday, May 8, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0530	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0545	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0600	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0615	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0630	0	0	14	0	0	0	14	0	0	1	0	0	0	1
0645	0	0	19	0	0	0	19	0	0	2	0	0	0	2
0700	0	0	14	0	0	0	14	0	0	0	0	0	0	0
0715	0	1	16	0	0	0	17	0	0	0	0	0	0	0
0730	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0745	0	0	17	0	0	0	17	0	0	4	0	1	0	5
0800	0	0	10	0	0	0	10	0	0	14	1	1	0	16
0815	0	0	12	0	0	0	12	0	0	17	0	0	0	17
0830	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0845	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0900	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0915	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0930	0	0	3	0	1	0	4	0	0	4	0	0	0	4
0945	0	0	1	0	0	1	2	0	0	3	0	3	0	6
1000	0	0	3	0	1	0	4	0	0	1	0	1	0	2
1015	0	0	1	0	0	0	1	0	1	4	0	0	0	5
1030	0	0	4	0	0	0	4	0	0	3	0	0	1	4
1045	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1100	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1145	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1200	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1215	0	0	5	0	0	0	5	0	0	0	0	0	0	0
1230	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1300	0	0	3	0	0	0	3	1	0	4	0	1	0	6
1315	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1345	0	0	4	0	0	0	4	0	0	8	0	1	0	9
1400	0	0	2	0	0	0	2	0	0	9	0	0	0	9
1415	0	0	3	0	1	0	4	0	0	8	0	0	0	8
1430	0	0	2	0	0	0	2	0	0	12	0	1	0	13
1445	0	0	2	0	1	0	3	0	0	11	0	0	0	11
1500	0	0	3	0	1	0	4	0	0	7	0	0	0	7
1515	0	0	6	0	2	0	8	0	0	13	0	0	0	13
1530	0	0	10	0	0	0	10	0	0	18	0	0	0	18
1545	0	0	4	0	0	0	4	0	1	7	0	0	0	8
1600	0	0	3	0	0	0	3	0	0	30	0	0	0	30
1615	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1630	0	0	1	0	0	0	1	0	0	17	0	0	0	17
1645	0	0	2	0	0	0	2	0	0	20	0	0	0	20
1700	0	0	1	0	0	0	1	0	0	20	0	0	0	20
1715	0	0	7	0	1	0	8	0	0	18	0	0	0	18
1730	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1745	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1800	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1815	1	0	0	0	0	0	1	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1845	0	0	1	0	2	0	3	0	0	1	0	0	0	1
1900	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1930	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1945	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	286	0	10	1	299	1	2	332	1	9	1	346

Volume Report

Job 1645_10_VHB_ATR BV-E

Area Devens, MA

Location Antietam Street, west of Cook Street



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0445	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0500	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0515	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0530	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0545	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0600	0	0	7	0	0	0	7	0	0	0	0	0	0	0
0615	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0630	0	0	10	0	0	0	10	0	0	0	0	0	0	0
0645	0	0	16	0	0	0	16	0	0	1	0	0	0	1
0700	0	0	14	0	0	0	14	0	0	0	0	0	0	0
0715	0	0	15	0	0	0	15	0	0	1	0	0	0	1
0730	0	0	19	0	1	0	20	0	0	4	0	0	0	4
0745	0	0	16	0	0	0	16	0	0	6	0	0	0	6
0800	0	0	7	0	0	0	7	0	0	14	1	0	0	15
0815	0	0	12	0	0	0	12	0	0	12	0	0	0	12
0830	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0845	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0900	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1000	0	0	2	0	1	0	3	0	0	1	0	0	0	1
1015	0	0	2	0	0	0	2	0	0	1	0	2	0	3
1030	0	0	2	0	0	1	3	0	0	3	0	0	0	3
1045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1100	0	0	3	0	0	0	3	0	0	8	0	1	0	9
1115	0	0	3	0	0	0	3	0	0	2	0	1	0	3
1130	0	0	1	0	4	0	5	0	0	2	0	0	0	2
1145	0	0	4	0	0	0	4	0	0	3	0	1	0	4
1200	0	0	2	0	1	0	3	0	0	3	0	1	0	4
1215	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1230	0	0	3	0	1	0	4	0	0	4	0	1	0	5
1245	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1300	0	0	3	0	0	0	3	0	0	6	0	0	0	6
1315	0	0	0	0	0	0	0	0	0	2	0	1	0	3
1330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1345	0	0	2	0	0	0	2	0	0	6	0	0	0	6
1400	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1415	0	0	1	0	1	0	2	0	0	4	0	0	0	4
1430	0	0	4	0	0	0	4	0	0	8	0	0	0	8
1445	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1500	0	0	2	0	0	0	2	0	0	8	0	0	0	8
1515	0	0	2	0	0	0	2	0	0	18	0	0	0	18
1530	0	0	6	0	0	0	6	0	0	24	0	0	0	24
1545	0	0	7	0	0	0	7	0	0	15	0	0	0	15
1600	0	0	3	0	0	0	3	0	0	24	0	0	0	24
1615	0	0	2	0	0	0	2	0	0	6	0	0	0	6
1630	0	0	2	0	0	0	2	0	0	8	0	0	0	8
1645	0	0	2	0	0	0	2	0	0	13	0	0	0	13
1700	0	0	2	0	0	0	2	0	0	28	0	0	0	28
1715	0	0	5	0	0	0	5	0	0	9	0	0	0	9
1730	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1745	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1830	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1900	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	274	0	9	1	284	0	0	297	1	8	0	306

Volume Report

Job 1645_10_VHB_ATR BV-E

Area Devens, MA

Location Antietam Street, west of Cook Street



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0545	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0645	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0700	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0715	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0730	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0745	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0800	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0815	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0830	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0915	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0930	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0945	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1015	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1030	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1045	0	0	0	0	0	0	0	0	0	5	0	0	0	5
1100	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1115	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1145	0	0	0	0	0	0	0	0	0	5	0	0	0	5
1200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1230	0	0	0	0	0	0	0	0	0	5	0	0	0	5
1245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1415	1	0	2	0	0	0	3	0	0	5	0	0	0	5
1430	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1445	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1530	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1545	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1630	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1645	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1700	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1715	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1830	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1845	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1900	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1930	0	0	2	0	0	0	2	1	0	1	0	0	0	2
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	62	0	0	0	63	1	0	90	0	0	0	91

Volume Report

Job 1645_10_VHB_ATR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd

Sunday, May 4, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0545	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0600	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0615	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0645	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0700	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0715	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0730	0	0	5	0	1	0	6	0	0	0	0	0	0	0
0745	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0800	0	0	1	0	0	0	1	0	0	7	0	0	0	7
0815	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0830	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0900	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0915	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0930	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1015	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1030	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1115	2	0	2	0	0	0	4	0	0	3	0	0	0	3
1130	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1145	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1200	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1215	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1230	1	0	1	0	0	0	2	0	0	1	0	0	0	1
1245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1315	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1345	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
1415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1430	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1445	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1500	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1515	1	0	2	0	0	0	3	0	0	1	0	0	0	1
1530	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1545	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1600	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1615	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1630	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1645	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1730	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1745	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1800	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1815	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1830	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1845	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1900	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1915	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1930	0	0	6	0	0	0	6	0	0	0	0	0	0	0
1945	0	0	7	0	0	0	7	0	0	3	0	0	0	3
2000	0	0	1	0	0	0	1	0	0	19	0	0	0	19
2015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2030	0	0	8	0	0	0	8	0	0	1	0	0	0	1
2045	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
Total	4	0	134	0	1	0	139	0	0	127	0	1	0	128

Volume Report

Job 1645_10_VHB_ATTR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0400	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0415	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0430	0	0	19	0	0	0	19	0	0	1	0	0	0	1
0445	0	0	24	0	0	0	24	0	0	4	0	0	0	4
0500	0	0	7	0	0	0	7	0	0	9	0	0	0	9
0515	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0530	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0545	0	0	17	0	0	0	17	0	0	0	0	0	0	0
0600	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0615	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0630	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0645	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0700	0	0	10	0	1	0	11	0	0	3	0	0	0	3
0715	0	0	18	0	0	0	18	0	0	2	1	0	0	3
0730	0	0	10	0	0	0	10	0	0	7	0	0	0	7
0745	0	0	17	0	0	0	17	0	0	3	0	0	0	3
0800	0	0	4	0	1	0	5	0	0	10	0	0	0	10
0815	0	0	6	0	0	0	6	0	0	5	1	0	0	6
0830	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0845	0	0	6	0	1	0	7	0	0	5	1	0	0	6
0900	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0915	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0930	0	0	8	0	0	0	8	0	0	4	0	0	0	4
0945	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1000	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1015	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1030	0	0	7	0	1	0	8	0	0	3	0	0	0	3
1045	0	0	10	0	1	0	11	0	0	8	0	0	0	8
1100	0	0	9	0	0	0	9	0	0	0	0	0	0	0
1115	0	0	6	0	0	0	6	0	0	6	0	1	0	7
1130	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1145	0	0	3	0	1	0	4	0	0	11	0	1	0	12
1200	0	0	4	0	2	0	6	0	0	25	0	0	0	25
1215	0	0	8	0	1	0	9	0	0	11	0	1	0	12
1230	0	0	12	0	0	0	12	0	0	10	0	0	0	10
1245	0	0	15	0	1	0	16	0	0	6	0	0	0	6
1300	0	0	7	0	0	0	7	0	0	13	0	0	0	13
1315	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1330	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1345	0	0	10	0	1	0	11	0	0	7	0	1	0	8
1400	0	0	2	0	1	0	3	0	0	4	0	0	0	4
1415	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1430	0	0	7	0	0	0	7	0	0	0	0	0	0	0
1445	0	0	8	0	0	0	8	0	0	2	1	0	0	3
1500	0	0	12	0	2	0	14	0	0	0	0	0	0	0
1515	0	0	7	0	0	0	7	0	0	0	0	0	0	0
1530	0	0	10	0	0	0	10	0	0	6	0	0	0	6
1545	0	0	4	0	0	0	4	0	0	3	1	0	0	4
1600	0	0	7	0	0	0	7	0	0	1	0	0	0	1
1615	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1630	0	0	8	0	2	0	10	0	0	0	0	1	0	1
1645	0	0	8	0	2	0	10	0	0	2	0	1	0	3
1700	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1715	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1730	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1745	0	0	7	0	0	0	7	0	0	3	0	0	0	3
1800	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1815	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1830	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1845	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1900	0	0	7	0	0	0	7	0	0	2	0	0	0	2
1915	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1930	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1945	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2000	0	0	3	0	0	0	3	0	0	27	0	0	0	27
2015	0	0	4	0	0	0	4	0	0	10	0	0	0	10
2030	0	0	7	0	0	0	7	0	0	6	0	0	0	6
2045	0	0	3	0	0	0	3	0	0	8	0	0	0	8
2100	0	0	1	0	0	0	1	0	0	6	0	0	0	6
2115	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2130	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2145	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2245	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2315	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2330	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2345	0	0	5	0	0	0	5	0	0	2	0	0	0	2
Total	0	0	531	0	18	0	549	0	0	372	5	6	0	383

Volume Report

Job 1645_10_VHB_ATR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd

Tuesday, May 6, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0045	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	6	0	1	0	7
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	9	0	0	0	9
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	11	0	0	0	11	0	0	0	0	0	0	0
0400	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0415	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0430	0	0	16	0	0	0	16	0	0	0	0	0	0	0
0445	0	0	23	0	0	0	23	0	0	3	0	0	0	3
0500	0	0	7	0	0	0	7	0	0	16	0	1	0	17
0515	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0530	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0545	0	0	15	0	0	0	15	0	0	6	0	0	0	6
0600	0	0	11	0	0	0	11	0	0	2	0	0	0	2
0615	0	0	6	0	0	0	6	0	0	2	0	1	0	3
0630	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0645	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0700	0	0	15	0	0	0	15	0	0	4	0	0	0	4
0715	0	0	10	0	1	0	11	0	0	4	1	0	0	5
0730	0	0	12	0	0	0	12	0	0	7	0	0	0	7
0745	0	0	15	0	0	0	15	0	0	4	0	1	0	5
0800	0	0	14	0	0	0	14	0	0	20	1	0	0	21
0815	0	0	8	0	0	1	9	0	0	4	0	0	0	4
0830	0	0	2	0	0	0	2	0	0	8	0	0	0	8
0845	0	0	5	0	1	0	6	0	0	6	0	0	0	6
0900	0	0	7	0	0	0	7	0	0	7	0	0	0	7
0915	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0930	0	0	12	0	0	0	12	0	0	3	0	0	0	3
0945	0	0	12	0	2	0	14	0	0	4	0	1	0	5
1000	0	0	5	0	0	1	6	1	0	1	0	0	1	3
1015	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1030	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1045	0	0	15	0	0	0	15	0	0	1	0	0	0	1
1100	0	0	5	0	0	0	5	0	0	4	0	0	1	5
1115	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1130	0	0	7	0	0	0	7	0	0	9	0	0	0	9
1145	0	0	7	0	0	0	7	0	0	11	0	0	0	11
1200	0	0	11	0	0	0	11	0	0	16	0	0	1	17
1215	0	0	14	0	0	0	14	0	0	5	0	0	0	5
1230	0	0	12	0	1	0	13	0	0	8	0	0	0	8
1245	0	0	17	0	1	0	18	0	0	7	0	0	0	7
1300	0	0	12	0	0	0	12	0	0	15	0	1	0	16
1315	0	0	10	0	1	0	11	0	0	14	0	0	0	14
1330	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1345	0	0	6	0	0	0	6	0	0	12	0	0	0	12
1400	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1415	0	0	7	0	0	0	7	0	0	0	0	1	0	1
1430	0	0	10	0	0	0	10	0	0	1	0	0	0	1
1445	0	0	6	0	0	0	6	0	0	5	1	0	0	6
1500	0	0	10	0	0	0	10	0	0	2	0	0	0	2
1515	0	0	11	0	0	0	11	0	0	1	0	0	0	1
1530	0	0	11	0	0	0	11	0	0	4	0	0	0	4
1545	0	0	4	0	1	0	5	0	0	1	1	0	0	2
1600	0	0	4	0	0	0	4	0	0	1	1	1	0	3
1615	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1630	0	0	7	0	0	0	7	0	0	1	0	0	0	1
1645	0	0	11	0	0	0	11	0	0	2	0	0	0	2
1700	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1715	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1730	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1745	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1800	0	0	3	0	0	0	3	0	0	6	0	0	0	6
1815	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1830	0	0	1	0	0	0	1	0	0	6	0	0	0	6
1845	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1900	0	0	5	0	0	0	5	0	0	10	0	0	0	10
1915	0	0	9	0	0	0	9	0	0	3	0	0	0	3
1930	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1945	0	0	5	0	0	0	5	0	0	12	0	0	0	12
2000	0	0	3	0	0	0	3	0	0	33	0	0	0	33
2015	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2030	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2045	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2100	0	0	0	0	0	0	0	0	0	6	0	0	0	6
2115	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2130	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2330	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2345	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	567	0	9	2	578	1	0	426	5	8	3	443

Volume Report

Job 1645_10_VHB_ATR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd

Wednesday, May 7, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0045	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	7	0	0	0	7
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0145	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0400	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0415	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0430	0	0	19	0	0	0	19	0	0	1	0	0	0	1
0445	0	0	25	0	0	0	25	0	0	5	0	0	0	5
0500	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0515	0	0	4	0	0	0	4	0	0	12	0	0	0	12
0530	0	0	8	0	0	0	8	0	0	10	0	0	0	10
0545	0	0	17	0	0	0	17	0	0	4	0	0	0	4
0600	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0615	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0630	0	1	8	0	0	0	9	0	0	3	0	0	0	3
0645	0	0	14	0	0	0	14	0	0	0	0	0	0	0
0700	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0715	0	0	12	0	0	0	12	0	0	4	1	0	0	5
0730	0	0	9	0	1	1	11	0	0	2	0	1	0	3
0745	0	0	12	0	0	0	12	0	0	6	0	0	0	6
0800	0	0	9	0	0	0	9	0	0	20	1	0	0	21
0815	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0830	0	0	2	0	0	0	2	0	0	10	0	0	0	10
0845	0	0	9	0	0	0	9	0	0	6	0	0	0	6
0900	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0915	0	0	10	0	0	0	10	0	0	5	0	0	0	5
0930	0	0	13	0	0	0	13	0	0	1	0	0	0	1
0945	0	0	14	0	0	0	14	0	0	6	0	0	0	6
1000	0	0	8	0	0	0	8	0	0	2	0	0	0	2
1015	0	0	4	0	0	0	4	0	0	2	0	0	0	2
1030	0	0	15	0	1	0	16	0	0	4	0	0	0	4
1045	0	0	10	0	0	0	10	0	0	4	0	0	0	4
1100	0	0	8	0	0	0	8	0	0	9	0	1	0	10
1115	0	0	9	0	0	0	9	0	0	4	0	0	0	4
1130	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1145	0	0	8	0	0	0	8	0	0	16	0	0	0	16
1200	0	0	10	0	0	0	10	0	0	13	0	1	0	14
1215	0	0	11	0	0	0	11	0	0	3	0	0	0	3
1230	0	0	15	0	0	0	15	0	0	12	0	1	0	13
1245	0	0	18	0	0	0	18	0	0	4	0	0	0	4
1300	0	0	10	0	0	0	10	0	0	2	0	0	0	2
1315	0	0	13	0	1	0	14	0	0	20	0	0	0	20
1330	0	0	13	0	0	0	13	0	0	20	0	0	0	20
1345	0	0	10	0	0	0	10	0	0	18	0	0	0	18
1400	0	0	3	0	0	0	3	0	0	2	0	1	0	3
1415	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1430	0	0	6	0	0	0	6	0	1	5	0	0	0	6
1445	0	0	11	0	0	0	11	0	0	1	0	0	0	1
1500	0	0	9	0	0	0	9	0	0	1	1	0	0	2
1515	0	0	8	0	0	0	8	0	0	1	0	0	0	1
1530	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1545	0	0	5	0	1	0	6	0	0	5	0	0	0	5
1600	0	0	5	0	0	0	5	0	0	1	1	0	0	2
1615	0	0	9	0	0	0	9	0	0	3	0	0	0	3
1630	0	0	8	0	0	0	8	0	0	2	0	1	0	3
1645	0	0	8	0	0	0	8	0	0	4	0	0	0	4
1700	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1715	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1730	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1745	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1800	0	0	2	0	0	0	2	0	0	7	0	0	0	7
1815	0	0	3	0	0	0	3	0	0	5	0	1	0	6
1830	0	1	1	0	0	0	2	0	0	6	0	0	0	6
1845	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1900	0	0	4	0	0	0	4	0	0	12	0	0	0	12
1915	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1930	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1945	0	0	9	0	0	0	9	0	0	6	0	0	0	6
2000	0	0	3	0	0	0	3	0	0	24	0	1	0	25
2015	0	0	4	0	0	0	4	0	0	9	0	0	0	9
2030	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2045	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2100	0	0	0	0	0	0	0	0	0	12	0	0	0	12
2115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2230	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2315	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2330	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2345	0	0	4	0	0	0	4	0	0	5	0	0	0	5
Total	0	2	590	0	4	1	597	0	1	473	4	8	0	486

Volume Report

Job 1645_10_VHB_ATTR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd

Thursday, May 8, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0115	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0400	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0415	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0430	0	0	20	0	0	0	20	0	0	2	0	0	0	2
0445	0	0	23	0	0	0	23	0	0	4	0	0	0	4
0500	0	0	3	0	0	0	3	0	0	14	0	0	0	14
0515	0	0	3	0	0	0	3	0	1	4	0	0	0	5
0530	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0545	0	0	21	0	0	0	21	0	0	6	0	0	0	6
0600	0	0	10	0	0	0	10	0	0	2	0	0	0	2
0615	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0630	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0645	0	0	12	0	0	0	12	0	0	0	0	0	0	0
0700	0	0	13	0	0	0	13	0	0	4	0	0	0	4
0715	0	0	8	0	0	0	8	0	0	7	1	0	0	8
0730	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0745	0	0	11	0	0	0	11	0	0	4	0	0	0	4
0800	0	0	9	0	0	0	9	0	0	11	0	0	0	11
0815	0	0	10	0	0	0	10	0	0	6	1	0	0	7
0830	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0845	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0900	0	0	7	0	0	0	7	0	0	11	0	0	0	11
0915	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0930	0	0	10	0	0	0	10	0	0	3	0	0	0	3
0945	0	0	11	0	0	0	11	0	0	4	0	0	0	4
1000	0	0	4	0	1	0	5	0	0	5	0	0	0	5
1015	1	0	2	0	0	0	3	0	0	4	0	0	0	4
1030	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1045	0	0	15	0	0	0	15	0	0	7	0	0	0	7
1100	0	0	6	0	1	0	7	0	0	6	0	0	0	6
1115	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1130	0	0	2	0	1	0	3	0	0	4	0	0	0	4
1145	0	0	5	0	0	0	5	0	0	15	0	1	0	16
1200	0	0	7	0	1	0	8	0	0	12	0	0	0	12
1215	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1230	0	0	15	0	1	0	16	0	0	7	0	0	0	7
1245	0	0	16	0	0	0	16	0	0	6	0	1	0	7
1300	1	1	8	0	1	0	11	0	0	17	0	0	0	17
1315	0	0	8	0	1	0	9	0	0	9	0	0	0	9
1330	0	0	10	0	0	0	10	0	0	20	0	0	0	20
1345	0	0	10	0	0	0	10	0	1	23	0	1	0	25
1400	0	0	5	0	1	0	6	0	0	2	0	0	0	2
1415	0	0	10	0	0	0	10	0	0	4	0	0	0	4
1430	0	1	8	0	0	0	9	0	0	2	0	0	0	2
1445	0	0	8	0	0	0	8	0	0	3	1	0	0	4
1500	0	0	12	0	0	0	12	0	0	1	0	0	0	1
1515	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1530	0	0	9	0	0	1	10	0	0	10	0	0	0	10
1545	0	0	3	1	0	0	4	0	0	4	0	0	0	4
1600	0	0	9	0	0	0	9	0	0	0	1	0	0	1
1615	0	0	2	0	1	0	3	0	0	1	0	0	0	1
1630	0	0	9	0	0	0	9	0	0	0	0	1	0	1
1645	0	0	8	0	0	0	8	0	0	1	0	0	0	1
1700	0	0	6	0	0	0	6	0	0	4	0	0	0	4
1715	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1730	0	0	4	0	0	0	4	1	0	1	0	0	0	2
1745	0	0	2	0	0	0	2	0	1	3	0	0	0	4
1800	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1815	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1830	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1845	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1900	0	0	6	0	0	0	6	0	0	9	0	0	0	9
1915	0	0	4	0	0	0	4	0	0	2	0	0	0	2
1930	0	0	9	0	0	0	9	0	0	4	0	0	0	4
1945	0	0	10	0	0	0	10	0	0	7	0	0	0	7
2000	0	0	4	0	0	0	4	0	0	29	0	1	0	30
2015	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2030	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2045	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2100	0	0	0	0	0	0	0	0	0	13	0	0	0	13
2115	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2130	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2230	0	0	1	0	1	0	2	0	0	6	0	0	0	6
2245	0	0	0	0	1	0	1	0	0	2	0	1	0	3
2300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2315	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2330	0	0	5	0	0	0	5	0	0	9	0	0	0	9
2345	0	0	2	0	0	0	2	0	0	2	0	0	0	2
Total	2	2	565	1	11	1	582	1	3	458	4	6	0	472

Volume Report

Job 1645_10_VHB_ATR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0145	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0345	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0400	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0415	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0430	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0445	0	0	20	0	0	0	20	0	0	5	0	0	0	5
0500	0	0	7	0	0	0	7	0	0	11	0	0	0	11
0515	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0530	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0545	0	0	22	0	0	0	22	0	0	3	0	0	0	3
0600	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0615	0	0	8	0	0	0	8	0	0	0	0	0	0	0
0630	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0645	0	0	14	0	0	0	14	0	0	2	0	0	0	2
0700	0	1	11	0	0	0	12	0	0	4	0	0	0	4
0715	0	0	11	0	0	0	11	0	0	2	1	0	0	3
0730	0	0	11	0	0	0	11	0	0	4	0	0	0	4
0745	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0800	0	0	7	0	0	0	7	0	0	12	1	0	0	13
0815	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0830	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0845	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0900	0	0	10	0	0	0	10	0	0	4	0	0	0	4
0915	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0930	0	0	9	0	0	0	9	0	0	4	0	0	0	4
0945	0	0	14	0	1	0	15	0	0	4	0	0	0	4
1000	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1015	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1030	0	0	8	0	0	0	8	0	0	10	0	0	0	10
1045	0	0	14	0	0	0	14	0	0	4	0	0	0	4
1100	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1115	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1130	0	0	6	0	0	0	6	0	0	12	0	0	0	12
1145	0	0	10	0	1	0	11	0	0	14	0	0	0	14
1200	0	0	6	0	2	0	8	0	0	20	0	0	0	20
1215	0	0	10	0	0	0	10	0	0	20	0	0	0	20
1230	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1245	0	0	13	0	0	0	13	0	0	9	0	0	0	9
1300	0	0	10	0	0	0	10	0	0	7	0	1	0	8
1315	0	0	5	0	1	0	6	0	0	7	0	0	0	7
1330	0	0	6	0	0	0	6	0	0	9	0	1	0	10
1345	0	0	6	0	0	0	6	0	0	10	0	0	0	10
1400	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1415	0	0	6	0	0	0	6	0	0	1	0	0	0	1
1430	0	0	9	0	0	0	9	0	0	0	0	0	0	0
1445	0	0	8	0	0	0	8	0	0	0	1	0	0	1
1500	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1515	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1530	0	0	15	0	0	0	15	0	0	4	0	0	0	4
1545	0	0	4	0	0	0	4	0	0	4	1	0	0	5
1600	0	0	3	0	1	0	4	0	0	2	0	1	0	3
1615	0	0	2	0	0	0	2	0	0	0	1	0	0	1
1630	0	0	9	0	0	0	9	0	0	0	0	0	0	0
1645	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1700	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1715	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1730	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1745	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1800	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1815	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1830	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1845	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1900	0	0	4	0	0	0	4	0	0	8	0	0	0	8
1915	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1930	0	0	6	0	0	0	6	0	0	7	0	0	0	7
1945	0	0	11	0	0	0	11	0	0	7	0	0	0	7
2000	0	0	1	0	0	0	1	0	0	28	0	0	0	28
2015	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2030	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2045	0	0	5	0	0	0	5	0	0	1	0	0	0	1
2100	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2115	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2200	0	0	0	0	1	0	1	0	0	3	0	0	0	3
2215	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2230	0	0	0	0	0	0	0	0	0	9	0	0	0	9
2245	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2330	0	0	2	0	0	0	2	0	0	10	0	0	0	10
2345	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Total	0	1	526	0	7	0	534	0	0	450	5	3	0	458

Volume Report

Job 1645_10_VHB_ATR BV-F

Area Devens, MA

Location Buena Vista Street, west of Saratoga Blvd



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0015	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	8	0	0	0	8	0	0	5	0	0	0	5
0445	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0500	0	0	0	0	0	0	0	0	0	14	0	0	0	14
0515	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0530	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0545	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0600	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0615	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0630	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0700	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0715	0	0	3	0	0	1	4	0	0	2	0	0	0	2
0730	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0745	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0800	0	0	0	0	0	0	0	0	0	14	0	0	0	14
0815	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0830	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0845	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0900	0	0	3	0	0	0	3	0	0	0	0	0	1	1
0915	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0930	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0945	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1000	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1015	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1030	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1100	0	0	6	0	0	0	6	0	0	1	0	0	0	1
1115	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1130	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1145	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1200	0	0	1	0	0	0	1	0	0	5	0	0	0	5
1215	0	0	3	0	0	0	3	0	0	7	0	0	0	7
1230	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1245	0	0	7	0	1	0	8	0	0	7	0	0	0	7
1300	0	0	3	0	1	0	4	0	0	3	0	0	0	3
1315	0	0	2	0	0	0	2	0	0	1	0	1	0	2
1330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1345	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1415	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1430	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	1	0	1	0	2	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1545	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1600	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1615	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1700	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1715	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1730	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1745	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1800	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0	0	0	2	0	0	1	3
1845	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1900	0	0	4	0	0	0	4	0	0	4	0	0	0	4
1915	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1930	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1945	0	0	7	0	0	0	7	0	0	2	0	0	0	2
2000	0	0	2	0	0	0	2	0	0	23	0	0	0	23
2015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2030	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	4	0	0	0	4
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	166	0	3	1	170	0	0	228	0	1	2	231

Volume Report

Job 1645_10_VHB_ATR BV-G

Area Devens, MA

Location Salatoga Blvd, south of Bunea Vista Street



Sunday, May 4, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0545	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0600	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0615	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0630	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0645	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0700	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0715	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0730	0	0	5	0	0	0	5	0	0	0	0	0	1	1
0745	0	0	5	0	0	0	5	0	0	0	0	1	0	1
0800	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0815	0	0	0	0	1	0	1	0	0	2	0	0	0	2
0830	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0845	0	0	1	0	0	0	1	0	0	1	0	0	3	4
0900	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0915	0	0	0	0	0	0	0	0	0	5	0	0	2	7
0930	0	0	3	0	0	0	3	0	0	3	0	1	0	4
0945	0	0	1	0	1	0	2	0	0	0	0	0	2	2
1000	0	0	3	0	0	0	3	0	0	1	0	0	1	2
1015	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1030	0	0	2	0	0	0	2	0	0	1	0	0	1	2
1045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1100	2	0	1	0	0	0	3	0	0	2	0	0	2	4
1115	0	0	4	0	0	0	4	2	0	3	0	0	2	7
1130	0	0	4	0	0	0	4	0	0	4	0	2	3	9
1145	0	0	1	0	1	0	2	0	0	2	0	0	1	3
1200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1215	0	0	3	0	0	0	3	0	0	2	0	0	1	3
1230	0	0	0	0	0	0	0	1	0	7	0	0	3	11
1245	0	0	4	0	0	0	4	0	0	1	0	1	2	4
1300	0	0	2	0	0	0	2	0	0	4	0	0	3	7
1315	0	0	2	0	0	0	2	0	0	2	0	0	1	3
1330	0	0	4	0	0	0	4	3	0	1	0	0	0	4
1345	0	0	4	0	0	0	4	0	0	6	0	0	1	7
1400	0	0	3	0	0	0	3	0	0	6	0	0	0	6
1415	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1430	0	0	0	0	0	0	0	0	0	3	0	0	0	3
1445	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1500	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1515	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1530	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1545	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1600	0	0	0	0	0	0	0	0	0	5	0	0	0	5
1615	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1630	0	0	4	0	0	0	4	0	0	2	0	0	2	4
1645	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1745	0	0	2	0	0	0	2	0	0	2	0	1	0	3
1800	0	0	4	0	0	0	4	0	0	1	0	1	0	2
1815	0	0	2	0	1	0	3	0	0	1	0	0	0	1
1830	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1845	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1900	0	0	3	0	0	1	4	0	0	4	0	1	0	5
1915	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2000	0	0	0	0	0	0	0	0	0	14	0	0	0	14
2015	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2030	0	0	2	0	1	0	3	0	0	1	0	0	0	1
2045	0	0	1	0	0	1	2	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2130	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2215	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2345	0	0	2	0	1	0	3	0	0	0	0	0	0	0
Total	2	0	157	0	7	5	171	6	0	163	0	8	34	211

Volume Report

Job 1645_10_VHB_ATTR BV-G
 Area Devens, MA
 Location Salatoga Blvd, south of Bunea Vista Street



Monday, May 5, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	2	2
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	3	0	0	2	5	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	4	0	0	1	5	0	0	0	0	0	0	0
0430	0	0	19	0	0	1	20	0	0	1	0	0	0	1
0445	0	0	24	0	0	1	25	0	0	2	0	0	0	2
0500	0	0	3	0	0	2	5	0	0	3	0	0	0	3
0515	0	0	2	0	1	1	4	0	0	3	0	1	0	4
0530	0	1	13	0	0	2	16	0	0	4	0	0	0	4
0545	0	0	9	0	0	0	9	0	0	6	0	0	4	10
0600	0	0	6	0	0	3	9	0	0	5	0	0	1	6
0615	0	0	8	0	1	4	13	0	0	2	0	0	1	3
0630	0	0	14	0	2	2	18	0	0	5	0	0	6	11
0645	0	0	13	0	5	0	18	0	0	4	0	1	2	7
0700	0	0	21	0	7	6	34	0	0	5	0	3	3	11
0715	0	0	27	0	6	2	35	0	0	9	0	4	3	16
0730	0	0	18	0	7	2	27	0	0	5	0	5	4	14
0745	0	0	23	0	4	3	30	0	0	12	0	3	3	18
0800	0	0	32	1	6	4	43	0	0	10	0	9	5	24
0815	0	0	41	0	5	0	46	0	0	15	0	9	5	29
0830	0	0	13	0	4	6	23	0	0	11	0	4	5	20
0845	0	0	11	0	0	4	15	0	0	6	0	6	4	16
0900	0	0	9	0	5	2	16	0	0	6	0	3	2	11
0915	0	0	3	0	10	2	15	0	0	7	0	2	3	12
0930	0	0	7	0	5	3	15	0	0	7	0	5	5	17
0945	0	0	8	0	1	3	12	0	0	4	0	9	5	18
1000	0	0	8	0	4	3	15	0	0	5	0	8	6	19
1015	0	0	7	0	2	9	18	0	0	8	0	3	3	14
1030	0	0	2	0	5	2	9	0	0	8	0	1	5	14
1045	0	0	9	0	5	6	20	0	0	3	0	1	2	6
1100	0	0	9	0	2	5	16	0	0	7	0	3	14	24
1115	0	0	4	0	4	3	11	0	0	8	0	5	6	19
1130	0	0	4	0	4	2	10	0	0	6	0	5	11	22
1145	0	0	7	0	4	3	14	0	0	12	0	3	4	19
1200	0	0	8	0	3	3	14	0	0	16	0	6	9	31
1215	0	0	9	0	10	3	22	0	0	12	0	6	3	21
1230	0	0	13	0	5	6	24	0	0	9	0	7	3	19
1245	0	0	7	0	3	3	13	0	0	8	0	5	10	23
1300	0	0	8	0	3	3	14	0	0	11	0	7	6	24
1315	0	0	5	0	1	3	9	0	0	10	0	1	7	18
1330	0	0	7	0	4	7	18	0	0	7	0	6	8	21
1345	0	0	4	0	5	4	13	0	0	8	0	6	5	19
1400	0	0	3	0	6	2	11	0	0	11	0	7	4	22
1415	0	0	11	0	1	3	15	0	0	20	0	6	7	33
1430	0	0	7	0	3	4	14	0	0	14	0	3	4	21
1445	0	0	7	1	5	2	15	0	0	10	0	3	9	22
1500	0	0	6	0	4	0	10	0	1	21	0	4	3	29
1515	0	0	16	0	5	2	23	0	0	8	0	4	4	16
1530	0	0	7	0	2	3	12	0	0	55	0	6	8	69
1545	0	0	2	1	4	2	9	0	0	23	0	5	4	32
1600	1	0	17	0	2	2	22	0	0	32	0	5	3	40
1615	0	0	4	0	2	2	8	0	0	33	0	3	4	40
1630	0	0	7	0	2	1	10	0	0	23	0	1	6	30
1645	0	0	11	0	1	2	14	0	0	20	0	3	4	27
1700	0	0	11	0	0	1	12	0	0	25	0	0	2	27
1715	0	0	3	0	0	1	4	0	0	29	0	2	2	33
1730	0	0	5	0	0	1	6	0	0	8	0	1	4	13
1745	1	0	4	0	0	1	6	0	0	6	0	0	1	7
1800	0	0	1	0	0	1	2	0	0	5	0	0	0	5
1815	0	0	5	0	0	0	5	0	0	7	0	0	1	8
1830	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1845	0	0	6	0	0	3	9	0	0	3	0	0	1	4
1900	0	0	3	0	0	0	3	0	0	3	0	0	3	6
1915	0	0	4	0	0	1	5	0	0	1	0	0	3	4
1930	0	0	4	0	0	1	5	0	0	4	0	2	3	9
1945	0	0	5	0	0	1	6	0	0	4	0	0	3	7
2000	0	0	0	0	0	1	1	0	0	11	0	0	3	14
2015	0	0	1	0	0	2	3	0	0	3	0	0	6	9
2030	0	0	3	0	0	2	5	0	0	6	0	0	4	10
2045	0	0	6	0	0	0	6	0	0	3	0	0	4	7
2100	0	0	0	0	0	2	2	0	0	2	0	0	2	4
2115	0	0	1	0	0	1	2	0	0	0	0	0	0	0
2130	0	0	1	0	0	0	1	0	0	2	0	0	1	3
2145	0	0	2	0	0	2	4	0	0	0	0	0	2	2
2200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0	0	0	1	0	0	4	5
2230	0	0	1	0	1	1	3	0	0	1	0	0	1	2
2245	0	0	0	0	0	3	3	0	0	4	0	0	1	5
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	1	0	0	1	0	1	2	4
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
Total	2	1	623	3	172	173	974	0	1	682	0	194	278	1155

Volume Report

Job 1645_10_VHB_ATR BV-G

Area Devens, MA

Location Salatoga Blvd, south of Bunea Vista Street



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	2	2	0	0	0	0	0	1	1
0015	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0030	0	0	1	0	0	1	2	0	0	1	0	0	3	4
0045	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0100	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	2	2	0	0	1	0	1	0	2
0130	0	0	0	0	0	1	1	0	0	6	0	0	0	6
0145	0	0	1	0	0	1	2	0	0	0	0	0	1	1
0200	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0215	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0230	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	2	0	0	2	4	0	0	2	0	0	1	3
0315	0	0	2	0	1	1	4	0	0	0	0	0	1	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	2	3	0	0	3	0	0	1	4
0400	0	0	1	0	0	1	2	0	0	0	0	0	1	1
0415	0	0	5	0	0	1	6	0	0	0	0	0	0	0
0430	0	0	25	0	0	0	25	0	0	0	0	0	1	1
0445	0	0	24	0	1	0	25	0	0	2	0	0	0	2
0500	0	0	1	0	0	1	2	0	0	3	0	1	0	4
0515	0	0	4	0	0	2	6	0	0	1	0	0	0	1
0530	0	1	13	0	0	3	17	0	0	2	0	0	0	2
0545	0	0	12	0	1	1	14	0	0	7	0	0	2	9
0600	0	0	14	0	1	5	20	0	0	7	0	0	2	9
0615	0	0	10	0	2	2	14	0	0	4	0	2	5	11
0630	0	0	10	0	0	4	14	0	0	4	0	0	4	8
0645	0	0	14	0	2	2	18	0	0	3	0	1	3	7
0700	0	0	20	0	2	2	24	0	0	4	0	0	6	10
0715	0	0	17	0	3	4	24	0	0	7	0	4	3	14
0730	0	0	18	0	6	3	27	0	0	10	0	3	3	16
0745	0	0	35	0	5	0	40	0	0	12	0	10	4	26
0800	0	0	26	1	6	6	39	0	0	16	0	9	3	28
0815	0	0	31	0	4	6	41	0	0	11	0	9	4	24
0830	0	0	19	0	8	7	34	0	0	12	0	5	3	20
0845	0	0	8	0	4	7	19	0	0	4	0	5	7	16
0900	0	0	6	0	1	2	9	0	0	9	0	7	7	23
0915	0	0	9	0	6	3	18	0	0	5	0	5	6	16
0930	0	0	5	0	5	6	16	0	0	3	0	5	4	12
0945	0	0	5	0	8	5	18	0	0	3	0	6	7	16
1000	1	0	6	0	7	3	17	0	0	6	0	5	4	15
1015	0	0	6	0	8	5	19	0	0	8	0	7	8	23
1030	0	0	3	0	5	5	13	0	0	14	0	3	6	23
1045	0	0	13	0	3	5	21	0	0	9	0	13	14	36
1100	0	0	6	0	4	2	12	0	0	7	0	5	6	18
1115	0	0	9	0	8	7	24	0	0	10	0	4	3	17
1130	0	0	7	0	6	5	18	0	0	11	0	6	6	23
1145	0	0	9	0	3	5	17	0	0	11	0	3	11	25
1200	0	0	7	0	1	6	14	0	0	14	0	5	6	25
1215	0	0	11	0	7	6	24	0	0	14	0	5	6	25
1230	0	0	9	0	6	7	22	0	0	8	0	5	10	23
1245	0	0	6	0	6	2	14	0	0	13	0	3	9	25
1300	0	0	11	0	6	3	20	0	0	5	0	5	7	17
1315	0	0	4	0	6	3	13	0	0	12	0	5	5	22
1330	0	0	4	0	5	2	11	0	0	6	0	8	6	20
1345	0	0	5	0	2	6	13	0	0	11	0	5	7	23
1400	0	0	6	0	2	2	10	0	0	11	0	7	7	25
1415	0	0	4	0	1	0	5	0	0	16	0	2	9	27
1430	0	0	7	0	7	1	15	0	0	19	0	1	10	30
1445	0	0	9	1	2	2	14	1	0	20	0	2	3	26
1500	0	0	9	0	5	3	17	0	0	33	0	4	9	46
1515	0	0	9	0	3	2	14	0	0	23	0	7	4	34
1530	0	0	11	0	6	2	19	0	0	68	0	2	3	73
1545	0	0	8	1	6	0	15	0	0	14	0	6	4	24
1600	1	0	10	0	2	1	14	0	0	33	0	4	3	40
1615	0	0	3	0	3	2	8	0	0	26	0	1	3	30
1630	0	0	8	0	4	2	14	0	0	21	0	3	0	24
1645	0	0	11	0	1	0	12	0	0	27	0	3	0	30
1700	0	0	8	0	0	2	10	0	0	29	0	2	1	32
1715	0	0	8	0	0	0	8	0	0	26	0	1	3	30
1730	0	0	4	0	0	1	5	0	0	10	0	0	2	12
1745	0	0	4	0	0	1	5	0	0	4	0	0	2	6
1800	0	0	1	0	0	2	3	0	0	8	0	0	0	8
1815	0	0	3	0	0	0	3	0	0	3	0	0	3	6
1830	0	0	3	0	0	4	7	0	0	1	0	0	1	2
1845	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1900	0	0	4	0	0	0	4	0	0	4	0	0	4	8
1915	0	0	6	0	0	0	6	0	0	4	0	0	1	5
1930	0	0	7	0	0	2	9	0	0	4	0	0	4	8
1945	0	0	8	0	0	0	8	0	0	4	0	0	2	6
2000	0	0	4	0	0	2	6	0	0	13	0	0	5	18
2015	0	0	1	0	0	0	1	0	0	2	0	0	3	5
2030	0	0	0	0	0	0	0	0	0	4	0	0	2	6
2045	0	0	2	0	0	1	3	0	0	0	0	0	2	2
2100	0	0	0	0	0	0	0	0	0	2	0	1	6	9
2115	0	0	2	0	0	0	2	0	0	2	0	0	1	3
2130	0	0	0	0	0	1	1	0	0	2	0	0	0	2
2145	0	0	2	0	0	2	4	0	0	0	0	0	1	1
2200	0	0	0	0	0	0	0	0	0	1	0	1	2	4
2215	0	0	1	0	0	0	1	0	0	0	0	0	2	2
2230	0	0	0	0	0	0	0	0	0	3	0	0	1	4
2245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	4	0	1	0	5	0	0	0	0	0	0	1
2345	0	0	2	0	0	2	4	0	0	0	0	1	0	1
Total	2	1	628	3	193	197	1024	1	0	747	0	208	306	1262

Volume Report

Job 1645_10_VHB_ATTR BV-G

Area Devens, MA

Location Salatoga Blvd, south of Bunea Vista Street



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	3	5	0	0	0	0	0	1	1
0015	0	0	0	0	0	2	2	0	0	0	0	0	1	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0045	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0100	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0115	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	2	2	0	0	5	0	0	1	6
0145	0	0	0	0	0	2	2	0	0	2	0	0	2	4
0200	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0215	0	0	0	0	0	0	0	0	0	2	0	0	1	3
0230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0315	0	0	1	0	0	1	2	0	0	3	0	0	0	3
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	3	0	0	1	4	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	6	1	0	0	7	0	0	0	0	0	0	0
0430	0	0	19	0	0	2	21	0	0	2	0	0	0	2
0445	0	0	25	0	0	2	27	0	0	3	0	0	0	3
0500	0	0	2	0	0	1	3	0	0	0	0	1	0	1
0515	0	0	4	0	0	2	6	0	0	6	0	0	0	6
0530	0	1	10	0	0	2	13	0	0	3	0	0	0	3
0545	0	0	15	0	0	3	18	0	0	6	0	0	1	7
0600	0	0	15	0	0	3	18	0	0	6	0	0	4	10
0615	0	0	2	0	2	3	7	0	0	2	0	0	3	5
0630	0	0	10	0	0	0	10	0	0	6	0	1	2	9
0645	0	0	14	0	4	4	22	0	0	8	0	0	4	12
0700	0	0	38	0	4	7	49	0	0	12	0	0	7	19
0715	0	0	21	0	3	4	28	0	0	9	0	2	2	13
0730	0	0	16	0	5	1	22	1	0	10	0	5	1	17
0745	0	0	33	0	1	4	38	0	0	13	0	5	1	19
0800	0	1	30	1	4	2	38	0	0	20	0	2	9	31
0815	0	0	27	0	2	6	35	0	0	16	0	4	6	26
0830	0	0	15	0	7	1	23	0	0	12	0	5	3	20
0845	0	0	8	0	8	6	22	0	0	9	0	4	5	18
0900	0	0	8	0	7	5	20	0	0	6	0	7	3	16
0915	0	0	7	0	2	3	12	0	0	8	0	11	8	27
0930	0	0	6	0	4	2	12	0	0	7	0	2	5	14
0945	0	0	12	0	5	2	19	0	0	7	0	7	9	23
1000	0	0	9	0	5	4	18	0	0	8	0	3	6	17
1015	0	0	8	0	5	1	14	1	0	8	0	7	2	18
1030	0	0	5	0	5	1	11	0	0	15	0	5	5	25
1045	0	0	13	0	4	5	22	0	0	11	1	8	4	24
1100	0	0	3	0	4	2	9	0	0	14	0	4	5	23
1115	0	0	5	0	5	8	18	0	0	9	0	4	6	19
1130	0	0	13	0	3	6	22	0	0	14	0	5	10	29
1145	0	0	6	0	5	3	14	0	0	18	0	4	5	27
1200	0	1	13	0	10	8	32	0	0	20	0	3	10	33
1215	0	0	13	0	8	4	25	0	0	18	0	7	9	34
1230	0	0	13	0	2	3	18	0	0	10	0	8	10	28
1245	0	0	7	0	6	2	15	1	0	12	0	7	5	25
1300	0	0	6	0	5	6	17	0	0	7	0	6	4	17
1315	0	0	18	0	6	2	26	0	0	12	0	5	5	22
1330	0	0	12	0	4	6	22	0	0	42	0	5	5	52
1345	0	0	4	0	6	3	13	0	0	21	0	4	6	31
1400	0	0	10	0	5	1	16	0	0	22	0	6	7	35
1415	0	0	7	0	1	1	9	0	0	24	0	3	7	34
1430	0	0	13	0	5	2	20	0	0	26	0	3	4	33
1445	0	0	4	0	5	1	10	1	0	13	0	2	4	20
1500	0	0	10	1	3	3	17	0	0	17	0	7	4	28
1515	0	0	5	0	8	1	14	0	0	21	0	2	7	30
1530	0	0	4	0	5	3	12	0	0	30	0	9	7	46
1545	0	0	9	1	3	4	17	0	0	15	0	7	3	25
1600	1	0	6	0	2	0	9	0	0	34	0	4	4	42
1615	0	0	13	0	2	3	18	0	1	16	0	2	3	22
1630	0	0	7	0	6	0	13	0	0	27	0	1	1	29
1645	0	0	18	0	4	1	23	0	0	11	0	3	1	15
1700	0	0	13	0	0	0	13	0	0	22	0	1	0	23
1715	0	0	5	0	0	3	8	0	0	10	0	2	0	12
1730	0	0	3	0	0	1	4	0	0	16	0	0	2	18
1745	0	0	3	0	0	1	4	0	0	4	0	1	0	5
1800	0	0	3	0	0	1	4	0	0	4	0	0	0	4
1815	0	0	3	0	1	1	5	0	0	6	0	0	1	7
1830	0	0	6	0	0	1	7	0	0	4	0	0	1	5
1845	0	0	6	0	0	3	9	0	0	5	0	0	5	10
1900	0	0	4	0	0	0	4	0	0	4	0	0	1	5
1915	0	0	6	0	0	0	6	0	0	3	0	0	2	5
1930	0	0	3	0	0	2	5	0	0	5	0	0	4	9
1945	0	0	3	0	1	1	5	0	0	7	0	0	5	12
2000	0	0	5	0	0	0	5	1	0	29	0	0	2	32
2015	0	0	2	0	0	4	6	0	0	5	0	0	4	9
2030	0	0	5	0	0	0	5	0	0	3	0	0	5	8
2045	0	0	3	0	0	1	4	0	0	0	0	0	4	4
2100	0	0	3	0	0	1	4	0	0	1	0	0	1	2
2115	0	0	0	0	0	1	1	0	0	2	0	0	1	3
2130	0	0	1	0	0	0	1	0	0	2	0	0	2	4
2145	0	0	2	0	0	2	4	0	0	2	0	0	3	5
2200	0	0	1	0	0	2	3	0	0	1	0	0	3	4
2215	0	0	1	0	0	0	1	0	0	1	0	0	2	3
2230	0	0	1	0	0	0	1	0	0	2	0	1	1	4
2245	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
Total	1	3	698	4	192	192	1090	5	1	826	1	195	284	1312

Volume Report

Job 1645_10_VHB_ATTR BV-G

Area Devens, MA

Location Salatoga Blvd, south of Bunea Vista Street



Thursday, May 8, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0015	0	0	0	0	0	3	3	0	0	1	0	0	0	1
0030	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0045	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	1	0	0	2	3	0	0	1	0	0	0	1
0130	0	0	0	0	0	3	3	0	0	7	0	0	1	8
0145	0	0	0	0	0	1	1	0	0	0	0	0	2	2
0200	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0230	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	2	0	0	1	3	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0330	0	0	1	0	0	2	3	0	0	0	0	0	0	0
0345	0	0	3	0	0	2	5	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0415	0	0	3	0	0	2	5	0	0	0	0	0	0	0
0430	0	0	25	0	0	1	26	0	0	0	0	0	1	1
0445	0	0	23	0	0	4	27	0	0	5	0	0	0	5
0500	0	0	1	0	0	3	4	0	0	0	0	0	0	0
0515	0	0	5	0	0	3	8	0	0	4	0	0	0	4
0530	1	0	13	0	0	4	18	0	0	1	0	0	0	1
0545	0	0	12	0	0	3	15	0	0	8	0	0	0	8
0600	0	0	9	0	1	3	13	0	0	4	0	0	1	5
0615	0	0	10	0	3	2	15	0	1	3	0	3	5	12
0630	0	0	7	0	0	2	9	0	0	3	0	1	9	13
0645	0	0	17	0	1	2	20	0	0	3	0	2	2	7
0700	0	0	20	0	3	5	28	0	0	8	0	1	6	15
0715	0	0	29	0	6	3	38	0	0	3	0	2	2	7
0730	0	0	15	0	6	1	22	1	0	4	0	3	2	10
0745	0	0	23	0	5	4	32	0	0	14	0	5	5	24
0800	0	0	32	1	2	2	37	0	0	13	0	5	3	21
0815	0	0	37	0	1	3	41	0	0	20	0	6	3	29
0830	0	0	16	0	7	7	30	0	0	15	0	3	6	24
0845	0	0	11	0	7	1	19	0	0	5	0	7	4	16
0900	0	0	8	0	2	4	14	0	0	6	0	5	4	15
0915	0	1	4	0	4	4	13	0	0	6	0	1	7	14
0930	0	0	11	0	4	3	18	0	0	5	0	4	5	14
0945	0	0	5	0	2	7	14	0	0	4	0	4	6	14
1000	1	0	8	0	9	3	21	0	0	4	0	8	3	15
1015	0	0	5	0	5	3	13	0	0	5	0	6	8	19
1030	0	0	3	0	4	7	14	0	0	11	0	5	3	19
1045	0	0	9	0	4	4	17	0	0	7	0	5	7	19
1100	0	0	5	0	5	3	13	0	0	8	0	4	6	18
1115	0	0	6	0	5	2	13	0	0	10	0	3	11	24
1130	0	0	8	0	0	4	12	0	0	13	0	5	3	21
1145	0	0	9	0	10	3	22	0	1	11	0	2	9	23
1200	0	0	2	0	7	3	12	0	0	12	0	3	5	20
1215	1	0	15	0	2	3	21	0	0	12	0	6	2	20
1230	0	0	11	0	4	6	21	0	0	7	0	6	7	20
1245	0	0	7	0	4	4	15	0	0	7	0	5	6	18
1300	0	0	12	0	7	2	21	0	0	9	0	5	9	23
1315	0	0	7	0	0	5	12	0	0	15	0	7	2	24
1330	0	0	5	0	6	3	14	0	0	13	0	7	5	25
1345	0	0	8	0	2	3	13	0	0	25	0	6	2	33
1400	0	0	5	0	5	1	11	0	0	21	0	3	4	28
1415	0	0	8	0	2	2	12	0	0	18	0	6	7	31
1430	0	0	5	0	3	4	12	1	1	24	0	6	3	35
1445	0	0	7	1	5	3	16	0	1	14	0	3	8	26
1500	0	0	13	0	3	1	17	0	0	21	0	4	1	26
1515	0	0	12	0	5	1	18	0	0	15	0	0	3	18
1530	0	0	9	0	3	2	14	0	0	40	0	5	3	48
1545	0	0	8	1	5	1	15	0	1	18	0	4	0	23
1600	0	1	7	0	5	2	15	0	1	18	0	4	3	26
1615	0	0	2	0	4	0	6	0	0	23	0	3	1	27
1630	0	0	9	0	2	2	13	0	0	28	0	5	1	34
1645	0	0	8	0	0	2	10	0	0	21	0	2	2	25
1700	0	0	10	0	0	1	11	0	0	15	0	3	1	19
1715	0	0	9	0	0	0	9	0	0	25	0	0	2	27
1730	0	0	1	0	0	0	1	0	0	14	0	0	0	14
1745	0	0	2	0	0	1	3	0	0	6	0	0	3	9
1800	0	0	4	0	1	1	6	0	0	3	0	0	0	3
1815	0	0	4	0	0	1	5	0	0	3	0	0	0	3
1830	0	0	6	0	0	1	7	0	0	4	0	0	0	4
1845	0	0	6	0	0	0	6	0	0	4	0	0	1	5
1900	0	0	5	0	1	1	7	0	0	6	0	1	1	8
1915	0	0	4	0	0	0	4	0	0	2	0	0	4	6
1930	0	0	3	0	0	1	4	0	0	5	0	0	0	5
1945	0	0	3	0	0	0	3	0	0	4	0	1	2	7
2000	0	0	4	0	0	1	5	0	0	14	0	1	2	17
2015	0	0	5	0	0	2	7	0	0	7	0	0	1	8
2030	0	0	2	0	0	1	3	0	0	2	0	0	4	6
2045	0	0	4	0	0	1	5	0	0	1	0	2	6	9
2100	0	0	1	0	1	0	2	0	0	1	0	0	2	3
2115	0	0	2	0	0	0	2	0	0	4	0	0	1	5
2130	0	0	0	0	0	1	1	0	0	2	0	0	1	3
2145	0	0	2	0	0	0	2	0	0	0	0	0	1	1
2200	0	0	1	0	0	1	2	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2245	0	0	0	0	0	0	0	0	0	3	0	0	1	4
2300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2330	0	0	3	0	0	0	3	0	0	1	0	0	1	2
2345	0	0	3	0	0	1	4	0	0	0	0	0	0	1
Total	3	2	648	3	173	185	1014	2	6	721	0	188	237	1154

Volume Report

Job 1645_10_VHB_ATR BV-G

Area Devens, MA

Location Salatoga Blvd, south of Bunea Vista Street



Friday, May 9, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0015	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0030	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0045	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0130	0	0	0	0	0	1	1	0	0	7	0	0	0	7
0145	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0230	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0245	0	0	0	0	0	1	1	0	0	1	0	0	1	2
0300	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0330	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0345	0	0	0	0	0	3	3	0	0	1	0	0	0	1
0400	0	0	5	0	0	1	6	0	0	1	0	0	0	1
0415	0	0	4	0	0	1	5	0	0	1	0	0	0	1
0430	0	0	25	0	0	3	28	0	0	0	0	1	1	2
0445	0	0	19	0	0	2	21	0	0	3	0	0	0	3
0500	0	0	4	0	0	3	7	0	0	4	0	0	0	4
0515	0	0	2	0	0	2	4	0	0	2	0	0	1	3
0530	0	0	11	0	0	2	13	0	0	3	0	0	0	3
0545	0	0	13	0	0	1	14	0	0	8	0	0	0	8
0600	0	0	9	0	1	9	19	0	0	7	0	0	1	8
0615	0	0	8	0	1	4	13	0	0	6	0	0	6	12
0630	0	0	13	0	3	5	21	0	0	5	0	0	9	14
0645	0	0	8	0	3	4	15	0	0	3	0	1	5	9
0700	0	0	17	0	2	2	21	0	1	6	0	3	2	12
0715	0	0	17	0	3	5	25	0	0	6	0	2	7	15
0730	0	0	13	0	2	1	16	0	0	7	0	3	5	15
0745	0	0	27	0	1	4	32	0	0	11	0	5	5	21
0800	0	0	27	1	6	3	37	0	0	12	0	7	4	23
0815	0	0	26	0	3	5	34	0	0	15	0	4	1	20
0830	0	0	15	0	4	7	26	0	0	17	0	2	4	23
0845	0	0	9	0	1	7	17	0	0	10	0	3	5	18
0900	0	0	7	0	6	1	14	0	0	9	0	1	6	16
0915	0	0	6	0	6	2	14	0	0	7	0	1	6	14
0930	0	0	6	0	3	7	16	0	0	7	0	8	7	22
0945	0	0	5	0	3	4	12	0	0	3	0	3	2	8
1000	0	0	11	0	10	3	24	0	0	3	0	8	5	16
1015	0	0	1	0	8	6	15	0	0	7	0	3	8	18
1030	0	0	11	0	5	5	21	0	0	13	0	4	6	23
1045	0	0	10	0	2	3	15	0	0	9	0	9	7	25
1100	0	0	3	0	2	4	9	0	0	7	0	1	7	15
1115	0	0	5	0	3	6	14	0	0	6	0	4	5	15
1130	0	0	6	0	7	1	14	0	0	9	0	6	8	23
1145	0	0	7	0	4	6	17	0	0	14	0	6	7	27
1200	0	0	9	0	6	5	20	0	0	19	0	9	8	36
1215	0	0	10	0	7	3	20	0	0	25	0	4	7	36
1230	0	0	10	0	6	5	21	0	0	15	0	7	8	30
1245	0	0	13	0	4	1	18	0	0	14	0	5	7	26
1300	0	0	6	0	4	3	13	0	0	10	0	7	8	25
1315	0	0	6	0	8	2	16	0	0	15	0	2	8	25
1330	0	0	4	0	3	4	11	0	0	19	0	4	5	28
1345	0	0	7	0	1	5	13	0	0	11	0	4	5	20
1400	0	0	4	0	2	2	8	0	0	19	0	3	7	29
1415	0	0	9	0	2	1	12	0	0	12	0	4	4	20
1430	0	0	11	0	6	3	20	0	0	11	0	2	8	21
1445	0	0	5	1	3	4	13	0	0	13	0	5	7	25
1500	0	0	12	0	0	1	13	0	0	22	0	4	2	28
1515	0	0	17	0	1	2	20	0	0	23	0	1	3	27
1530	0	0	11	0	3	4	18	0	0	51	0	1	3	55
1545	0	0	11	1	0	2	14	0	0	24	0	3	4	31
1600	0	0	7	0	5	1	13	0	0	29	0	1	6	36
1615	0	0	9	0	4	2	15	0	0	12	0	1	6	19
1630	0	0	4	0	0	1	5	0	0	18	0	4	1	23
1645	0	0	9	0	1	0	10	0	0	15	0	2	3	20
1700	0	0	13	0	0	2	15	0	0	14	0	1	2	17
1715	0	0	10	0	0	1	11	0	0	19	0	0	3	22
1730	0	0	2	0	0	1	3	0	0	8	0	0	2	10
1745	0	0	0	0	0	0	0	0	0	5	0	1	0	6
1800	0	0	0	0	3	3	6	0	0	9	0	1	1	11
1815	0	0	3	0	0	0	3	0	0	4	0	0	2	6
1830	0	0	7	0	0	3	10	0	0	4	0	0	0	4
1845	0	0	3	0	0	0	3	0	0	2	0	0	4	6
1900	0	0	5	0	0	1	6	0	0	2	0	1	3	6
1915	0	0	10	0	0	1	11	0	0	3	0	1	6	10
1930	0	0	5	0	0	2	7	0	0	2	0	0	4	6
1945	0	0	4	0	0	0	4	0	0	5	0	0	6	11
2000	0	0	0	0	0	0	0	0	0	9	0	1	5	15
2015	0	0	0	0	0	1	1	0	0	1	0	0	0	1
2030	0	0	3	0	0	1	4	0	0	2	0	0	3	5
2045	0	0	4	0	0	0	4	0	0	2	0	0	2	4
2100	0	0	2	0	0	0	2	0	0	1	0	0	1	2
2115	0	0	3	0	0	0	3	0	0	2	0	0	1	3
2130	0	0	0	0	0	1	1	0	0	1	0	0	1	2
2145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2200	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2215	0	0	0	0	0	0	0	0	0	0	0	1	2	3
2230	0	0	5	0	0	0	5	0	0	1	0	1	0	2
2245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2315	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2330	0	0	1	0	0	0	1	0	0	8	0	0	0	8
2345	0	0	2	0	0	1	3	0	0	1	0	0	0	1
Total	0	0	611	3	158	199	971	0	1	731	0	166	296	1194

Volume Report

Job 1645_10_VHB_ATR BV-G
Area Devens, MA
Location Salatoga Blvd, south of Bunea Vista Street



Saturday, May 10, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	0	0	0	1	1	0	0	3	0	0	2	5
0030	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0200	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	2	2	0	0	2	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	2	0	0	1	3
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0345	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0400	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0415	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0430	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0445	0	0	3	0	0	2	5	0	0	1	0	0	0	1
0500	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0515	0	0	0	0	0	6	6	0	0	2	0	0	0	2
0530	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0545	0	0	3	0	1	0	4	0	0	4	0	0	0	4
0600	0	0	4	0	0	0	4	0	0	2	0	1	0	3
0615	0	0	7	0	0	1	8	0	0	0	0	0	2	2
0630	0	0	3	0	0	0	3	0	0	0	0	0	2	2
0645	0	0	5	0	1	2	8	0	0	0	0	0	0	0
0700	0	0	5	0	1	3	9	0	0	2	0	1	3	6
0715	0	0	7	0	1	1	9	0	0	0	0	3	1	4
0730	0	0	9	0	1	1	11	0	0	3	0	0	2	5
0745	0	0	6	0	2	1	9	0	0	1	0	1	2	4
0800	0	0	3	0	0	1	4	0	0	12	0	2	4	18
0815	0	0	2	0	2	2	6	0	0	3	0	0	1	4
0830	0	0	3	0	1	2	6	0	0	2	0	2	2	6
0845	0	0	1	0	1	3	5	0	0	1	0	0	2	3
0900	0	0	1	0	2	0	3	0	0	2	0	1	3	6
0915	0	0	2	0	1	1	4	0	0	4	0	1	4	9
0930	0	0	0	0	3	1	4	0	0	3	0	1	5	9
0945	0	0	4	0	0	0	4	1	0	3	0	3	3	10
1000	0	0	1	0	2	3	6	0	0	5	0	1	2	8
1015	0	0	5	0	0	1	6	0	0	1	0	2	1	4
1030	0	0	5	0	1	0	6	0	0	4	0	0	2	6
1045	0	0	3	0	2	1	6	0	0	4	0	1	3	8
1100	0	0	1	0	0	0	1	0	0	8	0	2	1	11
1115	0	0	2	0	1	1	4	0	0	5	0	0	3	8
1130	0	0	2	0	0	2	4	0	0	9	0	1	2	12
1145	0	0	6	0	0	0	6	0	0	6	0	0	3	9
1200	0	0	1	0	0	0	1	0	0	4	0	0	1	5
1215	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1230	0	0	2	0	0	0	2	0	0	10	0	0	1	11
1245	0	0	5	0	1	0	6	0	0	5	0	2	1	8
1300	0	0	1	0	0	0	1	0	0	8	0	1	1	10
1315	0	0	2	0	1	0	3	0	0	4	0	1	1	6
1330	0	0	3	0	0	0	3	0	0	4	0	0	1	5
1345	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1400	0	0	7	0	0	0	7	0	0	4	0	0	0	4
1415	0	0	1	0	0	0	1	1	0	2	0	0	2	5
1430	0	0	4	0	0	0	4	0	0	3	0	2	1	6
1445	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1500	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1515	0	0	1	0	0	0	1	0	0	1	0	1	0	2
1530	0	0	2	0	0	0	2	0	0	3	0	0	1	4
1545	0	0	4	0	0	0	4	0	0	3	0	0	1	4
1600	0	0	2	0	0	0	2	1	0	4	0	0	0	5
1615	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1630	0	0	0	0	0	0	0	0	0	4	0	0	2	6
1645	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1700	0	0	2	0	0	0	2	0	0	1	0	0	2	3
1715	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1730	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1745	0	0	3	0	0	0	3	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1815	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1830	0	0	4	0	0	0	4	0	0	1	0	0	1	2
1845	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1900	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1915	0	0	6	0	0	0	6	0	0	2	0	0	0	2
1930	0	0	5	0	0	0	5	0	1	4	0	0	0	5
1945	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2000	0	0	0	0	0	0	0	0	0	8	0	0	0	8
2015	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2045	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2200	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	198	0	25	47	270	3	1	211	0	30	76	321

Volume Report

Job 1645_10_VHB_ATTR BV-H
Area Devens, MA
Location Independence Drive, east of Cook Street



Sunday, May 4, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0545	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0600	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0615	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0630	0	0	5	0	1	0	6	0	0	1	0	0	0	1
0645	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0700	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0715	0	0	13	0	0	0	13	0	0	0	0	0	0	0
0730	0	0	16	0	0	0	16	0	0	0	0	0	1	1
0745	0	0	10	0	0	0	10	0	0	1	0	1	0	2
0800	0	0	0	0	0	0	0	0	0	13	0	0	0	13
0815	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0830	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0845	0	0	1	0	0	0	1	0	0	1	0	0	3	4
0900	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0930	0	0	3	0	0	0	3	0	0	2	0	1	0	3
0945	0	0	0	0	1	0	1	0	0	1	0	0	3	4
1000	0	0	2	0	0	0	2	0	0	1	0	0	1	2
1015	0	0	2	0	0	0	2	0	0	3	0	0	0	3
1030	0	0	0	0	0	0	0	0	0	2	0	0	1	3
1045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1100	2	0	1	0	0	0	3	2	0	3	0	0	2	7
1115	0	0	0	0	0	0	0	0	0	3	0	1	2	6
1130	0	0	1	0	0	0	1	0	0	3	0	1	3	7
1145	0	0	1	0	1	0	2	0	0	3	0	0	1	4
1200	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1215	0	0	2	0	0	0	2	0	0	4	0	0	1	5
1230	0	0	1	0	0	0	1	0	0	1	0	0	3	4
1245	0	0	2	0	0	0	2	0	0	1	0	1	2	4
1300	0	0	1	0	0	0	1	0	0	1	0	0	3	4
1315	0	0	4	0	0	0	4	0	0	0	0	0	1	1
1330	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1345	0	0	5	0	0	0	5	0	0	6	0	0	1	7
1400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1415	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1430	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1445	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1500	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1515	0	0	1	0	0	0	1	0	0	2	0	0	0	2
1530	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1545	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1600	0	0	1	0	0	0	1	0	0	6	0	0	0	6
1615	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1630	0	0	2	0	0	0	2	0	0	1	0	0	2	3
1645	0	0	3	0	0	0	3	0	0	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1745	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1800	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1900	0	0	0	0	0	1	1	0	0	5	0	0	0	5
1915	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1930	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1945	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2000	0	0	1	0	0	0	1	0	0	29	0	0	0	29
2015	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2030	0	0	8	0	0	0	8	0	0	0	0	0	0	0
2045	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2145	0	0	2	0	0	1	3	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2215	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2330	0	0	3	0	0	0	3	0	0	0	0	0	1	1
2345	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Total	2	0	184	0	4	3	193	2	0	154	0	5	34	195

Volume Report

Job 1645_10_VHB_ATTR BV-H

Area Devens, MA

Location Independence Drive, east of Cook Street



Monday, May 5, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0300	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0315	0	0	4	0	0	0	4	0	0	0	0	1	1	2
0330	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0345	0	0	7	0	0	2	9	0	0	1	0	0	0	1
0400	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0415	0	0	10	0	0	1	11	0	0	0	0	0	0	0
0430	0	0	42	0	0	1	43	0	0	1	0	0	0	1
0445	0	0	57	0	0	0	57	0	0	5	0	0	0	5
0500	0	0	12	0	0	2	14	0	0	12	0	0	0	12
0515	0	0	11	0	0	1	12	0	0	3	0	1	1	5
0530	0	1	30	0	0	2	33	0	0	2	0	0	0	2
0545	0	0	39	0	0	0	39	0	0	2	0	0	4	6
0600	0	0	17	0	0	3	20	0	0	8	0	0	1	9
0615	0	0	17	0	1	3	21	0	0	1	0	0	1	2
0630	0	0	28	0	0	2	30	0	0	3	0	1	6	10
0645	0	0	30	0	5	0	35	0	0	3	0	1	2	6
0700	0	0	36	0	7	5	48	0	0	5	0	3	2	10
0715	0	0	48	0	7	2	57	0	0	4	0	4	3	11
0730	0	0	31	0	6	1	38	0	0	10	0	6	4	20
0745	0	0	44	0	4	2	50	0	0	4	0	2	2	8
0800	0	0	28	0	4	4	36	0	0	16	0	9	5	30
0815	0	0	27	0	6	1	34	0	0	8	0	6	3	17
0830	0	0	12	0	4	6	22	0	0	9	0	4	5	18
0845	0	0	12	0	1	4	17	0	0	5	0	6	4	15
0900	0	0	16	0	4	2	22	0	0	4	0	3	2	9
0915	0	0	7	0	8	2	17	0	0	5	0	2	3	10
0930	0	0	14	0	4	3	21	0	0	7	0	4	5	16
0945	0	0	9	0	1	1	11	0	0	4	0	8	5	17
1000	0	0	14	0	3	3	20	0	0	12	0	7	5	24
1015	0	0	14	0	1	7	22	0	0	11	0	3	3	17
1030	0	0	7	0	6	2	15	0	0	10	0	2	4	16
1045	0	0	18	0	5	5	28	0	0	12	0	0	2	14
1100	0	0	16	0	2	6	24	0	0	4	0	4	12	20
1115	0	0	10	0	4	3	17	0	0	12	0	5	5	22
1130	0	0	7	0	3	2	12	0	0	12	0	2	11	25
1145	0	0	5	0	4	3	12	0	0	24	0	2	4	30
1200	0	0	12	0	4	3	19	0	0	40	0	5	9	54
1215	0	0	14	0	7	2	23	0	0	18	0	6	3	27
1230	0	0	23	0	5	4	32	0	0	19	0	5	3	27
1245	0	0	23	0	4	1	28	0	0	9	0	4	11	24
1300	0	0	18	0	4	2	24	0	0	21	0	4	7	32
1315	0	0	11	0	2	2	15	0	0	16	0	2	6	24
1330	0	0	11	0	4	7	22	0	0	13	0	4	6	23
1345	0	0	13	0	7	3	23	0	0	13	0	5	5	23
1400	0	0	4	0	6	1	11	0	0	19	0	5	5	29
1415	0	0	13	0	1	3	17	0	0	21	0	5	7	33
1430	0	0	13	0	3	3	19	0	0	14	0	4	3	21
1445	0	0	15	0	5	2	22	0	0	17	0	3	7	27
1500	0	0	10	0	6	0	16	0	0	25	0	3	3	31
1515	0	0	8	0	5	2	15	0	0	15	0	4	4	23
1530	0	0	5	0	2	2	9	0	0	52	0	7	8	67
1545	0	0	6	0	2	2	10	0	0	37	0	4	4	45
1600	0	0	12	0	2	1	15	0	0	50	0	5	3	58
1615	0	0	5	0	2	3	10	0	0	44	0	3	5	52
1630	0	0	9	0	4	1	14	0	0	30	0	2	6	38
1645	0	0	12	0	1	2	15	0	0	35	0	3	4	42
1700	0	0	2	0	0	2	4	0	0	41	0	0	1	42
1715	0	0	3	0	0	1	4	0	0	34	0	2	2	38
1730	0	0	4	0	0	1	5	0	0	12	0	1	4	17
1745	0	0	5	0	0	1	6	0	0	8	0	0	1	9
1800	0	0	2	0	0	1	3	0	0	8	0	0	0	8
1815	0	0	4	0	0	0	4	0	0	7	0	0	1	8
1830	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1845	0	0	5	0	0	3	8	0	0	2	0	0	1	3
1900	0	0	8	0	0	0	8	0	0	4	0	0	4	8
1915	0	0	8	0	0	1	9	0	0	3	0	0	2	5
1930	0	0	7	0	0	1	8	0	0	5	0	1	4	10
1945	0	0	10	0	0	1	11	0	0	11	0	0	3	14
2000	0	0	2	0	0	1	3	0	0	39	0	0	3	42
2015	0	0	3	0	0	2	5	0	0	11	0	0	6	17
2030	0	0	7	0	0	2	9	0	0	10	0	0	4	14
2045	0	0	6	0	0	0	6	0	0	8	0	0	4	12
2100	0	0	0	0	0	2	2	0	0	9	0	0	2	11
2115	0	0	1	0	0	0	1	0	0	6	0	0	0	6
2130	0	0	2	0	0	0	2	0	0	1	0	0	1	2
2145	0	0	2	0	0	2	4	0	0	0	0	0	2	2
2200	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2215	0	0	1	0	0	0	1	0	0	2	0	0	4	6
2230	0	0	2	0	0	1	3	0	0	6	0	0	4	10
2245	0	0	1	0	0	3	4	0	0	5	0	0	0	5
2300	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	5	0	1	2	8
2330	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2345	0	0	5	0	0	0	5	0	0	2	0	0	0	2
Total	0	1	1038	0	166	153	1358	0	0	983	0	174	269	1426

Volume Report

Job 1645_10_VHB_ATTR BV-H

Area Devens, MA

Location Independence Drive, east of Cook Street



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	2	4	0	0	0	0	0	1	1
0015	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0030	0	0	2	0	0	1	3	0	0	3	0	0	3	6
0045	0	0	0	0	1	0	1	0	0	0	0	0	1	1
0100	0	0	0	0	1	0	1	0	0	6	0	1	0	7
0115	0	0	0	0	0	2	2	0	0	2	0	1	0	3
0130	0	0	0	0	0	1	1	0	0	15	0	0	0	15
0145	0	0	1	0	0	1	2	0	0	4	0	0	1	5
0200	0	0	2	0	0	2	4	0	0	4	0	0	2	6
0215	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0230	0	0	0	0	0	0	0	0	0	4	0	1	0	5
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	2	3	0	0	4	0	0	1	5
0315	0	0	5	0	0	1	6	0	0	0	0	1	0	1
0330	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0345	0	0	11	0	0	2	13	0	0	3	0	0	0	3
0400	0	0	6	0	0	1	7	0	0	1	0	0	0	1
0415	0	0	15	0	0	0	15	0	0	0	0	0	0	0
0430	0	0	40	0	0	1	41	0	0	2	0	0	1	3
0445	0	0	57	0	1	0	58	0	0	5	0	0	0	5
0500	0	0	9	0	0	1	10	0	0	19	0	1	0	20
0515	0	0	11	0	0	2	13	0	0	6	0	0	0	6
0530	0	1	29	0	0	3	33	0	0	3	0	0	0	3
0545	0	0	40	0	0	1	41	0	0	8	0	1	2	11
0600	0	0	26	0	1	5	32	0	0	4	0	0	2	6
0615	0	0	20	0	2	2	24	0	0	3	0	2	5	10
0630	0	0	18	0	0	3	21	0	0	4	0	0	4	8
0645	0	0	39	0	2	2	43	0	0	5	0	1	2	8
0700	0	0	43	0	2	2	47	0	0	5	0	0	6	11
0715	0	0	31	0	4	4	39	0	0	6	0	4	3	13
0730	0	0	40	0	5	2	47	0	0	12	0	4	5	21
0745	0	0	47	0	3	0	50	0	0	5	0	2	9	16
0800	0	0	22	0	7	6	35	0	0	25	0	4	3	32
0815	0	0	23	0	3	5	31	0	0	6	0	8	3	17
0830	0	0	15	0	6	6	27	0	0	9	0	4	2	15
0845	0	0	9	0	5	7	21	0	0	4	0	5	6	15
0900	0	0	10	0	1	3	14	0	0	11	0	7	6	24
0915	0	0	13	0	6	3	22	0	0	6	0	5	6	17
0930	0	0	16	0	5	6	27	0	0	4	0	4	4	12
0945	0	0	15	0	9	3	27	0	0	6	0	6	5	17
1000	0	0	10	0	5	3	18	0	0	6	0	4	4	14
1015	0	0	8	0	8	5	21	0	0	10	0	8	4	22
1030	0	0	7	0	6	3	16	0	0	23	0	2	5	30
1045	0	0	26	0	3	5	34	0	0	6	0	11	13	30
1100	0	0	9	0	5	1	15	0	0	8	0	5	8	21
1115	0	0	13	0	8	7	28	0	0	10	0	4	2	16
1130	0	0	12	0	5	4	21	0	0	15	0	6	7	28
1145	0	0	12	0	4	5	21	0	0	23	0	3	9	35
1200	0	0	12	0	1	5	18	0	0	27	0	5	7	39
1215	0	0	16	0	7	7	30	0	0	11	0	4	5	20
1230	0	0	21	0	6	7	34	0	0	10	0	3	9	22
1245	0	0	15	0	3	2	20	0	0	8	0	3	9	20
1300	0	0	20	0	6	3	29	0	0	19	0	5	7	31
1315	0	0	16	0	5	3	24	0	0	22	0	5	5	32
1330	0	0	8	0	5	1	14	0	0	13	0	8	5	26
1345	0	0	5	0	1	6	12	0	0	22	0	4	8	34
1400	0	0	9	0	3	2	14	0	0	16	0	7	9	32
1415	0	0	8	0	0	0	8	0	0	19	0	2	10	31
1430	0	0	13	0	6	1	20	0	0	27	0	1	8	36
1445	1	0	14	0	2	2	19	0	0	35	0	1	3	39
1500	0	0	13	0	5	2	20	0	0	48	0	4	9	61
1515	0	0	5	0	3	1	9	0	0	24	0	7	3	34
1530	0	0	6	0	3	2	11	0	0	52	0	2	3	57
1545	0	0	7	0	5	1	13	0	0	15	0	6	3	24
1600	0	0	11	0	2	1	14	0	0	47	0	5	3	55
1615	0	0	4	0	3	2	9	0	0	31	0	1	3	35
1630	0	0	7	0	4	2	13	0	0	28	0	3	0	31
1645	0	0	13	0	0	0	13	0	0	34	0	3	0	37
1700	0	0	6	0	0	2	8	0	0	45	0	2	1	48
1715	0	0	4	0	0	0	4	0	0	20	0	1	3	24
1730	0	0	1	0	0	1	2	0	0	17	0	0	2	19
1745	0	0	5	0	0	1	6	0	0	8	0	0	2	10
1800	0	0	1	0	0	1	2	0	0	12	0	0	0	12
1815	0	0	3	0	0	1	4	0	0	3	0	0	3	6
1830	0	0	2	0	0	4	6	0	0	6	0	0	1	7
1845	0	0	7	0	0	0	7	0	0	6	0	0	1	7
1900	0	0	9	0	0	0	9	0	0	13	0	0	4	17
1915	0	0	14	0	0	0	14	0	0	7	0	0	1	8
1930	0	0	13	0	0	1	14	0	0	6	0	0	4	10
1945	0	0	11	0	0	1	12	0	0	13	0	0	2	15
2000	0	0	5	0	0	1	6	0	0	46	0	0	5	51
2015	0	0	4	0	0	0	4	0	0	4	0	0	3	7
2030	0	0	4	0	0	0	4	0	0	6	0	0	2	8
2045	0	0	6	0	0	1	7	0	0	2	0	0	2	4
2100	0	0	0	0	0	0	0	0	0	9	0	1	6	16
2115	0	0	2	0	0	0	2	0	0	4	0	0	1	5
2130	0	0	1	0	0	1	2	0	0	3	0	0	0	3
2145	0	0	3	0	0	2	5	0	0	0	0	0	1	1
2200	0	0	0	0	0	0	0	0	0	3	0	0	2	5
2215	0	0	1	0	0	0	1	0	0	0	0	0	2	2
2230	0	0	0	0	0	0	0	0	0	5	0	0	1	6
2245	0	0	1	0	0	0	1	0	0	11	0	0	1	12
2300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2315	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2330	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2345	0	0	3	0	0	2	5	0	0	1	0	1	0	2
Total	1	1	1056	0	178	185	1421	0	0	1074	0	189	296	1559

Volume Report

Job 1645_10_VHB_ATTR BV-H

Area Devens, MA

Location Independence Drive, east of Cook Street

Wednesday, May 7, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	3	5	0	0	0	0	0	1	1
0015	0	0	0	0	0	2	2	0	0	3	0	0	1	4
0030	0	0	0	0	0	0	0	0	0	2	0	0	1	3
0045	0	0	2	0	0	2	4	0	0	0	0	0	0	0
0100	0	0	0	0	0	2	2	0	0	9	0	0	1	10
0115	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0130	0	0	0	0	0	4	4	0	0	10	0	0	0	10
0145	0	0	0	0	0	2	2	0	0	6	0	0	1	7
0200	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0215	0	0	0	0	0	0	0	0	0	2	0	0	4	6
0230	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	6	0	0	1	7
0315	0	0	1	0	0	1	2	0	0	2	0	0	0	2
0330	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0345	0	0	13	0	0	1	14	0	0	1	0	0	0	1
0400	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0415	0	0	17	0	0	0	17	0	0	1	0	0	0	1
0430	0	0	47	0	0	1	48	0	0	2	0	0	0	2
0445	0	0	63	0	0	2	65	0	0	7	0	0	0	7
0500	0	0	7	0	1	1	9	0	0	2	0	0	0	2
0515	0	0	13	0	0	2	15	0	0	16	0	0	0	16
0530	0	1	24	0	0	2	27	0	0	11	0	0	0	11
0545	0	0	40	0	0	3	43	0	0	6	0	0	1	7
0600	0	0	23	0	0	3	26	0	0	7	0	0	4	11
0615	0	0	16	0	1	3	20	0	0	3	0	0	3	6
0630	0	1	23	0	1	0	25	0	0	6	0	1	2	9
0645	0	0	43	0	3	4	50	0	0	2	0	0	4	6
0700	0	0	41	0	0	2	43	0	0	10	0	0	3	13
0715	0	0	38	0	3	5	46	0	0	4	0	2	2	8
0730	0	0	24	0	5	1	30	0	0	7	0	4	1	12
0745	0	0	44	0	1	4	49	0	0	9	0	5	2	16
0800	0	0	22	0	3	2	27	0	0	24	0	3	7	34
0815	0	0	14	0	4	5	23	0	1	10	0	1	6	18
0830	0	0	14	0	4	2	20	0	0	15	0	9	0	24
0845	0	0	11	0	9	5	25	0	0	8	0	4	5	17
0900	0	0	11	0	7	5	23	0	0	8	0	7	3	18
0915	0	0	13	0	2	3	18	0	0	8	0	10	7	25
0930	0	0	14	0	4	0	18	0	0	5	0	5	3	13
0945	0	0	17	0	5	2	24	0	0	6	0	5	8	19
1000	0	0	13	0	6	3	22	0	0	4	0	6	4	14
1015	0	0	6	0	3	1	10	0	0	5	0	7	2	14
1030	0	0	15	0	7	1	23	0	0	15	0	5	5	25
1045	0	0	19	0	5	4	28	0	0	9	0	6	3	18
1100	0	0	7	0	4	1	12	0	0	15	0	4	4	23
1115	0	0	5	0	4	9	18	0	0	10	0	5	6	21
1130	0	0	12	0	4	6	22	0	0	10	0	5	9	24
1145	0	0	9	0	5	3	17	0	0	30	0	3	5	38
1200	0	1	13	0	12	7	33	0	0	24	0	4	10	38
1215	0	0	21	0	9	3	33	0	0	19	0	8	8	35
1230	0	0	23	0	0	3	26	0	0	8	0	8	10	26
1245	0	0	22	0	8	0	30	0	0	8	0	5	4	17
1300	0	0	12	0	5	4	21	0	0	8	0	6	5	19
1315	0	0	9	0	8	0	17	0	0	26	0	4	4	34
1330	0	0	13	0	3	5	21	0	0	27	0	4	4	35
1345	0	0	11	0	7	2	20	0	0	36	0	4	6	46
1400	0	0	5	0	5	0	10	0	0	31	0	9	3	43
1415	0	0	8	0	1	1	10	0	0	22	0	3	7	32
1430	0	0	13	0	5	2	20	0	1	40	0	3	4	48
1445	0	0	11	0	5	1	17	0	1	21	0	2	4	28
1500	0	0	14	0	3	3	20	0	0	23	0	7	4	34
1515	0	0	4	0	7	0	11	0	0	26	0	2	7	35
1530	0	0	4	0	7	2	13	0	0	37	0	8	7	52
1545	0	0	5	0	4	4	13	0	0	18	0	7	2	27
1600	0	0	4	0	4	1	9	0	0	48	0	4	3	55
1615	0	0	11	0	1	2	14	0	0	27	0	2	3	32
1630	0	0	9	0	4	0	13	0	0	30	0	1	1	32
1645	0	0	12	0	1	1	14	0	0	18	0	4	1	23
1700	0	0	3	0	0	0	3	0	0	33	0	0	0	33
1715	0	0	0	0	0	2	2	0	0	26	0	2	1	29
1730	0	0	3	0	1	0	4	0	0	15	0	1	0	16
1745	0	0	6	0	0	1	7	0	0	8	0	1	0	9
1800	0	0	0	0	0	1	1	0	0	7	0	0	0	7
1815	0	0	0	0	0	1	1	0	0	3	0	1	1	5
1830	0	0	3	0	0	1	4	0	0	5	0	0	1	6
1845	0	0	9	0	0	3	12	0	0	5	0	0	5	10
1900	0	0	6	0	0	0	6	0	0	14	0	0	1	15
1915	0	0	4	0	0	0	4	0	0	6	0	0	2	8
1930	0	0	10	0	1	1	12	0	0	9	0	1	3	13
1945	0	0	9	0	1	1	11	0	0	9	0	1	4	14
2000	0	0	4	0	0	0	4	0	0	35	0	0	2	37
2015	0	0	3	0	0	2	5	0	0	8	0	0	4	12
2030	0	0	12	0	0	0	12	0	0	3	0	2	5	10
2045	0	0	4	0	0	1	5	0	0	4	0	0	3	7
2100	0	0	0	0	0	0	0	0	0	11	0	0	1	12
2115	0	0	0	0	0	1	1	0	0	3	0	0	2	5
2130	0	0	0	0	0	0	0	0	0	2	0	0	2	4
2145	0	0	0	0	0	2	2	0	0	0	0	0	3	3
2200	0	0	1	0	1	1	3	0	0	1	0	1	3	5
2215	0	0	1	0	0	0	1	0	0	2	0	0	2	4
2230	0	1	0	0	0	0	1	0	0	7	0	0	1	8
2245	0	0	1	0	0	0	1	0	0	1	0	0	1	2
2300	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2315	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2330	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2345	0	0	6	0	0	0	6	0	0	4	0	0	0	4
Total	0	4	1013	0	194	164	1375	0	3	1049	0	202	256	1510

Volume Report

Job 1645_10_VHB_ATTR BV-H

Area Devens, MA

Location Independence Drive, east of Cook Street

Thursday, May 8, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0015	0	0	0	0	0	2	2	0	0	2	0	0	0	2
0030	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	1	0	0	1	0	0	1	2
0100	0	0	0	0	0	0	0	0	0	8	0	0	0	8
0115	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0130	0	0	0	0	0	3	3	0	0	14	0	0	1	15
0145	0	0	1	0	0	1	2	0	0	1	0	0	2	3
0200	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	3	0	0	1	4
0230	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	1	0	0	1	2	0	0	7	0	0	0	7
0315	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0330	0	0	6	0	0	2	8	0	0	0	0	0	0	0
0345	0	0	14	0	0	2	16	0	0	3	0	0	0	3
0400	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0415	0	0	14	0	0	2	16	0	0	2	0	0	0	2
0430	0	0	45	0	0	1	46	0	0	2	0	0	1	3
0445	0	0	60	0	0	3	63	0	0	8	0	0	0	8
0500	0	0	6	0	1	4	11	0	0	14	0	0	0	14
0515	0	0	12	0	0	3	15	0	1	6	0	0	0	7
0530	0	1	23	0	0	4	28	0	0	2	0	0	0	2
0545	0	0	39	0	1	2	42	0	0	8	0	0	0	8
0600	0	0	28	0	1	3	32	0	0	6	0	0	1	7
0615	0	1	12	0	3	1	17	0	0	1	0	3	5	9
0630	0	0	23	0	0	3	26	0	0	1	0	1	9	11
0645	0	0	43	0	2	2	47	0	0	3	0	1	2	6
0700	0	1	33	0	3	6	43	0	0	5	0	1	7	13
0715	0	0	49	0	6	3	58	0	0	7	0	2	2	11
0730	0	0	32	0	6	7	45	0	0	7	0	4	2	13
0745	0	0	39	0	5	5	49	0	0	7	0	3	5	15
0800	0	0	28	0	3	1	32	0	0	19	0	5	3	27
0815	0	0	25	0	0	4	29	0	0	11	0	4	4	19
0830	0	0	15	0	6	7	28	0	0	11	0	1	7	19
0845	0	0	18	0	8	1	27	0	0	9	0	7	4	20
0900	0	0	12	0	2	4	18	0	0	17	0	5	4	26
0915	0	1	10	0	4	4	19	0	0	9	0	2	7	18
0930	0	0	20	0	5	3	28	0	0	7	0	4	6	17
0945	0	0	15	0	2	6	23	0	0	7	0	5	7	19
1000	0	0	7	0	10	4	21	0	0	3	0	5	2	10
1015	0	0	5	0	5	2	12	0	0	7	0	5	8	20
1030	0	0	11	0	4	5	20	0	0	18	0	4	4	26
1045	0	0	20	0	3	6	29	0	0	13	0	4	6	23
1100	0	0	8	0	8	2	18	0	0	10	0	5	6	21
1115	0	0	6	0	5	2	13	0	0	17	0	3	11	31
1130	0	0	7	0	1	4	12	0	0	14	0	5	4	23
1145	0	0	14	0	8	3	25	0	1	26	0	1	8	36
1200	0	0	9	0	8	1	18	0	0	25	0	3	5	33
1215	0	0	22	0	3	5	30	0	0	18	0	6	2	26
1230	0	0	27	0	3	6	36	0	0	9	0	6	7	22
1245	0	0	22	0	4	4	30	0	0	8	0	5	6	19
1300	1	1	17	0	8	2	29	1	0	26	0	8	9	44
1315	0	0	13	0	5	0	18	0	0	23	0	5	2	30
1330	0	0	9	0	6	3	18	0	0	27	0	7	5	39
1345	0	0	12	0	2	2	16	0	1	50	0	5	3	59
1400	0	0	8	0	5	2	15	0	0	28	0	3	4	35
1415	0	0	15	0	3	3	21	0	0	24	0	6	7	37
1430	0	1	13	0	3	3	20	0	2	31	0	4	3	40
1445	0	0	10	0	5	2	17	0	1	24	0	3	6	34
1500	0	0	16	0	1	2	19	0	0	20	0	5	0	25
1515	0	0	7	0	5	1	13	0	0	21	0	0	2	23
1530	0	0	5	0	3	3	11	0	0	32	0	5	3	40
1545	0	0	5	0	4	1	10	0	1	20	0	5	0	26
1600	0	1	10	0	4	2	17	0	1	38	0	4	3	46
1615	0	0	2	0	6	0	8	0	0	23	0	3	1	27
1630	0	0	11	0	2	2	15	0	0	34	0	6	1	41
1645	0	0	11	0	0	2	13	0	0	32	0	2	2	36
1700	0	0	2	0	0	1	3	0	0	30	0	1	3	34
1715	0	0	3	0	0	0	3	0	0	26	0	0	2	28
1730	0	0	3	0	0	0	3	0	0	10	0	0	0	10
1745	0	0	2	0	0	1	3	0	1	8	0	0	3	12
1800	0	0	3	0	1	1	5	0	0	7	0	0	0	7
1815	0	0	1	0	0	1	2	0	0	2	0	0	0	2
1830	0	0	5	0	0	1	6	0	0	3	0	0	0	3
1845	0	0	4	0	0	0	4	0	0	5	0	0	1	6
1900	0	0	3	0	0	2	5	0	0	7	0	1	1	9
1915	0	0	7	0	0	0	7	0	0	3	0	0	4	7
1930	0	0	9	0	0	1	10	0	0	7	0	0	0	7
1945	0	0	10	0	0	0	10	0	0	10	0	1	3	14
2000	0	0	5	0	0	1	6	0	0	39	0	0	3	42
2015	0	0	7	0	0	2	9	0	0	9	0	0	1	10
2030	0	0	8	0	0	1	9	0	0	7	0	0	4	11
2045	0	0	10	0	0	1	11	0	0	0	0	0	8	8
2100	0	0	0	0	0	1	1	0	0	13	0	0	2	15
2115	0	0	1	0	0	0	1	0	0	4	0	0	1	5
2130	0	0	1	0	0	1	2	0	0	5	0	1	0	6
2145	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2200	0	0	1	0	0	1	2	0	0	2	0	0	0	2
2215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2230	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2245	0	0	1	0	0	0	1	0	0	8	0	0	1	9
2300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	3	0	0	1	4
2330	0	0	6	0	0	0	6	0	0	7	0	0	1	8
2345	0	0	2	0	0	0	2	0	0	2	0	0	0	2
Total	1	7	1056	0	183	185	1432	1	9	1061	0	175	243	1489

Volume Report

Job 1645_10_VHB_ATTR BV-H
Area Devens, MA
Location Independence Drive, east of Cook Street



Friday, May 9, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	1	3	0	0	2	0	0	1	3
0015	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0030	0	0	0	0	0	2	2	0	0	1	0	0	1	2
0045	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0115	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0130	0	0	0	0	0	1	1	0	0	14	0	0	0	14
0145	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0200	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0230	0	0	1	0	0	0	1	0	0	5	0	0	1	6
0245	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0315	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0330	0	0	8	0	0	1	9	0	0	2	0	0	0	2
0345	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0400	0	0	5	0	1	2	8	0	0	0	0	0	0	0
0415	0	0	17	0	0	1	18	0	0	1	0	0	0	1
0430	0	0	43	0	0	3	46	0	0	2	0	0	1	3
0445	0	0	47	0	0	2	49	0	0	0	0	0	0	0
0500	0	0	11	0	0	3	14	0	0	15	0	0	0	15
0515	0	0	12	0	0	2	14	0	0	7	0	0	1	8
0530	0	1	23	0	0	2	26	0	0	5	0	0	0	5
0545	0	0	38	0	0	1	39	0	0	5	0	0	0	5
0600	0	0	24	0	2	7	33	0	0	5	0	0	1	6
0615	0	0	21	0	2	1	24	0	0	2	0	0	6	8
0630	0	0	23	0	3	5	31	0	0	6	0	3	6	15
0645	0	0	34	0	3	4	41	0	0	3	0	1	4	8
0700	0	0	34	0	2	1	37	0	0	7	0	4	1	12
0715	0	0	39	0	3	5	47	0	0	4	0	2	7	13
0730	0	0	30	0	3	1	34	0	0	8	0	4	5	17
0745	0	0	37	0	2	3	42	0	0	10	0	1	6	17
0800	0	0	21	0	6	4	31	0	0	18	0	2	3	23
0815	0	0	17	0	3	6	26	0	0	10	0	4	1	15
0830	0	0	10	0	4	6	20	0	0	10	0	3	7	20
0845	0	0	12	0	1	6	19	0	0	6	0	5	3	14
0900	0	0	10	0	5	1	16	0	0	5	0	2	5	12
0915	0	0	8	0	7	2	17	0	0	10	0	1	5	16
0930	0	0	11	0	6	4	21	0	0	5	0	8	7	20
0945	0	0	14	0	1	3	18	0	0	3	0	4	2	9
1000	0	0	10	0	8	4	22	0	0	5	0	8	4	17
1015	0	0	5	0	8	6	19	0	0	12	0	5	8	25
1030	0	0	12	0	5	6	23	0	0	15	0	4	6	25
1045	0	0	20	0	2	3	25	0	0	7	0	8	7	22
1100	0	0	8	0	2	4	14	0	0	10	0	2	6	18
1115	0	0	8	0	3	5	16	0	0	8	0	4	4	16
1130	0	0	7	0	5	1	13	0	0	19	0	4	8	31
1145	0	0	15	0	5	6	26	0	0	26	0	6	7	39
1200	0	0	10	0	6	5	21	0	0	36	0	4	8	48
1215	0	0	21	0	8	3	32	0	0	43	0	3	7	53
1230	0	0	20	0	5	5	30	0	0	21	0	9	8	38
1245	0	0	19	0	4	1	24	0	0	14	0	5	7	26
1300	0	0	12	0	5	3	20	0	0	15	0	7	8	30
1315	0	0	10	0	6	3	19	0	0	22	0	3	7	32
1330	0	0	4	0	4	4	12	0	0	22	0	5	4	31
1345	0	0	7	0	0	3	10	0	0	20	0	4	8	32
1400	0	0	2	0	2	2	6	0	0	25	0	2	5	32
1415	0	0	12	0	2	1	15	0	0	13	0	2	4	19
1430	1	0	17	0	6	3	27	0	0	15	0	1	9	25
1445	0	0	12	0	2	4	18	0	0	14	0	5	7	26
1500	0	0	12	0	0	1	13	0	0	25	0	4	2	31
1515	0	0	12	0	2	1	15	0	0	24	0	1	4	29
1530	0	0	7	0	1	4	12	0	0	48	0	1	2	51
1545	0	0	9	0	0	2	11	0	0	26	0	3	4	33
1600	0	0	4	0	6	1	11	0	0	45	0	1	6	52
1615	0	0	9	0	3	2	14	0	0	13	0	2	6	21
1630	0	0	9	0	0	0	9	0	0	22	0	4	1	27
1645	0	0	5	0	1	1	7	0	0	19	0	2	3	24
1700	0	0	3	0	0	2	5	0	0	28	0	1	2	31
1715	0	0	3	0	0	1	4	0	0	17	0	0	3	20
1730	0	0	6	0	0	1	7	0	0	6	0	0	2	8
1745	0	0	4	0	0	0	4	0	0	8	0	0	1	9
1800	0	0	1	0	0	3	4	0	0	4	0	0	1	5
1815	0	0	2	0	0	0	2	0	0	5	0	0	2	7
1830	0	0	5	0	0	3	8	0	0	4	0	0	0	4
1845	0	0	2	0	0	0	2	0	0	4	0	0	4	8
1900	0	0	10	0	0	0	10	0	0	7	0	0	4	11
1915	0	0	12	0	0	1	13	0	0	8	0	0	3	11
1930	0	0	11	0	0	2	13	0	0	11	0	0	5	16
1945	0	0	14	0	0	0	14	0	0	12	0	0	5	17
2000	0	0	2	0	0	0	2	0	0	39	0	0	6	45
2015	0	0	3	0	0	1	4	0	0	4	0	0	0	4
2030	0	0	6	0	0	1	7	0	0	3	0	0	4	7
2045	0	0	6	0	0	0	6	0	0	1	0	0	1	2
2100	0	0	2	0	0	0	2	0	0	7	0	0	1	8
2115	0	0	3	0	0	0	3	0	0	4	0	0	1	5
2130	0	0	1	0	0	1	2	0	0	2	0	0	1	3
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	0	1	0	0	3	0	0	1	4
2215	0	0	2	0	0	0	2	0	0	3	0	0	2	5
2230	0	0	1	0	0	0	1	0	0	6	0	1	0	7
2245	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2315	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2330	0	0	2	0	0	0	2	0	0	13	0	0	0	13
2345	0	0	0	0	0	1	1	0	0	3	0	0	0	3
Total	1	1	963	0	156	187	1308	0	0	988	0	155	286	1429

Volume Report

Job 1645_10_VHB_ATTR BV-H
Area Devens, MA
Location Independence Drive, east of Cook Street



Saturday, May 10, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0015	0	0	1	0	0	0	1	0	0	5	0	0	2	7
0030	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0115	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0200	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	2	2	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	2	0	0	1	3
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0345	0	0	0	0	0	2	2	0	0	0	0	0	0	0
0400	0	0	1	0	0	1	2	0	0	0	0	0	0	2
0415	0	0	2	0	0	1	3	0	0	1	0	0	1	2
0430	0	0	11	0	0	0	11	0	0	6	0	0	0	6
0445	0	0	8	0	0	2	10	0	0	4	0	0	0	4
0500	0	0	1	0	0	1	2	0	0	16	0	0	0	16
0515	0	0	2	0	0	6	8	0	0	9	0	0	0	9
0530	0	0	8	0	0	1	9	0	0	6	0	0	0	6
0545	0	0	4	0	1	0	5	0	0	3	0	0	0	3
0600	0	0	9	0	0	0	9	0	0	4	0	1	0	5
0615	0	0	8	0	0	1	9	0	0	0	0	0	2	2
0630	0	0	8	0	0	0	8	0	0	0	0	0	2	2
0645	0	0	10	0	1	2	13	0	0	1	0	0	0	1
0700	0	0	7	0	1	3	11	0	0	1	0	1	3	5
0715	0	0	15	0	1	0	16	0	0	2	0	3	0	5
0730	0	0	19	0	1	2	22	0	0	3	0	0	2	5
0745	0	0	13	0	2	1	16	0	0	5	0	1	2	8
0800	0	0	4	0	0	1	5	0	0	24	0	2	4	30
0815	0	0	5	0	2	2	9	0	0	8	0	0	1	9
0830	0	0	3	0	1	2	6	0	0	4	0	3	2	9
0845	0	0	3	0	1	3	7	0	0	1	0	0	2	3
0900	0	0	2	0	2	0	4	0	0	2	0	1	4	7
0915	0	0	0	0	1	1	2	0	0	5	0	1	4	10
0930	0	0	2	0	3	1	6	0	0	2	0	1	6	9
0945	0	0	5	0	0	0	5	0	0	5	0	3	2	10
1000	0	0	1	0	2	3	6	0	0	2	0	1	2	5
1015	0	0	4	0	0	0	4	0	0	4	0	2	0	6
1030	0	0	4	0	1	0	5	0	0	5	0	0	2	7
1045	0	0	1	0	2	0	3	0	0	3	0	1	2	6
1100	0	0	3	0	0	0	3	0	0	5	0	2	1	8
1115	0	0	1	0	1	1	3	0	0	2	0	0	3	5
1130	0	0	3	0	0	2	5	0	0	11	0	1	2	14
1145	0	0	4	0	0	0	4	0	0	10	0	0	3	13
1200	0	0	2	0	0	0	2	0	0	9	0	0	1	10
1215	0	0	4	0	0	0	4	0	0	5	0	0	1	6
1230	0	0	1	0	0	0	1	0	0	9	0	0	1	10
1245	0	0	6	0	1	0	7	0	0	4	0	2	1	7
1300	0	0	3	0	0	0	3	0	0	10	0	0	1	11
1315	0	0	3	0	0	0	3	0	0	2	0	0	1	3
1330	0	0	0	0	0	0	0	0	0	3	0	0	1	4
1345	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1400	0	0	2	0	0	0	2	0	0	5	0	0	0	5
1415	0	0	1	0	0	0	1	0	0	2	0	0	2	4
1430	0	0	1	0	0	0	1	0	0	4	0	0	1	5
1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	1	0	1	0	0	1	0	0	0	1
1515	0	0	1	0	0	0	1	0	0	2	0	1	0	3
1530	0	0	0	0	0	0	0	0	0	3	0	0	1	4
1545	0	0	3	0	0	0	3	0	0	0	0	0	1	1
1600	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1615	0	0	0	0	0	0	0	0	0	7	0	0	0	7
1630	0	0	0	0	0	0	0	0	0	4	0	0	2	6
1645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1700	0	0	2	0	0	0	2	0	0	2	0	0	2	4
1715	0	0	7	0	0	0	7	0	0	7	0	0	0	7
1730	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1745	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1800	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1815	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1830	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	4	0	0	0	4	0	0	3	0	0	0	3
1915	0	0	8	0	0	0	8	0	0	1	0	0	0	1
1930	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1945	0	0	12	0	0	0	12	0	0	7	0	0	0	7
2000	0	0	2	0	0	0	2	0	0	32	0	0	0	32
2015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2030	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	259	0	25	44	328	0	0	325	0	28	72	425

Volume Report

Job 1645_10_VHB_ATTR F-1

Area Boxborough/Harvard, MA

Location Route 111 at Boxborough/Harvard Town Line



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0015	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0030	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0315	0	0	3	0	0	0	3	0	0	0	0	1	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0345	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0400	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0430	0	0	6	0	0	0	6	0	0	0	0	0	0	0
0445	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0500	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0515	0	0	12	0	2	0	14	0	0	6	0	0	0	6
0530	0	0	15	0	0	0	15	0	0	6	0	0	0	6
0545	0	0	19	0	0	0	19	0	0	4	0	0	0	4
0600	0	0	33	0	0	0	33	0	0	12	0	1	0	13
0615	0	0	39	0	0	0	39	0	0	10	0	0	1	11
0630	0	0	58	0	4	1	63	0	0	11	0	0	0	11
0645	0	0	69	0	0	1	70	0	0	17	0	1	1	19
0700	0	0	81	0	0	0	81	0	0	17	0	1	0	18
0715	0	0	82	0	0	0	82	0	0	28	0	3	0	31
0730	0	0	94	0	1	1	96	0	0	29	1	0	0	30
0745	0	0	105	0	3	0	108	0	0	43	0	5	2	50
0800	0	0	104	0	5	0	109	0	0	37	0	0	0	37
0815	0	0	88	0	1	0	89	0	0	35	0	1	0	36
0830	0	0	57	0	2	0	59	0	0	46	1	2	0	49
0845	0	0	70	0	2	0	72	0	0	33	0	0	0	33
0900	0	0	64	0	1	2	67	0	0	29	0	5	1	35
0915	0	0	31	0	1	0	32	0	0	16	0	0	0	16
0930	0	0	49	0	1	0	50	0	0	20	0	2	1	23
0945	0	0	34	0	1	0	35	0	0	26	0	1	1	28
1000	0	0	36	0	0	0	36	0	0	15	0	0	0	15
1015	0	0	24	0	3	0	27	0	0	19	0	0	1	20
1030	0	0	46	0	0	1	47	0	0	32	0	1	2	35
1045	0	0	30	0	1	0	31	0	0	26	0	0	2	28
1100	0	0	32	0	1	0	33	0	0	27	0	3	0	30
1115	0	0	31	0	0	0	31	0	0	28	0	3	0	31
1130	0	0	35	0	0	0	35	0	0	36	0	0	0	36
1145	0	0	39	0	1	1	41	0	0	41	0	3	0	44
1200	0	0	25	0	1	0	26	0	0	31	0	1	1	33
1215	0	0	26	0	1	1	28	0	0	30	0	0	2	32
1230	0	0	23	0	1	0	24	0	0	28	0	5	1	34
1245	0	0	31	0	0	0	31	0	0	32	0	0	0	32
1300	0	0	24	0	0	0	24	0	0	31	0	2	1	34
1315	0	0	27	0	1	1	29	0	0	36	0	1	0	37
1330	0	0	31	0	0	0	31	0	0	23	0	2	0	25
1345	0	0	30	0	5	0	35	0	0	24	0	1	2	27
1400	0	0	26	0	1	0	27	0	0	34	0	3	0	37
1415	0	0	36	0	1	0	37	0	0	51	0	2	0	53
1430	0	0	37	0	1	0	38	0	0	50	0	4	0	54
1445	0	0	41	0	0	1	42	0	0	39	0	0	0	39
1500	0	0	41	1	1	1	44	0	0	94	0	4	0	98
1515	0	0	37	0	1	0	38	0	0	59	0	0	2	61
1530	0	0	40	0	2	0	42	0	0	75	0	1	0	76
1545	0	0	49	0	0	0	49	0	0	61	0	0	0	61
1600	0	0	54	0	0	0	54	0	0	57	1	1	0	59
1615	0	0	48	0	1	1	50	0	0	79	0	1	1	81
1630	0	0	36	0	0	0	36	0	0	73	0	0	0	73
1645	0	0	33	0	0	0	33	0	0	63	0	0	0	63
1700	0	0	48	0	1	0	49	0	0	90	0	1	0	91
1715	0	0	54	0	0	0	54	0	0	80	0	0	0	80
1730	0	0	24	0	0	0	24	0	0	84	0	0	0	84
1745	0	0	46	0	1	0	47	0	0	71	0	0	0	71
1800	0	0	25	0	0	0	25	0	0	52	0	0	0	52
1815	0	0	22	0	0	0	22	0	0	51	0	0	0	51
1830	0	0	12	0	0	0	12	0	0	54	0	0	0	54
1845	0	0	22	0	0	0	22	0	0	38	0	0	0	38
1900	0	0	16	0	0	0	16	0	0	27	1	0	0	28
1915	0	0	17	0	0	0	17	0	0	25	0	0	0	25
1930	0	0	7	0	0	0	7	0	0	13	0	0	0	13
1945	0	0	6	0	1	0	7	0	0	21	0	0	1	22
2000	0	0	15	0	1	0	16	0	0	16	0	0	0	16
2015	0	0	12	0	0	0	12	0	0	12	0	0	0	12
2030	0	0	3	0	0	0	3	0	0	23	0	0	0	23
2045	0	0	10	0	0	0	10	0	0	18	0	0	0	18
2100	0	0	11	0	0	0	11	0	0	11	0	0	0	11
2115	0	0	9	0	0	0	9	0	0	17	0	0	0	17
2130	0	0	7	0	0	0	7	0	0	12	0	0	0	12
2145	0	0	3	0	0	1	4	0	0	7	0	0	0	7
2200	0	0	15	0	0	0	15	0	0	7	0	0	0	7
2215	0	0	9	0	1	0	10	0	0	3	0	0	0	3
2230	0	0	4	0	0	0	4	0	0	6	0	0	0	6
2245	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2300	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2330	0	0	1	0	0	0	1	0	0	7	0	0	0	7
2345	0	0	2	0	0	0	2	0	0	3	0	0	0	3
Total	0	0	2514	1	54	13	2582	0	0	2395	4	63	23	2485

Volume Report

Job 1645_10_VHB_ATTR F-1

Area Boxborough/Harvard, MA

Location Route 111 at Boxborough/Harvard Town Line



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0030	0	0	0	0	1	0	1	0	0	1	0	2	0	3
0045	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	1	0	2	0	3	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0400	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0415	0	0	4	0	0	0	4	0	0	3	0	1	1	5
0430	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0445	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0500	0	0	10	0	0	0	10	0	0	2	0	0	0	2
0515	0	0	11	0	0	0	11	0	0	5	0	0	0	5
0530	0	0	19	0	1	0	20	0	0	5	0	0	0	5
0545	0	0	25	0	1	0	26	0	0	4	0	1	0	5
0600	0	0	21	0	0	0	21	0	0	13	0	1	0	14
0615	2	0	33	0	1	0	34	0	0	7	0	1	0	8
0630	0	0	69	0	2	0	71	0	0	11	0	2	0	13
0645	0	0	80	0	3	0	83	0	0	20	0	1	0	21
0700	0	0	88	0	2	0	90	0	0	21	0	2	0	23
0715	0	0	110	0	0	0	110	0	0	27	0	3	0	30
0730	0	0	94	0	1	0	95	0	0	32	1	3	0	36
0745	0	0	105	0	2	1	108	0	0	41	0	5	0	46
0800	0	0	102	0	3	0	105	0	0	47	0	0	0	47
0815	0	0	77	0	2	0	79	0	0	39	1	1	0	41
0830	0	0	65	0	2	0	67	0	0	45	0	0	0	45
0845	0	0	77	0	2	0	79	0	0	34	0	3	0	37
0900	0	0	46	0	0	0	46	0	0	34	0	2	0	36
0915	0	0	41	0	0	0	41	0	0	32	0	3	0	35
0930	0	0	30	0	2	0	32	0	0	29	0	1	0	30
0945	0	0	36	0	6	0	42	0	0	32	0	3	0	35
1000	0	0	30	0	1	0	31	0	0	21	0	3	1	25
1015	0	0	33	0	2	0	35	0	0	24	0	3	0	27
1030	0	0	29	1	2	0	32	0	0	25	0	1	0	26
1045	0	0	22	0	3	0	25	0	0	14	0	6	0	20
1100	0	0	25	0	1	0	26	0	0	26	0	2	0	28
1115	0	0	34	0	2	0	36	0	0	32	0	1	0	33
1130	0	0	30	0	3	0	33	0	0	29	0	1	0	30
1145	1	0	28	0	2	1	31	0	1	34	0	0	0	35
1200	0	0	23	0	2	0	25	0	0	37	0	2	0	39
1215	0	0	43	0	1	0	44	0	0	35	1	2	0	38
1230	0	0	28	0	0	1	29	0	0	35	0	4	0	39
1245	0	0	45	0	0	0	45	0	0	30	0	2	0	32
1300	0	0	27	0	2	1	30	0	0	29	0	1	0	30
1315	0	0	24	0	1	0	25	1	1	38	0	0	0	39
1330	0	0	27	0	1	0	28	0	0	23	0	2	0	25
1345	0	0	23	0	3	1	27	0	0	38	0	1	0	39
1400	0	0	32	0	4	1	37	0	0	41	0	1	0	42
1415	0	1	33	0	1	0	35	0	0	43	0	0	0	43
1430	0	0	33	0	0	0	33	0	0	56	0	1	0	57
1445	0	0	45	0	0	0	45	0	0	42	0	5	0	47
1500	0	0	49	0	5	0	54	0	0	82	0	1	0	83
1515	0	0	48	1	0	0	49	0	0	80	0	2	0	82
1530	0	0	46	0	2	0	48	0	0	61	0	1	0	62
1545	1	0	51	0	1	0	52	0	0	68	0	1	0	69
1600	0	0	43	0	0	0	43	0	0	73	1	0	0	74
1615	0	0	40	0	0	0	40	0	0	68	0	0	0	68
1630	0	0	38	0	0	0	38	0	0	70	0	0	0	70
1645	0	0	57	0	3	0	60	0	0	68	0	6	0	74
1700	0	0	47	0	1	0	48	0	0	80	0	0	0	80
1715	0	0	51	0	1	0	52	0	1	90	0	1	0	92
1730	0	0	40	0	0	0	40	0	0	85	0	1	0	86
1745	0	0	33	0	1	0	34	0	1	84	0	1	0	86
1800	0	0	24	0	0	0	24	0	0	68	0	1	0	69
1815	0	1	27	0	0	0	28	0	0	49	0	0	0	49
1830	0	0	29	0	0	0	29	0	0	50	0	0	0	50
1845	0	0	27	0	0	0	27	0	0	44	0	0	1	45
1900	0	0	25	0	0	0	25	0	0	31	0	0	0	31
1915	0	0	24	0	0	0	24	0	1	32	0	0	0	33
1930	0	0	12	0	0	0	12	0	0	25	1	0	0	26
1945	0	0	26	0	0	0	26	0	0	16	0	0	0	16
2000	0	0	20	0	0	0	20	0	0	27	0	0	0	27
2015	0	0	10	0	0	0	10	0	0	12	0	0	0	12
2030	0	0	9	0	0	0	9	0	0	26	0	0	0	26
2045	0	0	7	0	0	0	7	0	0	19	0	0	0	19
2100	0	0	12	0	0	0	12	0	0	16	0	0	0	16
2115	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2130	0	0	6	0	0	0	6	0	0	12	0	0	0	12
2145	0	0	2	0	0	0	2	0	1	6	0	0	0	7
2200	0	0	7	0	0	1	8	0	0	5	0	0	0	5
2215	0	0	9	0	0	0	9	0	0	10	0	0	0	10
2230	0	0	1	0	0	0	1	0	0	8	0	0	0	8
2245	0	0	2	0	0	0	2	0	0	9	0	1	0	10
2300	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2315	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2330	0	0	2	0	0	0	2	0	0	6	0	1	0	7
2345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Total	4	2	2622	2	78	7	2711	1	6	2549	5	91	4	2655

Volume Report

Job 1645_10_VHB_ATTR F-2

Area Ayer/Shirley, MA

Location Route 2A at Ayer/Shirley Town Line



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0030	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0045	0	0	0	0	0	0	0	0	0	7	0	0	0	7
0100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0215	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0230	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	1	1
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0345	0	0	7	0	0	1	8	0	0	0	0	0	0	0
0400	0	0	5	0	0	1	6	0	0	0	0	0	0	0
0415	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0430	0	0	12	0	0	0	12	0	0	1	0	0	0	1
0445	0	0	20	0	0	0	20	0	0	2	0	0	0	2
0500	0	0	30	0	0	1	31	0	0	3	0	0	1	4
0515	0	0	52	0	0	0	52	0	0	4	1	0	0	5
0530	0	0	51	1	1	0	53	0	0	6	0	1	0	7
0545	0	0	67	2	0	0	69	0	0	5	0	0	0	5
0600	0	0	79	0	1	0	80	0	0	10	0	0	0	10
0615	0	0	75	2	1	0	78	0	0	15	0	0	0	15
0630	0	0	98	5	0	0	103	0	0	19	0	2	0	21
0645	0	0	100	5	2	0	107	0	0	22	1	1	0	24
0700	0	0	104	5	1	0	110	0	0	24	0	0	0	24
0715	0	0	127	2	1	0	130	0	0	17	0	4	0	21
0730	0	0	131	0	0	0	131	0	0	27	1	1	2	31
0745	0	0	122	0	1	0	123	0	0	34	0	3	0	37
0800	0	0	87	0	2	0	89	0	0	24	1	4	0	29
0815	0	0	79	0	4	0	83	0	0	36	1	2	1	40
0830	0	0	58	0	3	0	61	0	0	25	9	4	0	38
0845	0	0	60	1	3	1	65	0	0	36	1	1	2	40
0900	0	0	56	0	3	0	59	0	0	32	8	1	1	42
0915	0	0	53	1	0	1	55	0	0	25	0	0	3	28
0930	0	0	60	0	1	1	62	0	0	39	0	2	2	43
0945	0	0	48	1	0	1	50	0	0	31	1	5	0	37
1000	0	0	38	0	2	2	42	0	0	26	0	4	2	32
1015	0	0	37	0	1	2	40	0	0	34	1	7	1	43
1030	0	0	33	0	4	0	37	0	0	28	0	1	3	32
1045	0	0	41	0	3	0	44	0	0	24	0	0	4	28
1100	0	0	38	0	2	0	40	0	0	40	0	2	0	42
1115	0	0	37	1	2	1	41	0	0	51	0	4	0	55
1130	0	0	40	0	3	0	43	0	0	44	0	3	1	48
1145	0	0	25	0	2	0	27	0	0	38	0	5	3	46
1200	0	0	36	0	2	0	38	0	0	34	0	3	0	37
1215	0	0	45	0	1	2	48	0	0	44	0	2	3	49
1230	0	0	38	0	4	0	42	0	0	58	1	4	0	63
1245	0	0	36	2	4	0	42	0	0	38	0	3	0	41
1300	0	0	44	0	2	0	46	0	0	37	0	2	2	41
1315	0	0	41	1	2	2	46	0	0	56	0	2	2	60
1330	0	0	33	2	4	1	40	0	0	46	0	3	1	50
1345	0	0	43	8	1	1	53	0	0	45	0	4	2	51
1400	0	0	48	6	2	1	57	0	0	58	0	1	0	59
1415	0	0	44	3	6	0	53	0	0	61	0	3	1	65
1430	1	0	51	0	1	1	53	0	0	97	2	2	0	101
1445	0	0	40	1	3	2	46	0	0	78	0	5	0	83
1500	0	0	50	1	1	0	52	0	0	71	0	3	0	74
1515	0	0	36	0	3	2	41	0	0	105	1	5	2	113
1530	0	0	42	2	1	0	45	0	0	106	1	3	1	111
1545	0	0	40	0	3	0	43	0	0	119	5	2	1	127
1600	0	0	35	0	2	0	37	0	0	139	3	2	0	144
1615	0	0	43	0	0	0	43	0	0	102	4	1	1	108
1630	0	0	46	0	2	0	48	0	0	115	3	2	2	122
1645	0	0	36	0	0	0	36	1	0	121	0	0	0	121
1700	0	1	52	0	0	1	54	0	0	141	0	1	0	142
1715	0	0	42	0	1	0	43	0	0	118	0	2	0	120
1730	0	0	21	0	1	0	22	0	0	92	0	1	0	93
1745	0	0	36	0	0	0	36	0	0	75	0	2	0	77
1800	0	0	35	0	0	0	35	0	0	76	1	1	0	78
1815	0	0	25	0	2	0	27	0	0	88	0	0	0	88
1830	0	0	33	0	1	0	34	0	0	71	1	0	0	72
1845	0	0	24	0	0	0	24	0	0	52	0	1	0	53
1900	0	0	15	0	0	0	15	0	0	47	0	0	0	47
1915	0	0	12	0	0	0	12	0	0	38	0	0	0	38
1930	0	0	12	0	0	0	12	0	0	40	0	0	0	40
1945	0	0	19	0	0	0	19	0	0	31	0	0	0	31
2000	0	0	17	0	0	0	17	0	0	24	0	0	0	24
2015	0	0	9	0	0	0	9	0	0	34	0	1	0	35
2030	0	0	5	0	0	0	5	0	0	19	0	0	0	19
2045	0	0	5	0	0	0	5	0	0	23	0	0	0	23
2100	0	0	9	0	0	0	9	0	0	16	0	0	0	16
2115	0	0	13	0	0	0	13	0	0	15	0	0	0	15
2130	0	0	11	0	0	0	11	0	0	12	0	0	0	12
2145	0	0	6	0	0	0	6	0	0	15	0	0	0	15
2200	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2215	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2230	0	0	8	0	0	0	8	0	0	4	0	0	0	4
2245	0	0	7	0	0	0	7	0	0	9	0	0	0	9
2300	0	0	2	0	0	0	2	0	0	9	1	0	0	10
2315	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2330	0	0	1	0	0	0	1	0	0	5	2	0	0	7
2345	0	0	2	0	0	0	2	0	0	9	0	0	0	9
Total	1	1	3169	52	92	25	3339	1	0	3379	50	118	45	3592

Volume Report

Job 1645_10_VHB_ATTR F-2

Area Ayer/Shirley, MA

Location Route 2A at Ayer/Shirley Town Line



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	8	0	0	0	8
0015	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0030	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0045	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0100	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0130	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0300	0	0	2	0	0	1	3	0	0	0	0	0	0	0
0315	0	0	8	0	0	0	8	0	0	3	0	0	0	3
0330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0400	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0415	0	0	8	0	0	1	9	0	0	2	0	0	0	2
0430	0	0	22	0	1	0	23	0	0	0	0	0	0	0
0445	0	0	24	0	0	0	24	0	0	1	0	0	0	1
0500	0	0	33	0	1	0	34	0	0	4	0	0	0	4
0515	0	0	41	0	1	0	42	0	0	3	0	1	0	4
0530	0	0	58	1	0	0	59	0	0	9	0	0	0	9
0545	0	0	60	2	1	0	63	0	0	5	1	1	0	7
0600	0	0	83	1	1	0	85	0	0	13	0	1	0	14
0615	1	0	93	1	0	0	94	0	0	12	1	0	0	13
0630	0	0	106	4	1	0	111	0	0	21	0	0	1	22
0645	0	0	97	6	1	0	104	0	0	18	1	0	0	19
0700	0	0	116	5	4	0	125	0	0	25	0	0	0	25
0715	1	0	140	2	2	1	145	0	0	18	0	3	0	21
0730	0	1	124	0	4	0	129	0	0	35	2	4	0	41
0745	0	0	101	0	2	0	103	0	1	38	0	3	0	42
0800	0	0	92	0	2	0	94	0	0	40	1	6	1	48
0815	0	0	71	0	5	0	76	0	0	36	1	4	0	41
0830	0	0	63	0	5	3	71	0	0	28	9	1	0	38
0845	0	0	62	1	9	0	72	0	0	33	1	3	0	37
0900	0	0	39	0	0	0	39	0	0	37	7	3	0	47
0915	0	0	49	0	1	0	50	0	0	28	3	3	1	35
0930	0	0	56	1	2	1	60	0	0	36	0	2	0	38
0945	0	0	59	1	0	1	61	0	0	38	0	6	2	46
1000	0	0	32	0	3	1	36	0	0	33	2	3	0	38
1015	0	0	43	0	5	1	49	0	0	30	0	5	2	37
1030	0	1	33	0	6	1	41	0	0	39	0	3	0	42
1045	0	0	42	0	3	0	45	0	0	41	0	4	0	45
1100	0	0	36	0	1	0	37	0	0	38	1	6	1	46
1115	0	0	43	2	4	0	49	0	0	46	0	1	1	48
1130	0	0	29	0	4	1	34	0	0	41	1	1	0	43
1145	0	1	34	0	4	1	40	0	0	44	0	3	1	48
1200	0	0	43	0	1	0	44	0	0	40	1	2	2	45
1215	1	0	48	0	2	0	50	2	0	48	1	2	0	51
1230	0	0	33	1	2	0	36	0	1	67	1	3	1	73
1245	0	0	46	4	2	1	53	0	0	48	0	0	0	48
1300	0	0	44	0	2	0	46	0	0	49	0	3	1	53
1315	0	0	45	2	1	1	49	0	0	48	0	3	1	52
1330	0	1	41	2	3	1	48	1	0	59	0	2	1	62
1345	0	1	40	11	0	0	52	0	0	54	0	6	2	62
1400	0	0	39	5	2	0	46	0	0	51	0	6	0	57
1415	0	0	51	0	0	0	51	0	0	67	0	6	1	74
1430	0	0	43	2	2	0	47	2	2	95	0	2	3	102
1445	1	1	40	0	0	0	41	0	1	94	0	2	0	97
1500	0	1	45	2	1	2	51	0	0	80	0	5	1	86
1515	0	0	54	0	1	2	57	0	0	114	2	4	1	121
1530	0	1	52	1	5	0	59	0	1	95	2	4	1	103
1545	0	0	54	1	1	0	56	1	1	131	5	5	0	142
1600	0	1	32	0	2	0	35	0	0	125	3	3	1	132
1615	0	0	59	0	1	0	60	1	0	138	5	1	0	144
1630	0	0	29	1	0	0	30	0	0	132	3	4	0	139
1645	1	0	47	0	1	0	48	0	0	135	1	1	1	138
1700	0	0	39	0	0	0	39	0	0	115	0	1	0	116
1715	0	0	34	1	2	0	37	0	2	122	0	2	1	127
1730	0	0	35	0	1	0	36	0	1	133	0	1	0	135
1745	0	0	45	0	0	0	45	0	0	105	0	3	0	108
1800	0	0	50	0	0	1	51	0	1	98	1	2	0	102
1815	0	0	38	0	1	1	40	0	0	71	3	1	0	75
1830	0	0	32	0	1	0	33	0	0	61	1	0	0	62
1845	0	0	30	0	1	0	31	0	0	59	0	1	0	60
1900	0	0	34	0	0	0	34	0	1	37	0	1	0	39
1915	0	0	19	0	0	0	19	0	0	40	0	0	0	40
1930	0	1	19	0	0	0	20	0	0	35	1	1	0	37
1945	0	0	19	0	0	0	19	0	0	42	1	1	0	44
2000	0	0	19	0	1	0	20	0	0	42	0	0	0	42
2015	0	0	28	0	0	0	28	0	0	43	0	0	0	43
2030	0	0	11	0	0	0	11	0	0	27	0	0	0	27
2045	0	0	17	0	0	0	17	0	0	34	0	0	0	34
2100	0	0	11	0	0	0	11	0	0	43	0	0	0	43
2115	0	0	11	0	0	0	11	0	0	28	0	0	0	28
2130	0	0	10	0	0	0	10	0	0	16	0	0	0	16
2145	0	0	6	0	0	0	6	0	0	21	0	0	0	21
2200	0	0	13	0	0	0	13	0	0	16	0	0	0	16
2215	0	0	8	0	0	0	8	0	0	9	0	0	0	9
2230	0	0	8	0	0	0	8	0	0	11	0	1	0	12
2245	0	0	8	0	0	0	8	0	0	14	0	0	0	14
2300	0	0	3	0	0	0	3	0	0	9	0	0	0	9
2315	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2330	0	0	6	0	0	0	6	0	0	18	0	0	0	18
2345	0	0	2	0	0	0	2	0	0	9	0	0	0	9
Total	5	10	3371	60	109	22	3572	7	12	3768	62	146	28	4016

Volume Report

Job 1645_10_VHB_ATTR F-3

Area Ayer/Groton, MA

Location Route 111 at Ayer/Groton Town Line



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0015	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0200	0	0	1	0	0	0	1	0	0	0	0	1	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0345	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0430	0	0	2	0	0	0	2	0	0	11	0	0	0	11
0445	0	0	4	0	0	0	4	0	0	14	0	0	0	14
0500	0	0	9	0	1	0	10	0	0	4	0	1	0	5
0515	0	0	13	0	0	1	14	0	0	14	0	0	0	14
0530	0	0	18	0	0	0	18	0	0	23	0	0	0	23
0545	0	0	17	1	1	0	19	0	0	21	0	0	0	21
0600	0	0	18	0	0	1	19	0	0	20	0	0	0	20
0615	0	0	22	1	1	0	24	0	0	39	0	1	0	40
0630	0	0	27	0	0	1	28	0	0	40	0	0	0	40
0645	0	0	38	0	0	0	38	0	0	43	1	1	1	46
0700	0	0	35	0	2	0	37	0	0	42	0	0	0	42
0715	0	0	38	0	1	0	39	0	0	42	0	1	0	43
0730	0	0	47	1	0	0	48	0	0	51	1	1	0	53
0745	0	0	48	0	1	0	49	0	0	48	0	0	0	48
0800	0	0	38	0	0	0	38	0	0	59	1	2	1	63
0815	0	0	34	0	0	0	34	0	0	52	1	4	0	57
0830	0	0	48	0	2	0	50	0	0	48	1	0	0	49
0845	0	0	41	0	1	1	43	0	0	56	0	0	0	56
0900	0	0	27	0	1	0	28	0	0	35	1	1	2	39
0915	0	0	28	0	0	0	28	0	0	25	0	3	1	29
0930	0	0	29	0	2	0	31	0	0	34	0	1	0	35
0945	0	0	32	0	3	1	36	0	0	24	0	3	1	28
1000	0	0	35	0	2	0	37	0	0	22	0	3	0	25
1015	0	0	34	1	0	0	35	0	0	25	0	3	1	29
1030	0	0	25	0	1	0	26	0	0	25	0	2	1	28
1045	0	0	26	0	2	0	28	0	0	21	0	1	0	22
1100	0	0	25	0	4	1	30	0	0	17	0	0	2	19
1115	0	0	33	0	1	0	34	0	0	31	1	3	0	35
1130	0	0	38	0	3	2	43	0	0	33	0	2	0	35
1145	0	0	42	0	2	0	44	0	0	31	0	3	0	34
1200	0	0	34	0	1	0	35	0	0	27	0	1	0	28
1215	0	0	41	0	5	2	48	0	0	28	0	0	1	29
1230	0	0	32	0	2	0	34	0	0	35	0	2	0	37
1245	0	0	29	0	4	1	34	0	0	27	0	4	0	31
1300	0	0	35	0	1	0	36	0	0	32	0	2	0	34
1315	0	0	43	1	3	1	48	0	0	30	0	0	0	30
1330	0	0	38	0	3	0	41	0	0	29	0	0	0	29
1345	0	0	31	1	1	0	33	0	0	21	0	0	0	21
1400	0	0	42	1	3	0	46	0	0	29	0	1	0	30
1415	0	0	39	0	0	1	40	0	0	49	0	1	0	50
1430	0	0	46	0	0	0	46	0	0	30	0	1	1	32
1445	0	0	69	0	1	0	70	0	0	31	0	4	2	37
1500	0	0	55	1	0	1	57	0	0	45	0	1	1	47
1515	0	0	58	1	3	0	62	0	0	46	0	1	0	47
1530	0	0	70	0	0	1	71	0	0	53	0	0	1	54
1545	0	0	77	0	1	0	78	0	0	38	0	0	0	38
1600	0	0	73	0	1	0	74	0	0	59	0	0	0	59
1615	0	0	83	0	2	0	85	0	0	47	0	0	0	47
1630	0	0	88	0	1	0	89	0	0	46	0	0	0	46
1645	0	0	71	0	2	0	73	0	0	47	0	0	0	47
1700	0	0	75	0	0	0	75	0	0	31	0	1	0	32
1715	0	0	80	0	0	0	80	0	0	43	0	1	0	44
1730	0	0	61	0	0	0	61	0	0	40	0	0	0	40
1745	0	0	57	0	0	0	57	0	0	41	0	1	1	43
1800	0	0	60	0	0	0	60	0	0	26	0	0	0	26
1815	0	0	51	0	0	0	51	0	0	28	0	0	0	28
1830	0	0	36	0	1	0	37	0	0	23	0	0	0	23
1845	0	0	29	0	0	0	29	0	0	35	0	0	0	35
1900	0	0	23	0	0	0	23	0	0	27	0	0	0	27
1915	0	0	18	0	0	0	18	0	0	21	0	0	0	21
1930	0	0	21	0	0	0	21	0	0	18	0	0	0	18
1945	0	0	15	0	1	0	16	0	0	21	0	0	0	21
2000	0	0	24	0	1	0	25	0	0	28	0	0	0	28
2015	0	0	17	0	0	0	17	0	0	15	0	1	0	16
2030	0	0	21	0	0	0	21	0	0	17	0	0	0	17
2045	0	0	11	0	0	0	11	0	0	13	0	1	0	14
2100	0	0	25	0	0	0	25	0	0	17	0	0	0	17
2115	0	0	9	0	0	0	9	0	0	14	0	0	0	14
2130	0	0	11	0	0	0	11	0	0	5	0	0	0	5
2145	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2200	0	0	13	0	0	0	13	0	0	7	0	0	0	7
2215	0	0	11	0	0	0	11	0	0	4	0	0	0	4
2230	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2245	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2300	0	0	5	0	0	0	5	0	0	8	0	0	0	8
2315	0	0	5	0	0	0	5	0	0	5	0	0	0	5
2330	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2345	0	0	7	0	0	0	7	0	0	5	0	0	0	5
Total	0	0	2653	9	68	15	2745	0	0	2234	7	62	17	2320

Volume Report

Job 1645_10_VHB_ATTR F-3

Area Ayer/Groton, MA

Location Route 111 at Ayer/Groton Town Line

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0015	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	3	0	0	0	3	0	0	5	0	1	0	6
0430	0	0	4	0	0	0	4	0	0	11	0	0	0	11
0445	0	0	7	0	0	0	7	0	0	9	0	0	0	9
0500	0	0	7	0	0	0	7	0	0	7	0	0	0	7
0515	0	0	10	0	0	0	10	0	0	13	0	0	0	13
0530	0	0	17	0	0	0	17	0	0	23	0	0	2	25
0545	0	0	21	1	1	0	23	0	0	19	0	0	0	19
0600	0	0	16	1	1	0	18	0	0	20	0	0	1	21
0615	0	0	20	1	3	1	25	0	0	33	0	1	0	34
0630	0	0	32	0	1	0	33	0	0	34	0	1	1	36
0645	0	0	28	0	0	0	28	0	0	36	1	2	0	39
0700	0	0	34	0	2	0	36	0	0	38	0	0	0	38
0715	0	0	46	0	4	2	52	0	0	35	0	1	0	36
0730	0	0	44	1	5	0	50	0	0	53	1	1	0	55
0745	0	0	62	0	3	0	65	0	0	57	0	3	1	61
0800	0	0	45	0	0	1	46	0	0	54	2	0	0	56
0815	0	0	51	0	1	0	52	0	0	54	1	3	2	60
0830	0	0	40	0	4	0	44	0	0	53	0	0	1	54
0845	0	0	41	0	0	0	41	0	0	56	1	2	0	59
0900	0	0	42	0	1	0	43	0	0	34	1	4	2	41
0915	0	0	40	0	5	0	45	0	0	25	2	2	0	29
0930	0	0	33	0	4	2	39	0	1	41	0	2	0	44
0945	0	0	38	1	6	0	45	0	0	23	0	2	1	26
1000	0	0	32	0	4	0	36	0	0	21	0	4	0	25
1015	0	0	27	0	0	0	27	0	0	36	0	1	0	37
1030	0	0	25	0	4	1	30	0	0	26	0	3	2	31
1045	0	0	43	0	2	0	45	0	0	24	0	0	0	24
1100	0	0	33	0	1	0	34	1	0	18	0	1	0	19
1115	0	0	32	0	4	2	38	0	0	27	0	2	0	29
1130	1	0	31	0	3	1	35	0	0	31	0	2	0	33
1145	0	0	26	0	1	2	29	0	0	28	0	3	0	31
1200	0	0	44	0	4	2	50	0	0	28	0	3	0	31
1215	0	0	42	1	2	0	45	0	0	30	0	3	0	33
1230	0	0	31	0	6	0	37	0	0	30	0	3	1	34
1245	0	0	40	0	4	0	44	0	0	22	0	0	1	23
1300	0	0	32	3	0	0	35	0	0	30	0	1	1	32
1315	0	0	39	1	2	1	43	0	0	43	0	1	1	45
1330	0	0	51	0	2	0	53	0	0	37	1	2	0	40
1345	0	0	38	1	4	1	44	0	0	35	0	2	0	37
1400	0	0	47	1	1	0	49	1	0	36	0	0	1	37
1415	0	0	43	0	0	0	43	0	0	28	0	2	0	30
1430	0	0	41	0	2	0	43	0	1	43	0	3	1	48
1445	0	1	63	1	2	0	67	0	0	40	2	0	2	44
1500	1	1	56	2	0	1	60	0	1	49	0	0	0	50
1515	0	0	54	0	4	0	58	0	0	31	0	2	0	33
1530	0	0	67	0	1	0	68	1	0	48	0	1	0	49
1545	0	1	79	1	1	1	83	0	0	49	0	0	0	49
1600	0	0	88	0	0	1	89	0	1	53	0	1	0	55
1615	0	1	87	1	0	0	89	2	0	40	0	1	0	41
1630	0	0	81	0	0	0	81	0	0	51	0	0	1	52
1645	0	0	66	0	1	0	67	0	0	52	0	1	1	54
1700	0	1	73	0	1	0	75	0	1	38	1	3	0	43
1715	2	0	74	1	1	1	77	0	0	48	0	0	0	48
1730	0	0	67	0	1	1	69	2	0	45	1	1	0	47
1745	0	0	59	0	0	0	59	0	1	38	0	0	0	39
1800	2	1	64	0	0	0	65	0	0	46	0	0	0	46
1815	0	0	31	0	1	0	32	0	0	28	0	1	0	29
1830	0	1	44	0	0	0	45	0	0	35	1	0	0	36
1845	0	1	39	0	1	0	41	0	0	18	0	0	1	19
1900	0	0	30	0	0	1	31	0	0	24	0	0	0	24
1915	0	0	31	0	0	0	31	0	1	23	0	1	1	26
1930	0	1	33	0	0	1	35	0	0	28	0	0	0	28
1945	0	0	34	0	0	0	34	0	0	21	0	0	0	21
2000	0	0	26	0	0	0	26	0	0	23	0	1	0	24
2015	0	0	28	0	0	0	28	0	0	26	0	0	0	26
2030	0	0	16	0	0	1	17	0	0	12	0	0	0	12
2045	0	0	14	0	1	0	15	0	0	16	0	0	0	16
2100	0	0	15	0	0	0	15	0	0	14	0	0	0	14
2115	0	0	18	0	0	0	18	0	0	13	0	0	0	13
2130	0	0	17	0	0	0	17	0	0	13	0	0	0	13
2145	0	0	16	0	0	0	16	0	0	8	0	0	0	8
2200	0	0	14	0	0	0	14	0	0	3	0	0	0	3
2215	0	0	10	0	0	0	10	0	0	7	0	0	0	7
2230	0	0	6	0	0	0	6	0	0	11	0	0	0	11
2245	0	0	8	0	0	0	8	0	0	3	0	0	0	3
2300	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2315	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2330	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2345	0	0	6	0	0	0	6	0	0	3	0	1	0	4
Total	6	9	2818	18	102	24	2971	7	7	2301	15	76	25	2424

Volume Report

Job 1645_10_VHB_ATTR F-4

Area Ayer, MA

Location Sandy Pond Road, east of Central Avenue

Tuesday, May 6, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	0	4	0	0	8	0	0	0	8
0015	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0030	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0045	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0145	0	0	0	0	1	0	1	0	0	3	0	0	0	3
0200	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0215	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0330	1	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	0	0	0	1	1
0415	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0430	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0445	0	0	9	0	0	0	9	0	0	6	0	0	2	8
0500	0	0	9	1	0	0	10	0	0	7	0	0	0	7
0515	0	0	21	0	0	0	21	0	0	4	0	0	1	5
0530	0	0	14	0	0	1	15	0	0	13	0	0	1	14
0545	0	0	38	0	0	0	38	0	0	13	0	3	0	16
0600	0	1	34	0	2	0	37	0	0	18	0	0	0	18
0615	0	0	39	0	1	0	40	0	0	26	0	1	1	28
0630	0	0	70	0	3	0	73	0	0	39	1	3	2	45
0645	0	0	59	1	0	0	60	0	0	37	0	3	0	40
0700	0	0	54	0	3	1	58	0	0	31	1	4	2	38
0715	0	0	49	0	3	2	54	1	0	48	1	1	2	52
0730	0	0	72	0	2	2	76	0	0	69	0	8	0	77
0745	0	0	80	1	3	1	85	0	0	86	0	6	1	93
0800	0	0	68	1	4	0	73	0	0	54	0	1	1	56
0815	0	0	65	0	3	1	69	0	0	78	1	1	2	82
0830	0	0	64	0	2	2	68	0	0	44	0	0	0	44
0845	0	0	48	0	2	1	51	0	0	35	0	0	2	37
0900	0	0	37	0	2	1	40	0	0	31	0	4	0	35
0915	0	0	46	0	1	0	47	0	0	33	0	3	2	38
0930	0	0	48	0	6	0	54	0	0	25	1	6	1	33
0945	0	0	34	0	3	0	37	0	0	36	0	4	1	41
1000	0	0	31	0	2	1	34	0	0	34	0	1	0	35
1015	0	0	34	3	0	3	40	0	0	33	0	2	0	35
1030	0	0	25	0	2	2	29	0	0	37	0	1	1	39
1045	0	0	38	0	2	1	41	0	0	33	3	3	1	40
1100	0	0	33	1	5	2	41	0	0	33	0	6	0	39
1115	0	0	39	0	4	1	44	0	0	32	0	3	1	36
1130	0	0	43	0	3	1	47	0	0	41	0	7	2	50
1145	0	0	49	0	1	2	52	0	0	48	0	3	1	52
1200	0	0	39	1	3	1	44	0	0	73	1	4	3	81
1215	0	0	50	0	2	0	52	0	0	36	1	4	1	42
1230	0	0	36	0	1	3	40	0	0	26	0	1	1	28
1245	0	0	58	0	5	2	65	0	0	42	0	1	0	43
1300	0	0	37	0	3	1	41	0	0	49	0	2	0	51
1315	0	0	45	0	5	1	51	0	0	43	0	2	2	47
1330	0	0	46	0	0	1	47	0	0	42	0	0	0	42
1345	0	0	38	1	3	1	43	0	0	49	0	2	1	52
1400	0	0	47	0	6	1	54	0	0	59	0	2	2	63
1415	0	0	57	0	4	1	62	0	0	54	1	2	0	57
1430	0	0	66	1	4	3	74	0	0	57	0	2	1	60
1445	0	0	51	0	1	1	53	0	0	62	2	3	2	69
1500	0	0	55	0	3	2	60	2	0	65	0	0	0	65
1515	0	0	79	0	5	2	86	0	0	72	0	5	0	77
1530	0	0	76	1	5	4	86	0	0	104	0	1	5	110
1545	0	0	77	0	3	1	81	0	0	79	2	2	1	84
1600	0	0	91	0	4	2	97	0	0	78	0	2	3	83
1615	0	0	77	0	3	0	80	0	0	80	0	0	1	81
1630	0	0	76	0	1	0	77	0	0	82	0	1	1	84
1645	0	0	59	0	2	1	62	0	0	79	0	2	0	81
1700	0	0	68	0	2	0	70	0	0	80	0	1	0	81
1715	0	0	63	0	1	0	64	0	0	78	0	1	0	79
1730	0	0	54	0	0	0	54	0	0	69	0	1	0	70
1745	1	0	37	0	0	0	37	0	0	60	0	2	1	63
1800	0	0	44	0	1	0	45	0	0	50	0	2	0	52
1815	0	0	41	0	2	0	43	0	0	57	0	0	0	57
1830	1	0	44	0	0	0	44	0	0	39	0	1	0	40
1845	0	0	41	0	0	0	41	0	0	38	0	0	0	38
1900	0	0	39	0	0	0	39	0	0	39	0	0	0	39
1915	0	0	30	0	0	0	30	0	0	25	0	0	0	25
1930	0	0	34	0	1	0	35	0	0	26	0	0	0	26
1945	0	0	19	0	1	0	20	0	0	31	0	1	0	32
2000	0	0	20	0	0	0	20	0	0	22	0	0	0	22
2015	0	0	22	0	0	1	23	0	0	14	0	0	0	14
2030	0	0	21	0	0	0	21	0	0	17	0	0	0	17
2045	0	0	15	0	0	0	15	0	0	26	0	1	0	27
2100	0	0	16	0	0	0	16	0	0	20	0	0	0	20
2115	0	0	15	0	0	0	15	0	0	13	0	0	0	13
2130	0	0	16	0	0	0	16	0	0	10	0	0	0	10
2145	0	0	11	0	0	0	11	0	0	9	0	0	0	9
2200	0	0	7	0	0	0	7	0	0	10	0	0	0	10
2215	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2230	0	0	12	0	1	0	13	0	0	10	0	0	0	10
2245	0	0	11	0	0	1	12	0	0	5	0	0	0	5
2300	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2315	0	0	7	0	0	0	7	0	0	10	0	0	0	10
2330	0	0	5	0	0	0	5	0	0	14	0	0	0	14
2345	0	0	5	0	0	0	5	0	0	3	0	0	0	3
Total	3	1	3153	12	132	56	3354	3	0	3080	15	122	53	3270

Volume Report

Job 1645_10_VHB_ATTR F-4

Area Ayer, MA

Location Sandy Pond Road, east of Central Avenue

Wednesday, May 7, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	9	0	0	0	9
0015	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0030	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0045	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0245	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	3	0	0	1	4	0	0	1	0	1	0	2
0400	0	0	9	0	0	0	9	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0430	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0445	0	0	12	0	0	0	12	0	0	10	0	0	0	10
0500	0	0	14	0	0	1	15	0	0	7	0	0	0	7
0515	0	0	21	0	0	0	21	0	0	3	0	0	0	3
0530	0	0	16	0	1	0	17	0	0	19	0	1	2	22
0545	1	0	48	0	0	0	48	0	0	17	0	1	0	18
0600	1	0	38	0	0	2	40	0	0	22	0	0	1	23
0615	0	0	38	0	2	0	40	0	0	20	1	2	0	23
0630	0	0	67	0	0	0	67	0	0	29	0	1	3	33
0645	0	0	82	1	2	0	85	0	1	32	0	0	1	34
0700	0	0	47	0	2	0	49	0	0	38	1	3	2	44
0715	0	0	62	0	2	2	66	0	0	48	1	4	1	54
0730	0	0	88	0	5	1	94	1	0	80	0	5	0	85
0745	0	0	77	1	4	2	84	0	0	77	0	1	0	78
0800	0	0	70	1	2	0	73	0	0	60	0	4	2	66
0815	0	0	58	0	0	1	59	0	0	54	1	0	2	57
0830	0	0	62	0	2	3	67	0	0	44	0	3	0	47
0845	0	1	51	0	3	1	56	0	0	52	0	5	2	59
0900	0	0	44	0	4	0	48	0	0	40	0	3	1	44
0915	0	0	39	0	3	2	44	0	0	34	1	1	1	37
0930	0	0	24	1	2	0	27	0	0	47	0	2	1	50
0945	0	0	37	0	3	2	42	0	0	30	0	3	1	34
1000	0	0	24	0	3	1	28	0	1	36	1	6	1	45
1015	0	0	37	0	3	0	40	0	0	33	0	5	1	39
1030	0	1	27	0	3	0	31	0	1	35	0	4	3	43
1045	0	2	45	1	2	0	50	0	0	31	0	1	0	32
1100	0	0	37	0	3	0	40	0	0	46	0	5	2	53
1115	0	0	34	0	3	2	39	0	0	35	0	1	1	37
1130	0	0	43	0	3	2	48	0	0	44	0	3	1	48
1145	0	0	49	0	1	1	51	1	0	45	0	2	1	48
1200	0	0	48	0	6	1	55	0	0	44	0	4	0	48
1215	0	0	48	0	2	2	52	0	0	44	0	4	0	48
1230	0	0	52	0	2	1	55	0	1	52	0	4	1	58
1245	0	0	44	0	3	0	47	0	0	47	0	5	3	55
1300	0	0	48	0	3	3	54	0	0	58	0	2	1	61
1315	0	0	38	0	3	2	43	1	0	37	0	2	1	40
1330	1	0	45	1	8	1	55	0	0	53	0	1	2	56
1345	0	0	46	0	2	0	48	0	0	43	0	3	1	47
1400	0	0	39	0	6	5	50	0	0	46	0	2	3	51
1415	1	0	57	0	3	1	61	1	0	61	0	2	4	67
1430	2	0	64	1	1	2	68	0	0	56	0	2	1	59
1445	2	2	70	0	3	2	77	1	0	58	2	4	1	65
1500	1	1	70	0	2	2	75	1	0	87	0	1	1	89
1515	1	0	68	0	4	2	74	1	1	77	0	2	0	80
1530	0	0	81	1	5	1	88	2	0	113	0	2	0	115
1545	0	1	74	1	6	1	83	0	1	82	1	0	0	84
1600	0	0	57	0	0	0	57	0	1	98	1	5	1	106
1615	1	1	86	0	3	0	90	0	0	81	0	0	1	82
1630	1	0	59	0	2	2	63	1	0	95	0	0	1	96
1645	0	0	75	0	4	1	80	1	0	76	0	2	0	78
1700	1	0	55	0	2	1	58	0	0	95	0	1	0	96
1715	0	0	56	0	0	1	57	0	0	90	0	0	0	90
1730	0	0	66	0	0	0	66	0	0	68	0	0	0	68
1745	0	0	68	0	0	1	69	0	1	70	0	0	0	71
1800	1	0	49	0	0	0	49	1	0	51	0	1	0	52
1815	0	1	44	0	1	0	46	1	1	43	0	1	0	45
1830	0	0	49	0	0	0	49	0	0	32	0	0	0	32
1845	1	0	45	0	0	0	45	0	0	30	0	0	0	30
1900	0	0	41	0	0	1	42	0	2	23	0	0	0	25
1915	0	1	28	0	0	0	29	0	0	27	0	0	0	27
1930	0	0	34	0	1	0	35	0	0	29	0	0	0	29
1945	0	0	40	0	0	0	40	0	0	26	0	0	0	26
2000	0	1	37	0	1	0	39	0	1	32	0	1	0	34
2015	0	0	27	1	0	0	28	0	0	24	0	0	0	24
2030	0	0	23	0	0	0	23	1	0	18	0	0	0	18
2045	0	0	14	0	0	0	14	0	0	28	0	0	0	28
2100	0	0	22	0	0	0	22	0	0	19	0	0	0	19
2115	0	0	17	0	0	0	17	0	0	8	0	0	0	8
2130	0	0	10	0	0	0	10	0	0	15	0	0	0	15
2145	0	0	14	0	0	0	14	0	0	10	0	0	0	10
2200	0	0	14	0	0	0	14	0	0	11	0	0	0	11
2215	0	0	10	0	0	0	10	0	0	8	0	0	0	8
2230	0	0	20	0	0	0	20	0	0	9	0	0	0	9
2245	0	0	13	0	1	0	14	0	0	3	0	1	0	4
2300	0	0	6	0	0	0	6	0	0	7	0	0	0	7
2315	0	0	2	0	0	0	2	0	0	10	0	0	0	10
2330	0	0	4	0	0	0	4	0	0	12	0	0	0	12
2345	0	0	4	0	1	0	5	0	0	5	0	0	0	5
Total	15	12	3312	10	133	58	3525	14	12	3223	10	119	52	3416

Volume Report

Job 1645_10_VHB_ATTR F-5

Area Ayer/Groton, MA

Location Groton Road at Ayer/Groton Town Line



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0430	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0445	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0500	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0515	0	0	4	0	0	0	4	0	0	9	1	0	0	10
0530	0	0	4	0	0	0	4	0	0	10	0	0	0	10
0545	0	0	6	0	1	0	7	0	0	11	0	0	0	11
0600	0	0	8	0	0	0	8	0	0	15	0	1	0	16
0615	0	0	9	0	0	0	9	0	0	16	0	0	0	16
0630	0	0	17	0	0	0	17	0	0	33	0	0	0	33
0645	0	0	16	1	0	0	17	0	0	48	0	1	0	49
0700	0	0	14	0	0	0	14	0	0	33	0	0	0	33
0715	0	0	18	0	0	0	18	0	0	48	0	0	0	48
0730	0	0	23	0	0	0	23	0	0	49	0	0	0	49
0745	0	0	29	0	1	0	30	0	0	67	0	0	0	67
0800	0	0	31	0	0	0	31	0	0	51	0	0	0	51
0815	0	0	23	0	1	0	24	0	0	50	0	0	0	50
0830	0	0	35	1	2	0	38	0	0	38	0	0	0	38
0845	0	0	33	0	0	0	33	0	0	40	0	0	1	41
0900	0	0	23	0	0	0	23	0	0	35	0	1	1	37
0915	0	0	24	0	0	2	26	0	0	34	0	0	1	35
0930	0	0	21	0	0	0	21	0	0	31	0	0	0	31
0945	0	0	26	0	2	1	29	0	0	24	0	2	1	27
1000	0	0	16	0	0	0	16	0	0	19	0	2	0	21
1015	0	0	21	0	0	0	21	0	0	30	0	0	0	30
1030	0	0	17	0	0	0	17	0	0	29	0	0	0	29
1045	0	0	24	0	0	0	24	0	0	24	0	1	1	26
1100	0	0	21	0	1	1	23	0	0	33	0	0	0	33
1115	0	0	23	0	0	0	23	0	0	26	0	0	0	26
1130	0	0	26	0	0	0	26	0	0	34	0	0	0	34
1145	0	0	19	0	0	0	19	0	0	18	0	0	0	18
1200	0	0	37	0	0	0	37	0	0	34	0	0	0	34
1215	0	0	21	0	0	0	21	0	0	30	0	0	1	31
1230	0	0	31	0	0	1	32	0	0	24	0	0	0	24
1245	0	0	22	0	1	0	23	0	0	25	0	1	0	26
1300	0	0	27	0	0	0	27	0	0	18	0	1	0	19
1315	0	0	22	0	0	0	22	0	0	23	0	0	0	23
1330	0	0	32	0	2	0	34	0	0	16	0	1	0	17
1345	0	0	32	0	1	0	33	0	0	31	0	1	0	32
1400	0	0	28	1	0	0	29	0	0	34	2	1	0	37
1415	0	0	32	0	0	0	32	0	0	38	0	1	0	39
1430	0	0	49	0	0	0	49	0	0	28	0	0	0	28
1445	0	0	43	0	0	0	43	0	0	42	0	0	0	42
1500	0	0	46	0	1	0	47	0	0	39	0	0	0	39
1515	0	0	48	0	0	0	48	0	0	44	0	0	0	44
1530	0	0	51	0	1	0	52	0	0	33	0	0	0	33
1545	0	0	48	0	0	0	48	0	0	38	0	0	0	38
1600	0	0	45	0	0	0	45	0	0	29	0	0	0	29
1615	0	0	49	0	0	0	49	0	0	24	0	0	0	24
1630	0	0	50	0	1	0	51	0	0	40	0	0	0	40
1645	0	0	57	0	0	0	57	2	0	33	0	0	0	33
1700	0	0	47	0	0	0	47	0	0	37	0	1	0	38
1715	0	0	62	0	0	0	62	0	0	36	0	1	0	37
1730	0	0	44	0	0	0	44	0	0	37	0	0	0	37
1745	0	0	67	0	0	0	67	0	0	56	0	0	0	56
1800	0	0	92	0	0	0	92	0	0	43	0	0	0	43
1815	0	0	69	0	0	0	69	0	0	27	0	0	0	27
1830	0	0	68	0	0	0	68	0	0	28	0	0	0	28
1845	0	0	46	0	0	0	46	0	0	19	0	2	0	21
1900	0	0	30	0	0	0	30	0	0	24	0	0	0	24
1915	0	0	22	0	0	0	22	0	0	20	0	0	0	20
1930	0	0	24	0	0	0	24	0	0	19	0	0	0	19
1945	0	0	11	0	0	0	11	0	0	18	0	0	0	18
2000	0	0	19	0	0	0	19	0	0	25	0	0	0	25
2015	0	0	9	0	0	0	9	0	0	7	0	0	0	7
2030	0	0	8	0	0	0	8	0	0	10	0	0	0	10
2045	0	0	11	0	0	0	11	0	0	16	0	0	0	16
2100	0	0	11	0	0	0	11	0	0	8	0	0	0	8
2115	0	0	10	0	0	0	10	0	0	18	0	0	0	18
2130	0	0	6	0	0	0	6	0	0	35	0	0	0	35
2145	0	0	2	0	0	0	2	0	0	65	0	0	0	65
2200	0	0	3	0	0	0	3	0	0	28	0	0	0	28
2215	0	0	4	0	0	0	4	0	0	9	0	1	0	10
2230	0	0	3	0	0	0	3	0	0	8	0	0	0	8
2245	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2315	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2330	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Total	0	0	2002	3	15	5	2025	2	0	2109	3	19	6	2137

Volume Report

Job 1645_10_VHB_ATTR F-5

Area Ayer/Groton, MA

Location Groton Road at Ayer/Groton Town Line



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	1	1	0	1	0	3	0	0	1	0	0	0	1
0045	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0230	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	0	0	1	0	1	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	2	0	1	0	3
0430	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0445	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0500	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0515	0	0	3	0	0	0	3	0	0	12	0	2	0	14
0530	0	0	4	0	0	0	4	0	0	15	0	0	0	15
0545	0	0	4	0	0	0	4	0	0	18	0	0	0	18
0600	0	0	7	0	0	0	7	0	0	15	0	1	0	16
0615	0	0	10	0	0	0	10	0	0	25	0	0	0	25
0630	0	0	8	0	0	0	8	0	0	31	0	0	0	31
0645	0	0	13	1	1	0	15	0	0	42	0	0	0	42
0700	0	0	19	0	0	0	19	0	0	26	0	0	0	26
0715	0	0	22	0	0	0	22	0	0	41	0	1	0	42
0730	0	0	21	0	0	0	21	0	0	48	0	1	0	49
0745	0	0	25	0	2	0	27	0	0	62	0	1	0	63
0800	0	1	41	0	0	0	42	0	0	49	0	0	0	49
0815	0	0	28	0	1	0	29	0	0	46	0	3	0	49
0830	0	0	30	0	2	0	32	0	0	40	0	1	0	41
0845	0	0	36	0	0	0	36	0	0	33	0	0	0	33
0900	0	0	27	0	0	0	27	0	0	23	0	1	0	24
0915	0	0	25	0	1	1	27	0	0	31	0	0	0	31
0930	1	0	22	0	1	0	23	0	0	33	0	1	0	34
0945	0	0	28	0	1	0	29	0	1	25	0	0	0	26
1000	1	0	24	0	1	0	25	0	0	20	0	1	0	21
1015	0	0	35	0	1	0	36	0	0	22	0	0	0	22
1030	0	0	17	0	1	0	18	0	0	20	0	1	0	21
1045	0	0	30	0	0	0	30	0	0	30	1	0	0	31
1100	1	0	18	0	1	0	19	0	0	28	0	2	0	30
1115	0	0	33	0	1	0	34	0	0	27	0	1	0	28
1130	0	0	28	0	0	0	28	0	0	37	0	1	0	38
1145	0	0	27	0	1	0	28	2	0	26	0	0	0	26
1200	0	0	28	0	0	0	28	0	0	28	0	2	0	30
1215	0	0	18	0	1	0	19	0	0	29	0	1	0	30
1230	0	0	34	0	1	0	35	0	0	29	0	0	0	29
1245	0	0	23	0	0	0	23	0	0	30	0	1	0	31
1300	0	0	29	0	0	0	29	0	0	24	0	1	0	25
1315	1	0	32	0	2	0	34	0	0	40	0	0	0	40
1330	0	0	29	0	0	0	29	0	0	30	2	1	0	33
1345	0	0	24	0	0	0	24	0	0	27	0	0	0	27
1400	0	0	36	0	1	0	37	0	0	21	0	3	0	24
1415	0	0	31	0	1	0	32	1	1	50	0	0	0	51
1430	0	0	37	0	0	0	37	0	0	25	0	1	1	27
1445	0	0	54	0	2	0	56	0	2	34	1	1	0	38
1500	0	1	52	0	1	0	54	0	1	44	0	1	0	46
1515	0	0	55	3	0	0	58	0	0	47	1	3	0	51
1530	1	0	68	0	0	0	68	1	0	52	0	0	0	52
1545	0	0	51	0	0	0	51	0	1	37	0	0	0	38
1600	0	0	63	0	1	0	64	0	0	29	0	1	0	30
1615	0	0	41	0	1	0	42	0	0	42	0	0	0	42
1630	1	0	48	0	0	1	49	0	0	32	2	0	0	34
1645	0	0	51	0	1	0	52	0	1	40	0	1	0	42
1700	0	1	64	0	1	0	66	0	1	35	0	2	0	38
1715	0	0	74	0	0	0	74	0	0	47	0	1	0	48
1730	0	0	54	0	1	0	55	0	0	30	0	0	0	30
1745	0	0	53	0	0	0	53	0	0	41	0	0	0	41
1800	0	0	33	0	1	0	34	0	0	33	0	0	0	33
1815	0	0	45	2	0	0	47	0	0	25	0	2	0	27
1830	0	0	36	0	0	0	36	0	0	36	0	1	0	37
1845	0	1	28	0	0	0	29	0	0	26	0	0	0	26
1900	0	0	32	0	1	0	33	0	0	32	0	0	0	32
1915	0	0	23	0	0	0	23	0	0	16	0	0	0	16
1930	0	0	20	0	0	0	20	0	0	16	0	0	0	16
1945	0	0	22	0	0	0	22	0	0	32	0	0	0	32
2000	0	0	18	0	0	0	18	0	0	25	0	0	0	25
2015	0	2	22	0	0	0	24	0	1	28	0	0	0	29
2030	0	0	10	0	1	0	11	0	0	19	0	0	0	19
2045	0	0	14	1	0	0	15	0	0	18	0	0	0	18
2100	0	0	28	0	0	0	28	1	0	17	0	0	0	17
2115	0	0	12	0	0	0	12	0	0	17	0	0	0	17
2130	0	0	8	0	0	0	8	0	0	16	0	1	0	17
2145	0	0	10	0	0	0	10	0	0	10	0	0	0	10
2200	0	1	1	0	0	0	2	0	0	4	0	0	0	4
2215	0	1	1	0	0	0	2	0	0	4	0	0	0	4
2230	0	0	6	0	0	0	6	0	1	2	0	0	0	3
2245	0	0	4	0	0	0	4	0	0	4	0	0	0	4
2300	0	0	4	0	1	0	5	0	0	5	0	0	0	5
2315	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2330	0	0	1	0	0	0	1	0	0	4	0	0	0	4
2345	0	0	5	0	0	0	5	0	0	2	0	0	0	2
Total	6	9	2037	7	36	2	2091	5	10	2086	7	43	1	2147

Volume Report

Job 1645_10_VHB_ATTR F-6

Area Shirley, MA

Location Main Street, west of Ayer Road



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	2	0	0	0	2	0	0	3	0	1	0	4
0015	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0100	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0115	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0345	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0400	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0415	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0430	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0445	0	0	12	0	0	0	12	0	0	4	0	2	0	6
0500	0	0	11	0	0	0	11	0	0	5	0	1	0	6
0515	0	0	29	0	0	0	29	0	0	15	0	0	0	15
0530	0	1	46	0	0	0	47	0	0	14	0	0	0	14
0545	0	0	42	0	1	0	43	0	0	15	0	0	0	15
0600	0	0	43	0	0	0	43	0	0	31	0	1	0	32
0615	0	0	94	0	3	0	97	0	0	28	0	0	0	28
0630	0	0	101	0	1	1	103	0	0	42	0	1	0	43
0645	0	0	90	0	2	1	93	0	0	32	0	0	0	32
0700	0	0	71	1	3	1	76	0	0	39	0	1	0	40
0715	0	0	114	3	2	0	119	0	0	43	0	1	1	45
0730	0	0	112	0	5	1	118	0	0	61	0	3	0	64
0745	0	0	113	0	3	1	117	0	0	56	1	2	1	60
0800	0	0	126	0	7	0	133	0	0	51	0	3	1	55
0815	0	0	106	2	3	0	111	0	0	67	4	2	0	73
0830	0	0	101	3	3	0	107	0	0	73	1	2	2	78
0845	0	0	60	2	2	3	67	0	0	49	0	3	0	52
0900	0	0	47	0	2	0	49	0	0	36	0	1	0	37
0915	0	0	60	0	3	1	64	0	0	47	0	1	1	49
0930	0	0	49	0	2	4	55	0	0	44	0	2	0	46
0945	0	0	48	0	1	1	50	0	0	50	0	6	0	56
1000	0	0	34	0	3	0	37	0	0	31	0	4	0	35
1015	0	0	44	0	0	3	47	0	0	40	0	1	1	42
1030	0	0	56	0	1	0	57	0	0	33	0	3	0	36
1045	0	0	40	0	5	1	46	0	0	38	0	1	0	39
1100	0	0	52	0	7	1	60	0	0	51	0	3	0	54
1115	0	0	37	0	8	2	47	0	0	48	0	3	1	52
1130	0	0	48	0	4	0	52	0	0	46	0	4	1	51
1145	0	0	49	0	4	0	53	0	0	49	0	7	0	56
1200	0	0	56	0	5	0	61	0	0	50	0	1	0	51
1215	0	0	55	1	4	0	60	0	0	50	0	6	2	58
1230	0	0	52	0	5	0	57	0	0	47	0	2	0	49
1245	0	0	51	0	2	0	53	0	0	55	0	4	1	60
1300	0	0	47	0	4	0	51	0	0	55	0	1	0	56
1315	0	0	37	0	2	1	40	0	0	46	1	3	3	53
1330	0	0	45	1	1	3	50	0	0	58	0	3	0	61
1345	0	0	47	0	3	3	53	0	0	61	0	0	1	62
1400	0	0	48	0	3	0	51	0	0	70	1	4	2	77
1415	0	0	60	0	2	0	62	0	0	73	1	5	0	79
1430	0	0	51	1	4	2	58	0	0	99	0	3	0	102
1445	0	0	66	0	2	2	70	0	0	89	0	6	0	95
1500	0	0	70	0	3	0	73	0	0	105	3	3	1	112
1515	0	0	85	3	2	0	90	0	0	122	0	6	1	129
1530	0	0	61	0	4	0	65	0	0	113	1	7	0	121
1545	0	0	64	0	0	0	64	0	0	125	0	4	1	130
1600	1	0	66	0	2	0	69	0	0	146	0	0	0	146
1615	0	0	62	0	3	0	65	0	0	121	0	2	2	125
1630	0	0	66	0	1	0	67	0	0	141	0	0	0	141
1645	0	0	68	1	0	0	69	0	1	132	0	2	1	136
1700	1	0	57	0	0	0	58	0	0	138	0	1	0	139
1715	0	0	46	0	0	0	46	0	0	125	0	1	0	126
1730	0	0	49	0	0	0	49	0	0	102	0	2	0	104
1745	0	0	39	0	1	1	41	0	0	77	0	1	0	78
1800	0	0	36	0	1	0	37	0	0	72	0	1	1	74
1815	0	0	36	0	0	0	36	0	0	51	0	2	0	53
1830	0	0	25	0	0	0	25	0	0	59	0	0	0	59
1845	0	0	38	0	0	1	39	0	0	43	0	0	0	43
1900	0	0	36	0	0	0	36	0	0	39	0	1	0	40
1915	0	1	28	0	0	0	29	0	1	37	0	1	0	39
1930	0	0	29	0	0	0	29	0	0	25	0	0	0	25
1945	0	0	13	0	0	0	13	0	0	24	0	0	0	24
2000	0	0	20	0	0	0	20	0	0	25	0	0	0	25
2015	0	0	17	0	0	0	17	0	0	31	0	0	0	31
2030	0	0	17	0	0	0	17	0	0	24	0	0	0	24
2045	0	0	15	0	0	0	15	0	0	17	0	0	0	17
2100	0	0	14	0	0	0	14	0	0	18	0	0	0	18
2115	0	0	13	0	0	0	13	0	0	11	0	0	0	11
2130	0	0	13	0	0	0	13	0	0	13	0	0	0	13
2145	0	0	8	0	0	0	8	0	0	8	0	0	0	8
2200	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2215	0	0	11	0	0	0	11	0	0	7	0	0	0	7
2230	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2245	0	0	9	0	0	0	9	0	0	12	0	0	0	12
2300	0	0	7	0	0	0	7	0	0	5	0	0	0	5
2315	0	0	10	0	0	0	10	0	0	17	0	0	0	17
2330	0	0	1	0	0	0	1	0	0	9	0	0	0	9
2345	0	0	3	0	0	0	3	0	0	5	0	0	0	5
Total	2	2	3629	18	129	34	3814	0	2	3935	13	131	25	4106

Volume Report

Job 1645_10_VHB_ATTR F-6

Area Shirley, MA

Location Main Street, west of Ayer Road



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	4	0	0	1	5	0	0	5	0	0	0	5
0015	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0030	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0045	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0115	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	2	0	1	0	3
0215	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0230	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0245	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0300	0	0	4	0	0	0	4	0	0	5	0	0	0	5
0315	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0330	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0415	0	0	9	0	0	0	9	0	0	1	0	0	0	1
0430	0	0	14	0	0	1	15	0	0	4	0	0	0	4
0445	0	0	11	0	0	0	11	0	0	7	0	1	0	8
0500	0	0	18	0	0	0	18	0	0	7	0	0	0	7
0515	0	0	32	0	0	0	32	0	0	14	0	0	0	14
0530	0	0	45	0	0	0	45	0	0	25	0	0	0	25
0545	0	0	50	0	1	1	52	0	0	17	0	0	0	17
0600	0	0	54	0	2	0	56	0	0	24	0	2	1	27
0615	0	0	97	0	1	1	99	0	0	27	0	0	0	27
0630	0	0	106	0	2	0	108	0	0	40	0	2	0	42
0645	0	0	98	0	3	0	101	0	0	30	0	0	0	30
0700	0	0	87	2	4	0	93	0	0	43	0	2	0	45
0715	0	0	115	2	0	1	118	0	0	48	0	4	0	52
0730	0	0	122	0	7	3	132	0	0	53	1	3	1	58
0745	0	0	103	0	4	0	107	1	0	67	1	4	2	75
0800	0	0	79	0	0	0	79	0	0	55	0	1	1	57
0815	0	0	93	1	3	1	98	0	0	57	2	3	2	64
0830	0	0	83	1	5	0	89	0	0	68	2	3	1	74
0845	0	0	65	2	3	0	70	1	0	50	0	2	0	53
0900	0	0	53	0	1	1	55	0	0	51	1	4	1	57
0915	0	0	53	1	3	2	59	0	0	47	1	4	3	55
0930	0	0	36	0	2	0	38	0	0	43	1	1	0	45
0945	0	0	47	0	4	1	52	0	0	37	0	2	2	41
1000	0	0	43	0	2	2	47	0	0	43	0	3	1	47
1015	0	0	36	1	6	2	45	0	0	37	0	5	0	42
1030	0	0	39	0	3	2	44	0	0	41	0	1	1	43
1045	0	0	48	0	4	0	52	0	0	28	0	1	2	31
1100	0	0	50	1	4	0	55	0	0	47	0	3	1	51
1115	1	0	42	0	0	0	43	1	0	48	0	2	2	53
1130	1	0	49	0	3	1	54	0	0	55	0	3	0	58
1145	0	0	47	0	4	2	53	1	0	73	0	5	3	82
1200	0	0	48	1	4	0	53	0	1	62	0	2	0	65
1215	0	0	59	0	2	2	63	0	0	46	0	2	0	48
1230	0	0	70	0	3	0	73	0	0	59	0	4	1	64
1245	0	2	48	0	1	1	52	0	0	53	0	2	0	55
1300	0	1	56	0	3	0	60	0	0	64	1	2	1	68
1315	0	0	52	0	3	2	57	0	2	51	0	5	1	59
1330	0	0	46	1	3	1	51	0	1	69	0	1	2	73
1345	0	0	46	0	7	0	53	0	2	55	0	5	3	65
1400	0	0	60	0	1	1	62	0	0	69	0	4	1	74
1415	1	1	52	0	2	0	56	1	1	68	1	4	2	77
1430	1	0	72	0	3	2	78	0	1	92	0	0	1	94
1445	0	1	54	0	2	1	58	0	0	72	0	3	0	75
1500	0	1	67	1	1	0	70	0	1	113	3	3	1	121
1515	0	0	89	2	2	0	93	0	2	129	1	1	0	133
1530	0	1	75	0	0	1	77	0	3	137	1	0	2	143
1545	0	1	59	0	1	2	63	1	2	125	0	3	2	133
1600	0	2	73	0	2	0	77	0	0	146	0	2	0	148
1615	0	0	52	0	0	0	52	0	0	153	0	0	0	153
1630	0	0	49	0	1	0	50	0	1	142	0	2	0	145
1645	0	2	57	0	4	0	63	0	0	120	0	0	1	121
1700	1	1	64	0	0	1	67	1	0	131	0	2	1	135
1715	1	0	61	0	3	0	65	1	3	113	0	2	0	119
1730	0	0	66	0	0	0	66	0	1	104	0	4	1	110
1745	3	1	64	0	0	0	68	1	0	63	0	3	1	68
1800	0	0	56	0	0	0	56	1	0	81	0	0	0	82
1815	0	0	44	0	0	1	45	0	0	59	0	0	1	60
1830	0	1	51	0	0	0	52	0	0	57	0	0	0	57
1845	0	0	55	0	1	0	56	0	1	45	0	0	0	46
1900	0	1	51	0	0	0	52	1	2	59	0	0	0	62
1915	1	1	38	0	0	0	40	1	0	54	0	1	0	56
1930	0	0	29	0	0	0	29	0	0	59	0	0	0	59
1945	1	0	28	0	0	0	29	1	1	28	0	0	0	30
2000	0	0	21	0	0	0	21	0	2	32	0	0	0	34
2015	0	0	22	0	0	0	22	0	2	45	0	0	0	47
2030	0	0	20	0	0	0	20	0	0	29	0	0	0	29
2045	0	0	24	0	0	0	24	0	0	21	0	0	0	21
2100	0	0	12	0	0	0	12	0	0	24	0	0	0	24
2115	0	0	18	0	0	0	18	0	0	21	0	0	0	21
2130	0	0	10	0	0	0	10	0	0	17	0	0	0	17
2145	0	0	16	0	0	0	16	0	0	14	0	0	0	14
2200	0	0	10	0	0	0	10	0	0	12	0	0	0	12
2215	0	0	16	0	0	0	16	0	0	7	0	1	0	8
2230	0	0	6	0	0	0	6	0	0	15	0	0	0	15
2245	0	0	4	0	0	0	4	0	0	7	0	0	0	7
2300	0	0	6	0	0	0	6	0	0	8	0	0	0	8
2315	0	0	4	0	0	0	4	0	0	17	0	0	0	17
2330	0	0	2	0	0	0	2	0	0	8	0	0	0	8
2345	0	0	1	0	0	0	1	0	0	3	0	0	0	3
Total	11	17	3842	16	120	37	4043	13	29	4181	16	120	46	4405

Volume Report

Job 1645_10_VHB_ATR F-7a

Area Harvard, MA

Location From Route 2 WB Off Ramp to Jackson Road NB



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	4	0	0	0	4
0015	0	0	2	0	0	0	2
0030	0	0	2	0	0	0	2
0045	0	0	0	0	0	0	0
0100	0	0	3	0	0	0	3
0115	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2
0145	0	0	1	1	0	0	2
0200	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0
0330	0	0	2	0	0	0	2
0345	0	0	5	0	0	0	5
0400	0	0	4	0	0	0	4
0415	0	0	3	0	0	0	3
0430	0	0	10	0	0	0	10
0445	0	0	19	0	1	0	20
0500	0	0	11	0	1	1	13
0515	0	0	16	0	0	0	16
0530	0	0	48	0	1	2	51
0545	0	0	90	2	0	0	92
0600	0	0	51	0	1	0	52
0615	0	0	76	0	2	1	79
0630	0	0	77	1	1	2	81
0645	0	0	131	0	3	0	134
0700	0	0	110	0	3	2	115
0715	0	0	113	1	0	1	115
0730	0	0	139	0	1	0	140
0745	0	0	191	0	2	0	193
0800	0	0	141	3	3	1	148
0815	0	0	142	1	2	4	149
0830	0	0	132	2	3	0	137
0845	0	0	137	1	2	0	140
0900	0	0	95	0	0	0	95
0915	0	0	75	1	2	0	78
0930	0	0	60	1	3	1	65
0945	0	0	42	0	4	2	48
1000	0	0	35	0	3	1	39
1015	0	0	36	0	2	2	40
1030	0	0	31	0	2	3	36
1045	0	0	29	0	1	1	31
1100	0	0	23	1	1	2	27
1115	0	0	38	0	1	1	40
1130	0	0	36	0	3	0	39
1145	0	0	64	0	3	5	72
1200	0	0	36	0	1	2	39
1215	0	0	22	0	3	6	31
1230	0	0	32	0	2	1	35
1245	0	0	31	0	4	5	40
1300	0	0	27	0	0	0	27
1315	0	0	23	0	4	1	28
1330	0	0	29	1	3	1	34
1345	0	0	32	0	1	2	35
1400	0	0	21	0	3	0	24
1415	0	0	21	0	0	3	24
1430	0	0	19	0	1	1	21
1445	0	0	30	0	1	1	32
1500	0	0	37	0	1	3	41
1515	0	0	49	0	0	3	52
1530	0	0	43	1	0	3	47
1545	0	1	65	0	0	0	66
1600	0	0	41	0	0	0	41
1615	0	0	59	1	1	2	63
1630	0	0	43	1	1	1	46
1645	0	0	50	0	0	0	50
1700	0	0	43	0	1	0	44
1715	0	0	40	0	0	0	40
1730	0	0	27	0	1	0	28
1745	0	0	35	1	0	0	36
1800	0	0	34	0	1	0	35
1815	0	0	35	0	2	1	38
1830	0	0	29	0	0	0	29
1845	0	0	20	0	0	0	20
1900	0	0	13	1	0	1	15
1915	0	0	22	0	2	1	25
1930	0	0	12	0	0	0	12
1945	0	0	8	0	0	0	8
2000	0	0	13	0	0	0	13
2015	0	0	16	0	0	0	16
2030	0	0	14	0	0	0	14
2045	0	0	10	0	0	0	10
2100	0	0	12	0	0	0	12
2115	0	0	14	0	0	0	14
2130	0	0	9	0	1	0	10
2145	0	0	9	0	0	0	9
2200	0	0	3	0	0	0	3
2215	0	0	7	0	0	0	7
2230	0	0	9	0	0	0	9
2245	0	0	11	0	0	0	11
2300	0	0	7	0	0	0	7
2315	0	0	4	0	0	0	4
2330	0	0	4	0	0	0	4
2345	0	0	5	0	1	0	6
Total	0	1	3403	21	86	70	3581

Volume Report

Job 1645_10_VHB_ATR F-7a

Area Harvard, MA

Location From Route 2 WB Off Ramp to Jackson Road NB

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office 508-745-1200
Data@bostontrafficdata.com
www.BostonTrafficData.com

Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	5	0	0	0	5
0015	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2
0045	0	0	2	1	0	0	3
0100	0	0	3	1	0	0	4
0115	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0
0215	0	0	1	0	0	0	1
0230	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1
0330	0	0	2	0	0	0	2
0345	0	0	9	0	0	0	9
0400	0	0	1	0	0	0	1
0415	0	0	7	0	0	0	7
0430	0	0	14	0	0	0	14
0445	0	0	15	0	0	0	15
0500	0	0	14	0	0	0	14
0515	0	0	26	0	0	1	27
0530	0	0	53	0	0	0	53
0545	0	1	98	1	0	1	101
0600	0	0	69	0	3	0	72
0615	0	0	62	0	1	0	63
0630	0	0	97	1	0	3	101
0645	0	0	168	0	1	0	169
0700	0	0	102	0	1	1	104
0715	0	0	125	1	1	1	128
0730	0	0	138	0	4	2	144
0745	0	0	151	0	1	2	154
0800	0	0	161	1	3	1	166
0815	0	0	145	2	2	0	149
0830	0	0	129	1	1	1	132
0845	0	0	143	1	2	0	146
0900	0	0	102	0	3	2	107
0915	0	0	66	1	2	3	72
0930	0	2	65	1	0	2	70
0945	0	0	53	0	3	0	56
1000	0	0	34	0	3	0	37
1015	0	0	31	0	3	2	36
1030	0	0	29	0	1	3	33
1045	0	0	40	0	1	2	43
1100	0	0	34	1	1	2	38
1115	0	0	22	0	2	2	26
1130	0	0	23	0	2	0	25
1145	0	0	28	0	2	0	30
1200	0	0	20	0	1	0	21
1215	0	0	32	0	3	1	36
1230	0	0	28	0	2	3	33
1245	0	0	25	0	1	4	30
1300	0	0	25	0	1	0	26
1315	0	0	41	1	1	0	43
1330	0	1	37	1	0	2	41
1345	0	0	47	0	3	1	51
1400	0	0	25	0	1	1	27
1415	0	0	24	0	1	0	25
1430	0	0	19	0	0	3	22
1445	0	0	46	0	1	0	47
1500	0	1	35	0	1	0	37
1515	0	0	37	0	1	1	39
1530	0	0	44	0	1	2	47
1545	0	0	61	0	0	1	62
1600	0	0	40	1	1	1	43
1615	0	0	43	1	4	0	48
1630	0	0	56	0	2	2	60
1645	0	0	40	1	0	1	42
1700	0	0	31	0	0	0	31
1715	0	0	70	0	1	1	72
1730	0	0	43	1	2	1	47
1745	0	0	42	0	1	0	43
1800	0	0	29	0	1	0	30
1815	0	0	22	0	1	0	23
1830	0	0	30	0	0	0	30
1845	0	0	31	1	1	0	33
1900	0	0	22	0	0	0	22
1915	0	1	23	0	0	0	24
1930	0	0	8	0	0	0	8
1945	0	0	17	0	0	0	17
2000	0	0	16	0	0	0	16
2015	0	0	13	0	0	0	13
2030	0	0	7	0	1	0	8
2045	0	0	6	0	0	0	6
2100	0	0	12	0	0	0	12
2115	0	0	9	0	0	0	9
2130	0	0	7	0	0	0	7
2145	0	0	17	0	0	1	18
2200	0	0	7	0	0	0	7
2215	0	0	13	0	0	0	13
2230	0	0	9	0	0	0	9
2245	0	0	8	0	0	0	8
2300	0	0	6	0	0	0	6
2315	0	0	7	0	0	0	7
2330	0	0	7	0	0	0	7
2345	0	0	4	0	0	0	4
Total	0	6	3517	20	76	57	3676

Volume Report

Job 1645_10_VHB_ATR F-7b

Area Lancaster, MA

Location From Route 2 EB Off Ramp to Jackson Road NB



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	7	0	1	0	8
0015	0	0	5	0	0	0	5
0030	0	0	1	0	0	0	1
0045	0	0	3	0	0	0	3
0100	0	0	3	0	0	1	4
0115	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1
0145	0	0	2	0	0	0	2
0200	0	0	3	0	0	0	3
0215	0	0	6	0	0	1	7
0230	0	0	10	0	1	0	11
0245	0	0	8	0	1	0	9
0300	0	0	4	0	0	0	4
0315	0	0	5	0	0	0	5
0330	0	0	8	0	1	0	9
0345	0	0	22	0	0	2	24
0400	0	0	13	0	0	0	13
0415	0	0	31	0	2	1	34
0430	0	0	68	0	1	0	69
0445	0	0	68	0	0	2	70
0500	0	0	40	0	1	0	41
0515	0	0	73	0	1	1	75
0530	0	0	130	0	0	6	136
0545	0	0	184	0	0	6	190
0600	0	0	131	0	1	4	136
0615	0	0	115	0	2	2	119
0630	0	0	147	0	2	5	154
0645	0	0	169	0	1	12	182
0700	0	0	134	0	1	6	141
0715	0	0	145	0	3	1	149
0730	0	0	167	1	5	1	174
0745	0	0	168	1	1	2	172
0800	0	0	174	1	1	5	181
0815	0	0	138	1	3	6	148
0830	0	0	137	1	4	6	148
0845	0	0	96	1	1	7	105
0900	0	0	70	1	4	5	80
0915	0	0	65	0	3	4	72
0930	0	0	57	0	5	3	65
0945	0	0	65	0	4	7	76
1000	0	0	42	0	0	7	49
1015	0	0	39	0	2	3	44
1030	0	0	41	1	5	2	49
1045	0	0	45	0	2	3	50
1100	0	0	42	0	4	2	48
1115	0	0	43	0	3	0	46
1130	0	0	66	0	3	4	73
1145	0	0	61	0	3	6	70
1200	0	0	41	0	3	4	48
1215	0	0	69	0	2	2	73
1230	0	0	66	0	4	3	73
1245	0	0	62	0	8	6	76
1300	0	0	46	0	3	2	51
1315	0	0	34	0	2	3	39
1330	0	0	49	0	6	4	59
1345	0	0	58	0	4	3	65
1400	0	0	34	1	1	2	38
1415	0	0	52	1	1	4	58
1430	0	0	70	2	4	5	81
1445	0	0	60	5	3	0	68
1500	0	0	51	2	0	5	58
1515	0	0	74	2	2	1	79
1530	0	0	81	0	2	4	87
1545	0	0	68	0	2	0	70
1600	0	0	44	1	0	1	46
1615	0	0	67	0	3	3	73
1630	0	0	63	0	1	4	68
1645	0	0	48	0	1	3	52
1700	0	0	49	0	1	1	51
1715	0	0	46	0	0	2	48
1730	0	0	50	0	1	2	53
1745	0	0	58	0	0	1	59
1800	0	0	51	0	0	2	53
1815	0	0	35	0	0	3	38
1830	0	0	39	0	0	1	40
1845	0	0	30	0	2	1	33
1900	0	0	26	0	0	0	26
1915	0	0	33	0	0	0	33
1930	0	0	34	0	0	4	38
1945	0	0	19	0	0	2	21
2000	0	0	26	0	1	1	28
2015	0	0	23	0	0	1	24
2030	0	0	25	0	0	0	25
2045	0	0	21	0	0	2	23
2100	0	0	18	0	0	1	19
2115	0	0	10	0	0	0	10
2130	0	0	9	0	0	1	10
2145	0	0	15	0	0	1	16
2200	0	0	12	0	0	0	12
2215	0	0	10	0	0	0	10
2230	0	0	17	0	0	0	17
2245	0	0	17	0	0	0	17
2300	0	0	11	0	1	0	12
2315	0	0	6	0	0	0	6
2330	0	0	12	0	0	0	12
2345	0	0	7	0	0	1	8
Total	0	0	4898	22	130	209	5259

Volume Report

Job 1645_10_VHB_ATR F-7b

Area Lancaster, MA

Location From Route 2 EB Off Ramp to Jackson Road NB



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	8	0	0	1	9
0015	0	0	4	0	0	2	6
0030	0	0	5	0	0	0	5
0045	0	0	4	0	0	0	4
0100	0	0	3	0	0	0	3
0115	0	0	2	0	0	0	2
0130	0	0	1	0	0	0	1
0145	0	0	4	0	0	1	5
0200	0	0	5	0	0	0	5
0215	0	0	2	0	0	0	2
0230	0	0	5	0	1	1	7
0245	0	0	4	0	0	0	4
0300	0	0	6	0	0	0	6
0315	0	0	2	0	0	0	2
0330	0	0	13	0	1	0	14
0345	0	0	21	0	0	1	22
0400	0	0	13	0	0	0	13
0415	0	0	38	0	2	1	41
0430	0	0	68	0	1	1	70
0445	0	0	66	0	0	1	67
0500	0	0	40	0	2	0	42
0515	0	0	68	0	0	0	68
0530	0	1	138	0	1	1	141
0545	0	0	202	0	1	3	206
0600	0	1	134	0	1	3	139
0615	0	0	130	0	3	4	137
0630	0	1	139	0	3	2	145
0645	0	0	204	0	5	4	213
0700	0	0	138	0	1	3	142
0715	0	0	158	0	7	2	167
0730	0	0	185	1	3	7	196
0745	0	0	219	1	0	1	221
0800	0	1	158	2	2	2	165
0815	0	0	135	1	6	4	146
0830	0	1	95	1	4	3	104
0845	0	2	89	0	7	3	101
0900	0	0	83	1	2	2	88
0915	0	0	70	0	1	3	74
0930	0	1	51	0	1	2	55
0945	0	0	54	0	1	3	58
1000	0	0	50	1	7	7	65
1015	0	0	51	0	3	4	58
1030	0	0	52	0	4	1	57
1045	0	0	55	0	2	5	62
1100	0	1	33	0	2	6	42
1115	0	0	40	0	2	2	44
1130	0	0	36	0	2	4	42
1145	0	1	44	0	2	2	49
1200	0	0	45	0	5	1	51
1215	0	0	63	0	4	5	72
1230	0	0	54	0	4	1	59
1245	0	0	51	0	1	3	55
1300	0	2	53	1	5	2	63
1315	0	0	67	1	2	8	78
1330	0	0	54	0	1	3	58
1345	0	1	64	0	0	5	70
1400	0	0	52	2	1	3	58
1415	0	0	58	0	4	4	66
1430	0	0	70	0	2	8	80
1445	0	0	72	7	2	2	83
1500	0	1	56	2	2	3	64
1515	0	0	65	0	3	4	72
1530	0	0	66	1	2	2	71
1545	0	0	63	0	3	1	67
1600	0	0	51	0	0	3	54
1615	0	0	65	0	1	4	70
1630	0	0	75	0	2	0	77
1645	0	0	51	0	1	1	53
1700	0	0	60	0	1	2	63
1715	0	0	46	0	0	4	50
1730	0	1	66	0	1	1	69
1745	0	0	59	0	1	3	63
1800	0	0	50	0	0	1	51
1815	0	0	56	1	0	0	57
1830	0	2	46	0	0	3	51
1845	0	0	39	1	0	0	40
1900	0	0	31	0	0	2	33
1915	0	0	22	0	0	0	22
1930	0	0	33	0	0	2	35
1945	0	0	31	0	0	1	32
2000	0	0	23	0	0	1	24
2015	0	0	30	0	0	1	31
2030	0	0	19	0	1	0	20
2045	0	0	18	0	0	0	18
2100	0	0	18	0	0	1	19
2115	0	0	20	0	0	1	21
2130	0	0	17	0	0	0	17
2145	0	0	16	0	0	1	17
2200	0	0	8	0	0	0	8
2215	0	0	15	0	0	0	15
2230	0	0	16	0	0	0	16
2245	0	0	21	0	0	1	22
2300	0	0	13	0	0	0	13
2315	0	0	17	0	0	0	17
2330	0	0	8	0	0	0	8
2345	0	0	8	0	0	0	8
Total	0	17	5126	24	129	180	5476

Volume Report

Job 1645_10_VHB_ATR F-7c

Area Lancaster, MA

Location From Jackson Road SB to Route 2 WB On Ramp



Tuesday, May 6, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	19	0	0	0	19
0015	0	0	6	0	0	0	6
0030	0	0	4	0	0	0	4
0045	0	0	4	0	1	0	5
0100	0	0	4	0	1	0	5
0115	0	0	9	0	1	0	10
0130	0	0	8	0	0	0	8
0145	0	0	7	0	0	0	7
0200	0	0	7	0	0	1	8
0215	0	0	12	0	0	0	12
0230	0	0	8	0	0	0	8
0245	0	0	2	0	0	0	2
0300	0	0	5	0	0	0	5
0315	0	0	4	0	0	0	4
0330	0	0	3	0	0	0	3
0345	0	0	2	0	0	1	3
0400	0	0	1	0	2	2	5
0415	0	0	3	0	0	0	3
0430	0	0	6	0	0	2	8
0445	0	0	11	0	0	2	13
0500	0	0	19	0	0	1	20
0515	0	0	15	0	0	2	17
0530	0	0	16	0	0	3	19
0545	0	1	17	0	0	0	18
0600	0	0	34	0	0	5	39
0615	0	0	22	0	1	3	26
0630	0	0	28	0	1	3	32
0645	0	0	27	0	3	3	33
0700	0	0	50	0	3	2	55
0715	0	0	49	0	4	9	62
0730	0	0	60	0	3	3	66
0745	0	0	60	0	3	5	68
0800	0	0	74	0	1	6	81
0815	0	0	41	1	3	2	47
0830	0	0	53	0	4	2	59
0845	0	0	29	2	3	4	38
0900	0	0	43	1	5	3	52
0915	0	0	40	5	6	5	56
0930	0	1	39	1	5	5	51
0945	0	0	27	0	3	1	31
1000	0	1	32	0	2	7	42
1015	0	0	36	0	4	3	43
1030	0	0	40	0	3	2	45
1045	0	0	27	0	3	2	32
1100	0	0	31	0	3	7	41
1115	0	0	38	0	7	7	52
1130	0	1	45	0	5	4	55
1145	0	0	46	0	0	1	47
1200	0	0	64	0	3	8	75
1215	0	0	57	0	1	13	71
1230	0	0	52	0	2	7	61
1245	0	0	46	0	3	5	54
1300	0	0	41	0	3	8	52
1315	0	0	54	0	7	9	70
1330	0	0	82	0	2	7	91
1345	0	1	87	1	1	3	93
1400	0	0	71	3	3	8	85
1415	0	1	161	1	1	4	168
1430	0	1	148	0	3	6	158
1445	0	1	136	3	2	11	153
1500	0	0	163	2	0	6	171
1515	0	2	155	1	1	1	160
1530	0	1	179	0	2	6	188
1545	0	2	146	0	1	2	151
1600	0	3	170	0	2	3	178
1615	0	1	148	0	1	7	157
1630	0	0	174	0	0	8	182
1645	0	0	127	0	2	4	133
1700	0	0	136	0	0	7	143
1715	0	1	131	0	0	5	137
1730	0	0	113	0	0	1	114
1745	0	1	68	0	2	4	75
1800	0	0	94	0	1	1	96
1815	0	1	51	0	1	5	58
1830	0	0	52	0	0	2	54
1845	0	0	40	0	0	3	43
1900	0	0	57	0	0	2	59
1915	0	0	44	0	2	2	48
1930	0	0	36	0	0	1	37
1945	0	0	38	0	0	2	40
2000	0	0	57	0	0	2	59
2015	0	0	32	0	0	3	35
2030	0	0	28	0	0	1	29
2045	0	0	26	0	0	1	27
2100	0	0	19	0	0	0	19
2115	0	0	15	0	0	0	15
2130	0	0	14	0	1	3	18
2145	0	0	13	0	0	0	13
2200	0	0	13	0	1	0	14
2215	0	0	12	0	0	0	12
2230	0	0	23	0	0	0	23
2245	0	0	19	0	0	2	21
2300	0	0	22	0	0	1	23
2315	0	0	16	0	1	0	17
2330	0	0	30	0	0	2	32
2345	0	0	12	0	0	0	12
Total	0	20	4635	21	129	284	5089

Volume Report

Job 1645_10_VHB_ATR F-7c

Area Lancaster, MA

Location From Jackson Road SB to Route 2 WB On Ramp



Wednesday, May 7, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	28	0	0	1	29
0015	0	0	8	0	0	0	8
0030	0	0	6	0	0	1	7
0045	0	0	7	0	0	0	7
0100	0	0	5	0	0	0	5
0115	0	0	3	0	0	0	3
0130	0	0	9	0	0	1	10
0145	0	0	8	0	0	1	9
0200	0	0	3	0	0	0	3
0215	0	0	10	0	0	0	10
0230	0	0	3	0	0	1	4
0245	0	0	5	0	0	0	5
0300	0	0	5	0	0	2	7
0315	0	0	6	0	0	1	7
0330	0	0	8	0	0	0	8
0345	0	0	2	0	0	0	2
0400	0	0	2	0	0	1	3
0415	0	0	4	0	1	1	6
0430	0	0	6	0	0	2	8
0445	0	0	10	0	0	2	12
0500	0	0	12	0	1	1	14
0515	0	0	21	0	0	1	22
0530	0	0	10	0	0	2	12
0545	0	0	17	0	0	3	20
0600	0	0	44	0	0	0	44
0615	0	0	24	0	0	3	27
0630	0	0	32	0	2	2	36
0645	0	0	32	0	0	1	33
0700	0	0	44	0	0	3	47
0715	0	0	51	0	1	1	53
0730	0	0	59	0	1	6	66
0745	0	0	52	0	2	4	58
0800	0	0	55	0	5	2	62
0815	0	0	58	1	3	5	67
0830	0	0	59	0	3	1	63
0845	0	0	57	2	3	3	65
0900	0	0	42	3	6	0	51
0915	0	0	28	7	4	3	42
0930	0	0	30	1	2	2	35
0945	0	0	28	0	2	4	34
1000	0	0	40	0	3	1	44
1015	0	0	38	0	2	4	44
1030	0	0	39	0	1	6	46
1045	0	0	45	0	3	6	54
1100	0	0	32	0	1	7	40
1115	0	0	42	0	5	10	57
1130	0	0	43	0	4	3	50
1145	0	0	48	0	8	7	63
1200	0	0	57	0	3	8	68
1215	0	0	60	1	5	9	75
1230	0	0	50	0	3	8	61
1245	0	0	47	0	2	7	56
1300	0	0	60	0	3	8	71
1315	0	0	71	0	2	4	77
1330	0	0	89	1	3	6	99
1345	0	0	50	0	2	10	62
1400	0	0	89	1	5	8	103
1415	0	0	69	0	5	5	79
1430	0	0	151	1	7	4	163
1445	0	0	133	1	2	7	143
1500	0	0	143	3	3	6	155
1515	0	0	145	1	1	1	148
1530	0	0	198	0	2	4	204
1545	0	0	140	1	0	5	146
1600	0	0	204	1	1	4	210
1615	0	0	182	0	5	4	191
1630	0	0	162	0	1	0	163
1645	0	0	150	1	1	2	154
1700	0	0	183	0	4	5	192
1715	0	2	119	1	1	5	128
1730	0	0	127	0	1	6	134
1745	0	0	94	0	0	6	100
1800	0	0	107	1	0	4	112
1815	0	0	64	0	0	1	65
1830	0	0	73	0	1	1	75
1845	0	0	42	1	0	0	43
1900	0	0	57	0	0	1	58
1915	0	0	38	0	0	1	39
1930	0	0	32	0	0	1	33
1945	0	0	24	0	0	4	28
2000	0	0	61	0	0	0	61
2015	0	0	31	0	0	1	32
2030	0	0	15	0	1	3	19
2045	0	0	24	0	0	1	25
2100	0	0	19	0	0	1	20
2115	0	0	30	0	1	0	31
2130	0	0	14	0	0	1	15
2145	0	0	17	0	1	1	19
2200	0	0	16	0	0	0	16
2215	0	0	12	0	0	0	12
2230	0	0	21	0	0	0	21
2245	0	0	27	0	0	0	27
2300	0	0	18	0	0	1	19
2315	0	0	19	0	0	1	20
2330	0	0	25	0	0	0	37
2345	0	0	25	0	1	1	27
Total	0	2	4816	29	130	261	5238

Volume Report

Job 1645_10_VHB_ATR F-7d

Area Harvard, MA

Location From Jackson Road SB to Route 2 EB On Ramp



Tuesday, May 6, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	10	0	0	1	11
0015	0	0	3	0	0	0	3
0030	0	0	3	0	0	0	3
0045	0	0	1	0	0	0	1
0100	0	0	3	0	0	0	3
0115	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1
0345	0	0	3	0	0	0	3
0400	0	0	3	0	0	0	3
0415	0	0	5	0	0	1	6
0430	0	0	5	0	0	0	5
0445	0	0	6	0	0	0	6
0500	0	0	12	0	2	0	14
0515	0	0	6	0	0	0	6
0530	0	0	16	0	0	0	16
0545	0	0	12	1	0	0	13
0600	0	0	28	0	0	2	30
0615	0	0	21	0	1	0	22
0630	0	0	28	1	0	0	29
0645	0	0	31	0	0	0	31
0700	0	0	32	0	1	1	34
0715	0	0	29	0	2	1	32
0730	0	0	32	0	0	1	33
0745	0	0	45	1	2	2	50
0800	0	0	28	0	2	1	31
0815	0	0	28	0	2	2	32
0830	0	0	35	1	1	0	37
0845	0	0	30	0	3	0	33
0900	0	0	32	1	1	2	36
0915	0	0	20	0	0	1	21
0930	0	0	21	0	0	1	22
0945	0	0	14	1	1	0	16
1000	0	0	22	0	2	1	25
1015	0	0	21	0	2	0	23
1030	0	0	24	0	5	2	31
1045	0	0	17	0	1	0	18
1100	0	0	25	0	2	2	29
1115	0	0	21	1	5	2	29
1130	0	0	32	0	0	0	32
1145	0	0	29	0	0	1	30
1200	0	0	30	0	4	2	36
1215	0	0	39	0	2	0	41
1230	0	0	38	0	2	0	40
1245	0	0	20	0	5	0	25
1300	0	0	39	0	3	1	43
1315	0	0	28	0	2	2	32
1330	0	0	32	0	1	2	35
1345	0	0	35	0	1	0	36
1400	0	0	49	1	3	0	53
1415	0	0	58	0	0	0	58
1430	0	0	62	0	0	2	64
1445	0	0	61	0	0	0	61
1500	0	0	59	0	1	1	61
1515	0	0	91	0	0	1	92
1530	0	0	120	1	2	0	123
1545	0	0	100	2	0	1	103
1600	0	0	101	1	0	0	102
1615	0	0	125	0	0	0	125
1630	0	0	115	1	0	1	117
1645	0	0	115	0	0	0	115
1700	0	0	105	2	0	3	110
1715	0	0	113	1	0	1	115
1730	0	0	121	0	0	0	121
1745	0	0	80	0	1	0	81
1800	0	0	85	1	0	0	86
1815	0	0	45	0	1	0	46
1830	0	0	38	0	0	0	38
1845	0	0	22	0	1	0	23
1900	0	0	29	1	1	0	31
1915	0	0	20	0	0	0	20
1930	0	0	18	0	0	0	18
1945	0	0	26	0	0	0	26
2000	0	0	12	0	0	0	12
2015	0	0	10	0	0	0	10
2030	0	0	10	0	0	0	10
2045	0	0	9	0	0	0	9
2100	0	0	7	0	0	0	7
2115	0	0	6	0	0	0	6
2130	0	0	5	0	0	0	5
2145	0	0	11	0	0	0	11
2200	0	0	8	0	0	0	8
2215	0	0	3	0	0	0	3
2230	0	0	18	0	0	0	18
2245	0	0	9	0	0	0	9
2300	0	0	4	0	0	0	4
2315	0	0	4	0	0	0	4
2330	0	0	7	0	0	0	7
2345	0	0	8	0	0	0	8
Total	0	0	2888	18	65	41	3012

Volume Report

Job 1645_10_VHB_ATR F-7d

Area Harvard, MA

Location From Jackson Road SB to Route 2 EB On Ramp



Wednesday, May 7, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	12	0	0	0	12
0015	0	0	4	0	0	0	4
0030	0	0	1	0	0	0	1
0045	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0
0145	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1
0215	0	0	1	0	0	1	2
0230	0	0	2	0	0	0	2
0245	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0
0315	0	0	1	0	0	0	1
0330	0	0	0	0	0	0	0
0345	0	0	3	0	0	0	3
0400	0	0	2	0	1	0	3
0415	0	0	4	0	0	1	5
0430	0	0	3	0	0	0	3
0445	0	0	8	0	1	0	9
0500	0	0	11	0	3	0	14
0515	0	0	9	0	0	0	9
0530	0	0	13	0	2	0	15
0545	0	0	16	1	0	0	17
0600	0	0	30	0	0	0	30
0615	0	0	18	0	0	0	18
0630	0	0	31	1	1	0	33
0645	0	0	33	0	0	0	33
0700	0	0	17	0	0	1	18
0715	0	0	23	0	0	0	23
0730	0	0	24	0	2	0	26
0745	0	0	32	1	3	0	36
0800	0	0	35	0	1	1	37
0815	0	0	30	0	3	0	33
0830	0	0	34	1	3	2	40
0845	0	0	20	0	2	0	22
0900	0	0	24	1	4	2	31
0915	0	0	22	0	2	1	25
0930	0	0	21	0	1	2	24
0945	0	0	24	0	1	4	29
1000	0	0	25	0	1	0	26
1015	0	0	24	1	2	1	28
1030	0	0	22	0	4	1	27
1045	0	0	17	0	1	0	18
1100	0	0	23	1	3	0	27
1115	0	0	25	0	1	4	30
1130	0	0	20	0	1	4	25
1145	0	0	27	0	1	5	33
1200	0	0	36	0	2	0	38
1215	0	1	45	0	0	2	48
1230	0	1	25	0	2	0	28
1245	0	0	32	0	1	0	33
1300	0	0	39	0	1	1	41
1315	0	0	46	0	1	0	47
1330	0	0	46	0	0	1	47
1345	0	0	52	1	3	1	57
1400	0	0	58	1	2	2	63
1415	0	0	61	4	0	1	66
1430	0	0	65	0	0	0	65
1445	0	1	57	0	2	2	62
1500	0	0	74	0	0	1	75
1515	0	0	78	0	0	1	79
1530	0	1	94	1	3	0	99
1545	0	0	98	0	1	0	99
1600	0	0	104	1	1	0	106
1615	0	0	132	0	1	2	135
1630	0	0	115	1	1	3	120
1645	0	0	113	0	1	1	115
1700	0	1	133	1	2	2	139
1715	0	0	120	1	1	0	122
1730	0	0	113	0	0	0	113
1745	0	0	94	0	0	0	94
1800	0	0	61	1	0	0	62
1815	0	1	47	0	0	0	48
1830	0	0	44	0	1	0	45
1845	0	0	27	0	0	0	27
1900	0	0	21	1	0	0	22
1915	0	0	17	0	0	0	17
1930	0	0	27	0	0	0	27
1945	0	0	23	0	0	0	23
2000	0	0	48	0	0	0	48
2015	0	0	28	0	0	0	28
2030	0	0	27	0	1	0	28
2045	0	0	21	0	0	0	21
2100	0	0	14	0	0	0	14
2115	0	0	9	0	0	0	9
2130	0	0	5	0	1	0	6
2145	0	0	7	0	0	0	7
2200	0	0	16	0	0	0	16
2215	0	0	5	0	0	0	5
2230	0	0	8	0	0	0	8
2245	0	0	7	0	0	1	8
2300	0	0	3	0	0	0	3
2315	0	0	6	0	0	1	7
2330	0	0	10	0	0	0	10
2345	0	0	16	0	0	0	16
Total	0	6	3026	20	72	52	3176

Volume Report

Job 1645_10_VHB_ATR F-7e

Area Lancaster, MA

Location From Route 2 WB Off Ramp to Jackson Road SB

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office 508.745.1200
Data@bostontrafficdata.com
www.BostonTrafficData.com

Tuesday, May 6, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0
0515	0	0	2	0	0	0	2
0530	0	0	0	0	0	0	0
0545	0	0	6	0	0	0	6
0600	0	0	2	0	0	0	2
0615	0	0	7	0	0	0	7
0630	0	0	7	0	0	0	7
0645	0	0	11	0	1	0	12
0700	0	0	10	0	0	0	10
0715	0	0	9	0	0	0	9
0730	0	0	4	0	0	0	4
0745	0	0	2	0	0	0	2
0800	0	0	3	0	0	0	3
0815	0	0	2	0	0	0	2
0830	0	0	3	0	0	0	3
0845	0	0	3	0	0	0	3
0900	0	0	5	0	0	0	5
0915	0	0	3	0	0	0	3
0930	0	0	0	0	1	0	1
0945	0	0	1	1	0	0	2
1000	0	0	0	0	0	0	0
1015	0	0	1	0	0	0	1
1030	0	0	0	0	0	0	0
1045	0	0	3	0	0	0	3
1100	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0
1130	0	0	1	0	0	0	1
1145	0	0	1	0	0	0	1
1200	0	0	0	0	0	0	0
1215	0	0	3	0	0	0	3
1230	0	0	0	0	0	0	0
1245	0	0	3	0	0	0	3
1300	0	0	2	0	0	0	2
1315	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0
1345	0	0	1	0	0	0	1
1400	0	0	0	0	0	0	0
1415	0	0	2	0	0	0	2
1430	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0
1515	0	0	2	0	0	0	2
1530	0	0	2	0	0	0	2
1545	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0
1615	0	0	3	0	0	0	3
1630	0	0	3	0	0	0	3
1645	0	0	0	0	0	0	0
1700	0	0	1	0	0	0	1
1715	0	0	3	0	0	0	3
1730	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0
1800	0	0	2	0	0	0	2
1815	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0
1930	0	0	1	0	0	0	1
1945	0	0	0	0	0	0	0
2000	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1
2315	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0
Total	0	0	120	1	2	0	123

Volume Report

Job 1645_10_VHB_ATR F-7e

Area Lancaster, MA

Location From Route 2 WB Off Ramp to Jackson Road SB



Wednesday, May 7, 2025

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0
0515	0	0	1	0	0	0	1
0530	0	0	2	0	0	0	2
0545	0	0	6	0	0	0	6
0600	0	0	5	0	0	1	6
0615	0	0	4	0	0	0	4
0630	0	0	13	0	0	0	13
0645	0	0	8	0	0	0	8
0700	0	0	12	0	0	0	12
0715	0	0	13	0	0	0	13
0730	0	0	12	0	0	0	12
0745	0	0	5	0	0	0	5
0800	0	0	6	0	0	0	6
0815	0	0	8	0	0	0	8
0830	0	0	2	0	0	0	2
0845	0	0	2	0	0	0	2
0900	0	0	5	0	0	0	5
0915	0	0	2	0	0	0	2
0930	0	0	0	0	0	0	0
0945	0	0	2	0	0	0	2
1000	0	0	2	0	0	0	2
1015	0	0	5	0	1	0	6
1030	0	0	1	0	0	0	1
1045	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0
1115	0	0	1	0	0	0	1
1130	0	0	2	0	0	0	2
1145	0	0	1	0	0	0	1
1200	0	0	1	0	0	0	1
1215	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0
1300	0	0	2	0	0	0	2
1315	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0
1415	0	0	1	0	0	0	1
1430	0	0	2	0	0	2	4
1445	0	0	3	0	0	0	3
1500	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0
1530	0	0	1	0	0	0	1
1545	0	0	1	0	0	0	1
1600	0	0	1	0	0	0	1
1615	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	1
1700	0	0	1	0	0	0	1
1715	0	0	0	0	0	0	0
1730	0	0	2	1	0	0	3
1745	0	0	1	0	1	0	2
1800	0	0	1	0	0	0	1
1815	0	0	1	0	0	0	1
1830	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	1
1900	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0
1945	0	0	1	0	0	0	1
2000	0	0	0	0	0	0	0
2015	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1
2045	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0
Total	0	0	144	1	2	3	150

Volume Report

Job 1645_10_VHB_ATR F-7f

Area Lancaster, MA

Location From Jackson Road NB to Route 2 WB On Ramp



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1
0500	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	1
0615	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0
0730	0	0	0	0	2	0	2
0745	0	0	1	0	0	0	1
0800	0	0	0	0	0	0	0
0815	0	0	1	0	2	0	3
0830	0	0	2	0	0	0	2
0845	0	0	0	0	0	0	0
0900	0	0	0	0	1	0	1
0915	0	0	0	0	2	0	2
0930	0	0	2	0	0	0	2
0945	0	0	1	0	1	0	2
1000	0	0	2	0	0	0	2
1015	0	0	0	0	2	0	2
1030	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0
1100	0	0	1	0	1	0	2
1115	0	0	2	0	1	0	3
1130	0	0	0	0	0	0	0
1145	0	0	1	0	1	0	2
1200	0	0	0	0	0	0	0
1215	0	0	1	0	1	0	2
1230	0	0	2	0	0	0	2
1245	0	0	3	0	1	0	4
1300	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0
1330	0	0	1	0	0	0	1
1345	0	0	4	0	0	0	4
1400	0	0	2	0	0	0	2
1415	0	0	3	0	0	0	3
1430	0	0	6	0	0	1	7
1445	0	0	2	0	0	0	2
1500	0	0	0	0	0	0	0
1515	0	0	4	0	0	0	4
1530	0	0	0	0	0	0	0
1545	0	0	2	0	0	0	2
1600	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0
1630	0	0	4	0	0	0	4
1645	0	0	2	0	0	0	2
1700	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	1
1745	0	0	1	0	0	0	1
1800	0	0	2	0	0	0	2
1815	0	0	1	0	0	0	1
1830	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0
1900	0	2	1	0	0	0	3
1915	0	0	0	0	0	0	0
1930	0	0	1	0	0	0	1
1945	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0
2015	0	0	1	0	0	0	1
2030	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0
2115	0	0	1	0	0	0	1
2130	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0
2200	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0
Total	0	2	63	0	15	1	81

Volume Report

Job 1645_10_VHB_ATR F-7f

Area Lancaster, MA

Location From Jackson Road NB to Route 2 WB On Ramp

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office 508-745-1200
Data@bostontrafficdata.com
www.BostonTrafficData.com

Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume
0000	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	1
0045	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0
0730	0	0	2	0	0	0	2
0745	0	0	1	0	2	0	3
0800	0	0	1	0	0	0	1
0815	0	0	1	0	0	1	2
0830	0	0	0	0	0	0	0
0845	0	0	1	0	2	0	3
0900	0	0	0	0	0	0	0
0915	0	0	3	0	0	0	3
0930	0	0	0	0	1	0	1
0945	0	0	0	0	0	0	0
1000	0	0	0	0	2	0	2
1015	0	0	1	0	0	0	1
1030	0	0	1	0	0	0	1
1045	0	0	1	1	1	0	3
1100	0	0	0	1	1	0	2
1115	0	0	2	0	0	0	2
1130	0	0	0	0	0	0	0
1145	0	0	1	0	1	0	2
1200	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0
1230	0	0	2	0	0	0	2
1245	0	0	2	0	0	0	2
1300	0	0	2	0	0	0	2
1315	0	0	1	0	0	0	1
1330	0	0	1	0	1	0	2
1345	0	0	0	0	0	0	0
1400	0	0	4	0	0	0	4
1415	0	0	3	0	0	0	3
1430	0	0	2	0	0	0	2
1445	0	0	6	0	0	0	6
1500	0	0	2	0	0	0	2
1515	0	0	1	0	0	0	1
1530	0	0	0	0	0	0	0
1545	0	0	2	0	0	0	2
1600	0	0	3	0	0	0	3
1615	0	0	1	0	0	0	1
1630	0	0	1	0	0	0	1
1645	0	0	3	0	0	0	3
1700	0	0	2	0	0	0	2
1715	0	0	1	0	0	0	1
1730	0	0	1	1	0	0	2
1745	0	0	1	0	0	0	1
1800	0	0	1	0	0	0	1
1815	0	0	1	0	0	0	1
1830	0	0	1	0	0	0	1
1845	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	1
1915	0	0	0	0	0	0	0
1930	0	0	1	0	0	0	1
1945	0	0	2	0	0	0	2
2000	0	0	1	0	0	0	1
2015	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1
2045	0	0	1	0	0	0	1
2100	0	0	1	0	0	0	1
2115	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0
2345	0	0	1	0	0	0	1
Total	0	0	73	3	11	1	88

Volume Report

Job 1645_10_VHB_ATR F-8
Area Ayer, MA
Location Verbeck Gate



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	0	8	0	0	1	0	0	0	1
0015	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0030	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	1	0	2	0	3
0100	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0145	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	1	0	1	0	2
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0330	0	0	2	0	0	0	2	0	0	2	0	0	1	3
0345	0	0	0	0	0	0	0	0	0	4	0	0	1	5
0400	0	0	0	0	0	0	0	0	0	3	0	1	0	4
0415	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0430	0	0	5	0	0	0	5	0	0	10	0	0	0	10
0445	0	0	6	0	0	0	6	0	0	13	0	0	0	13
0500	0	0	6	0	0	0	6	0	0	9	0	0	0	9
0515	0	0	9	0	2	0	11	0	0	16	0	1	2	19
0530	0	0	10	0	1	0	11	0	0	27	0	0	2	29
0545	0	0	10	0	0	0	10	0	0	38	0	0	2	40
0600	0	0	13	0	0	1	14	0	0	24	0	0	1	25
0615	0	0	16	0	0	2	18	0	0	23	0	0	0	23
0630	0	0	22	0	1	0	23	0	0	49	0	1	0	50
0645	0	0	22	0	0	0	22	0	0	59	0	1	0	60
0700	0	0	20	0	0	0	20	0	0	70	0	0	0	70
0715	0	0	25	0	1	1	27	0	0	71	1	2	0	74
0730	0	0	35	0	1	1	37	0	0	78	0	4	0	82
0745	0	0	36	0	1	0	37	0	0	101	0	1	0	102
0800	0	0	41	2	0	0	43	0	0	99	0	2	0	101
0815	0	0	58	0	2	2	62	0	0	96	0	1	0	97
0830	0	0	41	0	5	0	46	0	0	58	0	1	0	59
0845	0	0	38	0	0	1	39	0	0	49	1	2	1	53
0900	0	0	26	0	1	1	28	0	0	36	0	2	2	40
0915	0	0	20	1	2	1	24	0	0	27	0	3	0	30
0930	0	0	29	0	4	0	33	0	0	28	0	2	1	31
0945	0	0	16	0	3	0	19	0	0	26	0	2	2	30
1000	0	0	21	0	0	3	24	0	0	21	0	2	1	24
1015	0	0	18	0	3	2	23	0	0	12	0	1	1	14
1030	0	0	27	0	1	0	28	0	0	24	0	1	2	27
1045	0	0	19	0	5	1	25	0	0	20	0	0	0	20
1100	0	0	22	0	2	0	24	0	0	22	0	3	0	25
1115	0	0	26	0	1	2	29	0	0	24	0	0	2	26
1130	0	0	27	0	0	0	27	0	0	29	0	3	1	33
1145	0	0	37	0	1	2	40	0	0	34	0	3	0	37
1200	0	0	49	0	2	0	51	0	0	30	0	1	1	32
1215	0	0	48	0	1	0	49	0	0	46	0	1	0	47
1230	0	0	32	1	1	1	35	0	0	44	0	3	0	47
1245	0	0	36	0	1	0	37	0	0	49	0	1	2	52
1300	0	0	30	0	3	1	34	0	0	28	0	0	3	31
1315	0	0	29	0	1	4	34	0	0	33	0	0	0	33
1330	0	0	24	0	2	1	27	0	0	32	0	2	3	37
1345	0	0	27	0	1	2	30	0	0	20	0	0	4	24
1400	0	0	36	0	3	0	39	0	0	20	2	1	0	23
1415	0	0	35	0	1	2	38	0	0	24	0	0	2	26
1430	0	0	44	0	1	0	45	0	0	39	0	1	1	41
1445	0	0	49	1	4	0	54	0	0	34	0	2	2	38
1500	0	0	56	0	1	2	59	0	0	35	0	2	0	37
1515	0	0	59	1	1	0	61	0	0	53	1	4	0	58
1530	0	0	103	0	1	1	105	0	0	50	0	1	1	52
1545	0	0	75	0	2	2	79	0	0	43	0	0	0	43
1600	0	0	104	0	0	0	104	0	0	33	0	1	0	34
1615	0	0	86	1	2	0	89	0	0	42	0	0	0	42
1630	0	0	98	0	1	0	99	0	0	41	0	0	0	41
1645	0	0	72	0	1	0	73	0	0	30	0	0	0	30
1700	0	0	99	0	0	0	99	0	0	43	0	0	2	45
1715	0	0	93	0	0	0	93	0	0	35	0	0	0	35
1730	0	0	52	0	2	0	54	0	0	22	0	0	0	22
1745	0	0	44	0	0	0	44	0	0	36	0	0	1	37
1800	0	0	65	0	0	0	65	0	0	15	0	0	0	15
1815	0	0	51	0	0	0	51	0	0	21	0	0	0	21
1830	0	0	35	0	0	0	35	0	0	18	0	0	0	18
1845	0	0	24	0	0	0	24	0	0	18	0	0	0	18
1900	0	0	28	0	0	0	28	0	0	14	0	0	0	14
1915	0	0	24	0	0	0	24	0	0	22	0	0	1	23
1930	0	0	27	0	0	0	27	0	0	18	0	0	0	18
1945	0	0	17	0	0	0	17	0	0	10	0	0	0	10
2000	0	0	22	0	0	0	22	0	0	10	0	0	0	10
2015	0	0	15	0	0	0	15	0	0	8	0	0	0	8
2030	0	0	20	0	0	0	20	0	0	20	0	0	0	20
2045	0	0	18	0	0	0	18	0	0	8	0	0	0	8
2100	0	0	15	0	0	0	15	0	0	8	0	0	0	8
2115	0	0	10	0	0	0	10	0	0	5	0	0	0	5
2130	0	0	8	0	0	0	8	0	0	5	0	0	0	5
2145	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2200	0	0	14	0	0	0	14	0	0	3	0	0	0	3
2215	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2230	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2245	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2300	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2315	0	0	4	0	0	0	4	0	0	7	0	0	0	7
2330	0	0	4	0	0	0	4	0	0	3	0	0	0	3
2345	0	0	7	0	0	0	7	0	0	4	0	0	0	4
Total	0	0	2541	7	69	36	2653	0	0	2312	5	62	45	2424

Volume Report

Job 1645_10_VHB_ATR F-8

Area Ayer, MA

Location Verbeck Gate

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0015	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0030	0	0	5	0	0	0	5	0	0	2	0	1	0	3
0045	0	0	6	0	0	1	7	0	0	3	0	0	0	3
0100	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0315	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	6	0	0	0	6
0345	0	0	0	0	0	0	0	0	0	5	0	0	0	5
0400	0	0	2	0	0	1	3	0	0	4	0	0	1	5
0415	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0430	0	0	2	0	0	0	2	0	0	10	0	0	0	10
0445	0	0	5	0	0	0	5	0	0	18	0	0	0	18
0500	0	0	6	0	0	0	6	0	0	6	0	1	0	7
0515	0	0	5	0	0	0	5	0	0	21	0	0	0	21
0530	0	0	11	0	0	0	11	0	0	26	0	0	1	27
0545	0	0	13	0	1	0	14	0	0	40	0	0	1	41
0600	0	0	13	0	1	0	14	0	0	21	0	0	0	21
0615	0	0	18	0	1	0	19	0	1	35	0	2	0	38
0630	0	0	17	0	0	0	17	0	0	48	0	0	0	48
0645	0	0	19	0	0	1	20	0	0	65	0	0	0	65
0700	0	0	27	0	1	1	29	0	0	56	1	0	0	57
0715	0	0	30	0	0	1	31	0	0	74	0	2	1	77
0730	0	0	43	0	3	1	47	0	0	80	0	2	2	84
0745	0	0	41	0	2	1	44	0	0	74	0	1	0	75
0800	0	0	47	2	0	1	50	0	0	101	1	1	0	103
0815	0	0	58	0	3	2	63	0	0	105	0	1	2	108
0830	0	0	51	0	2	1	54	0	0	60	0	2	1	63
0845	0	0	26	0	1	0	27	1	0	66	1	2	1	71
0900	0	0	31	0	4	0	35	0	0	32	0	1	0	33
0915	0	0	33	1	0	1	35	0	0	31	0	2	1	34
0930	0	0	27	1	0	1	29	0	0	30	0	0	3	33
0945	1	0	26	0	2	0	29	0	0	27	0	1	0	28
1000	0	0	25	0	0	1	26	0	0	24	0	0	3	27
1015	0	0	31	0	2	1	34	0	0	14	0	2	1	17
1030	0	0	25	0	5	0	30	0	0	20	0	2	2	24
1045	0	0	31	0	0	0	31	0	0	17	0	2	0	19
1100	0	0	28	0	2	3	33	0	0	20	0	2	1	23
1115	0	0	26	0	1	2	29	0	0	30	0	1	1	32
1130	0	0	30	0	1	2	33	0	0	23	0	1	0	24
1145	0	0	39	0	0	0	39	0	0	35	0	1	0	36
1200	0	0	47	0	5	0	52	0	0	40	1	1	1	43
1215	0	0	41	1	1	1	44	0	0	30	0	2	1	33
1230	0	0	38	0	0	1	39	0	0	37	0	0	1	38
1245	0	0	30	0	5	0	35	0	1	38	0	0	0	39
1300	0	1	28	0	2	3	34	1	0	37	0	2	0	40
1315	0	0	28	0	2	1	31	0	0	53	0	1	0	54
1330	0	0	82	0	1	1	84	0	0	54	1	0	2	57
1345	0	0	51	0	0	1	52	0	0	25	0	1	1	27
1400	0	1	47	0	2	0	50	0	1	29	1	0	0	31
1415	0	0	38	0	1	1	40	0	0	20	0	0	0	20
1430	0	1	63	0	2	0	66	0	0	41	0	1	1	43
1445	0	1	41	0	1	1	44	0	0	39	1	1	0	41
1500	0	0	55	0	0	0	55	0	0	32	0	2	0	34
1515	0	0	48	0	2	0	50	0	0	49	0	1	0	50
1530	0	0	100	0	1	0	101	0	0	27	0	0	0	27
1545	1	0	66	0	3	1	71	0	0	35	0	0	0	35
1600	0	0	76	0	2	2	80	0	0	47	0	0	0	47
1615	0	0	81	1	0	0	82	0	0	35	0	0	1	36
1630	1	0	64	0	1	0	66	0	0	31	0	1	1	33
1645	0	0	76	0	4	0	80	0	0	53	0	0	0	53
1700	0	0	73	0	0	1	74	0	0	40	0	1	0	41
1715	0	0	63	0	0	0	63	0	0	29	0	0	0	29
1730	0	0	47	0	1	1	49	1	0	29	0	1	0	31
1745	0	0	54	0	1	0	55	1	0	24	0	1	1	27
1800	0	0	45	0	0	0	45	0	0	20	0	0	0	20
1815	0	0	41	1	1	0	43	0	0	25	0	3	1	29
1830	0	1	31	0	0	0	32	0	0	15	0	0	0	15
1845	0	0	39	0	0	1	40	0	0	12	0	1	0	13
1900	0	0	37	1	0	0	38	0	0	16	0	1	1	18
1915	0	1	21	0	0	0	22	0	0	11	0	0	0	11
1930	1	0	34	0	0	0	35	0	0	17	0	0	0	17
1945	0	0	23	0	0	0	23	0	0	15	0	0	0	15
2000	0	0	39	0	0	0	39	0	0	19	0	0	0	19
2015	0	0	25	0	0	0	25	0	0	12	0	0	0	12
2030	0	0	17	0	0	1	18	0	0	14	0	0	0	14
2045	0	0	15	1	0	0	16	0	0	10	0	0	0	10
2100	0	0	20	0	0	1	21	0	0	16	0	0	0	16
2115	0	0	16	0	0	0	16	0	0	11	0	0	0	11
2130	0	0	8	0	0	0	8	0	1	5	0	0	0	6
2145	0	0	13	0	0	0	13	0	0	7	0	0	0	7
2200	0	0	16	0	0	0	16	0	0	6	0	0	0	6
2215	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2230	0	0	6	0	0	0	6	0	0	2	0	0	0	2
2245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2300	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2315	0	0	7	0	0	0	7	0	0	4	0	0	0	4
2330	0	0	6	0	0	0	6	0	0	5	0	0	0	5
2345	0	0	8	0	0	0	8	0	0	1	0	0	0	1
Total	4	6	2634	9	70	40	2763	4	4	2375	7	51	35	2476

Volume Report

Job 1645_10_VHB_ATR F-12

Area Harvard, MA

Location Poor Farm Road, east of Route 110/111



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	1	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0430	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0445	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0500	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0515	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0530	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0545	1	0	5	0	0	0	6	0	0	2	0	0	0	2
0600	0	0	5	0	0	0	5	0	0	1	0	0	0	1
0615	0	1	2	0	0	0	3	1	0	5	0	0	0	6
0630	0	0	7	0	0	0	7	0	0	2	0	1	0	3
0645	0	0	14	0	2	0	16	0	0	7	0	0	0	7
0700	0	0	19	0	0	0	19	0	0	10	0	1	0	11
0715	0	0	17	1	2	0	20	0	0	7	0	1	0	8
0730	0	0	18	0	0	0	18	0	0	9	0	0	0	9
0745	0	1	15	0	1	0	17	0	0	16	0	0	0	16
0800	0	0	13	0	0	0	13	0	0	17	0	0	0	17
0815	0	0	14	1	1	0	16	0	0	18	0	0	0	18
0830	0	0	15	0	0	0	15	0	0	11	0	0	0	11
0845	0	0	27	0	0	0	27	0	0	12	0	0	0	12
0900	0	0	10	0	1	0	11	0	0	16	0	0	0	16
0915	0	0	8	0	1	0	9	0	0	7	0	0	0	7
0930	0	0	8	0	0	0	8	0	0	11	0	1	0	12
0945	0	0	11	0	1	0	12	0	0	9	0	0	0	9
1000	0	0	6	0	0	0	6	0	0	11	0	2	0	13
1015	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1030	0	0	9	0	0	0	9	0	0	13	0	1	0	14
1045	0	0	11	0	1	0	12	0	1	5	0	0	0	6
1100	0	0	10	0	1	0	11	0	0	6	0	0	0	6
1115	0	0	9	0	0	0	9	0	0	8	0	1	0	9
1130	0	0	10	0	0	0	10	0	0	6	0	0	0	6
1145	0	0	11	0	0	0	11	0	0	7	0	1	0	8
1200	0	0	12	0	2	0	14	0	0	9	0	1	0	10
1215	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1230	0	0	17	0	1	0	18	0	0	10	0	0	0	10
1245	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1300	0	0	6	0	1	0	7	0	0	13	0	1	0	14
1315	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1330	0	0	10	0	0	0	10	0	0	8	0	0	0	8
1345	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1400	0	0	12	0	0	0	12	0	0	11	0	0	0	11
1415	0	0	7	0	0	0	7	0	1	13	0	0	0	14
1430	0	0	8	0	1	0	9	0	0	13	0	0	0	13
1445	1	0	12	1	0	0	14	0	0	14	0	0	0	14
1500	1	0	10	0	0	0	11	0	0	13	0	0	0	13
1515	0	0	7	0	0	0	7	0	0	19	0	0	0	19
1530	0	0	11	0	0	0	11	1	0	19	0	1	0	20
1545	0	0	12	1	0	0	13	0	0	33	1	2	0	36
1600	0	0	14	0	0	0	14	0	0	31	0	1	0	32
1615	0	0	16	0	1	0	17	0	0	26	0	0	0	26
1630	0	0	7	0	0	0	7	0	1	15	0	0	0	16
1645	0	0	10	0	0	0	10	1	0	15	0	0	0	16
1700	0	0	12	0	0	0	12	0	0	18	0	1	0	19
1715	0	0	18	0	0	0	18	0	0	20	0	1	0	21
1730	0	0	6	0	0	0	6	0	0	17	0	0	0	17
1745	0	0	9	0	0	0	9	0	0	14	0	0	0	14
1800	0	0	6	0	0	0	6	0	0	15	0	0	0	15
1815	0	0	7	0	0	0	7	0	0	16	0	0	0	16
1830	0	0	6	0	0	0	6	0	0	9	0	0	0	9
1845	0	0	15	0	0	0	15	0	0	15	0	1	0	16
1900	0	0	16	0	0	0	16	0	0	9	0	0	0	9
1915	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1930	0	0	6	0	0	0	6	0	0	6	0	0	0	6
1945	0	0	7	0	0	0	7	0	0	10	0	0	0	10
2000	0	0	13	0	0	0	13	0	0	6	0	0	0	6
2015	0	0	2	0	0	0	2	0	0	5	0	0	0	5
2030	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2045	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2100	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2115	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2130	0	0	4	0	0	0	4	0	0	2	0	0	0	2
2145	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2330	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2345	0	0	2	0	0	0	2	0	0	0	0	0	0	0
Total	3	2	658	4	18	0	685	3	3	716	1	17	0	740

Volume Report

Job 1645_10_VHB_ATR F-12

Area Harvard, MA

Location Poor Farm Road, east of Route 110/111



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0530	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0545	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0600	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0615	0	0	7	0	0	0	7	0	0	7	0	0	0	7
0630	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0645	0	0	9	0	0	0	9	0	0	4	0	0	0	4
0700	0	0	11	0	1	0	12	0	0	9	0	0	0	9
0715	0	0	22	1	0	0	23	0	0	7	0	1	0	8
0730	0	0	13	0	0	0	13	0	0	3	0	0	0	3
0745	0	0	20	0	0	0	20	0	0	9	0	0	0	9
0800	0	0	16	0	0	0	16	0	0	11	0	1	0	12
0815	0	0	20	1	0	0	21	0	0	16	0	2	0	18
0830	0	0	22	0	0	0	22	0	0	17	0	1	0	18
0845	0	0	18	0	0	0	18	0	0	15	0	0	0	15
0900	0	0	10	0	0	0	10	0	0	22	0	0	0	22
0915	0	0	9	0	1	0	10	0	0	8	0	0	0	8
0930	0	0	6	0	1	0	7	0	0	12	0	1	0	13
0945	0	0	13	0	2	0	15	0	0	14	0	2	0	16
1000	0	0	7	0	1	0	8	0	0	5	0	0	0	5
1015	0	0	4	0	0	0	4	0	0	8	0	1	0	9
1030	0	0	4	0	0	0	4	0	0	9	0	0	0	9
1045	0	0	6	0	0	1	7	0	0	6	0	0	0	6
1100	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1115	0	0	4	0	0	0	4	0	0	12	0	0	0	12
1130	0	0	6	0	0	0	6	0	0	14	0	0	0	14
1145	0	0	12	0	0	0	12	0	0	12	0	1	0	13
1200	0	0	10	0	1	0	11	0	0	9	0	0	0	9
1215	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1230	0	0	16	0	0	0	16	0	0	7	0	0	0	7
1245	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1300	0	0	7	0	2	0	9	0	0	15	0	0	0	15
1315	1	0	5	0	1	0	7	0	0	13	0	1	0	14
1330	0	0	14	0	0	0	14	0	0	10	0	0	0	10
1345	0	0	9	0	0	0	9	0	0	13	0	0	0	13
1400	0	0	16	0	0	0	16	0	0	7	0	0	0	7
1415	0	0	8	0	0	0	8	0	0	13	0	1	0	14
1430	0	0	13	0	1	0	14	0	0	11	0	0	0	11
1445	0	0	12	0	0	0	12	0	0	9	0	0	0	9
1500	0	0	13	1	1	0	15	0	0	17	0	0	0	17
1515	0	0	5	0	1	0	6	0	0	12	0	3	0	15
1530	0	0	13	0	0	0	13	0	0	10	1	0	0	11
1545	0	0	12	1	0	0	13	0	0	13	0	0	0	13
1600	0	0	12	0	0	0	12	0	0	20	0	0	0	20
1615	0	0	16	0	0	0	16	0	0	16	0	1	0	17
1630	0	0	15	0	0	0	15	0	0	18	0	1	0	19
1645	0	0	10	0	0	0	10	0	0	27	0	0	0	27
1700	0	0	19	0	1	0	20	0	0	13	0	0	0	13
1715	0	0	12	0	0	0	12	0	0	28	0	0	0	28
1730	0	0	11	0	0	0	11	0	0	25	0	0	0	25
1745	0	0	6	0	0	0	6	0	0	18	0	1	0	19
1800	0	0	10	0	0	0	10	0	0	16	0	0	0	16
1815	0	0	5	0	0	0	5	0	0	12	0	0	0	12
1830	0	0	11	0	0	0	11	0	0	14	0	0	0	14
1845	0	0	10	0	0	0	10	0	0	5	0	0	0	5
1900	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1915	0	0	4	0	0	0	4	0	0	6	0	0	0	6
1930	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1945	0	0	6	0	0	0	6	0	0	4	0	0	0	4
2000	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2015	0	0	3	0	0	0	3	0	0	2	0	0	0	2
2030	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2045	0	0	5	0	0	0	5	0	0	3	0	0	0	3
2100	0	0	4	0	0	0	4	0	0	1	0	0	0	1
2115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2130	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2145	0	0	3	0	0	0	3	0	0	1	0	0	0	1
2200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2215	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2245	0	0	3	0	0	0	3	0	0	3	0	0	0	3
2300	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	1	0	651	4	14	1	671	0	0	683	1	18	0	702

Volume Report

Job 1645_10_VHB_ATTR F-13a
Area Ayer, MA
Location Route 2A/110, east of rotary



Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	5	0	1	0	6	0	0	7	0	0	1	8
0015	0	0	4	0	0	2	6	0	0	4	0	0	1	5
0030	0	0	4	0	0	1	5	0	0	6	0	0	0	6
0045	0	0	1	0	0	2	3	0	0	5	0	0	0	5
0100	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0115	0	0	5	0	0	0	5	0	0	3	0	0	1	4
0130	0	0	10	0	0	0	10	0	0	5	0	0	0	5
0145	0	0	3	0	0	0	3	0	0	7	0	0	2	9
0200	0	0	3	0	0	1	4	0	0	2	0	0	1	3
0215	0	0	5	0	0	1	6	0	0	4	0	0	0	4
0230	0	0	6	0	0	1	7	0	0	5	0	0	1	6
0245	0	0	4	0	0	1	5	0	0	2	0	0	1	3
0300	0	0	8	0	0	3	11	0	0	4	0	0	0	4
0315	0	0	6	0	0	1	7	0	0	4	0	0	1	5
0330	0	0	5	0	0	0	5	0	0	7	0	0	3	10
0345	0	0	11	0	1	3	15	0	0	6	0	0	2	8
0400	0	0	9	0	1	1	11	0	0	7	0	0	1	8
0415	0	0	10	0	0	0	10	0	0	9	0	0	0	9
0430	0	0	17	0	1	1	19	0	0	19	0	0	3	22
0445	0	0	27	0	0	0	27	0	0	19	0	1	2	22
0500	0	0	37	0	0	3	40	0	0	21	0	1	1	23
0515	0	0	41	0	0	4	45	0	0	20	0	0	3	23
0530	0	0	70	0	0	5	75	0	0	23	0	1	2	26
0545	0	0	85	0	0	3	88	0	0	43	0	3	2	48
0600	0	0	66	0	1	11	78	0	0	41	0	2	2	45
0615	0	0	85	1	8	10	104	0	0	37	0	2	2	41
0630	0	0	100	1	1	2	104	0	0	50	0	1	4	55
0645	0	0	105	2	3	5	115	0	0	54	1	1	3	59
0700	0	0	93	2	6	5	106	0	0	49	0	3	4	56
0715	0	0	100	2	3	15	120	0	0	85	2	2	4	93
0730	0	0	135	0	5	10	150	0	0	75	1	5	3	84
0745	0	0	114	2	6	5	127	0	0	83	0	1	2	86
0800	0	0	104	0	8	4	116	0	0	93	1	5	5	104
0815	0	0	120	1	6	4	131	0	0	72	2	5	6	85
0830	0	0	121	0	7	5	133	0	0	85	1	4	9	99
0845	0	0	81	0	7	7	95	0	0	54	1	3	6	64
0900	0	0	95	0	6	3	104	0	0	62	0	3	8	73
0915	0	0	77	0	5	6	88	0	0	55	0	7	4	66
0930	0	0	78	0	5	6	89	0	0	67	0	7	7	81
0945	0	0	57	0	6	5	68	0	0	52	0	6	5	63
1000	0	0	70	0	3	6	79	0	0	52	0	7	5	64
1015	0	0	73	1	9	10	93	0	0	65	0	9	9	83
1030	0	0	78	0	4	4	86	0	0	57	1	7	7	72
1045	0	0	61	0	15	7	83	0	0	61	0	4	8	73
1100	0	0	73	0	7	7	87	0	0	76	0	11	6	93
1115	0	0	58	0	5	9	72	0	0	77	0	11	7	95
1130	0	0	70	0	13	6	89	0	0	68	0	8	5	81
1145	0	0	68	0	4	7	79	0	0	74	0	7	7	88
1200	0	0	85	0	7	4	96	0	0	86	0	6	7	99
1215	0	0	83	0	7	3	93	0	0	93	0	2	11	106
1230	0	0	82	0	5	2	89	0	0	62	0	5	4	71
1245	0	0	77	0	1	6	84	0	0	74	0	9	4	87
1300	0	0	79	0	1	1	81	0	0	83	0	2	11	96
1315	0	0	77	0	6	6	89	0	0	71	0	9	6	86
1330	0	0	87	1	11	8	107	0	0	80	0	3	10	93
1345	0	0	92	0	4	5	101	0	0	96	0	8	6	110
1400	0	0	93	0	4	3	100	0	0	87	0	5	9	101
1415	0	0	84	0	4	6	94	0	0	98	0	1	2	101
1430	0	0	100	2	2	9	113	0	0	115	0	2	2	119
1445	0	0	72	0	2	7	81	0	0	103	2	7	2	114
1500	0	0	103	0	7	4	114	0	0	98	2	6	2	108
1515	0	0	112	2	5	0	119	1	0	108	0	9	4	122
1530	0	0	106	1	5	3	115	0	0	133	1	5	2	141
1545	0	1	111	0	3	3	118	0	0	122	3	3	5	133
1600	0	0	115	0	5	3	123	0	0	153	1	4	3	161
1615	0	0	122	0	4	2	128	0	0	124	0	4	5	133
1630	0	0	119	0	2	5	126	0	0	136	0	2	3	141
1645	0	0	104	0	2	0	106	0	0	138	0	2	2	142
1700	0	0	125	0	2	3	130	0	0	131	0	2	3	136
1715	0	0	119	0	2	2	123	0	0	146	0	0	2	148
1730	0	0	83	0	3	1	87	0	0	119	0	1	3	123
1745	0	0	94	0	0	1	95	0	0	100	0	1	3	104
1800	0	0	76	0	2	1	79	1	0	111	0	0	1	113
1815	0	0	70	0	0	0	70	0	0	110	0	2	0	112
1830	0	0	70	0	1	1	72	0	0	79	0	0	1	80
1845	0	0	67	0	3	1	71	0	0	79	0	0	1	80
1900	0	0	73	0	0	3	76	0	0	61	0	0	0	61
1915	0	0	46	0	1	1	48	0	0	62	0	1	2	65
1930	0	0	44	0	0	2	46	0	0	62	0	0	2	64
1945	0	0	53	0	0	0	53	0	0	66	0	0	0	66
2000	0	0	56	0	0	3	59	0	0	48	0	0	1	49
2015	0	0	43	0	0	1	44	0	0	37	0	0	0	37
2030	0	0	39	0	0	1	40	0	0	42	0	0	2	44
2045	0	0	31	0	0	1	32	0	0	26	0	0	0	26
2100	0	0	24	0	0	1	25	0	0	36	0	0	1	37
2115	0	0	24	0	0	3	27	0	0	26	0	0	0	26
2130	0	0	28	0	0	0	28	0	0	24	0	0	0	24
2145	0	0	31	0	0	2	33	0	0	20	0	0	0	20
2200	0	0	29	0	1	2	32	0	0	21	0	0	0	21
2215	0	0	24	0	0	2	26	0	0	18	0	0	1	19
2230	0	0	17	0	0	2	19	0	0	23	0	0	1	24
2245	0	0	13	0	0	0	13	0	0	11	0	0	1	12
2300	0	0	10	0	0	1	11	0	0	21	0	0	1	22
2315	0	0	9	0	1	0	10	0	0	9	0	0	2	11
2330	0	0	10	0	1	0	11	0	0	19	0	0	1	20
2345	0	0	11	0	0	2	13	0	0	9	0	0	0	9
Total	0	1	5684	18	251	309	6263	2	0	5355	19	228	285	5889

Volume Report

Job 1645_10_VHB_ATR F-13a

Area Ayer, MA

Location Route 2A/110, east of rotary

Wednesday, May 7, 2025



Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	9	0	0	0	9	0	0	8	0	0	0	8
0015	0	0	5	0	0	1	6	0	0	6	0	0	4	10
0030	0	0	2	0	0	2	4	0	0	7	0	0	1	8
0045	0	0	2	0	0	1	3	0	0	7	0	0	0	7
0100	0	0	7	0	0	2	9	0	0	4	0	0	3	7
0115	0	0	1	0	0	0	1	0	0	3	0	0	1	4
0130	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0145	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0200	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0215	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0230	0	0	6	0	0	2	8	0	0	3	0	1	1	5
0245	0	0	2	0	0	2	4	0	0	6	0	0	0	6
0300	0	0	5	0	0	1	6	0	0	8	0	0	0	8
0315	0	0	10	0	1	1	12	0	0	3	0	0	0	3
0330	0	0	3	0	0	2	5	0	0	9	0	0	0	9
0345	0	0	9	0	0	0	9	0	0	2	0	0	2	4
0400	0	0	7	0	0	3	10	0	0	3	0	1	2	6
0415	0	0	11	0	0	0	11	0	0	8	0	0	0	8
0430	0	0	16	0	1	1	18	0	0	17	0	0	2	19
0445	0	0	36	0	0	1	37	0	0	25	0	0	0	25
0500	0	0	47	0	2	1	50	0	0	23	0	0	5	28
0515	0	0	47	1	0	5	53	0	0	22	0	0	3	25
0530	0	2	68	0	0	1	71	0	0	26	0	0	3	29
0545	0	0	80	0	1	7	88	1	0	38	0	0	3	42
0600	0	0	83	0	3	6	92	0	0	32	0	4	1	37
0615	1	0	90	1	2	2	96	0	0	39	0	4	4	47
0630	0	0	92	1	1	3	97	0	0	66	0	2	0	68
0645	0	0	113	1	3	3	120	0	0	71	0	3	6	80
0700	0	0	108	2	5	6	121	0	0	59	0	1	6	66
0715	0	2	120	1	8	10	141	0	0	78	2	2	3	85
0730	1	0	120	0	10	5	136	0	0	86	0	7	3	96
0745	0	0	131	2	7	5	145	0	0	81	0	0	8	89
0800	0	0	109	0	4	7	120	0	0	84	1	9	2	96
0815	0	0	113	1	7	5	126	0	0	101	2	3	7	113
0830	0	0	112	0	3	4	119	0	0	78	1	4	6	89
0845	0	0	105	0	5	6	116	0	0	73	1	5	2	81
0900	0	0	73	0	15	6	94	0	0	58	0	5	9	72
0915	0	0	89	0	11	4	104	0	0	67	0	9	7	83
0930	0	0	90	0	8	4	102	0	0	64	0	10	7	81
0945	0	0	77	0	3	7	87	0	0	56	0	15	3	74
1000	0	1	63	0	2	7	73	0	0	52	0	5	4	61
1015	0	0	79	0	12	5	96	0	0	60	0	6	11	77
1030	0	0	56	0	12	5	73	0	1	67	0	6	3	77
1045	0	0	68	0	2	5	75	0	0	65	0	6	8	79
1100	0	0	66	0	6	7	79	0	0	62	0	5	11	78
1115	0	0	79	0	10	8	97	0	0	77	0	5	5	87
1130	0	0	72	0	8	7	87	0	0	72	0	3	7	82
1145	0	0	74	0	5	10	89	0	0	71	0	9	6	86
1200	0	0	77	0	8	8	93	0	0	95	1	10	8	114
1215	0	1	85	0	9	5	100	0	1	91	0	6	8	106
1230	0	0	114	0	7	8	129	0	1	82	0	12	4	99
1245	0	0	97	0	8	5	110	0	1	87	1	1	7	97
1300	0	0	82	0	8	5	95	0	0	98	0	8	8	114
1315	0	0	82	1	6	5	94	0	0	80	0	5	9	94
1330	0	0	102	1	4	5	112	0	0	84	0	5	15	104
1345	0	0	113	2	7	9	131	0	0	84	0	7	4	95
1400	0	0	106	0	6	6	118	0	0	79	0	9	4	92
1415	0	0	102	0	6	8	116	0	0	111	0	6	5	122
1430	0	0	102	2	3	10	117	0	1	145	0	4	7	157
1445	0	1	98	0	11	7	117	0	2	114	2	7	4	129
1500	0	0	113	0	4	6	123	0	0	105	2	4	3	114
1515	0	0	116	2	2	5	125	0	2	110	1	6	5	124
1530	1	0	111	0	2	2	116	0	0	155	1	5	6	167
1545	0	1	96	1	2	5	105	0	0	125	2	4	3	134
1600	0	0	137	0	1	5	143	0	1	155	2	5	2	165
1615	0	1	107	0	5	4	117	0	0	147	0	6	3	156
1630	0	0	105	0	1	4	110	1	0	149	0	2	2	154
1645	0	1	96	0	1	0	98	0	0	162	0	1	1	164
1700	0	0	100	0	8	2	110	0	1	159	0	1	3	164
1715	0	0	114	0	1	1	116	0	1	145	0	3	1	150
1730	0	0	88	0	0	1	89	0	1	133	0	2	2	138
1745	0	0	77	0	2	0	79	2	0	112	0	3	10	127
1800	1	0	92	0	0	2	95	0	2	113	0	0	1	116
1815	2	0	90	0	1	2	95	0	0	97	0	2	1	100
1830	0	0	69	0	0	1	70	0	0	104	0	2	0	106
1845	0	0	74	0	0	2	76	0	0	76	0	1	1	78
1900	0	1	76	0	0	3	80	0	1	75	0	2	1	79
1915	0	0	63	0	0	1	64	0	0	65	0	1	2	68
1930	0	0	56	0	1	0	57	0	0	69	0	1	0	70
1945	0	1	65	0	0	4	70	0	1	55	0	0	4	60
2000	0	0	78	0	0	0	78	0	0	53	0	0	2	55
2015	0	1	72	0	0	3	76	0	0	70	0	0	2	72
2030	0	0	46	0	0	4	50	0	0	48	0	0	0	48
2045	0	0	48	0	0	2	50	0	0	51	0	0	3	54
2100	0	0	49	0	1	0	50	0	0	50	0	0	1	51
2115	0	0	33	0	0	1	34	0	0	33	0	0	0	33
2130	0	0	40	0	1	0	41	0	0	30	0	0	1	31
2145	0	0	33	0	0	1	34	0	0	31	0	0	2	33
2200	0	0	28	0	0	3	31	0	0	23	0	0	2	25
2215	0	1	25	0	0	2	28	0	0	31	0	0	0	31
2230	0	0	16	0	0	1	17	0	0	20	0	0	0	20
2245	0	0	11	0	0	1	12	0	0	23	0	1	0	24
2300	0	0	11	0	0	1	12	0	0	19	0	0	1	20
2315	0	0	8	0	1	2	11	0	0	16	0	0	0	16
2330	0	0	14	0	1	0	15	0	0	12	0	0	0	12
2345	0	0	10	0	0	1	11	0	0	7	0	0	1	8
Total	6	14	6100	19	275	323	6737	4	17	5836	19	262	308	6446

Volume Report

Job 1645_10_VHB_ATTR F-13b

Area Ayer, MA

Location Sandy Pond Road, north of rotary



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	8	0	0	0	8
0015	0	0	0	0	0	1	1	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0045	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	1	0	1	0	2	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0215	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0230	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	4	0	1	0	5	0	0	0	0	1	0	1
0445	0	0	9	0	0	0	9	0	0	4	0	1	1	6
0500	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0515	0	0	8	0	0	1	9	0	0	4	0	0	1	5
0530	0	0	9	0	0	0	9	0	0	9	0	0	1	10
0545	0	0	26	0	0	0	26	0	0	8	0	3	0	11
0600	0	0	28	0	2	0	30	0	0	13	0	0	0	13
0615	0	0	27	0	1	0	28	0	0	20	0	1	1	22
0630	0	0	35	0	1	0	36	0	0	22	0	1	2	25
0645	0	0	34	1	0	0	35	0	0	33	0	8	1	42
0700	0	0	30	0	1	1	32	0	0	19	0	3	2	24
0715	0	0	28	0	3	1	32	0	0	43	0	7	0	50
0730	0	0	36	0	1	0	37	0	0	51	0	7	1	59
0745	0	0	42	0	1	1	44	0	0	55	0	6	1	62
0800	0	0	42	0	5	0	47	0	0	38	0	2	2	42
0815	0	0	31	1	5	1	38	0	0	46	0	1	2	49
0830	0	0	36	0	2	2	40	0	0	27	0	1	0	28
0845	0	0	27	0	2	1	30	0	0	25	0	0	2	27
0900	0	0	26	0	3	1	30	0	0	25	0	3	0	28
0915	0	0	34	0	2	0	36	0	0	30	0	3	2	35
0930	0	0	38	0	4	1	43	0	0	17	1	6	2	26
0945	0	0	29	0	2	0	31	0	0	25	0	3	1	29
1000	0	0	28	2	1	2	33	0	0	16	0	2	0	18
1015	0	0	36	1	0	4	41	0	0	25	0	0	0	25
1030	0	0	32	0	3	3	38	0	0	19	0	2	1	22
1045	0	0	30	0	3	1	34	0	0	24	3	1	1	29
1100	0	0	44	1	2	2	49	0	0	27	0	6	0	33
1115	0	0	42	0	7	1	50	0	0	16	0	2	1	19
1130	0	0	43	0	2	1	46	0	0	31	0	7	2	40
1145	0	0	49	0	2	2	53	0	0	37	0	2	1	40
1200	0	0	63	0	5	2	70	0	0	47	0	3	5	55
1215	0	0	56	0	3	0	59	0	0	24	0	3	1	28
1230	0	0	51	0	0	2	53	0	0	23	1	3	1	28
1245	0	0	55	0	5	2	62	0	0	39	0	2	0	41
1300	0	0	42	0	3	0	45	0	0	34	0	1	1	36
1315	0	0	45	0	5	1	51	0	0	34	0	2	1	37
1330	0	0	44	0	1	2	47	0	0	29	0	0	1	30
1345	0	0	35	0	2	1	38	0	0	39	0	3	1	43
1400	0	0	51	0	7	2	60	0	0	38	0	1	2	41
1415	0	0	56	0	2	1	59	0	0	36	1	0	2	39
1430	0	0	45	0	4	2	51	0	0	43	0	2	1	46
1445	0	0	52	0	5	0	57	0	0	37	0	3	2	42
1500	0	0	47	0	3	2	52	0	0	43	0	0	0	43
1515	0	0	51	0	8	2	61	0	0	57	0	4	0	61
1530	0	0	56	0	6	4	66	0	0	57	0	0	4	61
1545	0	0	68	1	1	2	72	0	0	46	0	1	1	48
1600	0	0	64	0	4	2	70	0	0	47	0	2	1	50
1615	0	0	69	0	3	0	72	0	0	41	0	3	1	45
1630	0	0	60	0	1	0	61	0	0	43	0	1	1	45
1645	0	0	55	0	3	2	60	0	0	42	0	2	0	44
1700	0	0	53	0	1	0	54	0	0	41	0	2	0	43
1715	0	0	64	0	1	0	65	0	0	52	0	0	0	52
1730	0	0	56	0	0	0	56	0	0	57	0	2	0	59
1745	0	0	35	0	0	0	35	0	0	30	0	1	1	32
1800	0	0	38	0	0	1	39	0	0	35	0	0	0	35
1815	0	0	46	0	2	1	49	0	0	36	0	0	1	37
1830	0	0	43	0	1	0	44	0	0	38	0	0	0	38
1845	0	0	41	0	0	0	41	0	0	26	0	0	0	26
1900	0	0	38	0	0	0	38	0	0	27	0	0	0	27
1915	0	0	27	0	0	0	27	0	0	18	0	0	0	18
1930	0	0	29	1	0	0	30	0	0	18	0	0	0	18
1945	0	0	27	0	0	0	27	0	0	22	0	0	0	22
2000	0	0	20	0	0	0	20	0	0	19	0	0	0	19
2015	0	0	25	0	1	0	26	0	0	13	0	0	0	13
2030	0	0	24	0	0	0	24	0	0	10	0	0	0	10
2045	0	0	19	0	0	0	19	0	0	16	0	0	0	16
2100	0	0	24	0	0	0	24	0	0	15	0	0	0	15
2115	0	0	20	0	0	0	20	0	0	10	0	0	0	10
2130	0	0	16	0	0	0	16	0	0	8	0	0	0	8
2145	0	0	23	0	0	0	23	0	0	7	0	0	0	7
2200	0	0	17	0	0	0	17	0	0	16	0	0	0	16
2215	0	0	7	0	1	0	8	0	0	4	0	0	0	4
2230	0	0	10	0	1	1	12	0	0	6	0	0	0	6
2245	0	0	9	0	0	0	9	0	0	5	0	0	0	5
2300	0	0	8	0	0	0	8	0	0	6	0	1	0	7
2315	0	0	10	0	2	1	13	0	0	8	0	0	0	8
2330	0	0	7	0	0	0	7	0	0	12	0	0	0	12
2345	0	0	5	0	0	0	5	0	0	5	0	0	0	5
Total	0	0	2710	8	139	60	2917	0	0	2102	6	121	56	2285

Volume Report

Job 1645_10_VHB_ATR F-13b

Area Ayer, MA

Location Sandy Pond Road, north of rotary

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	2	0	0	0	2	0	0	5	0	1	0	6
0015	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0030	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0045	0	0	4	0	0	0	4	0	0	0	0	1	0	1
0100	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0115	0	0	1	0	0	1	2	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0215	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	2	0	2	0	4	0	0	1	0	0	0	1
0345	0	0	2	0	0	1	3	0	0	3	0	0	0	3
0400	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0445	0	0	9	0	1	0	10	0	0	5	0	0	0	5
0500	0	0	2	0	0	1	3	0	0	3	0	0	0	3
0515	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0530	0	0	13	0	1	0	14	0	0	12	0	2	1	15
0545	0	0	26	0	0	0	26	0	0	9	0	1	0	10
0600	0	0	28	0	2	0	30	0	0	13	0	1	0	14
0615	0	0	22	0	1	0	23	0	0	17	0	2	0	19
0630	0	0	37	0	0	0	37	0	0	19	0	3	1	23
0645	0	0	49	0	2	1	52	0	0	24	0	3	2	29
0700	0	0	34	0	2	0	36	0	0	29	0	0	1	30
0715	0	0	39	0	3	2	44	0	0	24	0	4	2	30
0730	0	1	31	0	1	0	33	0	0	71	0	9	1	81
0745	0	0	42	0	5	1	48	0	0	47	0	0	0	47
0800	0	0	38	0	1	0	39	0	0	37	0	3	2	42
0815	0	0	42	1	2	1	46	0	0	36	0	0	1	37
0830	0	0	28	0	1	3	32	0	0	33	0	2	1	36
0845	0	0	35	0	2	1	38	0	0	35	0	4	1	40
0900	0	0	42	0	2	0	44	0	0	34	0	2	1	37
0915	0	0	39	0	4	2	45	0	0	22	0	1	1	24
0930	0	0	24	0	2	1	27	0	0	36	0	0	1	37
0945	0	0	32	0	4	3	39	0	0	19	0	2	1	22
1000	0	0	18	0	3	1	22	0	0	25	0	5	0	30
1015	0	0	33	0	3	0	36	0	0	17	0	4	1	22
1030	0	1	21	0	2	1	25	0	0	15	0	1	1	17
1045	0	0	31	0	1	0	32	0	0	25	0	5	4	34
1100	0	0	30	0	4	0	34	0	0	30	0	3	1	34
1115	0	0	35	0	3	2	40	0	0	25	0	1	1	27
1130	0	0	58	0	2	2	62	0	0	26	0	4	2	32
1145	0	0	48	0	2	2	52	0	0	32	0	3	1	36
1200	0	0	86	0	5	0	91	0	0	47	0	1	0	48
1215	0	0	62	0	2	1	65	0	1	43	0	5	0	49
1230	0	0	59	0	3	1	63	0	0	56	0	3	2	61
1245	0	0	43	0	4	1	48	0	0	30	0	4	3	37
1300	0	0	62	0	4	3	69	0	0	46	0	2	1	49
1315	0	0	41	0	3	1	45	0	0	27	0	1	1	29
1330	0	0	33	0	5	2	40	0	0	36	0	2	1	39
1345	0	0	36	0	2	0	38	0	0	32	0	2	2	36
1400	0	0	45	0	5	4	54	0	0	43	0	5	2	50
1415	0	0	47	0	3	1	51	1	0	43	0	2	3	49
1430	0	0	60	0	1	2	63	0	0	52	0	1	0	53
1445	1	2	59	0	7	2	71	0	0	39	0	3	1	43
1500	0	0	58	0	3	2	63	0	0	56	0	0	1	57
1515	0	0	35	0	4	2	41	1	1	52	0	1	0	55
1530	0	0	79	0	8	1	88	0	0	55	0	0	2	57
1545	0	0	64	1	3	2	70	0	0	47	0	0	0	47
1600	0	0	55	0	0	0	55	1	0	42	0	3	0	46
1615	0	1	56	0	2	0	59	0	1	44	0	1	1	47
1630	0	0	50	0	1	2	53	1	0	58	0	0	0	59
1645	0	0	71	0	3	1	75	0	0	42	0	1	0	43
1700	1	1	51	0	3	1	57	0	0	53	0	2	0	55
1715	0	0	49	0	1	1	51	0	0	55	0	1	0	56
1730	0	0	57	0	0	0	57	0	0	40	0	0	0	40
1745	0	0	47	0	1	1	49	0	0	39	0	0	0	39
1800	0	0	38	0	0	0	38	0	0	31	0	0	0	31
1815	0	0	37	0	1	0	38	0	1	33	0	2	0	36
1830	0	0	38	0	0	0	38	0	0	19	0	0	0	19
1845	0	0	38	0	0	0	38	0	0	22	0	0	0	22
1900	0	1	32	0	0	1	34	0	1	14	0	0	0	15
1915	0	0	46	0	0	1	47	0	0	25	0	0	0	25
1930	0	0	37	0	1	0	38	0	0	15	0	0	0	15
1945	0	2	49	0	0	0	51	0	0	18	0	0	0	18
2000	0	1	52	0	0	0	53	0	0	18	0	0	0	18
2015	0	0	41	1	0	0	42	0	0	27	0	0	1	28
2030	0	0	28	0	0	0	28	0	0	21	0	0	0	21
2045	0	0	29	0	0	0	29	0	0	23	1	0	0	24
2100	0	0	25	0	0	0	25	0	0	16	0	0	0	16
2115	0	0	29	0	0	0	29	0	0	12	0	0	0	12
2130	0	0	16	0	0	0	16	0	0	13	0	0	0	13
2145	0	0	18	0	0	0	18	0	0	8	0	2	0	10
2200	0	0	14	0	0	0	14	0	0	11	0	0	0	11
2215	0	0	20	0	0	0	20	0	0	9	0	0	0	9
2230	0	0	13	0	0	0	13	0	0	8	0	0	0	8
2245	0	0	8	0	0	0	8	0	0	5	0	1	0	6
2300	0	0	8	0	0	0	8	0	0	7	0	1	0	8
2315	0	0	4	0	0	0	4	0	0	8	0	0	0	8
2330	0	0	9	0	0	0	9	0	0	11	0	0	0	11
2345	0	0	2	0	1	0	3	0	0	7	0	0	0	7
Total	2	10	2857	3	135	59	3066	4	5	2212	1	113	49	2384

Volume Report

Job 1645_10_VHB_ATR F-13c
Area Ayer, MA
Location Route 2A/111 WB, west of rotary



Tuesday, May 6, 2025

Time	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	15	0	0	0	15
0015	0	0	15	0	0	0	15
0030	0	0	13	0	1	0	14
0045	0	0	4	0	0	0	4
0100	0	0	1	0	0	0	1
0115	0	0	5	0	0	0	5
0130	0	0	4	0	0	1	5
0145	0	0	7	0	0	0	7
0200	0	0	5	0	0	0	5
0215	0	0	7	0	1	0	8
0230	0	0	6	0	0	0	6
0245	0	0	4	0	0	0	4
0300	0	0	9	0	0	0	9
0315	0	0	6	0	0	0	6
0330	0	0	1	0	0	0	1
0345	0	0	3	1	1	0	5
0400	0	0	6	0	0	0	6
0415	0	0	6	0	1	0	7
0430	0	0	7	0	1	0	8
0445	0	0	6	0	1	1	8
0500	0	0	12	0	1	1	14
0515	0	0	20	0	0	1	21
0530	0	0	25	0	2	0	27
0545	0	0	50	0	2	2	54
0600	0	0	42	0	1	2	45
0615	0	0	53	0	3	0	56
0630	0	0	46	0	0	0	46
0645	0	0	52	0	1	1	54
0700	0	0	53	0	6	0	59
0715	0	0	92	3	8	1	104
0730	0	0	95	0	6	1	102
0745	0	0	114	0	5	0	119
0800	0	0	118	2	6	5	131
0815	0	0	100	3	10	4	117
0830	0	0	100	3	5	1	109
0845	0	0	88	2	4	5	99
0900	0	0	89	7	5	3	104
0915	0	0	73	0	6	2	81
0930	0	0	92	0	11	1	104
0945	0	0	76	0	9	1	86
1000	0	0	94	0	4	4	102
1015	0	0	90	0	9	4	103
1030	0	0	95	1	2	3	101
1045	0	0	82	1	5	7	95
1100	0	0	130	0	9	3	142
1115	0	0	106	0	7	2	115
1130	0	0	100	0	14	3	117
1145	0	0	101	0	6	3	110
1200	1	0	109	0	7	4	121
1215	0	0	137	1	4	1	143
1230	0	0	114	1	6	2	123
1245	0	0	102	0	9	3	114
1300	0	0	108	0	5	2	115
1315	0	0	110	0	10	1	121
1330	0	0	109	0	9	2	120
1345	0	0	143	1	6	2	152
1400	0	0	128	1	3	2	134
1415	0	0	145	1	5	0	151
1430	0	0	163	1	4	1	169
1445	0	0	184	2	6	3	195
1500	0	0	169	2	4	2	177
1515	1	0	172	2	13	2	190
1530	0	0	197	2	3	0	202
1545	0	0	217	3	2	1	223
1600	0	0	194	2	2	0	198
1615	0	0	211	4	2	4	221
1630	0	1	222	1	2	1	227
1645	0	0	229	0	2	0	231
1700	0	0	215	0	2	1	218
1715	0	0	241	0	3	0	244
1730	0	0	217	0	2	0	219
1745	0	0	207	0	2	0	209
1800	0	0	211	0	1	0	212
1815	0	0	205	1	2	0	208
1830	0	0	178	0	0	0	178
1845	0	0	138	0	1	0	139
1900	0	0	102	0	0	0	102
1915	0	0	115	0	0	0	115
1930	0	0	83	0	0	1	84
1945	0	0	84	0	0	2	86
2000	0	0	80	0	0	0	80
2015	0	0	70	0	0	0	70
2030	0	0	69	0	0	0	69
2045	0	0	53	0	1	0	54
2100	0	0	49	0	0	0	49
2115	0	0	48	0	0	0	48
2130	0	0	40	0	0	0	40
2145	0	0	28	0	0	0	28
2200	0	0	37	0	0	0	37
2215	0	0	27	0	0	0	27
2230	0	0	24	0	0	0	24
2245	0	0	25	0	0	0	25
2300	0	0	26	0	2	0	28
2315	0	0	19	0	1	0	20
2330	0	0	12	0	0	0	12
2345	0	0	18	0	0	0	18
Total	2	1	8102	48	274	99	8526

Volume Report

Job 1645_10_VHB_ATR F-13c

Area Ayer, MA

Location Route 2A/111 WB, west of rotary



Wednesday, May 7, 2025

Time	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	14	0	0	0	14
0015	0	0	10	0	1	0	11
0030	0	0	17	0	1	0	18
0045	0	0	6	0	1	0	7
0100	0	0	3	0	0	0	3
0115	0	0	7	0	0	0	7
0130	0	0	2	0	0	0	2
0145	0	0	11	0	0	0	11
0200	0	0	3	0	0	0	3
0215	0	0	1	0	0	0	1
0230	0	0	4	0	0	0	4
0245	0	0	1	0	0	0	1
0300	0	0	5	0	0	0	5
0315	0	0	4	0	0	0	4
0330	0	0	2	0	0	0	2
0345	0	0	7	0	1	0	8
0400	0	0	5	0	0	0	5
0415	0	0	4	0	1	0	5
0430	0	0	4	0	0	0	4
0445	0	0	12	0	0	1	13
0500	0	0	14	0	0	0	14
0515	0	0	20	0	0	0	20
0530	0	0	36	0	1	1	38
0545	0	0	38	0	1	0	39
0600	0	0	44	0	2	0	46
0615	0	0	45	0	2	2	49
0630	0	0	39	0	1	2	42
0645	0	0	68	0	3	2	73
0700	0	0	65	0	0	3	68
0715	0	0	109	3	2	2	116
0730	0	0	91	0	8	1	100
0745	0	1	118	0	2	2	123
0800	0	0	125	2	11	4	142
0815	0	0	115	3	6	2	126
0830	0	0	125	2	6	1	134
0845	0	0	108	3	11	2	124
0900	0	0	100	7	8	2	117
0915	0	0	90	0	6	0	96
0930	0	0	93	0	6	4	103
0945	0	0	92	0	8	2	102
1000	0	0	87	0	4	0	91
1015	0	0	83	0	11	4	98
1030	0	0	95	0	2	0	97
1045	0	0	88	1	10	3	102
1100	0	0	107	0	6	1	114
1115	0	0	119	0	1	2	122
1130	0	0	101	0	5	4	110
1145	0	0	114	0	4	3	121
1200	0	1	131	1	2	2	137
1215	0	0	119	1	7	1	128
1230	0	1	122	0	9	3	135
1245	0	1	135	0	3	2	141
1300	0	0	131	0	6	5	142
1315	0	0	126	0	5	2	133
1330	0	0	125	0	5	2	132
1345	0	0	118	1	10	3	132
1400	0	0	115	0	9	1	125
1415	1	1	152	1	7	1	163
1430	0	1	195	2	5	1	204
1445	1	0	167	2	8	1	179
1500	1	0	187	4	5	1	198
1515	0	0	198	1	4	3	206
1530	0	3	224	3	5	3	238
1545	0	0	212	3	2	1	218
1600	0	1	237	4	4	2	248
1615	0	2	244	3	4	1	254
1630	1	2	239	2	6	2	252
1645	0	1	238	1	4	0	244
1700	0	1	245	0	3	0	249
1715	0	1	289	0	1	0	291
1730	0	1	244	0	2	1	248
1745	0	0	203	0	3	0	206
1800	0	3	175	1	2	0	181
1815	0	1	183	2	3	0	189
1830	0	0	164	1	2	0	167
1845	0	1	124	0	2	0	127
1900	0	2	120	0	3	0	125
1915	0	0	110	0	0	1	111
1930	0	0	104	1	2	0	107
1945	0	0	83	1	0	0	84
2000	0	0	95	0	0	0	95
2015	0	1	112	0	1	0	114
2030	0	0	68	0	1	0	69
2045	0	0	73	1	0	0	74
2100	0	0	81	0	0	0	81
2115	0	0	49	0	0	0	49
2130	0	0	52	0	0	0	52
2145	0	0	58	0	0	0	58
2200	0	0	41	0	0	0	41
2215	0	0	36	0	1	0	37
2230	0	0	33	0	0	0	33
2245	0	0	32	0	0	0	32
2300	0	0	27	0	0	0	27
2315	0	0	36	0	0	0	36
2330	0	0	20	0	1	0	21
2345	0	0	17	0	0	0	17
Total	4	26	8740	57	269	89	9185

Volume Report

Job 1645_10_VHB_ATR F-13d
Area Ayer, MA
Location Route 2A/111 EB, west of rotary

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office 508.745.1200
Data@bostontrafficdata.com
www.BostonTrafficData.com

Tuesday, May 6, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume
0000	0	0	5	0	1	0	6
0015	0	0	4	0	0	0	4
0030	0	0	4	0	0	0	4
0045	0	0	2	0	0	0	2
0100	0	0	6	0	0	0	6
0115	0	0	6	0	0	0	6
0130	0	0	3	0	0	0	3
0145	0	0	4	0	0	0	4
0200	0	0	2	0	0	1	3
0215	0	0	2	0	0	0	2
0230	0	0	4	0	1	0	5
0245	0	0	4	0	0	0	4
0300	0	0	12	0	0	0	12
0315	0	0	9	0	0	0	9
0330	0	0	6	0	0	0	6
0345	0	0	10	0	1	0	11
0400	0	0	8	0	0	0	8
0415	0	0	17	0	0	0	17
0430	0	0	29	0	1	1	31
0445	0	0	38	0	0	0	38
0500	0	0	57	0	1	0	58
0515	0	0	76	0	0	0	76
0530	0	0	101	1	0	1	103
0545	0	0	111	2	1	0	114
0600	0	0	104	0	3	0	107
0615	0	0	154	1	4	3	162
0630	0	0	138	2	3	0	143
0645	0	1	179	4	2	1	187
0700	0	0	167	4	4	0	175
0715	0	0	190	4	4	2	200
0730	0	0	218	1	5	1	225
0745	0	0	204	1	4	2	211
0800	0	0	174	1	6	5	186
0815	0	0	187	1	5	1	194
0830	0	0	176	1	10	1	188
0845	0	0	155	1	6	3	165
0900	0	0	130	0	6	2	138
0915	0	0	109	0	8	5	122
0930	0	0	115	0	1	2	118
0945	0	0	94	1	7	3	105
1000	0	0	89	0	4	3	96
1015	0	0	111	1	11	4	127
1030	1	0	89	0	9	4	103
1045	0	0	127	0	7	2	136
1100	0	0	96	0	7	1	104
1115	1	0	88	1	7	6	103
1130	0	0	91	0	8	4	103
1145	0	0	90	0	1	5	96
1200	0	0	109	0	5	1	115
1215	0	0	113	0	5	2	120
1230	0	0	142	0	8	4	154
1245	0	0	113	2	6	1	122
1300	0	0	94	0	9	0	103
1315	0	0	113	0	8	4	125
1330	0	0	115	1	6	4	126
1345	0	0	97	0	3	2	102
1400	0	0	129	5	4	3	141
1415	0	0	108	4	1	0	113
1430	0	0	128	5	6	1	140
1445	0	0	91	1	4	4	100
1500	0	0	123	0	6	6	135
1515	0	0	100	2	0	2	104
1530	0	0	121	2	4	3	130
1545	0	0	105	1	7	0	113
1600	0	0	128	0	1	0	129
1615	0	0	110	0	2	1	113
1630	0	0	121	0	1	0	122
1645	0	0	112	0	1	1	114
1700	0	0	114	0	1	0	115
1715	0	0	111	0	1	1	113
1730	0	0	92	0	4	1	97
1745	0	0	98	0	0	0	98
1800	0	0	113	0	1	0	114
1815	0	0	86	0	1	0	87
1830	0	0	85	0	1	0	86
1845	0	0	80	0	2	0	82
1900	0	0	69	0	0	0	69
1915	0	0	68	0	0	0	68
1930	0	0	51	0	0	0	51
1945	0	0	53	0	1	0	54
2000	0	0	59	0	1	0	60
2015	0	0	49	0	0	0	49
2030	0	0	40	0	0	0	40
2045	0	0	43	0	0	0	43
2100	1	0	34	0	0	0	35
2115	0	0	28	0	0	0	28
2130	0	0	38	0	0	0	38
2145	0	0	73	0	0	0	73
2200	0	0	59	0	0	0	59
2215	0	0	29	0	0	0	29
2230	0	0	25	0	1	0	26
2245	0	0	19	0	0	0	19
2300	0	0	16	0	0	0	16
2315	0	0	18	0	0	0	18
2330	0	0	8	0	0	0	8
2345	0	0	12	0	0	0	12
Total	3	1	7637	50	239	104	8034

Volume Report

Job 1645_10_VHB_ATR F-13d

Area Ayer, MA

Location Route 2A/111 EB, west of rotary



Wednesday, May 7, 2025

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume
0000	0	0	6	0	0	0	6
0015	0	0	2	0	0	0	2
0030	0	0	3	0	0	0	3
0045	0	0	7	0	0	1	8
0100	0	0	6	0	0	0	6
0115	0	0	1	0	0	0	1
0130	0	0	1	0	0	0	1
0145	0	0	4	0	0	1	5
0200	0	0	4	0	0	0	4
0215	0	0	3	0	1	0	4
0230	0	0	2	0	0	0	2
0245	0	0	4	0	0	0	4
0300	0	0	4	0	0	0	4
0315	0	0	9	0	1	0	10
0330	0	0	9	0	1	1	11
0345	0	0	9	0	0	0	9
0400	0	0	7	0	0	0	7
0415	0	0	15	0	0	1	16
0430	0	0	27	0	2	1	30
0445	0	0	43	0	1	0	44
0500	0	0	62	0	1	2	65
0515	0	0	79	0	3	2	84
0530	0	1	92	0	1	1	95
0545	0	0	105	1	1	1	108
0600	0	0	124	1	4	2	131
0615	1	0	159	1	1	1	163
0630	0	0	182	2	0	0	184
0645	1	1	166	2	6	2	178
0700	0	0	189	5	5	0	199
0715	0	2	188	3	6	5	204
0730	1	0	202	1	7	2	213
0745	0	0	213	1	8	3	225
0800	0	0	179	1	10	0	190
0815	0	0	163	1	9	0	173
0830	0	0	162	1	8	4	175
0845	0	0	160	1	8	4	173
0900	0	0	123	0	6	2	131
0915	0	0	139	0	7	1	147
0930	0	0	131	0	8	2	141
0945	0	0	119	1	5	4	129
1000	0	0	82	0	3	1	86
1015	0	0	107	0	12	2	121
1030	0	0	83	0	6	2	91
1045	0	0	99	0	4	1	104
1100	0	0	88	0	6	2	96
1115	0	0	110	1	6	2	119
1130	0	0	122	0	9	1	132
1145	0	0	110	0	7	2	119
1200	0	1	111	0	4	1	117
1215	0	0	108	0	10	2	120
1230	1	0	133	1	6	3	144
1245	0	0	114	3	6	2	125
1300	0	1	110	1	7	2	121
1315	0	1	96	0	6	1	104
1330	0	0	130	1	6	4	141
1345	0	0	123	4	5	1	133
1400	0	0	115	6	7	2	130
1415	0	0	120	2	6	4	132
1430	2	1	134	6	3	2	148
1445	0	0	111	2	6	3	122
1500	0	0	129	0	1	4	134
1515	0	1	118	2	2	1	124
1530	0	0	134	1	4	1	140
1545	1	2	101	2	2	1	109
1600	0	0	122	0	2	1	125
1615	0	1	105	0	4	3	113
1630	0	0	124	0	1	1	126
1645	0	0	107	1	2	0	110
1700	0	0	130	0	5	0	135
1715	0	0	122	0	1	0	123
1730	0	0	99	0	5	0	104
1745	0	1	96	1	0	0	98
1800	0	0	111	0	1	0	112
1815	0	0	113	0	3	1	117
1830	0	0	97	0	0	0	97
1845	1	3	95	0	2	0	101
1900	0	1	72	0	2	0	75
1915	0	1	90	0	0	1	92
1930	0	2	94	1	0	0	97
1945	0	2	71	0	0	0	73
2000	0	0	80	0	0	0	80
2015	0	0	91	1	0	0	92
2030	0	0	47	0	0	0	47
2045	0	0	46	0	1	0	47
2100	0	0	47	0	0	0	47
2115	0	0	46	0	0	1	47
2130	0	0	44	0	0	0	44
2145	0	0	42	0	0	0	42
2200	0	0	32	0	0	0	32
2215	0	1	18	0	1	0	20
2230	0	0	16	0	0	0	16
2245	0	0	18	0	0	0	18
2300	0	0	22	0	0	0	22
2315	0	0	13	0	0	0	13
2330	0	0	13	0	0	0	13
2345	0	0	14	0	1	0	15
Total	8	23	8028	58	275	98	8490

Volume Report

Job 1645_10_VHB_ATTR F-13e

Area Ayer, MA

Location Barnum Road, south of rotary



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	1	4	0	0	0	0	0	1	1
0015	0	0	3	0	0	1	4	0	0	0	0	1	0	1
0030	0	0	2	0	2	2	6	0	0	4	0	0	0	4
0045	0	0	0	0	1	2	3	0	0	3	0	0	0	3
0100	0	0	0	0	0	1	1	0	0	2	0	0	0	2
0115	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0130	0	0	5	0	0	0	5	0	0	0	0	0	0	0
0145	0	0	1	0	1	0	2	0	0	2	0	0	0	2
0200	0	0	0	0	0	1	1	0	0	2	0	0	1	3
0215	0	0	10	0	0	2	12	0	0	0	0	0	0	0
0230	0	0	4	0	2	1	7	0	0	3	0	0	0	3
0245	0	0	0	0	0	3	3	0	0	2	0	0	1	3
0300	0	0	7	0	0	2	9	0	0	2	0	0	3	5
0315	0	0	3	0	0	0	3	0	0	1	0	0	1	2
0330	0	0	1	0	0	0	1	0	0	3	0	1	1	5
0345	0	0	2	0	1	2	5	0	0	4	0	0	0	4
0400	0	0	4	0	0	0	4	0	0	2	0	1	0	3
0415	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0430	0	0	3	0	0	2	5	0	0	18	0	2	2	22
0445	0	0	7	0	2	0	9	0	0	15	0	1	2	18
0500	0	0	10	0	1	2	13	0	0	11	0	2	1	14
0515	0	0	7	0	1	6	14	0	0	13	0	1	0	14
0530	0	0	5	0	1	0	6	0	0	24	0	2	0	26
0545	0	0	14	0	1	5	20	0	0	33	0	3	1	37
0600	0	0	12	0	1	8	21	0	0	18	0	3	2	23
0615	0	0	25	0	3	7	35	0	0	25	0	3	3	31
0630	0	0	27	0	2	2	31	0	0	42	0	1	4	47
0645	0	0	17	0	1	4	22	0	1	68	0	2	1	72
0700	0	0	43	0	3	7	53	0	0	49	0	6	6	61
0715	0	0	29	0	9	9	47	0	0	59	0	2	5	66
0730	0	0	32	1	4	6	43	0	0	71	0	5	3	79
0745	0	0	41	1	2	3	47	0	0	80	1	2	2	85
0800	0	0	40	0	8	5	53	0	0	69	0	4	5	78
0815	0	0	38	2	8	3	51	0	0	91	0	4	10	105
0830	0	0	25	1	4	8	38	0	0	52	0	7	8	67
0845	0	0	23	0	3	6	32	0	0	50	0	0	4	54
0900	0	0	24	0	7	9	40	0	0	53	0	3	9	65
0915	0	0	21	0	3	4	28	0	0	30	0	6	8	44
0930	0	0	25	0	2	3	30	0	0	37	0	8	6	51
0945	0	0	13	0	8	6	27	0	0	26	0	10	9	45
1000	0	0	29	0	7	5	41	0	0	19	0	8	3	30
1015	1	0	27	0	5	7	40	0	0	21	0	2	10	33
1030	0	0	31	0	3	3	37	0	0	24	0	8	7	39
1045	0	0	19	0	8	7	34	0	0	26	0	3	6	35
1100	0	0	31	0	2	10	43	0	0	27	0	7	7	41
1115	0	0	38	0	6	6	50	0	0	33	0	6	8	47
1130	0	0	41	0	6	7	54	0	0	38	0	4	9	51
1145	0	0	38	0	9	3	50	0	0	61	0	4	8	73
1200	0	0	81	0	9	5	95	0	0	50	0	3	5	58
1215	0	0	73	0	4	8	85	0	0	62	0	5	13	80
1230	0	0	58	0	5	5	68	0	0	59	0	7	10	76
1245	0	0	40	0	2	6	48	0	0	75	0	8	6	89
1300	0	0	37	0	3	2	42	0	0	38	0	7	7	52
1315	0	0	31	0	8	4	43	0	0	33	0	7	10	50
1330	0	0	37	0	7	8	52	0	0	35	0	4	8	47
1345	0	0	33	0	6	6	45	0	0	30	0	3	8	41
1400	0	0	52	0	6	2	60	0	0	27	0	2	6	35
1415	0	0	29	1	4	6	40	0	0	32	0	1	2	35
1430	0	0	37	0	3	8	48	0	0	34	0	9	2	45
1445	1	0	51	0	1	7	60	0	0	32	1	2	2	37
1500	0	0	59	0	2	5	66	0	0	29	0	2	5	36
1515	0	0	53	1	6	1	61	0	0	50	0	2	2	54
1530	0	0	86	0	3	3	92	0	0	59	0	3	5	67
1545	0	1	91	0	3	3	98	0	0	42	1	7	4	54
1600	0	0	92	0	6	4	102	0	0	55	0	5	3	63
1615	0	0	91	0	4	2	97	0	0	45	0	3	3	51
1630	0	1	87	0	1	4	93	0	0	61	0	2	1	64
1645	0	0	67	0	3	2	72	0	0	39	0	2	5	46
1700	0	0	96	0	1	3	100	0	0	40	0	0	2	42
1715	0	0	97	0	2	2	101	0	1	35	0	1	1	38
1730	0	1	82	0	1	1	85	0	0	32	0	1	3	36
1745	0	0	49	0	0	1	50	0	0	29	0	0	3	32
1800	0	0	37	0	0	2	39	0	0	30	0	0	2	32
1815	0	0	36	0	0	1	37	0	0	36	0	0	0	36
1830	0	0	35	0	0	2	37	0	0	22	0	0	1	23
1845	0	0	28	0	1	2	31	0	0	30	0	0	1	31
1900	0	0	39	0	0	1	40	0	0	20	0	0	1	21
1915	0	0	28	0	1	2	31	0	0	15	0	1	2	18
1930	0	0	22	0	0	2	24	0	0	20	0	0	2	22
1945	0	0	19	0	1	2	22	0	0	15	0	0	0	15
2000	0	0	17	0	1	3	21	0	0	7	0	0	2	9
2015	0	0	19	0	2	0	21	0	0	5	0	0	0	5
2030	0	0	19	0	0	1	20	0	0	4	0	0	1	5
2045	0	0	9	0	0	3	12	0	0	9	0	0	0	9
2100	0	0	7	0	1	2	10	0	0	4	0	0	3	7
2115	0	0	8	0	0	4	12	0	0	4	0	0	1	5
2130	0	0	7	0	0	1	8	0	0	8	0	0	1	9
2145	0	0	7	0	0	2	9	0	0	6	0	0	0	6
2200	0	0	12	0	1	2	15	0	0	7	0	0	0	7
2215	0	0	3	0	0	1	4	0	0	7	0	1	0	8
2230	0	0	4	0	1	1	6	0	0	4	0	0	1	5
2245	0	0	5	0	0	0	5	0	0	5	0	0	1	6
2300	0	0	5	0	0	0	5	0	0	6	0	0	2	8
2315	0	0	3	0	1	0	4	0	0	2	0	0	1	3
2330	0	0	6	0	3	0	9	0	0	3	0	0	1	4
2345	0	0	6	0	0	0	7	0	0	4	0	0	1	5
Total	2	3	2673	7	230	304	3219	0	2	2517	3	210	297	3029

Volume Report

Job 1645_10_VHB_ATR F-13e

Area Ayer, MA

Location Barnum Road, south of rotary



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	8	0	0	0	8	0	0	1	0	1	1	3
0015	0	0	4	0	2	2	8	0	0	0	0	0	4	4
0030	0	0	3	0	0	2	5	0	0	3	0	0	2	5
0045	0	0	0	0	0	1	1	0	0	0	0	0	1	1
0100	0	0	2	0	0	2	4	0	0	1	0	0	4	5
0115	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0130	0	0	5	0	0	0	5	0	0	2	0	0	1	3
0145	0	0	3	0	0	3	6	0	0	0	0	0	1	1
0200	0	0	1	0	1	0	2	0	0	1	0	0	0	1
0215	0	0	5	0	0	1	6	0	0	3	0	0	1	4
0230	0	0	3	0	0	2	5	0	0	0	0	0	0	0
0245	0	0	1	0	0	1	2	0	0	1	0	0	0	1
0300	0	0	3	0	0	2	5	0	0	1	0	0	0	1
0315	0	0	4	0	0	0	4	0	0	0	0	0	1	1
0330	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0345	0	0	3	0	0	2	5	0	0	3	0	0	0	3
0400	0	0	2	0	0	2	4	0	0	1	0	3	0	4
0415	0	0	2	0	0	0	2	0	0	6	0	0	0	6
0430	0	0	4	0	0	0	4	0	0	17	0	2	0	19
0445	0	0	7	0	1	2	10	0	0	22	0	0	1	23
0500	0	0	7	0	2	1	10	0	0	13	0	0	2	15
0515	0	0	3	0	0	2	5	0	1	13	0	1	3	18
0530	0	1	12	0	0	3	16	0	0	20	0	0	3	23
0545	0	0	11	0	0	3	14	1	0	30	0	0	2	33
0600	0	0	21	0	3	3	27	0	0	15	0	3	2	20
0615	0	0	13	0	4	2	19	0	0	36	0	4	4	44
0630	0	0	18	0	1	3	22	0	0	64	0	2	0	66
0645	0	0	29	0	1	1	31	1	1	56	0	5	7	70
0700	0	0	36	0	3	5	44	0	0	55	0	0	5	60
0715	0	0	42	0	2	5	49	0	0	31	0	1	3	35
0730	1	0	52	1	5	2	61	0	0	75	0	7	2	84
0745	0	0	50	1	5	3	59	0	0	62	0	0	4	66
0800	0	0	44	0	3	6	53	0	0	84	1	9	4	98
0815	0	0	35	2	2	3	42	0	0	85	0	5	3	93
0830	0	0	26	1	6	7	40	0	0	55	1	5	8	69
0845	0	0	21	0	6	4	31	0	0	53	0	9	3	65
0900	0	0	14	0	6	5	25	0	0	48	0	4	8	60
0915	0	0	21	0	12	2	35	0	0	38	0	4	7	49
0930	0	0	26	0	5	2	33	0	0	42	0	5	4	51
0945	0	0	21	0	4	6	31	0	0	27	0	10	1	38
1000	0	1	24	0	4	5	34	0	0	27	0	4	5	36
1015	0	0	26	0	5	2	33	0	0	29	0	1	6	36
1030	0	0	25	0	6	5	36	0	0	25	0	9	2	36
1045	0	0	31	0	4	3	38	0	0	32	0	5	6	43
1100	0	0	32	0	4	3	39	0	0	19	0	9	7	35
1115	0	0	43	0	4	4	51	0	0	37	0	9	8	54
1130	0	0	36	0	5	2	43	0	0	31	0	3	8	42
1145	0	0	55	0	7	9	71	0	0	43	0	3	6	52
1200	0	2	93	0	5	4	104	0	1	48	0	9	8	66
1215	0	0	64	0	4	8	76	0	2	67	0	5	9	83
1230	0	0	59	0	7	8	74	1	0	63	0	12	6	82
1245	1	0	46	0	6	6	59	0	0	48	1	6	8	63
1300	0	1	38	0	8	8	55	0	0	52	0	7	8	67
1315	0	0	47	1	5	3	56	2	0	51	0	6	12	71
1330	0	0	63	0	5	6	74	0	0	34	0	4	11	49
1345	0	0	62	0	5	8	75	0	0	30	0	6	4	40
1400	0	0	40	0	5	4	49	0	0	24	0	6	5	35
1415	0	1	38	1	6	4	50	1	0	33	0	5	6	45
1430	1	0	60	0	4	6	71	1	0	41	1	5	8	56
1445	0	1	54	0	3	6	64	0	0	35	0	6	5	46
1500	0	0	65	0	2	5	72	0	0	39	1	2	6	48
1515	0	0	45	1	4	6	56	1	0	40	0	8	3	52
1530	1	0	82	0	8	5	96	0	0	40	0	0	4	44
1545	0	0	75	0	6	4	85	0	0	37	1	3	5	46
1600	0	0	85	0	3	3	91	0	0	48	0	4	3	55
1615	0	0	86	0	6	2	94	0	0	42	0	4	4	50
1630	0	2	93	0	0	5	100	0	0	68	0	2	2	72
1645	0	1	68	0	4	1	74	0	0	59	0	4	2	65
1700	0	0	77	0	1	5	83	0	0	59	0	0	3	62
1715	0	0	64	0	2	1	67	1	0	46	0	2	0	49
1730	0	0	62	0	0	2	64	0	0	36	0	1	3	40
1745	0	0	38	0	1	0	39	2	0	35	0	1	4	42
1800	0	0	38	0	0	3	41	0	1	26	0	0	1	28
1815	2	0	37	0	0	2	41	0	0	20	0	2	0	22
1830	0	0	27	0	0	2	29	0	0	28	0	0	2	30
1845	0	0	34	0	0	2	36	0	1	35	0	0	1	37
1900	0	1	41	0	0	3	45	0	1	18	0	0	1	20
1915	0	0	21	0	0	1	22	0	1	16	0	1	1	19
1930	0	1	26	0	0	0	27	0	0	20	0	0	1	21
1945	0	0	27	0	0	4	31	0	0	11	0	0	2	13
2000	0	0	65	0	0	0	65	0	0	13	0	0	1	14
2015	1	0	23	0	0	3	27	0	0	9	0	0	2	11
2030	0	0	23	0	0	6	29	0	0	10	0	0	1	11
2045	0	0	13	0	1	2	16	0	0	5	0	1	2	8
2100	0	0	13	0	0	0	13	0	0	4	0	0	1	5
2115	0	0	10	0	0	1	11	0	0	8	0	0	2	10
2130	0	0	17	0	1	0	18	0	0	9	0	0	1	10
2145	0	0	8	0	0	4	12	0	0	3	0	0	3	6
2200	0	0	9	0	0	1	10	0	0	6	0	0	1	7
2215	0	0	4	0	0	3	7	0	0	8	0	0	1	9
2230	0	0	8	0	0	1	9	0	0	5	0	0	0	5
2245	0	0	4	0	0	1	5	0	0	9	0	2	0	11
2300	0	0	5	0	0	1	6	0	0	1	0	0	2	3
2315	0	0	2	0	1	1	4	0	0	4	0	0	0	4
2330	0	0	7	0	4	0	11	0	0	3	0	0	0	3
2345	0	0	8	0	0	0	8	0	0	2	0	0	1	3
Total	7	12	2811	8	220	274	3332	11	9	2561	6	237	297	3121

Volume Report

Job 1645_10_VHB_ATTR F-13f
Area Ayer, MA
Location Route 110/111, south of rotary



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	1	8	0	0	7	0	0	1	8
0015	0	0	11	0	0	1	12	0	0	7	0	0	3	10
0030	0	0	13	0	0	0	13	0	0	6	0	1	1	8
0045	0	0	4	0	0	0	4	0	0	6	0	1	0	7
0100	0	0	4	0	0	0	4	0	0	5	0	0	1	6
0115	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0130	0	0	4	0	0	1	5	0	0	6	0	0	1	7
0145	0	0	6	0	0	0	6	0	0	5	0	0	1	6
0200	0	0	4	0	0	1	5	0	0	2	0	0	1	3
0215	0	0	3	0	0	0	3	0	0	4	0	0	1	5
0230	0	0	5	0	0	1	6	0	0	3	0	1	1	5
0245	0	0	4	0	0	1	5	0	0	3	0	0	3	6
0300	0	0	7	0	0	3	10	0	0	3	0	0	2	5
0315	0	0	7	0	0	2	9	0	0	6	0	0	1	7
0330	0	0	4	0	0	3	7	0	0	10	0	0	2	12
0345	0	0	9	0	2	3	14	0	0	7	0	1	1	9
0400	0	0	6	0	0	2	8	0	0	9	0	1	2	12
0415	0	0	9	0	0	0	9	0	0	13	0	1	0	14
0430	0	0	9	0	3	2	14	0	0	12	0	0	6	18
0445	0	0	17	0	2	1	20	0	0	15	0	1	6	22
0500	0	0	10	0	0	2	12	0	0	34	0	0	2	36
0515	0	1	32	0	0	1	34	0	0	52	0	1	4	57
0530	0	0	42	0	0	1	43	0	0	44	1	0	0	45
0545	0	0	76	0	2	4	82	0	0	56	2	6	4	68
0600	0	0	44	0	3	7	54	0	0	68	0	4	3	75
0615	0	0	58	0	7	5	70	0	0	96	0	3	5	104
0630	0	0	75	0	1	1	77	0	0	97	1	6	6	110
0645	0	0	83	0	4	4	91	0	0	111	1	6	3	121
0700	0	0	68	1	5	0	74	0	0	123	4	6	7	140
0715	0	0	88	0	4	7	99	0	0	146	1	5	7	159
0730	0	0	119	0	7	6	132	0	0	150	3	6	6	165
0745	0	0	113	1	2	2	118	0	0	151	0	6	4	161
0800	0	0	121	1	5	6	133	0	0	133	1	9	6	149
0815	0	0	135	1	13	12	161	0	0	141	1	9	4	155
0830	0	0	101	2	7	4	114	0	0	114	1	7	6	128
0845	0	0	93	1	2	8	104	0	0	109	0	1	8	118
0900	0	0	107	7	5	8	127	0	0	89	1	6	8	104
0915	0	0	87	0	4	7	98	0	0	83	0	4	6	93
0930	0	0	97	0	9	5	111	0	0	87	1	2	4	94
0945	1	0	76	0	8	5	90	0	0	77	1	6	8	92
1000	0	0	92	3	6	9	110	0	0	76	0	8	5	89
1015	0	0	89	0	3	11	103	1	0	106	0	5	11	123
1030	0	0	75	0	5	8	88	0	0	67	0	5	5	77
1045	0	0	67	1	7	10	85	0	0	89	2	5	6	102
1100	0	0	99	1	6	9	115	0	0	66	1	12	8	87
1115	0	0	84	0	6	7	97	1	0	73	1	8	6	89
1130	0	0	94	0	5	8	107	0	0	88	0	3	6	97
1145	0	0	106	0	5	10	121	0	0	65	0	10	7	82
1200	0	0	94	0	6	3	103	0	0	102	0	2	7	111
1215	0	0	121	1	6	4	132	0	0	118	0	4	3	125
1230	0	0	96	0	7	8	111	0	0	103	0	7	7	117
1245	0	0	88	0	6	7	101	0	0	79	2	5	2	88
1300	0	0	90	0	7	2	99	0	0	90	0	9	4	103
1315	0	0	96	0	10	8	114	0	0	85	0	9	5	99
1330	0	0	85	0	10	8	103	0	0	82	0	2	7	91
1345	0	0	108	1	3	4	116	0	0	95	0	9	4	108
1400	0	0	83	1	6	4	94	0	0	108	5	3	6	122
1415	0	0	134	0	5	1	140	0	0	93	5	2	2	102
1430	0	0	129	1	10	6	146	0	0	113	3	5	4	125
1445	0	0	133	1	7	6	147	1	0	88	1	5	7	102
1500	0	0	142	0	7	6	155	0	0	124	0	7	6	137
1515	0	0	157	1	8	2	168	0	0	97	1	1	3	102
1530	0	0	149	2	5	5	161	0	0	142	1	2	3	148
1545	0	0	165	1	2	6	174	0	0	102	1	2	5	110
1600	0	0	126	1	6	1	134	0	0	117	0	5	2	124
1615	0	0	161	4	2	3	170	0	0	103	0	4	2	109
1630	0	0	174	1	4	2	181	0	0	119	0	1	3	123
1645	0	0	149	0	2	3	154	0	0	89	0	2	3	94
1700	0	0	148	0	2	1	151	0	0	108	0	2	2	112
1715	0	0	179	0	2	0	181	0	0	145	0	0	2	147
1730	0	0	146	0	1	0	147	0	0	106	0	3	2	111
1745	0	0	163	0	1	0	164	0	0	85	0	0	1	86
1800	0	0	149	0	2	1	152	0	0	98	0	0	1	99
1815	0	0	134	1	1	0	136	0	0	70	0	0	2	72
1830	0	0	149	0	0	0	149	0	0	72	0	0	1	73
1845	0	0	115	0	2	1	118	0	0	68	0	0	2	70
1900	0	0	67	0	0	3	70	0	0	47	0	1	0	48
1915	0	0	78	0	2	1	81	0	0	68	0	0	3	71
1930	0	0	60	0	0	2	62	0	0	43	0	0	0	43
1945	0	0	58	0	1	0	59	0	0	49	0	1	1	51
2000	0	0	65	0	0	3	68	0	0	48	0	3	3	54
2015	0	0	52	0	0	1	53	0	0	35	0	0	1	36
2030	0	0	50	0	0	0	50	0	0	27	0	0	1	28
2045	0	0	32	0	1	0	33	0	0	25	0	0	2	27
2100	0	0	31	0	0	2	33	0	0	23	0	0	2	25
2115	0	0	44	0	0	1	45	0	0	23	0	0	1	24
2130	0	0	39	0	0	1	40	0	0	25	0	0	1	26
2145	0	0	26	0	0	0	26	0	0	45	0	0	0	45
2200	0	0	29	0	0	0	29	0	0	53	0	1	0	54
2215	0	0	24	0	0	1	25	0	0	19	0	0	0	19
2230	0	0	14	0	0	2	16	0	0	23	0	1	0	24
2245	0	0	22	0	0	1	23	0	0	12	0	0	0	12
2300	0	0	13	0	0	1	14	0	0	12	0	0	0	12
2315	0	0	16	0	3	1	20	0	0	18	0	0	1	19
2330	0	0	8	0	1	1	10	0	0	24	0	3	0	27
2345	0	0	17	0	0	0	18	0	0	13	0	0	0	13
Total	1	1	6875	35	276	303	7491	3	0	6157	42	257	303	6762

Volume Report

Job 1645_10_VHB_ATTR F-13f

Area Ayer, MA

Location Route 110/111, south of rotary

Wednesday, May 7, 2025



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	11	0	0	2	13	0	0	10	0	1	0	11
0015	0	0	9	0	1	0	10	0	0	10	0	1	1	12
0030	0	0	15	0	0	1	16	0	0	5	0	0	1	6
0045	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0100	0	0	4	0	0	1	5	0	0	6	0	1	0	7
0115	0	0	7	0	0	1	8	0	0	2	0	0	0	2
0130	0	0	2	0	0	1	3	0	0	1	0	0	0	1
0145	0	0	6	0	0	0	6	0	0	2	0	1	3	6
0200	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0215	0	0	2	0	0	1	3	0	0	1	0	1	1	3
0230	0	0	5	0	0	1	6	0	0	3	0	0	2	5
0245	0	0	0	0	0	2	2	0	0	6	0	1	0	7
0300	0	0	5	0	0	0	5	0	0	10	0	0	1	11
0315	0	0	5	0	1	1	7	0	0	10	0	0	0	10
0330	0	0	6	0	2	1	9	0	0	15	0	0	0	15
0345	0	0	11	0	0	0	11	0	0	5	0	1	2	8
0400	0	0	9	0	2	0	11	0	0	5	0	0	2	7
0415	0	0	15	0	2	0	17	0	0	30	0	2	2	34
0430	0	0	22	0	0	1	23	0	0	24	0	1	0	25
0445	0	0	24	0	0	1	25	0	0	26	0	0	0	26
0500	0	0	12	0	1	0	13	0	0	33	0	0	3	36
0515	0	1	23	0	4	0	28	0	0	44	0	0	3	47
0530	0	0	48	0	3	1	52	0	0	49	0	4	1	54
0545	0	0	65	0	1	6	72	0	0	60	1	1	2	64
0600	0	0	53	0	2	0	55	0	0	74	1	3	1	79
0615	0	0	60	0	4	2	66	0	0	100	0	2	0	102
0630	0	0	77	0	3	2	82	0	0	114	1	2	1	118
0645	0	0	96	0	5	5	106	0	0	120	1	8	1	130
0700	0	0	87	1	1	2	91	0	0	138	4	4	1	147
0715	0	0	93	0	3	9	105	0	0	125	1	2	4	132
0730	0	0	89	1	7	3	100	0	0	171	1	11	3	186
0745	0	0	126	0	5	3	134	0	0	167	0	2	3	172
0800	0	0	132	2	11	7	152	0	0	135	1	8	4	148
0815	0	0	138	1	10	4	153	0	0	114	1	4	4	123
0830	0	0	125	1	8	3	137	0	0	103	1	11	6	121
0845	0	0	112	2	12	7	133	0	0	116	1	8	4	129
0900	0	0	100	7	11	9	127	0	0	83	0	4	7	94
0915	0	0	94	0	7	8	109	0	0	90	0	7	7	104
0930	0	0	72	0	12	4	88	0	0	97	0	12	3	112
0945	0	0	88	0	9	5	102	0	0	82	1	8	5	96
1000	0	0	85	0	6	7	98	0	0	72	0	9	5	86
1015	0	0	79	0	9	6	94	0	0	78	0	9	8	95
1030	0	1	75	0	7	1	84	0	1	65	0	4	4	74
1045	0	0	69	1	9	3	82	0	0	83	0	9	4	96
1100	0	0	85	0	14	4	103	0	0	81	0	6	6	93
1115	0	0	85	0	11	14	110	0	0	78	1	7	4	90
1130	0	0	94	0	7	13	114	0	0	89	0	9	5	103
1145	0	0	95	0	4	7	106	0	0	87	0	9	6	102
1200	0	3	106	0	6	10	125	0	3	113	0	3	6	125
1215	0	0	112	1	10	7	130	0	0	101	0	9	7	117
1230	0	0	121	0	6	6	133	0	0	108	0	10	5	123
1245	0	1	104	0	7	4	116	0	1	90	4	4	5	104
1300	0	0	103	0	8	10	121	0	2	84	1	9	6	102
1315	0	0	97	0	10	9	116	0	1	70	0	5	5	81
1330	1	0	97	0	3	3	104	0	0	110	0	5	8	123
1345	0	0	104	1	10	6	121	0	0	116	2	5	7	130
1400	0	0	108	0	9	9	126	0	0	107	6	6	3	122
1415	1	0	106	0	6	6	119	0	0	88	1	7	6	102
1430	0	0	120	2	7	10	139	1	0	118	3	7	4	133
1445	1	0	133	0	18	8	160	1	0	104	2	6	4	117
1500	0	0	163	3	9	6	181	0	0	139	0	2	4	145
1515	0	0	154	0	5	5	164	0	2	102	1	2	5	112
1530	0	3	171	2	4	2	182	0	0	144	1	8	5	158
1545	0	0	156	3	0	8	167	1	0	118	1	1	2	123
1600	0	0	164	2	3	2	171	0	2	110	0	6	1	119
1615	0	2	156	3	4	2	167	0	0	92	0	4	2	98
1630	0	0	160	2	9	4	175	0	0	120	0	2	1	123
1645	0	1	173	1	5	1	181	0	0	116	1	1	1	119
1700	1	0	172	0	9	1	183	0	0	121	0	2	3	126
1715	0	0	198	0	6	1	205	0	0	114	0	2	0	116
1730	0	0	169	0	2	1	172	0	0	89	0	5	2	96
1745	0	1	139	0	4	0	144	2	1	84	1	1	2	91
1800	0	1	121	1	2	1	126	0	0	82	0	2	1	85
1815	2	0	125	2	3	0	132	0	0	93	0	3	1	97
1830	0	0	116	1	0	1	118	0	0	83	0	1	1	85
1845	0	1	108	0	3	1	113	0	2	74	0	2	1	79
1900	0	2	96	0	0	2	100	0	1	70	0	3	1	75
1915	0	0	79	0	0	0	79	0	0	68	0	0	0	68
1930	0	0	74	1	1	1	77	0	2	62	0	1	0	65
1945	0	2	61	1	0	0	64	0	0	40	0	1	1	42
2000	0	1	68	0	1	1	71	0	0	67	0	0	2	69
2015	0	1	71	0	0	0	72	0	0	56	0	0	0	56
2030	0	0	36	0	0	3	39	0	0	38	0	2	3	43
2045	0	1	46	1	0	2	50	0	0	32	1	2	2	37
2100	0	0	55	0	0	1	56	0	0	31	0	0	0	31
2115	0	0	44	0	0	1	45	0	0	23	0	0	1	24
2130	0	0	40	0	0	0	40	0	1	36	0	0	0	37
2145	0	0	42	0	0	3	45	0	0	24	0	2	4	30
2200	0	0	32	0	1	1	34	0	0	23	0	0	1	24
2215	0	0	28	0	1	1	30	0	0	16	0	1	1	18
2230	0	0	26	0	0	0	26	0	0	14	0	1	0	15
2245	0	0	22	0	2	0	24	0	0	17	0	1	0	18
2300	0	0	19	0	0	1	20	0	0	25	0	0	0	25
2315	0	0	25	0	0	1	26	0	0	15	0	0	0	15
2330	0	0	19	0	1	0	20	0	0	19	0	2	0	21
2345	0	0	13	0	0	0	14	0	0	18	0	1	0	19
Total	6	22	7174	43	369	292	7906	5	19	6411	41	310	235	7021

Volume Report

Job 1645_10_VHB_ATTR F-14

Area Harvard, MA

Location Route 110/111, south of Route 2



Tuesday, May 6, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	4	0	0	0	4
0045	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0100	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0245	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0300	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0330	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0345	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0400	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0430	0	0	4	0	1	0	5	0	0	1	0	0	0	1
0445	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0500	0	0	6	0	0	0	6	0	0	8	0	1	0	9
0515	0	0	10	0	0	0	10	0	0	12	0	1	0	13
0530	0	0	16	0	0	0	16	0	0	5	0	0	0	5
0545	0	0	19	0	1	0	20	0	0	12	1	0	0	13
0600	0	0	17	0	1	0	18	0	0	21	0	1	0	22
0615	0	0	18	0	2	0	20	0	0	28	0	0	0	28
0630	0	0	36	0	1	0	37	0	0	52	0	2	0	54
0645	0	0	47	0	1	0	48	0	0	53	0	0	2	55
0700	0	0	49	1	4	0	54	0	0	66	3	2	0	71
0715	0	0	68	0	2	1	71	0	0	79	2	4	0	85
0730	0	0	81	0	6	1	88	0	0	89	0	3	1	93
0745	0	0	95	2	3	1	101	0	0	108	1	1	0	110
0800	0	0	115	2	1	1	119	0	0	102	0	7	0	109
0815	0	0	101	0	3	0	104	0	0	82	1	3	0	86
0830	0	0	77	1	4	0	82	0	0	77	1	10	0	88
0845	0	0	106	0	1	0	107	0	0	59	0	2	0	61
0900	0	0	63	7	2	1	73	0	0	61	1	2	0	64
0915	0	0	57	0	1	0	58	0	0	46	0	3	0	49
0930	0	0	57	0	5	1	63	0	0	53	0	3	1	57
0945	0	0	48	0	2	3	53	0	0	47	0	1	0	48
1000	0	0	57	0	2	0	59	0	0	46	0	1	0	47
1015	0	0	66	0	1	2	69	0	0	50	0	4	1	55
1030	0	0	63	1	3	0	67	0	0	52	1	3	1	57
1045	0	0	41	0	2	3	46	0	0	55	0	2	1	58
1100	0	0	46	0	2	1	49	0	0	49	0	4	0	53
1115	0	0	60	0	1	1	62	0	0	37	0	4	0	41
1130	0	0	61	1	1	0	63	0	0	60	0	2	0	62
1145	0	0	51	0	0	0	51	0	0	49	0	3	0	52
1200	0	0	46	1	1	0	48	0	0	52	0	1	1	54
1215	0	0	44	1	1	0	46	0	0	55	0	1	0	56
1230	0	0	48	0	2	1	51	0	0	54	0	1	0	55
1245	0	0	59	0	4	0	63	0	0	48	0	0	0	48
1300	0	0	42	0	2	0	44	0	0	41	2	4	0	47
1315	0	0	48	0	2	0	50	0	0	57	0	4	0	61
1330	0	0	61	0	3	0	64	0	0	51	0	0	0	51
1345	0	0	46	1	3	1	51	0	0	65	0	3	0	68
1400	0	0	43	0	2	1	46	0	0	40	2	2	0	44
1415	0	0	47	0	2	0	49	0	0	56	6	1	0	63
1430	0	0	76	0	3	0	79	0	0	71	1	2	0	74
1445	0	0	106	4	2	0	112	0	0	63	1	2	1	67
1500	0	0	96	0	2	0	98	0	0	65	0	2	1	68
1515	0	0	78	1	3	1	83	0	0	73	2	2	0	77
1530	0	0	103	3	2	1	109	0	0	84	0	0	1	85
1545	0	0	102	0	2	0	104	0	0	87	0	0	0	87
1600	0	0	84	2	1	1	88	0	0	65	0	1	1	67
1615	0	0	104	3	0	0	107	0	0	88	0	1	1	90
1630	0	0	62	0	0	1	63	0	0	85	0	0	0	85
1645	0	0	67	0	0	0	67	0	0	97	0	1	0	98
1700	0	0	81	0	1	0	82	0	0	99	0	0	0	99
1715	0	0	72	0	0	0	72	0	0	80	0	1	0	81
1730	0	0	64	0	0	0	64	0	0	80	0	0	0	80
1745	0	0	85	0	1	0	86	0	0	67	0	1	0	68
1800	0	0	47	1	1	0	49	0	0	59	1	2	0	62
1815	0	0	42	2	0	0	44	0	0	56	0	0	0	56
1830	0	0	41	0	1	0	42	0	0	51	0	0	0	51
1845	0	0	35	0	1	0	36	0	0	41	0	0	0	41
1900	0	0	25	0	0	0	25	0	0	31	0	1	0	32
1915	0	0	44	1	0	0	45	0	0	49	0	0	0	49
1930	0	0	28	0	1	1	30	0	0	39	0	1	0	40
1945	0	1	21	0	0	0	22	0	0	37	0	1	0	38
2000	0	0	22	0	0	1	23	0	0	23	0	0	0	23
2015	0	0	13	0	0	0	13	0	0	18	0	0	0	18
2030	0	0	14	0	0	0	14	0	0	16	0	0	0	16
2045	0	0	16	0	0	0	16	0	0	15	0	0	0	15
2100	0	0	12	0	0	0	12	0	0	16	0	0	0	16
2115	0	0	13	0	0	0	13	0	0	24	0	0	0	24
2130	0	0	8	0	0	0	8	0	0	14	0	0	0	14
2145	0	0	4	0	0	0	4	0	0	14	0	1	0	15
2200	0	0	10	0	0	0	10	0	0	18	0	0	0	18
2215	0	0	4	0	0	0	4	0	0	9	0	1	0	10
2230	0	0	4	0	0	0	4	0	0	10	0	0	0	10
2245	0	0	8	0	0	0	8	0	0	6	0	0	0	6
2300	0	0	3	0	0	0	3	0	0	7	0	0	0	7
2315	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2330	0	0	3	0	0	0	3	0	0	6	0	0	0	6
2345	0	0	2	0	0	0	2	0	0	5	0	0	0	5
Total	0	1	3640	35	96	25	3797	0	0	3682	26	107	13	3828

Volume Report

Job 1645_10_VHB_ATR F-14

Area Harvard, MA

Location Route 110/111, south of Route 2



Wednesday, May 7, 2025

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	3	0	0	0	3	0	0	0	0	0	0	0
0015	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0030	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0045	0	0	4	0	0	0	4	0	0	1	0	0	0	1
0100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0115	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0145	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0200	0	0	1	0	0	0	1	0	0	2	0	1	0	3
0215	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0330	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0345	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1	0	0	3	0	0	0	3
0415	0	0	3	0	1	0	4	0	0	5	0	0	0	5
0430	0	0	2	0	1	0	3	0	0	0	0	0	0	0
0445	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0500	0	0	4	0	0	0	4	0	0	9	0	0	0	9
0515	0	0	6	0	0	0	6	0	0	10	0	0	0	10
0530	0	0	23	0	0	0	23	0	0	13	1	0	0	14
0545	0	0	16	0	0	2	18	0	0	13	1	0	0	14
0600	0	0	20	0	1	0	21	0	0	18	1	1	0	20
0615	0	0	35	0	0	0	35	0	0	29	0	3	0	32
0630	0	0	41	1	1	0	43	0	0	72	0	0	0	72
0645	0	0	49	0	2	0	51	0	0	79	0	2	0	81
0700	0	0	63	1	0	0	64	0	0	69	3	1	0	73
0715	0	0	59	1	0	0	60	0	0	74	2	2	0	78
0730	0	1	71	2	0	0	74	0	0	108	4	0	0	112
0745	0	0	87	2	1	0	90	0	0	134	1	8	1	144
0800	0	0	112	3	3	0	118	0	0	86	0	5	0	91
0815	0	0	106	2	0	0	108	0	0	64	2	8	0	74
0830	0	0	85	2	3	0	90	0	0	76	0	1	0	77
0845	0	0	94	5	3	0	102	0	0	61	0	2	0	63
0900	0	1	58	3	2	0	64	0	0	49	0	1	0	50
0915	0	0	82	0	3	0	85	0	0	51	0	4	0	55
0930	0	0	57	0	2	0	59	0	0	53	0	7	0	60
0945	0	0	64	0	1	0	65	0	0	50	1	5	2	58
1000	0	0	68	0	6	1	75	0	0	42	0	3	1	46
1015	0	0	62	0	2	1	65	0	0	61	0	2	2	65
1030	0	1	54	0	3	0	58	0	0	51	1	0	0	52
1045	0	0	51	0	4	0	55	0	3	47	0	4	0	54
1100	0	0	54	0	4	0	58	0	0	45	0	7	1	53
1115	0	0	43	0	9	0	52	0	0	37	0	4	0	41
1130	0	0	48	0	1	0	49	0	0	57	0	4	1	62
1145	0	1	43	0	3	1	48	0	0	52	0	6	0	58
1200	1	0	45	0	1	0	47	0	0	59	0	3	0	62
1215	0	0	55	0	2	0	57	0	1	52	0	1	0	54
1230	0	0	46	1	3	0	50	0	0	54	1	0	1	56
1245	0	0	46	0	4	0	50	0	1	48	0	5	1	55
1300	0	0	57	2	3	0	62	0	1	53	2	0	1	57
1315	0	0	45	1	2	0	48	0	1	38	0	3	0	42
1330	0	0	54	2	0	1	57	0	0	47	0	2	1	50
1345	0	0	43	0	2	0	45	0	0	60	0	2	0	62
1400	0	0	53	0	1	0	54	0	0	58	5	7	1	71
1415	0	0	51	0	4	1	56	0	0	56	2	4	0	62
1430	0	0	57	0	4	0	61	0	0	72	0	1	1	74
1445	0	1	92	3	5	0	101	0	0	69	2	3	0	74
1500	0	0	81	0	1	1	83	0	0	82	0	1	0	83
1515	0	1	95	2	3	0	101	0	0	80	2	1	0	83
1530	0	0	107	1	0	1	109	0	0	80	0	1	2	83
1545	0	0	101	1	3	0	105	1	0	94	0	0	0	95
1600	0	2	91	3	0	1	97	0	1	73	0	1	1	76
1615	0	1	82	2	2	0	87	0	0	89	0	1	0	90
1630	0	0	84	1	0	0	85	0	0	110	0	0	0	110
1645	0	0	57	0	0	0	57	0	0	90	0	0	0	90
1700	0	0	82	0	7	0	89	0	0	105	0	0	0	105
1715	0	0	109	0	1	0	110	0	0	71	0	1	0	72
1730	0	0	70	0	1	0	71	0	1	69	0	0	1	71
1745	0	1	74	1	1	1	78	0	0	91	1	0	0	92
1800	1	0	49	0	0	0	50	0	1	91	0	1	0	93
1815	0	0	62	1	0	0	63	0	1	70	0	1	0	72
1830	0	0	44	0	0	0	44	0	0	61	0	0	0	61
1845	0	1	36	0	3	0	40	0	2	51	0	1	0	54
1900	0	2	35	0	0	1	38	0	0	52	0	2	0	54
1915	0	1	25	0	0	0	26	0	2	58	0	0	0	60
1930	0	0	20	0	1	0	21	0	1	40	0	0	0	41
1945	0	1	78	1	0	0	80	0	2	37	0	0	0	39
2000	0	0	46	0	0	0	46	0	0	50	0	0	0	50
2015	0	0	28	0	0	0	28	0	0	27	0	0	0	27
2030	0	0	23	0	0	0	23	0	0	25	0	0	0	25
2045	0	0	15	0	0	0	15	0	0	14	0	0	0	14
2100	0	0	21	0	0	0	21	0	0	15	0	0	0	15
2115	0	0	17	0	0	0	17	0	0	17	0	0	0	17
2130	0	0	7	0	0	0	7	0	0	16	0	0	0	16
2145	0	0	8	0	0	0	8	0	0	14	0	1	0	15
2200	0	0	5	0	0	0	5	0	0	13	0	0	0	13
2215	0	0	10	0	0	0	10	0	0	5	0	0	0	5
2230	0	0	9	0	0	0	9	0	0	6	0	0	0	6
2245	0	0	3	0	0	0	3	0	0	4	0	0	0	4
2300	0	0	2	0	0	0	2	0	0	6	0	0	0	6
2315	0	0	4	0	0	0	4	0	0	7	0	0	0	7
2330	0	0	2	0	0	0	2	0	0	8	0	0	0	8
2345	0	0	4	0	0	0	4	0	0	6	0	1	0	7
Total	2	15	3819	44	110	12	4002	1	18	3932	32	125	18	4126

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-1a
 Location: Shirley, MA
 Street 1: Lancaster Road
 Street 2: Leominster Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Lancaster Road Northbound					Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	33	0	0	0	0	0	0	75	1	0	39	23	0
7:15 AM	0	0	0	48	0	0	0	0	0	0	76	0	0	51	27	0
7:30 AM	0	0	0	41	0	0	0	0	0	0	82	0	0	51	37	0
7:45 AM	0	0	0	58	0	0	0	0	0	0	64	1	0	52	40	0
8:00 AM	0	1	0	47	0	0	0	0	0	0	66	1	0	66	29	0
8:15 AM	0	0	0	46	0	0	0	0	0	0	51	0	0	73	35	0
8:30 AM	0	2	0	72	0	0	0	0	0	0	45	0	0	64	34	0
8:45 AM	0	0	0	41	0	0	0	0	0	0	32	0	0	34	33	0

Lancaster Road Northbound					Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	0	56	0	0	0	0	0	0	34	1	0	93	126	0
4:15 PM	0	0	0	49	0	0	0	0	0	0	34	0	0	49	99	0
4:30 PM	0	0	0	51	0	0	0	0	0	0	48	1	0	67	109	0
4:45 PM	0	0	0	51	0	0	0	0	0	0	42	0	0	52	97	0
5:00 PM	0	3	0	60	0	0	0	0	0	0	37	0	0	71	95	0
5:15 PM	0	0	0	59	0	0	0	0	0	0	38	2	0	59	80	0
5:30 PM	0	0	0	45	0	0	0	0	0	0	39	1	0	46	74	0
5:45 PM	0	0	0	49	0	0	0	0	0	0	34	0	0	33	64	0

AM PEAK HOUR 7:45 AM to 8:45 AM <i>PHF</i> <i>HV %</i>	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	223	0	0	0	0	0	0	226	2	0	255	138	0
	0.76				0.00				0.85				0.91			
	0.0%	0.0%	0.0%	11.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	5.9%	8.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i> <i>HV %</i>	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	207	0	0	0	0	0	0	158	2	0	261	431	0
	0.89				0.00				0.82				0.79			
	0.0%	33.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	2.3%	2.3%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-1a
 Location: Shirley, MA
 Street 1: Lancaster Road
 Street 2: Leominster Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Lancaster Road Northbound					Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	4	0	0	0	0	0	0	2	0	0	4	1	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	4	0	0	1	1	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	3	0	0	2	2	0
7:45 AM	0	0	0	8	0	0	0	0	0	0	2	0	0	4	4	0
8:00 AM	0	0	0	8	0	0	0	0	0	0	3	0	0	3	3	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	4	1	0
8:30 AM	0	0	0	8	0	0	0	0	0	0	1	0	0	4	3	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	4	4	0

Lancaster Road Northbound					Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:45 AM to 8:45 AM <i>PHF</i>	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	25	0	0	0	0	0	0	8	0	0	15	11	0
0.78				0.00				0.67				0.81				

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	1	0	0	0	0	0	0	4	0	0	6	10	0
0.50				0.00				0.33				0.40				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-1a
 Location: Shirley, MA
 Street 1: Lancaster Road
 Street 2: Leominster Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Lancaster Road									Leominster Road				Lancaster Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lancaster Road Northbound					Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	8

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Lancaster Road Northbound				Southbound				Leominster Road Eastbound				Lancaster Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	2	0	0	0	0	0	0	0	0	0	4	2	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-1b
 Location: Shirley, MA
 Street 1: Lancaster Street
 Street 2: Main Street & Center Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	2	0	30	0	14	87	0	0	0	32	3
7:15 AM	0	0	0	0	0	7	0	32	0	12	112	0	0	0	48	2
7:30 AM	0	0	0	0	0	8	0	33	0	12	105	0	0	0	53	0
7:45 AM	0	0	0	0	0	1	0	30	0	20	105	0	0	0	61	2
8:00 AM	0	0	0	0	0	3	0	32	0	21	91	0	0	0	68	2
8:15 AM	0	0	0	0	0	8	0	37	0	12	84	0	0	0	69	2
8:30 AM	0	0	0	0	0	6	0	30	0	28	89	0	0	0	64	2
8:45 AM	0	0	0	0	0	2	0	16	0	12	60	0	0	0	52	3

Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	3	0	40	0	26	65	0	0	0	179	4
4:15 PM	0	0	0	0	0	2	0	19	0	26	58	0	0	0	129	5
4:30 PM	0	0	0	0	0	2	0	36	0	23	76	0	0	0	140	4
4:45 PM	0	0	0	0	0	0	0	27	0	33	59	0	0	0	123	3
5:00 PM	0	0	0	0	0	1	0	34	0	38	60	0	0	0	133	2
5:15 PM	0	0	0	0	0	1	0	28	0	36	61	0	0	0	111	3
5:30 PM	0	0	0	0	0	3	0	21	0	20	64	0	0	0	99	3
5:45 PM	0	0	0	0	0	1	0	19	0	22	61	0	0	0	78	2

AM PEAK HOUR 7:45 AM to 8:45 AM	Northbound				Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
	0	0	0	0	0	18	0	129	0	81	369	0	0	0	262	8			
	PHF				0.00				0.82				0.90				0.95		
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	7.8%	0.0%	14.8%	5.4%	0.0%	0.0%	0.0%	6.1%	0.0%			

PM PEAK HOUR 4:00 PM to 5:00 PM	Northbound				Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	7	0	122	0	108	258	0	0	0	571	16
	0.00				0.75				0.92				0.80			
PHF																
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	2.5%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTB #: Location E-1b
 Location: Shirley, MA
 Street 1: Lancaster Street
 Street 2: Main Street & Center Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	0	5	0
7:15 AM	0	0	0	0	0	2	0	0	0	3	3	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	3	0	2	4	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	2	0	1	8	0	0	0	6	0
8:00 AM	0	0	0	0	0	0	0	4	0	4	7	0	0	0	3	0
8:15 AM	0	0	0	0	0	1	0	1	0	1	2	0	0	0	4	0
8:30 AM	0	0	0	0	0	1	0	3	0	6	3	0	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	3	0	2	5	0	0	0	4	0

Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0

AM PEAK HOUR 7:45 AM to 8:45 AM <i>PHF</i>	Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	2	0	10	0	12	20	0	0	0	16	0
	0.00					0.75				0.73				0.67		

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Center Road								Lancaster Street				Main Street			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	14
	0.00				0.25				0.33				0.35			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-1b
 Location: Shirley, MA
 Street 1: Lancaster Street
 Street 2: Main Street & Center Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound					Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0

Northbound				Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:45 AM to 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Northbound				Center Road Southbound				Lancaster Street Eastbound				Main Street Westbound			
Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM to 5:00 PM	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-2
 Location: Ayer, MA
 Street 1: Park Street
 Street 2: Fitchburg Road/Groton School Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Park Street Northbound					Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
7:00 AM	0	51	14	0	0	0	50	3	0	2	0	136	0	0	0	0
7:15 AM	0	39	34	0	0	0	52	2	0	3	0	120	0	0	0	0
7:30 AM	0	50	43	0	0	0	58	4	0	2	0	126	0	0	0	0
7:45 AM	0	59	56	0	0	0	67	2	0	2	0	131	0	0	0	0
8:00 AM	0	41	43	0	0	0	84	3	0	6	0	87	0	0	0	0
8:15 AM	0	39	51	0	0	0	66	7	0	4	0	90	0	0	0	0
8:30 AM	0	64	50	0	0	0	55	3	0	2	0	73	0	0	0	0
8:45 AM	0	63	38	0	0	0	46	6	0	3	0	67	0	0	0	0

Park Street Northbound					Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
4:00 PM	0	138	82	0	0	0	42	5	0	5	0	59	0	0	0	0
4:15 PM	0	167	92	0	0	0	52	1	0	9	0	63	0	0	0	0
4:30 PM	0	138	86	0	0	0	43	1	0	3	0	64	0	0	0	0
4:45 PM	0	134	107	0	0	0	37	2	0	7	0	59	0	0	0	0
5:00 PM	0	155	78	0	0	0	32	2	0	7	0	57	0	0	0	0
5:15 PM	0	153	87	0	0	0	40	7	0	5	0	71	0	0	0	0
5:30 PM	0	109	64	0	0	0	36	2	0	7	0	53	0	0	0	0
5:45 PM	0	90	66	0	0	0	38	8	0	6	0	52	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM		Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
		U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
		0	189	193	0	0	0	275	16	0	14	0	434	0	0	0	0
PHF		0.83				0.84				0.84				0.00			
HV %		0.0%	6.9%	5.7%	0.0%	0.0%	0.0%	2.2%	6.3%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM		Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
		U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
		0	577	367	0	0	0	174	9	0	24	0	245	0	0	0	0
PHF		0.91				0.86				0.93				0.00			
HV %		0.0%	4.3%	2.2%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-2
 Location: Ayer, MA
 Street 1: Park Street
 Street 2: Fitchburg Road/Groton School Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Park Street Northbound					Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	0	0	0	0	3	0	0	0	0	5	0	0	0	0
7:15 AM	0	3	2	0	0	0	2	0	0	2	0	8	0	0	0	0
7:30 AM	0	7	3	0	0	0	2	0	0	0	0	3	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	3	3	0	0	0	0	1	0	0	0	1	0	0	0	0
8:15 AM	0	3	4	0	0	0	4	0	0	0	0	2	0	0	0	0
8:30 AM	0	12	2	0	0	0	2	0	0	0	0	3	0	0	0	0
8:45 AM	0	2	2	0	0	0	4	0	0	0	0	6	0	0	0	0

Park Street Northbound					Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
4:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	7	5	0	0	0	4	0	0	0	0	3	0	0	0	0
4:30 PM	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	6	1	0	0	0	1	0	0	0	0	1	0	0	0	0
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:15 PM	0	1	0	0	0	0	2	0	0	0	0	4	0	0	0	0
5:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
	0	20	11	0	0	0	10	1	0	0	0	12	0	0	0	0
0.55				0.69				0.50				0.00				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right
	0	25	8	0	0	0	6	0	0	0	0	4	0	0	0	0
0.69				0.38				0.33				0.00				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-2
 Location: Ayer, MA
 Street 1: Park Street
 Street 2: Fitchburg Road/Groton School Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Park Street Northbound					Groton School Road Southbound					Fitchburg Road Eastbound				Westbound		
Start Time	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Park Street Northbound					Groton School Road Southbound					Fitchburg Road Eastbound				Westbound		
Start Time	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED
4:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Park Street Northbound				Groton School Road Southbound				Fitchburg Road Eastbound				Westbound			
	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Left	Thru	Right	PED
	2	1	0	0	0	1	0	0	0	0	3	1	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-3
 Location: Ayer, MA
 Street 1: Park Street & Main Street
 Street 2: West Main Street & Mill Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	2	0	102	2	47	0	24	63	0	0	1	41	50
7:15 AM	0	1	1	1	0	87	1	38	0	27	88	0	0	1	60	61
7:30 AM	0	0	2	1	0	85	4	45	0	39	99	0	0	1	60	60
7:45 AM	0	1	1	1	0	96	1	62	0	42	86	1	0	0	48	61
8:00 AM	0	1	0	0	0	81	1	68	0	36	86	2	0	2	62	61
8:15 AM	0	0	1	6	0	86	0	52	0	37	76	1	0	1	39	55
8:30 AM	0	0	0	1	0	62	0	50	0	42	99	2	0	2	50	55
8:45 AM	0	1	0	2	0	65	0	50	0	28	76	0	0	2	50	63

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	1	0	52	0	44	0	75	55	1	0	0	86	140
4:15 PM	0	0	0	0	0	45	0	53	0	84	48	0	0	0	83	149
4:30 PM	0	1	0	0	0	55	0	49	0	71	86	1	0	2	74	153
4:45 PM	0	0	1	0	0	48	0	41	0	79	80	1	0	0	80	138
5:00 PM	0	0	0	0	0	55	0	37	0	66	56	0	0	2	86	146
5:15 PM	0	1	0	1	0	54	1	30	0	62	74	1	0	0	81	137
5:30 PM	0	1	2	1	0	63	1	38	0	43	48	0	0	3	68	115
5:45 PM	0	1	1	2	0	60	1	38	0	37	54	2	0	0	56	94

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	4	3	0	349	7	213	0	144	359	3	0	4	230	243
	0.83				0.89				0.92				0.95			
	0.0%	100.0%	25.0%	33.3%	0.0%	5.4%	28.6%	2.8%	0.0%	6.3%	5.3%	0.0%	0.0%	25.0%	10.4%	4.1%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	1	1	0	200	0	187	0	309	269	3	0	2	323	580
	0.50				0.93				0.91				0.98			
	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	2.7%	0.0%	1.0%	1.1%	0.0%	0.0%	0.0%	1.9%	4.8%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-3
 Location: Ayer, MA
 Street 1: Park Street & Main Street
 Street 2: West Main Street & Mill Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	2	2	2	0	1	2	0	0	0	2	2
7:15 AM	0	1	0	0	0	11	0	2	0	0	5	0	0	0	9	4
7:30 AM	0	0	1	0	0	4	2	2	0	2	5	0	0	1	3	2
7:45 AM	0	1	0	1	0	3	0	2	0	2	3	0	0	0	4	1
8:00 AM	0	1	0	0	0	1	0	0	0	5	6	0	0	0	8	3
8:15 AM	0	0	0	0	0	3	0	2	0	4	6	0	0	0	2	3
8:30 AM	0	0	0	1	0	3	0	2	0	1	4	1	0	0	5	5
8:45 AM	0	0	0	0	0	7	0	2	0	0	4	0	0	0	3	4

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	1	0	2	0	2	0	0	0	0	2	7
4:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	6
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	4
5:15 PM	0	0	0	0	0	5	0	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3
5:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	2

AM PEAK HOUR 7:15 AM to 8:15 AM <i>PHF</i>	Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	1	1	0	19	2	6	0	9	19	0	0	1	24	10
<i>PHF</i>				0.63	0.52				0.64				0.67			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	4	0	5	0	3	3	0	0	0	6	28
<i>PHF</i>				0.00	0.75				0.75				0.85			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-3
 Location: Ayer, MA
 Street 1: Park Street & Main Street
 Street 2: West Main Street & Mill Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1

Mill Street Northbound					Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	7	0	0	0	0	0	1	0	0	0	1	5	0
4:15 PM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	1	0	0	2	0	0	1	0	1	0
5:00 PM	0	0	0	2	0	0	0	1	0	1	0	0	0	1	2	0
5:15 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	4	0	0	0	1	0	0	0	1	0	1	1	0

AM PEAK HOUR ¹		Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
7:15 AM to 8:15 AM		Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
		0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0

PM PEAK HOUR ¹		Mill Street Northbound				Park Street Southbound				West Main Street Eastbound				Main Street Westbound			
4:00 PM to 5:00 PM		Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
		0	0	1	12	0	0	2	0	0	5	0	0	1	1	7	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-4
 Location: Ayer, MA
 Street 1: Groton-Harvard Road
 Street 2: Central Avenue
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	19	5	0	11	30	5	0	0	26	3	0	1	13	6
7:15 AM	0	4	21	3	0	16	26	3	0	1	41	1	0	1	14	8
7:30 AM	0	1	32	3	0	17	28	3	0	1	52	1	0	2	21	20
7:45 AM	0	3	25	2	0	26	35	3	0	2	51	2	0	2	25	20
8:00 AM	0	2	26	2	0	15	20	2	0	1	33	5	0	2	27	7
8:15 AM	0	1	19	2	0	11	22	3	0	1	26	3	0	0	19	17
8:30 AM	0	3	23	3	0	22	32	3	0	8	32	3	0	1	12	11
8:45 AM	0	4	22	4	0	13	19	4	0	3	31	3	0	3	14	12

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	25	3	0	14	16	1	0	4	31	8	0	4	63	11
4:15 PM	0	8	50	4	0	7	17	5	0	1	28	3	0	6	49	13
4:30 PM	0	9	36	1	0	13	21	6	0	4	29	8	0	9	41	22
4:45 PM	0	11	33	5	0	11	20	9	0	5	34	7	0	3	65	13
5:00 PM	0	21	35	4	0	12	21	4	0	6	34	3	0	2	67	14
5:15 PM	0	18	41	3	0	11	23	11	0	3	22	1	0	6	46	19
5:30 PM	0	15	44	8	0	14	22	4	0	3	19	4	0	10	41	8
5:45 PM	0	6	27	6	0	11	26	4	0	4	26	3	0	4	38	12

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	10	104	10	0	74	109	11	0	5	177	9	0	7	87	55
	0.86				0.76				0.87				0.79			
	0.0%	10.0%	1.9%	0.0%	0.0%	1.4%	1.8%	0.0%	0.0%	20.0%	5.1%	0.0%	0.0%	0.0%	4.6%	1.8%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	59	145	13	0	47	85	30	0	18	119	19	0	20	219	68
	0.88				0.90				0.85				0.92			
	0.0%	1.7%	0.7%	0.0%	0.0%	2.1%	1.2%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	5.0%	0.5%	1.5%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-4
 Location: Ayer, MA
 Street 1: Groton-Harvard Road
 Street 2: Central Avenue
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	1	0	0	1	3	0	0	0	1	1
7:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	2	0	0	1	2	0	0	1	9	0	0	0	4	1
0.75				0.38				0.63				0.63				

PM PEAK HOUR 4:45 PM to 5:45 PM PHF	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	1	0	0	1	0	0	0	0	2	0	0	2	4	1
0.50				0.25				0.50				0.35				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-4
 Location: Ayer, MA
 Street 1: Groton-Harvard Road
 Street 2: Central Avenue
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Groton-Harvard Road Northbound					Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Groton-Harvard Road Northbound				Groton-Harvard Road Southbound				Central Avenue Eastbound				Central Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-5
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 NB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	14	0	31	0	0	0	0	0	0	71	82	0	5	38	0
7:15 AM	0	16	0	31	0	0	0	0	0	0	84	73	0	3	54	0
7:30 AM	0	15	0	46	0	0	0	0	0	0	119	89	0	4	92	0
7:45 AM	0	16	0	50	0	0	0	0	0	0	142	82	0	6	125	0
8:00 AM	0	15	0	41	0	0	0	0	0	0	104	95	0	4	54	0
8:15 AM	0	20	0	37	0	0	0	0	0	0	114	112	0	2	39	0
8:30 AM	0	16	0	46	0	0	0	0	0	0	122	115	0	5	77	0
8:45 AM	0	25	0	38	0	0	0	0	0	0	121	112	0	2	87	0

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	29	0	39	0	0	0	0	0	0	81	76	0	5	130	0
4:15 PM	0	18	0	33	0	0	0	0	0	0	97	63	0	3	111	0
4:30 PM	0	19	0	46	0	0	0	0	0	0	97	77	0	2	142	0
4:45 PM	0	26	0	42	0	0	0	0	0	0	112	64	0	9	134	0
5:00 PM	0	19	0	29	0	0	0	0	0	0	96	57	0	5	170	0
5:15 PM	0	29	0	34	0	0	0	0	0	0	92	56	0	7	172	0
5:30 PM	0	33	0	20	0	0	0	0	0	0	84	51	0	4	142	0
5:45 PM	0	21	0	22	0	0	0	0	0	0	75	43	0	3	138	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	I-495 Exit 30 NB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	67	0	174	0	0	0	0	0	0	482	404	0	17	295	0
	0.91				0.00				0.93				0.60			
	0.0%	40.3%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	7.4%	0.0%	5.9%	4.1%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM	I-495 Exit 30 NB Ramps								King Street (Route 2A-110)				King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	93	0	151	0	0	0	0	0	0	397	254	0	23	618	0
PHF	0.90				0.00				0.92				0.90			
HV %	0.0%	10.8%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	4.7%	0.0%	0.0%	1.1%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-5
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 NB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	5	0	1	0	0	0	0	0	0	6	2	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	0	3	13	0	0	1	0
7:30 AM	0	3	0	3	0	0	0	0	0	0	3	8	0	0	13	0
7:45 AM	0	7	0	2	0	0	0	0	0	0	8	7	0	0	3	0
8:00 AM	0	4	0	4	0	0	0	0	0	0	1	10	0	0	2	0
8:15 AM	0	10	0	1	0	0	0	0	0	0	5	7	0	0	0	0
8:30 AM	0	6	0	2	0	0	0	0	0	0	3	6	0	1	7	0
8:45 AM	0	13	0	0	0	0	0	0	0	0	1	11	0	0	10	0

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	0	1	0	0	0	0	0	0	1	9	0	0	4	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	2	4	0	0	0	0
4:30 PM	0	3	0	1	0	0	0	0	0	0	1	2	0	0	4	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	1	3	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	1	5	0	0	1	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	2	0	0	2	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	3	0	0	1	0
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	I-495 Exit 30 NB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	33	0	7	0	0	0	0	0	0	10	34	0	1	19	0
	0.77				0.00				0.92				0.50			

PM PEAK HOUR 4:00 PM to 5:00 PM	I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
	0	15	0	2	0	0	0	0	0	0	5	18	0	0	8	0	
PHF	0.71				0.00				0.58				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-5
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 NB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

I-495 Exit 30 NB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	I-495 Exit 30 NB Ramps								King Street (Route 2A-110)				King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	I-495 Exit 30 NB Ramps								King Street (Route 2A-110)				King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-6
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 SB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)					King Street (Route 2A-110)						
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	40	0	13	0	0	0	0	0	0	140	25	0	14	38	0
7:15 AM	0	40	0	14	0	0	0	0	0	0	138	30	0	20	51	0
7:30 AM	0	39	0	16	0	0	0	0	0	0	187	27	0	18	85	0
7:45 AM	0	32	0	24	0	0	0	0	0	0	200	24	0	19	122	0
8:00 AM	0	32	0	12	0	0	0	0	1	0	187	25	0	22	47	0
8:15 AM	0	34	0	17	0	0	0	0	0	0	210	20	0	15	44	0
8:30 AM	0	40	0	16	0	0	0	0	0	0	219	21	0	21	72	0
8:45 AM	0	41	0	12	0	0	0	0	0	0	220	22	0	22	90	0

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	47	0	7	0	0	0	0	0	0	150	16	0	44	115	0
4:15 PM	0	45	0	13	0	0	0	0	0	0	145	23	0	31	98	0
4:30 PM	0	40	0	10	0	0	0	0	0	0	168	20	0	26	135	0
4:45 PM	0	46	0	16	0	0	0	0	0	0	155	17	0	29	130	0
5:00 PM	0	49	0	9	0	0	0	0	0	0	144	21	0	31	158	0
5:15 PM	0	45	0	14	0	0	0	0	0	0	134	17	0	37	163	0
5:30 PM	0	43	0	6	0	0	0	0	0	0	129	13	0	35	140	0
5:45 PM	0	51	0	10	0	0	0	0	0	0	108	9	0	28	131	0

AM PEAK HOUR 7:45 AM to 8:45 AM	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)				King Street (Route 2A-110)							
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	138	0	69	0	0	0	0	1	0	816	90	0	77	285	0
PHF	0.92				0.00				0.94				0.64			
HV %	0.0%	21.7%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	30.0%	0.0%	5.2%	11.9%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	180	0	49	0	0	0	0	0	0	601	75	0	123	586	0
PHF	0.92				0.00				0.90				0.89			
HV %	0.0%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	17.3%	0.0%	1.6%	2.6%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-6
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 SB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	5	0	0	0	0	0	0	0	0	10	6	0	0	3	0
7:15 AM	0	9	0	2	0	0	0	0	0	0	14	14	0	0	3	0
7:30 AM	0	7	0	0	0	0	0	0	0	0	10	5	0	0	16	0
7:45 AM	0	6	0	0	0	0	0	0	0	0	15	7	0	1	8	0
8:00 AM	0	5	0	0	0	0	0	0	0	0	11	8	0	1	5	0
8:15 AM	0	11	0	0	0	0	0	0	0	0	14	5	0	1	9	0
8:30 AM	0	8	0	1	0	0	0	0	0	0	8	7	0	1	12	0
8:45 AM	0	5	0	0	0	0	0	0	0	0	10	6	0	0	23	0

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	0	0	0	0	0	0	0	0	8	5	0	1	8	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	6	4	0	0	4	0
4:30 PM	0	4	0	0	0	0	0	0	0	0	2	3	0	2	6	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	4	4	0	0	2	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	5	2	0	0	4	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	4	4	0	0	3	0
5:30 PM	0	3	0	0	0	0	0	0	0	0	5	4	0	0	1	0
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	2	0	0	1	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	29	0	1	0	0	0	0	0	0	43	26	0	3	49	0
	0.68				0.00				0.91				0.57			

PM PEAK HOUR 4:00 PM to 5:00 PM	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	16	0	0	0	0	0	0	0	0	20	16	0	3	20	0
PHF	0.80				0.00				0.69				0.64			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-6
 Location: Littleton, MA
 Street 1: King Street (Route 2A-110)
 Street 2: I-495 Exit 30 SB Ramps
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

I-495 Exit 30 SB Ramps					King Street (Route 2A-110)								King Street (Route 2A-110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	I-495 Exit 30 SB Ramps				King Street (Route 2A-110)								King Street (Route 2A-110)			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-7
 Location: Harvard, MA
 Street 1: Ayer Road
 Street 2: Still River Road & Old Littleton Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Ayer Road Northbound					Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	25	0	0	9	43	7	0	22	8	8	0	1	2	0
7:15 AM	0	1	23	3	0	12	47	9	0	26	8	10	0	3	2	0
7:30 AM	0	2	29	2	0	12	67	16	0	22	13	18	0	10	0	0
7:45 AM	0	7	46	3	0	11	74	12	0	26	23	13	0	17	7	0
8:00 AM	0	4	64	5	0	9	86	8	0	27	10	22	0	23	6	1
8:15 AM	0	6	51	9	0	7	62	10	0	17	10	10	0	6	6	1
8:30 AM	0	4	36	6	0	4	82	13	0	9	14	16	0	5	7	1
8:45 AM	0	17	72	4	0	11	52	7	0	19	9	4	0	20	7	0

Ayer Road Northbound					Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	11	53	1	0	4	29	30	0	11	4	5	0	3	20	0
4:15 PM	0	11	45	2	0	4	51	16	0	8	6	4	0	1	13	1
4:30 PM	0	17	48	5	0	7	40	30	0	10	6	5	0	3	22	0
4:45 PM	0	16	46	1	0	8	36	25	0	10	4	11	0	1	15	0
5:00 PM	0	12	40	0	0	4	47	34	0	8	2	5	0	5	24	1
5:15 PM	0	16	53	3	0	4	43	30	0	17	4	8	0	7	21	0
5:30 PM	0	16	53	3	0	6	42	18	0	13	3	7	0	4	18	0
5:45 PM	0	9	41	6	0	1	38	26	0	9	4	1	0	4	6	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	21	197	23	0	31	304	43	0	79	57	61	0	51	26	3
	0.83				0.92				0.79				0.67			
	0.0%	0.0%	6.1%	0.0%	0.0%	0.0%	2.6%	7.0%	0.0%	1.3%	0.0%	1.6%	0.0%	5.9%	0.0%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	61	187	9	0	23	166	119	0	45	16	29	0	16	82	1
	0.89				0.91				0.78				0.83			
	0.0%	1.6%	1.1%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-7
 Location: Harvard, MA
 Street 1: Ayer Road
 Street 2: Still River Road & Old Littleton Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Ayer Road Northbound					Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	5	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	2	0	0
8:00 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0
8:15 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	3	0	0	0	2	1	0	1	0	1	0	0	0	0
8:45 AM	0	0	8	0	0	2	1	0	0	0	0	0	0	3	0	0

Ayer Road Northbound					Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0
4:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	16	0	0	2	5	3	0	1	0	1	0	4	0	0
<i>PHF</i>	0.50				0.83				0.25				0.33			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	6	0	0	0	5	1	0	0	0	1	0	0	0	0
<i>PHF</i>	0.50				0.50				0.25				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-7
 Location: Harvard, MA
 Street 1: Ayer Road
 Street 2: Still River Road & Old Littleton Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

7. PEDESTRIANS & BICYCLES																
Ayer Road Northbound					Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0

Ayer Road Northbound					Ayer Road Southbound					Still River Road Eastbound					Old Littleton Road Westbound				
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED			
4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0			
4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0			
4:45 PM	2	0	0	1	0	0	0	1	0	3	0	1	0	0	0	0			
5:00 PM	0	0	0	1	0	0	2	1	0	0	0	2	0	0	0	0			
5:15 PM	1	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0			
5:45 PM	0	0	0	1	0	0	0	2	0	0	1	0	0	3	0	0			

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	1	0	3	0	0	0	1	0	1	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Ayer Road Northbound				Ayer Road Southbound				Still River Road Eastbound				Old Littleton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	3	0	2	4	0	0	2	3	0	3	0	4	1	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-8
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Seven Bridge Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Main Street Northbound					Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	38	0	2	0	0	0	0	0	0	209	50	0	3	83	0
7:15 AM	0	44	0	2	0	0	0	0	0	0	168	85	0	0	99	0
7:30 AM	0	66	0	1	0	0	0	0	0	0	140	96	0	1	115	0
7:45 AM	0	48	0	1	0	0	0	0	0	0	171	91	0	3	110	0
8:00 AM	0	49	0	1	0	0	0	0	0	0	144	71	0	0	118	0
8:15 AM	0	52	0	1	0	0	0	0	0	0	148	86	0	3	81	0
8:30 AM	0	83	0	5	0	0	0	0	0	0	140	61	0	1	100	0
8:45 AM	0	53	0	3	0	0	0	0	0	0	155	60	0	0	122	0

Main Street Northbound					Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	70	0	1	0	0	0	0	0	0	137	52	0	0	219	0
4:15 PM	0	62	0	1	0	0	0	0	0	0	124	60	0	0	211	0
4:30 PM	0	65	0	4	0	0	0	0	0	0	118	50	0	2	246	0
4:45 PM	0	73	0	0	0	0	0	0	0	0	102	79	0	0	241	0
5:00 PM	0	71	0	0	0	0	0	0	0	0	125	63	0	4	214	0
5:15 PM	0	67	0	1	0	0	0	0	0	0	153	66	0	1	222	0
5:30 PM	0	73	0	0	0	0	0	0	0	0	117	49	0	0	242	0
5:45 PM	0	61	0	0	0	0	0	0	0	0	120	73	0	1	202	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	196	0	6	0	0	0	0	0	0	688	322	0	7	407	0
	0.75				0.00				0.96				0.89			
	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	3.4%	0.0%	0.0%	6.4%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	276	0	5	0	0	0	0	0	0	498	258	0	7	923	0
	0.96				0.00				0.86				0.94			
	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.8%	0.0%	14.3%	2.5%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-8
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Seven Bridge Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Main Street Northbound									Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	0	0	0	0	0	7	2	0	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	4	0
7:30 AM	0	5	0	0	0	0	0	0	0	0	10	6	0	0	9	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	6	2	0	0	6	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	9	4	0	0	8	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	18	3	0	1	2	0
8:30 AM	0	9	0	0	0	0	0	0	0	0	7	3	0	0	11	0
8:45 AM	0	4	0	0	0	0	0	0	0	0	10	3	0	0	21	0

Main Street Northbound									Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	0	0	0	0	0	0	0	5	1	0	0	15	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	1	8	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	4	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	2	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	15	0	0	0	0	0	0	0	0	44	13	0	1	42	0
0.42				0.00				0.68				0.51				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	0	0	0	0	0	0	0	16	2	0	0	31	0
0.50				0.00				0.75				0.52				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-8
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Seven Bridge Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Main Street Northbound					Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Main Street Northbound					Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Main Street Northbound				Southbound				Main Street Eastbound				Seven Bridge Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-9
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Lunenburg Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Lunenburg Road									Main Street				Main Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	62	0	6	0	13	211	0	0	0	75	42
7:15 AM	0	0	0	0	0	85	0	5	0	12	165	0	0	0	88	53
7:30 AM	0	0	0	0	0	83	0	6	0	13	146	0	0	0	103	73
7:45 AM	0	0	0	0	0	100	0	17	0	17	154	0	0	0	97	62
8:00 AM	0	0	0	0	0	74	0	18	0	19	137	0	0	0	110	58
8:15 AM	0	0	0	0	0	95	0	12	0	17	143	0	0	0	91	50
8:30 AM	0	0	0	0	0	77	0	3	0	4	120	0	0	0	106	74
8:45 AM	0	0	0	0	0	76	0	6	0	3	130	0	0	0	124	55

Lunenburg Road									Main Street				Main Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	73	0	14	0	10	109	0	0	0	182	106
4:15 PM	0	0	0	0	0	88	0	17	0	6	110	0	0	0	169	104
4:30 PM	0	0	0	0	0	58	0	11	0	12	103	0	0	0	183	123
4:45 PM	0	0	0	0	0	77	0	12	0	9	107	0	0	0	187	108
5:00 PM	0	0	0	0	0	81	0	7	0	9	108	0	0	0	203	92
5:15 PM	0	0	0	0	0	78	0	13	0	10	150	0	0	0	174	114
5:30 PM	0	0	0	0	0	64	0	9	0	10	98	0	0	0	179	141
5:45 PM	0	0	0	0	0	92	0	8	0	6	100	0	0	0	147	108

AM PEAK HOUR 7:15 AM to 8:15 AM	Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	342	0	46	0	61	602	0	0	0	398	246
PHF	0.00				0.83				0.94				0.91			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	0.0%	4.3%	0.0%	6.6%	4.0%	0.0%	0.0%	0.0%	5.8%	5.7%

PM PEAK HOUR 4:45 PM to 5:45 PM	Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	300	0	41	0	38	463	0	0	0	743	455
PHF	0.00				0.94				0.78				0.94			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	2.6%	3.2%	0.0%	0.0%	0.0%	2.3%	1.5%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTB #: Location E-9
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Lunenburg Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Lunenburg Road									Main Street				Main Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	5	0	0	0	1	6	0	0	0	6	1
7:15 AM	0	0	0	0	0	3	0	0	0	0	4	0	0	0	3	1
7:30 AM	0	0	0	0	0	9	0	0	0	1	5	0	0	0	7	6
7:45 AM	0	0	0	0	0	3	0	1	0	0	7	0	0	0	6	3
8:00 AM	0	0	0	0	0	5	0	1	0	3	8	0	0	0	7	4
8:15 AM	0	0	0	0	0	7	0	2	0	0	15	0	0	0	1	2
8:30 AM	0	0	0	0	0	2	0	0	0	0	6	0	0	0	14	3
8:45 AM	0	0	0	0	0	4	0	1	0	1	9	0	0	0	18	8

Lunenburg Road									Main Street				Main Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	13	3
4:15 PM	0	0	0	0	0	2	0	3	0	0	4	0	0	0	5	2
4:30 PM	0	0	0	0	0	3	0	0	0	0	4	0	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	3
5:00 PM	0	0	0	0	0	2	0	0	0	1	4	0	0	0	6	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	6	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	2	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	1

Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	18	0	4	0	4	38	0	0	0	40	17
PHF 0.00				0.61				0.70				0.55			

Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	6	0	4	0	0	14	0	0	0	23	11
PHF 0.00				0.50				0.88				0.53			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-9
 Location: Lancaster, MA
 Street 1: Main Street
 Street 2: Lunenburg Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Northbound					Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lunenburg Road									Main Street				Main Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:45 PM to 5:45 PM	Northbound				Lunenburg Road Southbound				Main Street Eastbound				Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-10
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Great Road (Route 119)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Great Road (Route 119) Northbound					Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	9	36	0	0	19	120	13	0	16	51	0	0	17	22	12
7:15 AM	0	12	48	0	0	25	82	10	0	32	57	0	0	9	30	23
7:30 AM	0	22	66	0	0	25	84	25	0	47	60	0	0	5	39	14
7:45 AM	0	33	43	2	0	50	109	24	0	46	67	0	0	11	30	21
8:00 AM	0	17	57	1	0	22	81	12	0	52	69	0	0	18	33	32
8:15 AM	0	25	62	1	0	32	98	17	0	48	73	0	0	10	25	17
8:30 AM	0	31	65	0	0	26	96	28	0	41	81	1	0	12	38	18
8:45 AM	0	26	68	0	0	25	95	19	0	45	76	1	0	13	46	29

Great Road (Route 119) Northbound					Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	63	99	1	0	28	56	22	0	38	71	1	0	10	80	47
4:15 PM	0	36	95	1	0	21	64	34	0	53	91	0	0	19	66	48
4:30 PM	0	55	125	0	0	33	50	38	0	42	42	0	0	19	78	31
4:45 PM	0	52	116	2	0	27	51	27	0	50	84	1	0	22	68	43
5:00 PM	0	57	109	2	0	31	63	22	0	26	48	3	0	18	60	55
5:15 PM	0	58	126	0	0	29	68	34	0	36	52	0	0	24	82	39
5:30 PM	0	37	112	0	0	34	55	29	0	33	46	0	0	14	59	30
5:45 PM	0	46	102	1	0	26	54	34	0	42	47	0	0	17	65	41

AM PEAK HOUR 8:00 AM to 9:00 AM PHF HV %	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	99	252	2	0	105	370	76	0	186	299	2	0	53	142	96
	0.92				0.92				0.99				0.83			
	0.0%	3.0%	4.0%	0.0%	0.0%	9.5%	3.5%	3.9%	0.0%	2.2%	2.3%	0.0%	0.0%	3.8%	4.2%	3.1%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	206	435	4	0	109	221	121	0	183	288	2	0	70	292	169
	0.90				0.93				0.82				0.97			
	0.0%	1.0%	1.8%	0.0%	0.0%	0.9%	2.3%	1.7%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	1.7%	0.6%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-10
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Great Road (Route 119)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Great Road (Route 119)					Great Road (Route 119)				King Street (Route 110)				King Street (Route 110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	1	4	0	0	1	1	0	0	4	0	2
7:15 AM	0	1	2	0	0	1	2	1	0	1	2	0	0	1	1	4
7:30 AM	0	1	3	0	0	3	2	3	0	0	6	0	0	0	1	3
7:45 AM	0	0	4	1	0	1	1	0	0	2	1	0	0	0	2	0
8:00 AM	0	0	2	0	0	1	2	0	0	2	4	0	0	0	3	1
8:15 AM	0	0	2	0	0	2	6	1	0	0	0	0	0	1	0	1
8:30 AM	0	2	1	0	0	4	3	0	0	0	2	0	0	0	1	0
8:45 AM	0	1	5	0	0	3	2	2	0	2	1	0	0	1	2	1

Great Road (Route 119)					Great Road (Route 119)				King Street (Route 110)				King Street (Route 110)			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	3	0	0	1	2	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	0	1	0	0	3	0	0	0	1	0
4:30 PM	0	1	2	0	0	0	3	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	0	0	0	1

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	11	1	0	6	7	4	0	5	13	0	0	1	7	8
	0.70				0.53				0.75				0.67			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	8	0	0	1	5	2	0	0	4	0	0	0	5	1
	0.63				0.67				0.33				0.50			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-10
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Great Road (Route 119)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Great Road (Route 119)				Great Road (Route 119)				King Street (Route 110)				King Street (Route 110)				
Northbound				Southbound				Eastbound				Westbound				
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Great Road (Route 119) Northbound					Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Great Road (Route 119) Northbound				Great Road (Route 119) Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-11
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Goldsmith Street & Stevens Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
7:00 AM	9	0	17	4	0	0	0	0	0	53	46	7	0	15	28	0	0	0	0	0
7:15 AM	7	0	18	1	0	0	0	0	0	68	38	13	1	10	40	0	0	0	0	0
7:30 AM	9	0	24	3	0	0	0	0	0	87	55	9	1	20	63	0	0	0	0	0
7:45 AM	13	0	26	1	0	0	0	0	0	86	63	17	1	19	70	0	0	0	0	0
8:00 AM	11	0	26	4	0	0	0	0	0	93	48	21	1	16	43	0	0	0	0	0
8:15 AM	9	0	25	1	0	1	0	0	0	94	43	14	1	19	45	0	0	0	0	0
8:30 AM	8	0	20	4	0	0	0	0	0	106	58	35	1	22	75	0	0	0	0	0
8:45 AM	15	0	34	9	0	0	0	0	1	86	60	26	0	26	65	0	0	0	0	0

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
4:00 PM	10	0	33	0	1	1	1	0	1	81	24	10	1	25	137	1	0	0	0	0
4:15 PM	8	0	39	8	1	1	1	0	1	100	43	13	2	19	115	0	0	0	0	0
4:30 PM	11	0	32	5	1	0	0	3	0	60	30	15	5	32	132	0	0	0	0	0
4:45 PM	19	0	31	5	4	0	3	1	0	92	42	22	6	23	118	0	0	0	0	0
5:00 PM	12	0	19	3	0	0	0	2	2	53	52	16	0	21	117	0	0	0	0	0
5:15 PM	8	0	24	4	0	0	0	1	0	65	49	13	2	29	136	0	0	0	0	0
5:30 PM	11	0	23	3	1	1	0	0	1	53	28	17	4	23	102	1	0	0	0	0
5:45 PM	5	0	30	5	1	1	0	1	1	67	42	20	1	28	113	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF HV %	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	43	0	105	18	0	1	0	0	1	379	209	96	3	83	228	0	0	0	0	0
	0.72				0.25				0.86				0.80				0.00			
	11.6%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	3.8%	3.1%	33.3%	2.4%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	48	0	135	18	7	2	5	4	2	333	139	60	14	99	502	1	0	0	0	0
	0.91				0.56				0.85				0.91				0.00			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	3.3%	0.0%	1.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-11
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Goldsmith Street & Stevens Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
7:00 AM	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
7:15 AM	1	0	1	0	0	0	0	0	0	2	3	1	0	0	4	0	0	0	0	0
7:30 AM	1	0	1	0	0	0	0	0	0	5	2	1	0	0	4	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	0	0	2	3	0	0	1	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	6	1	0	1	0	3	0	0	0	0	0
8:15 AM	2	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	2	2	2	0	0	3	0	0	0	0	0
8:45 AM	3	0	2	0	0	0	0	0	0	1	2	0	0	1	4	0	0	0	0	0

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	3	0	3	0	0	0	0	0	0	15	9	2	1	1	13	0	0	0	0	0
	0.75				0.00				0.81				0.94				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Goldsmith Street				Driveway				King Street (Route 110)				King Street (Route 110)				Stevens Street			
	Northbound				Southbound				Eastbound				Westbound				Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	0	0	0	0	0	0	0	0	0	5	0	2	0	1	9	0	0	0	0	0
	0.00				0.00				0.58				0.50				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-11
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Goldsmith Street & Stevens Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



BICYCLES

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound					King Street (Route 110) Westbound				Stevens Street Northwestbound		
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Goldsmith Street Northbound					Driveway Southbound				King Street (Route 110) Eastbound					King Street (Route 110) Westbound				Stevens Street Northwestbound		
Start Time	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR 4:00 PM to 5:00 PM	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Soft Right	Right	Hard Left	Left	Thru	Right	Left	Soft Left	Soft Right	Right
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-11
 Location: Littleton, MA
 Street 1: King Street (Route 110)
 Street 2: Goldsmith Street & Stevens Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS

Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
7:00 AM	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
7:15 AM	-	-	1	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0
7:30 AM	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
7:45 AM	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
8:00 AM	-	-	5	-	-	-	0	-	-	-	1	-	-	-	0	-	-	-	0
8:15 AM	-	-	2	-	-	-	0	-	-	-	1	-	-	-	0	-	-	-	0
8:30 AM	-	-	2	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
8:45 AM	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0

Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
Start Time	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
4:00 PM	-	-	1	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0
4:15 PM	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
4:30 PM	-	-	3	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
4:45 PM	-	-	2	-	-	-	1	-	-	-	1	-	-	-	0	-	-	-	0
5:00 PM	-	-	3	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0
5:15 PM	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0
5:30 PM	-	-	0	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0
5:45 PM	-	-	1	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
	0	0	0	9	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

PM PEAK HOUR 4:00 PM to 5:00 PM	Goldsmith Street Northbound				Driveway Southbound				King Street (Route 110) Eastbound				King Street (Route 110) Westbound				Stevens Street Northwestbound			
	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	PED	
	0	0	0	7	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-12
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Jackson Road & Macpherson Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	5	0	19	0	0	0	0	0	0	70	24	0	37	42	0
7:15 AM	0	3	0	22	0	1	1	0	0	1	92	25	0	39	58	1
7:30 AM	0	4	0	26	0	0	0	0	0	0	105	32	0	31	56	0
7:45 AM	0	6	0	32	0	2	0	0	0	2	83	40	0	58	43	0
8:00 AM	0	10	0	43	0	0	0	0	0	0	65	39	0	69	54	0
8:15 AM	0	16	0	50	0	2	0	0	0	2	60	43	0	55	29	0
8:30 AM	0	15	0	39	0	0	0	0	0	0	88	14	0	43	51	0
8:45 AM	0	6	0	24	0	0	0	0	0	0	62	16	0	49	50	0

Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	38	0	54	0	0	0	0	1	0	69	6	0	34	97	0
4:15 PM	1	25	0	70	0	0	0	0	0	0	66	3	0	37	84	0
4:30 PM	0	35	1	64	0	2	0	0	0	0	76	19	0	41	71	0
4:45 PM	0	27	0	64	0	1	0	0	0	0	69	15	0	27	82	1
5:00 PM	0	33	0	48	0	0	0	0	0	0	65	8	0	35	79	0
5:15 PM	0	33	0	66	0	0	0	0	0	0	54	13	0	17	87	1
5:30 PM	0	15	0	37	0	0	0	0	0	0	48	9	0	20	88	0
5:45 PM	0	12	0	31	0	0	0	0	0	0	45	7	0	21	65	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	36	0	151	0	4	0	0	0	4	313	154	0	213	182	0
	0.71				0.50				0.86				0.80			
	0.0%	5.6%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	0.6%	0.0%	2.8%	5.5%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	125	1	252	0	3	0	0	1	0	280	43	0	139	334	1
	0.95				0.38				0.85				0.90			
	0.0%	1.6%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	2.3%	0.0%	1.4%	0.9%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-12
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Jackson Road & Macpherson Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	1	0	3	8	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	4	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	7	1	0	1	1	0
8:00 AM	0	1	0	3	0	0	0	0	0	0	5	0	0	3	4	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	4	0	0	2	1	0
8:30 AM	0	0	0	3	0	0	0	0	0	0	3	1	0	1	1	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	2	1	0	2	3	0

Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	5	0	0	0	0	0	0	20	2	0	7	17	0
0.44				0.00				0.69				0.55				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	3	0	0	0	0	0	0	2	1	0	2	5	0
0.31				0.00				0.38				0.44				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-12
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Jackson Road & Macpherson Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	1	2	0	0	0	0	0	1	0	0	1	1	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Macpherson Road Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	2	0	0	0	4	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-13
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Grant Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	6	0	1	0	0	0	0	0	0	91	24	0	10	34	0
7:15 AM	0	11	0	3	0	0	0	0	0	0	121	19	0	8	48	0
7:30 AM	0	5	0	3	0	0	0	0	0	0	128	21	0	7	58	0
7:45 AM	0	7	0	6	0	0	0	0	0	0	124	25	0	8	43	0
8:00 AM	0	3	0	5	0	0	0	0	0	0	95	23	0	13	46	0
8:15 AM	0	8	0	6	0	0	0	0	0	0	99	11	0	9	40	0
8:30 AM	0	14	0	15	0	0	0	0	0	0	90	10	0	10	46	0
8:45 AM	0	4	0	6	0	0	0	0	0	0	65	14	1	15	42	0

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	36	0	14	0	0	0	0	0	0	55	4	0	8	123	0
4:15 PM	0	33	0	12	0	0	0	0	0	0	58	2	0	11	101	0
4:30 PM	0	22	0	19	0	0	0	0	0	0	81	19	0	9	99	0
4:45 PM	0	20	0	17	0	0	0	0	0	0	61	6	0	1	104	0
5:00 PM	0	22	0	14	0	0	0	0	0	0	62	6	0	4	105	0
5:15 PM	0	26	0	12	0	0	0	0	0	0	57	6	0	13	96	0
5:30 PM	0	19	0	8	0	0	0	0	0	0	47	4	0	8	113	0
5:45 PM	0	15	0	7	0	0	0	0	0	0	41	4	0	5	73	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	26	0	17	0	0	0	0	0	0	468	88	0	36	195	0
	0.77				0.00				0.93				0.89			
	0.0%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	2.3%	0.0%	2.8%	8.7%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	111	0	62	0	0	0	0	0	0	255	31	0	29	427	0
	0.87				0.00				0.72				0.87			
	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	6.5%	0.0%	0.0%	1.2%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-13
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Grant Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	7	0	0	0	5	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	7	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	2	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0
8:15 AM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	0
8:30 AM	0	3	0	0	0	0	0	0	0	0	4	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	3	0

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM <i>PHF</i>	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	0	0	0	0	0	0	0	23	2	0	1	17	0
0.38				0.00				0.63				0.56				

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	0	0	0	0	0	0	0	3	2	0	0	5	0
0.38				0.00				0.42				0.63				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-13
 Location: Ayer, MA
 Street 1: West Main Street
 Street 2: Grant Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Grant Road Northbound					Southbound				West Main Street Eastbound				West Main Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Grant Road Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	2	0	0	0	7	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-14
 Location: Shirley, MA
 Street 1: Front Street
 Street 2: Hospital Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Hospital Road Northbound					Southbound				Front Street Eastbound				Front Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	8	0	1	0	0	0	0	0	0	73	32	0	12	22	0
7:15 AM	0	16	0	12	0	0	0	0	0	0	66	62	0	20	23	0
7:30 AM	0	29	0	40	0	0	0	0	0	0	71	67	0	48	28	0
7:45 AM	0	21	0	20	0	0	0	0	0	0	65	35	0	15	35	0
8:00 AM	0	9	0	3	0	0	0	0	0	0	70	18	0	2	32	0
8:15 AM	0	16	0	5	0	0	0	0	0	0	71	24	0	5	38	0
8:30 AM	0	8	0	2	0	0	0	0	0	0	54	27	0	2	34	0
8:45 AM	0	18	0	2	0	0	0	0	0	0	42	17	0	3	29	0

Hospital Road Northbound					Southbound				Front Street Eastbound				Front Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	57	0	5	0	0	0	0	0	0	39	11	0	4	113	0
4:15 PM	0	44	0	3	0	0	0	0	0	0	49	17	0	5	99	0
4:30 PM	0	52	0	5	0	0	0	0	0	0	59	14	0	5	95	0
4:45 PM	0	37	0	7	0	0	0	0	0	0	39	13	0	4	84	0
5:00 PM	0	51	0	4	0	0	0	0	0	0	49	13	0	4	92	0
5:15 PM	0	43	0	2	0	0	0	0	0	0	41	16	0	2	78	0
5:30 PM	0	44	0	4	0	0	0	0	0	0	28	8	0	3	86	0
5:45 PM	0	30	0	4	0	0	0	0	0	0	26	15	0	7	68	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Hospital Road								Front Street				Front Street			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	74	0	73	0	0	0	0	0	0	275	196	0	95	108	0
	0.53				0.00				0.85				0.67			
	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	2.6%	0.0%	8.4%	13.9%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Hospital Road Northbound				Southbound				Front Street Eastbound				Front Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	190	0	20	0	0	0	0	0	0	186	55	0	18	391	0
	0.85				0.00				0.83				0.87			
	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	1.8%	0.0%	0.0%	2.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location E-14
 Location: Shirley, MA
 Street 1: Front Street
 Street 2: Hospital Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Hospital Road									Front Street				Front Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	2	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	6	6	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	2	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	3	2	0	0	2	0

Hospital Road									Front Street				Front Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0

AM PEAK HOUR 7:15 AM to 8:15 AM <i>PHF</i>	Hospital Road Northbound				Southbound				Front Street Eastbound				Front Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	0	0	0	0	0	0	0	21	5	0	9	14	0
<i>PHF</i>	0.25				0.00				0.65				0.48			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Hospital Road Northbound				Southbound				Front Street Eastbound				Front Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	0	0	0	0	0	0	0	3	1	0	0	8	0
<i>PHF</i>	0.25				0.00				0.33				0.50			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location E-14
 Location: Shirley, MA
 Street 1: Front Street
 Street 2: Hospital Road
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Hospital Road									Front Street				Front Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hospital Road Northbound					Southbound				Front Street Eastbound				Front Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Hospital Road Northbound				Southbound				Front Street Eastbound				Front Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	1	1	0	0	1	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Hospital Road Northbound				Southbound				Front Street Eastbound				Front Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location BV-1
 Location: Devens, MA
 Street 1: Buena Vista Street
 Street 2: Auman Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	8	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	11	0	0	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	14	0	0	0	7	0
8:00 AM	0	2	0	0	0	1	0	0	0	0	14	0	0	0	21	0
8:15 AM	0	0	1	0	0	0	0	2	0	0	8	0	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	8	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	8	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	4	0	0	0	3	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	1	1	0	1	0	0	0	0	50	0	0	0	41	0
	0.50				0.25				0.89				0.49			
	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	2.4%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	3	0	0	0	0	25	0	0	0	10	0
	0.00				0.38				0.63				0.83			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location BV-1
 Location: Devens, MA
 Street 1: Buena Vista Street
 Street 2: Auman Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM <i>PHF</i>	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
<i>PHF</i>	0.25				0.00				0.25				0.25			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
<i>PHF</i>	0.00				0.00				0.00				0.25			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location BV-1
 Location: Devens, MA
 Street 1: Buena Vista Street
 Street 2: Auman Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

PEDESTRIANS & BICYCLES

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Auman Street Northbound					Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Auman Street Northbound				Auman Street Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location BV-2
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Cavite Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	37	0	0	0	48	0	0	0	0	0	0	2	0	0
7:15 AM	0	0	51	1	0	2	51	0	0	0	0	0	0	5	0	0
7:30 AM	0	0	64	2	0	0	53	0	0	0	0	0	0	3	0	0
7:45 AM	0	0	75	1	0	0	51	0	0	0	0	0	0	4	0	0
8:00 AM	0	1	84	0	0	0	75	1	0	0	0	0	0	3	0	0
8:15 AM	0	0	88	2	0	0	96	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	50	2	0	0	66	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	36	0	0	0	59	0	0	0	0	0	0	3	0	0

Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	65	2	0	0	62	0	0	0	0	0	0	1	0	0
4:15 PM	0	2	59	2	0	0	44	0	0	0	0	0	0	2	0	1
4:30 PM	0	2	68	0	0	1	36	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	67	3	0	0	56	0	0	0	0	0	0	1	0	0
5:00 PM	0	1	43	5	0	0	45	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	44	3	0	0	32	1	0	0	0	0	0	2	0	0
5:30 PM	0	3	37	1	0	0	26	0	0	0	0	0	0	2	0	1
5:45 PM	0	3	43	0	0	0	20	0	0	0	0	0	0	4	0	0

Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	1	311	5	0	0	275	1	0	0	0	0	0	10	0	0
0.88				0.72				0.00				0.63			
0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	4	259	7	0	1	198	1	0	0	0	0	0	4	0	2
0.96				0.81				0.00				0.50			
0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location BV-2
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Cavite Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	17	0	0	0	11	0	0	0	0	0	0	0	0	0
	0.85				0.55				0.00				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0
	0.67				0.38				0.00				0.00			

Client: Corey Velho
Project #: 1645_10_VHB
BTD #: Location BV-2
Location: Devens, MA
Street 1: Jackson Road
Street 2: Cavite Street
Count Date: 5/7/2025
Day of Week: Wednesday
Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

7. Pedestrians & Bicycles																
Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0\
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Parking Lot Driveway Eastbound				Cavite Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-1
 Location: Devens, MA
 Street 1: 64 Jackson Road
 Street 2: St Barbara St/Quiet Logistics
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	124	7	0	1	90	3	0	1	0	0	0	0	0	0
7:15 AM	0	1	162	4	0	0	85	7	0	6	0	2	0	2	0	0
7:30 AM	0	3	190	1	0	2	94	8	0	4	0	0	0	0	0	1
7:45 AM	0	4	168	0	0	0	105	7	0	0	0	4	0	0	0	0
8:00 AM	0	4	193	0	0	0	108	9	0	4	0	3	0	2	0	0
8:15 AM	0	3	181	2	0	1	91	12	0	8	0	4	0	0	1	0
8:30 AM	0	5	132	0	0	0	95	4	0	3	0	2	0	1	0	0
8:45 AM	0	3	126	0	0	1	81	8	0	5	0	2	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	6	128	2	1	0	169	3	0	6	0	3	0	0	0	0
4:15 PM	0	5	162	0	0	0	136	7	0	13	0	2	0	3	0	1
4:30 PM	0	1	132	3	0	0	114	5	0	15	0	7	0	10	0	2
4:45 PM	0	0	106	0	0	0	130	0	0	7	0	3	0	5	0	1
5:00 PM	0	0	118	0	0	0	154	0	0	6	0	1	0	3	0	1
5:15 PM	0	0	103	0	0	0	144	0	0	2	0	2	0	1	0	1
5:30 PM	0	0	101	0	0	0	131	0	0	3	0	2	0	0	0	0
5:45 PM	0	1	91	1	0	0	125	1	0	1	0	2	0	1	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	14	732	3	0	3	398	36	0	16	0	11	0	2	1	1
	0.95				0.93				0.56				0.50			
	0.0%	7.1%	3.8%	66.7%	0.0%	33.3%	4.5%	5.6%	0.0%	6.3%	0.0%	18.2%	0.0%	100.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	12	528	5	1	0	549	15	0	41	0	15	0	18	0	4
	0.82				0.82				0.64				0.46			
	0.0%	0.0%	2.8%	40.0%	0.0%	0.0%	2.6%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-1
 Location: Devens, MA
 Street 1: 64 Jackson Road
 Street 2: St Barbara St/Quiet Logistics
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	9	1	0	0	2	0	0	1	0	0	0	1	0	0
7:30 AM	0	0	8	1	0	1	6	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	5	0	0	0	4	2	0	0	0	1	0	0	0	0
8:00 AM	0	1	9	0	0	0	5	0	0	1	0	1	0	2	0	0
8:15 AM	0	0	6	1	0	0	3	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	7	0	0	0	6	0	0	1	0	0	0	1	0	0
8:45 AM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	2	2	0	0	0	0	0	2	0	0
4:30 PM	0	0	3	1	0	0	4	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	31	2	0	1	17	2	0	2	0	2	0	3	0	0
0.85				0.71				0.50				0.38				

PM PEAK HOUR 4:15 PM to 5:15 PM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	13	1	0	0	18	3	0	0	0	0	0	4	0	0
0.70				0.88				0.00				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-1
 Location: Devens, MA
 Street 1: 64 Jackson Road
 Street 2: St Barbara St/Quiet Logistics
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

7. Pedestrians & Bicycles																
Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				St Barbara Street Eastbound				Quiet Logistics (FKA American Supercon) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-2
 Location: Devens, MA
 Street 1: 235 Barnum Road
 Street 2: Quiet Logistics
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Quiet Logistics (FKA Anheuser-Busch)									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	1	0	0	27	0	0	0	21	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	24	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	46	0	0	0	27	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	27	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	30	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	27	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	29	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	25	0

Quiet Logistics (FKA Anheuser-Busch)									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	36	0	1	0	41	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	36	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	44	0	1	0	40	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	39	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	61	0	0	0	41	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	46	0	1	0	26	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	35	0	0	0	38	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	1	0	1	141	0	0	0	111	0
0.00				0.25				0.76				0.93			
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%	0.0%	0.0%	0.0%	7.2%	0.0%

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	184	0	1	0	156	0
0.00				0.00				0.75				0.96			
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	5.1%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-2
 Location: Devens, MA
 Street 1: 235 Barnum Road
 Street 2: Quiet Logistics
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Quiet Logistics (FKA Anheuser-Busch)									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0

Quiet Logistics (FKA Anheuser-Busch)									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	16	0	0	0	12	0
0.00				0.00				0.67				0.50				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0
0.00				0.00				0.75				0.56				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-2
 Location: Devens, MA
 Street 1: 235 Barnum Road
 Street 2: Quiet Logistics
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

Quiet Logistics (FKA Anheuser-Busch)																
Northbound					Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Quiet Logistics (FKA Anheuser-Busch)									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Northbound				Quiet Logistics (FKA Anheuser-Busch) Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Northbound				Quiet Logistics (FKA Anheuser-Busch) Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-3
 Location: Devens, MA
 Street 1: 24 Patton Road
 Street 2: FBOP (Federal Medical Facility)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

FBOP (Federal Medical Facility) Northbound					Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	3	0	0	0	0	0	0	79	14	0	4	22	0
7:15 AM	0	4	0	3	0	0	0	0	0	0	50	39	0	2	25	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	90	27	0	2	36	0
7:45 AM	0	5	0	8	0	0	0	0	0	0	94	17	0	4	23	0
8:00 AM	0	12	0	0	0	0	0	0	0	0	98	16	0	0	19	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	75	5	0	1	25	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	66	3	0	1	12	0
8:45 AM	0	1	0	1	0	0	0	0	0	0	51	3	0	1	14	0

FBOP (Federal Medical Facility) Northbound					Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	28	0	3	0	0	0	0	0	0	13	0	0	2	119	0
4:15 PM	0	7	0	1	0	0	0	0	0	0	17	1	0	0	90	0
4:30 PM	0	11	0	1	0	0	0	0	0	0	20	2	0	1	111	0
4:45 PM	0	5	0	0	0	0	0	0	0	0	17	0	0	0	74	0
5:00 PM	0	4	0	1	0	0	0	0	0	0	11	0	0	1	73	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	55	0
5:30 PM	0	4	0	1	0	0	0	0	0	0	24	0	0	0	51	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	16	0	0	0	31	0

AM PEAK HOUR 7:15 AM to 8:15 AM		FBOP (Federal Medical Facility) Northbound				Southbound				Patton Road Eastbound				Patton Road Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	24	0	11	0	0	0	0	0	0	332	99	0	8	103	0
PHF		0.67				0.00				0.92				0.73			
HV %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	22.3%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM		FBOP (Federal Medical Facility) Northbound				Southbound				Patton Road Eastbound				Patton Road Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	51	0	5	0	0	0	0	0	0	67	3	0	3	394	0
PHF		0.45				0.00				0.80				0.82			
HV %		0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.9%	33.3%	0.0%	0.0%	3.8%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-3
 Location: Devens, MA
 Street 1: 24 Patton Road
 Street 2: FBOP (Federal Medical Facility)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

FBOP (Federal Medical Facility) Northbound					Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0

FBOP (Federal Medical Facility) Northbound					Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	5	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0

AM PEAK HOUR 7:30 AM to 8:30 AM <i>PHF</i>	FBOP (Federal Medical Facility)								Patton Road				Patton Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	24	0	0	0	26	0
	0.00				0.00				0.60				0.81			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	FBOP (Federal Medical Facility)								Patton Road				Patton Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	0	0	0	0	12	1	0	0	15	0
	0.25				0.00				0.54				0.54			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-3
 Location: Devens, MA
 Street 1: 24 Patton Road
 Street 2: FBOP (Federal Medical Facility)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

FBOP (Federal Medical Facility)									Patton Road				Patton Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FBOP (Federal Medical Facility)									Patton Road				Patton Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	FBOP (Federal Medical Facility) Northbound				Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	FBOP (Federal Medical Facility) Northbound				Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-4
 Location: Devens, MA
 Street 1: 66 Saratoga Boulevard
 Street 2: Quiet Logistics (FKA Gillette)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Saratoga Boulevard Northbound					Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	22	4	0	1	8	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	23	1	0	1	13	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	30	6	0	0	16	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	39	2	0	4	21	0	0	0	0	0	0	2	0	1
8:00 AM	0	0	36	1	0	1	30	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	41	3	0	2	23	0	0	0	0	0	0	5	0	0
8:30 AM	0	0	35	3	0	0	20	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	17	5	0	3	13	0	0	0	0	0	0	0	0	1

Saratoga Boulevard Northbound					Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	12	0	1	0	38	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	6	1	0	0	30	0	0	0	0	0	0	3	0	0
4:30 PM	0	0	12	2	0	0	26	0	0	0	0	0	0	3	0	2
4:45 PM	0	0	12	4	0	0	30	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	10	0	0	1	31	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	8	3	0	1	26	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	4	4	0	1	14	0	0	0	0	0	0	2	0	0
5:45 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	2	0	1

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	151	9	0	7	94	0	0	0	0	0	0	7	0	2
	0.91				0.81				0.00				0.45			
	0.0%	0.0%	28.5%	55.6%	0.0%	57.1%	45.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	42	7	1	0	124	0	0	0	0	0	0	10	0	4
	0.77				0.80				0.00				0.70			
	0.0%	0.0%	35.7%	85.7%	0.0%	0.0%	14.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-4
 Location: Devens, MA
 Street 1: 66 Saratoga Boulevard
 Street 2: Quiet Logistics (FKA Gillette)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Saratoga Boulevard Northbound					Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	5	4	0	0	5	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	6	1	0	0	8	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	11	3	0	0	6	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	4	0	0	3	10	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	10	3	0	1	12	0	0	0	0	0	0	3	0	0
8:30 AM	0	0	16	2	0	0	8	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	9	3	0	3	9	0	0	0	0	0	0	0	0	1

Saratoga Boulevard Northbound					Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	2	0	0
4:15 PM	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0
4:30 PM	0	0	6	1	0	0	3	0	0	0	0	0	0	2	0	0
4:45 PM	0	0	1	4	0	0	3	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	48	8	0	4	42	0	0	0	0	0	0	3	0	1
0.78				0.88				0.00				0.33				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	15	6	0	0	18	0	0	0	0	0	0	8	0	0
0.75				0.56				0.00				1.00				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-4
 Location: Devens, MA
 Street 1: 66 Saratoga Boulevard
 Street 2: Quiet Logistics (FKA Gillette)
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound				
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Saratoga Boulevard Northbound					Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Saratoga Boulevard Northbound				Saratoga Boulevard Southbound				Eastbound				Quiet Logistics (FKA Gillette) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-5
 Location: Devens, MA
 Street 1: 270 Jackson Road
 Street 2: Job Corps
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Job Corps Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	19	0	0	2	69	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	26	3	0	4	70	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	36	9	0	12	66	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	34	6	0	11	94	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	40	8	0	6	93	0	0	0	0	0	0	3	0	1
8:15 AM	0	0	65	2	0	0	99	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	40	4	0	0	61	0	0	0	0	0	0	4	0	3
8:45 AM	1	0	38	1	0	4	48	0	0	0	0	0	0	3	0	1

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Job Corps Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	100	4	0	1	33	0	0	0	0	0	0	8	0	3
4:15 PM	0	0	88	1	0	0	41	0	0	0	0	0	0	1	0	3
4:30 PM	0	0	94	1	0	2	39	0	0	0	0	0	0	8	0	4
4:45 PM	0	0	63	2	0	0	31	0	0	0	0	0	0	4	0	9
5:00 PM	0	0	93	1	0	2	42	0	0	0	0	0	0	9	0	9
5:15 PM	0	0	85	0	0	2	34	0	0	0	0	0	0	3	0	3
5:30 PM	0	0	52	0	0	1	21	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	43	0	0	3	34	0	0	0	0	0	0	4	0	2

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	175	25	0	29	352	0	0	0	0	0	0	4	0	8
	0.75				0.91				0.00				0.75			
	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	338	5	0	4	153	0	0	0	0	0	0	22	0	25
	0.90				0.89				0.00				0.65			
	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-5
 Location: Devens, MA
 Street 1: 270 Jackson Road
 Street 2: Job Corps
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Job Corps Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Job Corps Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0
<i>PHF</i>				0.60					0.50					0.00		

PM PEAK HOUR 4:15 PM to 5:15 PM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
<i>PHF</i>				0.38					0.25					0.00		

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-5
 Location: Devens, MA
 Street 1: 270 Jackson Road
 Street 2: Job Corps
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

PEDESTRIANS & BICYCLES

7. Pedestrians & Bicycles																
Jackson Road Northbound					Jackson Road Southbound				Eastbound				Job Corps Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound					Eastbound				Job Corps Westbound		
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Job Corps Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-9
 Location: Devens, MA
 Street 1: 18 Independence Drive
 Street 2: SMC LTD (FKA Sonoco)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

SMC LTD (FKA Sonoco) Northbound					O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	0	1	0	0	0	4	0	5	15	23	0	0	7	1
7:15 AM	0	0	0	0	0	0	0	2	0	3	25	18	0	0	6	0
7:30 AM	0	0	0	0	0	0	0	2	0	6	13	12	0	0	9	0
7:45 AM	0	1	0	0	0	0	0	2	0	5	22	22	0	0	13	0
8:00 AM	0	6	0	0	0	0	0	3	0	3	11	13	0	0	26	0
8:15 AM	0	3	0	0	0	0	0	1	0	2	14	8	0	0	13	0
8:30 AM	0	2	0	0	0	0	0	8	0	2	16	6	0	0	10	0
8:45 AM	0	5	0	0	0	0	0	0	0	2	19	4	0	0	12	0

SMC LTD (FKA Sonoco) Northbound					O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	10	0	0	0	0	0	9	0	0	6	2	0	0	37	0
4:15 PM	0	7	0	0	0	0	0	10	0	2	12	0	0	0	15	0
4:30 PM	0	7	0	0	0	0	0	11	0	2	8	3	0	0	14	0
4:45 PM	0	9	0	0	0	0	0	3	0	0	14	0	0	0	11	0
5:00 PM	0	7	0	0	0	0	0	9	0	0	3	0	0	0	17	0
5:15 PM	0	6	0	0	0	0	0	3	0	1	0	1	0	0	21	0
5:30 PM	0	4	0	0	0	0	0	3	0	0	4	0	0	0	9	0
5:45 PM	0	2	0	0	0	0	0	4	0	2	5	0	0	0	3	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	7	0	0	0	0	0	9	0	17	71	65	0	0	54	0
	0.29				0.75				0.78				0.52			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	33.8%	0.0%	0.0%	0.0%	46.3%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	33	0	0	0	0	0	33	0	4	40	5	0	0	77	0
	0.83				0.75				0.88				0.52			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	25.0%	32.5%	0.0%	0.0%	0.0%	24.7%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-9
 Location: Devens, MA
 Street 1: 18 Independence Drive
 Street 2: SMC LTD (FKA Sonoco)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

SMC LTD (FKA Sonoco)					O'Reilly Auto Parts Distribution Center				Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	10	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	6	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	13	1	0	0	8	0

SMC LTD (FKA Sonoco)				O'Reilly Auto Parts Distribution Center				Independence Drive				Independence Drive				
Northbound				Southbound				Eastbound				Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	1	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	0	0	0	0	1	0	1	35	1	0	0	31	0
0.25				0.25				0.66				0.78				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	1	0	1	13	0	0	0	19	0
0.00				0.25				0.88				0.59				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-9
 Location: Devens, MA
 Street 1: 18 Independence Drive
 Street 2: SMC LTD (FKA Sonoco)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

SMC LTD (FKA Sonoco) Northbound					O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SMC LTD (FKA Sonoco) Northbound					O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	SMC LTD (FKA Sonoco) Northbound				O'Reilly Auto Parts Distribution Center Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-10
 Location: Devens, MA
 Street 1: 51 Independence Boulevard
 Street 2: WestRock & Kenco
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

WestRock									Independence Boulevard				Kenco			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	2	3	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	2	0	2	3	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	3	0	4	8	0	0	0	4	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	3	2	0	0	0	1	0

Northbound					WestRock Southbound			Independence Boulevard Eastbound				Kenco Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	9	0	3	1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	0
4:45 PM	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	10	0	3	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	3	1	1	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	4	0	1	0	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	8	0	8	18	0	0	0	8	1
	0.00				0.67				0.54				0.56			
PHF	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	12.5%	22.2%	0.0%	0.0%	0.0%	37.5%	100.0%
HV %																

PM PEAK HOUR 4:15 PM to 5:15 PM	Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
	0	0	0	0	0	0	0	24	0	18	2	0	0	0	9	1			
	PHF				0.00				0.60				0.83				0.31		
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-10
 Location: Devens, MA
 Street 1: 51 Independence Boulevard
 Street 2: WestRock & Kenco
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

WestRock									Independence Boulevard				Kenco			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	2	1	0	0	0	1	0

Northbound					WestRock Southbound			Independence Boulevard Eastbound				Kenco Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	1	0	2	0	6	2	0	0	0	2	0
PHF 0.00				0.75				0.67				0.50			

Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0
PHF 0.00				0.38				0.50				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-10
 Location: Devens, MA
 Street 1: 51 Independence Boulevard
 Street 2: WestRock & Kenco
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

7. PEDESTRIANS & BICYCLES																
Northbound					WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound					WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Northbound				WestRock Southbound				Independence Boulevard Eastbound				Kenco Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-11
 Location: Devens, MA
 Street 1: Pine Road
 Street 2: Xinetics & Comrex Corp
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	5	2	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	4	1	0	2	3	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	13	3	0	1	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	2	3	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	9	0	0	4	5	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	8	5	0	1	4	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	3	3	0
8:45 AM	0	0	0	2	0	0	0	0	0	0	12	0	0	0	8	0

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	12	0
4:15 PM	0	1	0	3	0	0	0	0	0	0	3	0	0	0	7	0
4:30 PM	0	6	0	4	0	0	0	0	0	0	1	0	0	0	5	0
4:45 PM	0	0	0	4	0	0	0	0	0	0	9	0	0	0	10	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	7	0	0	1	11	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	9	0	0	0	12	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	2	0	0	0	0	0	0	38	9	0	8	20	0
	0.50				0.00				0.73				0.78			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	12.5%	0.0%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	6	0	11	0	0	0	0	0	0	26	0	0	1	38	0
	0.43				0.00				0.72				0.81			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-11
 Location: Devens, MA
 Street 1: Pine Road
 Street 2: Xinetics & Comrex Corp
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0
0.00				0.00				0.50				0.25				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
0.00				0.00				0.25				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-11
 Location: Devens, MA
 Street 1: Pine Road
 Street 2: Xinetics & Comrex Corp
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Adaptive Optics - Xinetics Northbound					Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM		Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
		Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM		Adaptive Optics - Xinetics Northbound				Comrex Corp Southbound				Pine Road Eastbound				Pine Road Westbound			
		Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-12
 Location: Devens, MA
 Street 1: 10th Mountain Division Road
 Street 2: Quebec Street (Army Enclave)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Quebec Street (Army Enclave)					10th Mountain Division Road					10th Mountain Division Road									
Northbound					Southbound					Eastbound					Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
7:00 AM	0	6	0	2	0	0	0	0	0	0	2	13	0	3	9	0			
7:15 AM	0	5	0	0	0	0	0	0	0	0	3	12	0	6	2	0			
7:30 AM	0	13	0	6	0	0	0	0	0	0	3	19	0	4	0	0			
7:45 AM	0	12	0	6	0	0	0	0	0	0	4	18	0	2	5	0			
8:00 AM	0	9	0	7	0	0	0	0	0	0	8	23	0	3	3	0			
8:15 AM	0	3	0	2	0	0	0	0	0	0	2	22	0	1	2	0			
8:30 AM	0	6	0	1	0	0	0	0	0	0	3	19	0	3	1	0			
8:45 AM	1	17	0	2	0	0	0	0	0	0	2	19	0	4	2	0			

Quebec Street (Army Enclave)					10th Mountain Division Road					10th Mountain Division Road									
Northbound					Southbound					Eastbound					Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
4:00 PM	0	18	0	5	0	0	0	0	0	0	3	7	0	0	8	0			
4:15 PM	0	14	0	4	0	0	0	0	0	0	3	2	0	1	2	0			
4:30 PM	0	14	0	2	0	0	0	0	1	0	4	3	0	0	2	0			
4:45 PM	0	9	0	2	0	0	0	0	0	0	0	9	0	12	11	0			
5:00 PM	0	10	0	1	0	0	0	0	0	0	4	2	0	1	10	0			
5:15 PM	0	7	0	4	0	0	0	0	0	0	2	2	0	0	1	0			
5:30 PM	0	5	0	2	0	0	0	0	0	0	4	4	0	1	0	0			
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	5	0	2	4	0			

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Quebec Street (Army Enclave)								10th Mountain Division Road				10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	37	0	21	0	0	0	0	0	0	17	82	0	10	10	0
	0.76				0.00				0.80				0.71			
	0.0%	2.7%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	2.4%	0.0%	0.0%	10.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM	Quebec Street (Army Enclave)				10th Mountain Division Road								10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	55	0	13	0	0	0	0	1	0	10	21	0	13	23	0
PHF	0.74				0.00				0.80				0.39			
HV %	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-12
 Location: Devens, MA
 Street 1: 10th Mountain Division Road
 Street 2: Quebec Street (Army Enclave)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Quebec Street (Army Enclave)					10th Mountain Division Road				10th Mountain Division Road							
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Quebec Street (Army Enclave)					10th Mountain Division Road				10th Mountain Division Road							
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF	Quebec Street (Army Enclave)				10th Mountain Division Road								10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	1	0	0	0	0	0	0	2	3	0	0	1	0
	0.50				0.00				0.63				0.25			

PM PEAK HOUR 4:00 PM to 5:00 PM	Quebec Street (Army Enclave)				10th Mountain Division Road								10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.25				0.00				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-12
 Location: Devens, MA
 Street 1: 10th Mountain Division Road
 Street 2: Quebec Street (Army Enclave)
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Quebec Street (Army Enclave)					10th Mountain Division Road								10th Mountain Division Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Quebec Street (Army Enclave)					10th Mountain Division Road								10th Mountain Division Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Quebec Street (Army Enclave)								10th Mountain Division Road				10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Quebec Street (Army Enclave)								10th Mountain Division Road				10th Mountain Division Road			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-13
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Ryans Way-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	45	0	0	2	42	0	0	0	0	0	0	6	0	1
7:15 AM	0	0	62	0	0	2	71	0	0	0	0	0	0	4	0	2
7:30 AM	0	0	80	1	0	1	54	0	0	0	0	0	0	9	0	2
7:45 AM	0	0	68	6	0	5	66	0	0	0	0	0	0	5	0	11
8:00 AM	0	0	81	5	0	3	80	0	0	0	0	0	0	5	0	5
8:15 AM	0	0	99	5	0	5	72	0	0	0	0	0	0	7	0	2
8:30 AM	0	0	63	6	0	1	72	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	64	4	0	7	64	0	0	0	0	0	0	4	0	9

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	87	3	0	0	66	0	0	0	0	0	0	4	0	5
4:15 PM	0	0	79	5	0	2	75	0	0	0	0	0	0	3	0	5
4:30 PM	0	0	74	0	0	7	54	0	0	0	0	0	0	13	0	16
4:45 PM	0	0	63	7	0	8	47	0	0	0	0	0	0	7	0	2
5:00 PM	0	0	90	3	0	9	70	0	0	0	0	0	0	57	0	31
5:15 PM	0	0	81	7	0	8	58	0	0	0	0	0	0	9	0	4
5:30 PM	0	0	50	4	0	8	35	0	0	0	0	0	0	9	0	6
5:45 PM	0	0	46	12	0	5	44	0	0	0	0	0	0	16	0	8

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	328	17	0	14	272	0	0	0	0	0	0	26	0	20
	0.83				0.86				0.00				0.72			
	0.0%	0.0%	4.9%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	306	15	0	26	246	0	0	0	0	0	0	80	0	54
	0.86				0.86				0.00				0.38			
	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-13
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Ryans Way-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	19	0	0	0	13	0	0	0	0	0	0	0	0	1
0.59				0.36				0.00				0.25				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	6	0	0	0	9	0	0	0	0	0	0	1	0	1
0.75				0.75				0.00				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-13
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Ryans Way-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

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 www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound					Eastbound				Ryans Way-Devens Common Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Jackson Road Northbound					Jackson Road Southbound					Eastbound				Ryans Way-Devens Common Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Ryans Way-Devens Common Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-14
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Andrews Parkway-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Driveway Eastbound			Andrews Parkway-Devens Common Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	36	14	0	2	49	0	0	0	0	0	0	11	1	12
7:15 AM	0	2	55	13	0	7	63	2	0	0	0	0	0	15	0	7
7:30 AM	0	0	63	28	0	9	57	0	0	0	0	0	0	25	0	16
7:45 AM	0	2	64	16	0	10	60	1	0	0	0	0	0	16	0	10
8:00 AM	0	7	83	12	0	6	74	4	0	0	0	0	0	11	1	5
8:15 AM	0	7	97	17	0	6	72	0	0	0	0	0	0	9	1	10
8:30 AM	0	6	58	12	0	8	65	1	0	0	0	0	0	6	0	8
8:45 AM	0	9	57	16	0	7	60	2	0	2	0	1	0	10	3	9

Jackson Road Northbound					Jackson Road Southbound				Driveway Eastbound			Andrews Parkway-Devens Common Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	77	11	0	9	61	0	0	2	0	8	0	18	1	10
4:15 PM	0	0	70	21	0	8	71	0	0	1	0	3	0	16	0	12
4:30 PM	0	1	62	21	0	5	59	0	0	3	1	5	0	17	0	8
4:45 PM	0	0	62	11	0	4	53	0	0	0	0	0	0	6	0	7
5:00 PM	0	0	79	11	0	9	116	0	0	1	1	4	0	20	0	17
5:15 PM	0	1	73	20	0	5	62	1	0	1	1	0	0	9	0	14
5:30 PM	0	0	40	18	0	4	40	0	0	1	0	3	0	15	0	13
5:45 PM	0	0	48	9	0	11	48	0	0	6	0	2	0	15	0	5

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	16	307	73	0	31	263	5	0	0	0	0	0	61	2	41
	0.82				0.89				0.00				0.63			
	0.0%	0.0%	5.5%	4.1%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	273	64	0	26	299	0	0	5	2	12	0	59	0	44
	0.93				0.65				0.53				0.70			
	0.0%	0.0%	1.5%	4.7%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-14
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Andrews Parkway-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	21	2	0	1	11	0	0	0	0	0	0	0	0	0
0.52				0.38				0.00				0.00				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	7	2	0	1	9	0	0	0	0	0	0	2	0	0
0.75				0.63				0.00				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-14
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Andrews Parkway-Devens Common
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																	
Jackson Road Northbound					Jackson Road Southbound					Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	

Jackson Road Northbound					Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Jackson Road Northbound				Jackson Road Southbound				Driveway Eastbound				Andrews Parkway-Devens Common Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-15
 Location: Devens, MA
 Street 1: 38 Jackson Road
 Street 2: Bristol-Myers Squibb
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	134	52	0	14	74	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	164	27	0	13	77	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	193	25	0	26	69	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	172	47	0	25	84	0	0	0	0	0	0	2	0	1
8:00 AM	0	0	195	50	0	22	91	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	185	34	0	16	78	0	0	0	0	0	0	3	0	4
8:30 AM	0	0	134	41	0	8	89	0	0	0	0	0	0	2	0	0
8:45 AM	0	0	131	53	0	11	74	0	0	0	0	0	0	4	0	1

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	105	2	0	7	154	0	0	0	0	0	0	39	0	36
4:15 PM	0	0	93	3	0	4	145	0	0	0	0	0	0	49	0	73
4:30 PM	0	0	111	9	0	1	129	0	0	0	0	0	0	41	0	28
4:45 PM	0	0	89	10	0	2	137	0	0	0	0	0	0	37	0	14
5:00 PM	0	0	101	3	0	2	156	0	0	0	0	0	0	53	0	22
5:15 PM	0	0	85	1	0	2	142	0	0	0	0	0	0	28	0	13
5:30 PM	0	0	92	7	0	6	129	0	0	0	0	0	0	17	0	12
5:45 PM	0	0	80	7	0	3	124	0	0	0	0	0	0	20	0	11

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	745	156	0	89	322	0	0	0	0	0	0	7	0	7
	0.92				0.91				0.00				0.50			
	0.0%	0.0%	4.0%	0.6%	0.0%	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	398	24	0	14	565	0	0	0	0	0	0	166	0	151
	0.88				0.90				0.00				0.65			
	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-15
 Location: Devens, MA
 Street 1: 38 Jackson Road
 Street 2: Bristol-Myers Squibb
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	6	1	0	0	3	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	7	1	0	0	7	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	31	2	0	0	25	0	0	0	0	0	0	1	0	1
0.83				0.78				0.00				0.50				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	14	0	0	0	22	0	0	0	0	0	0	1	0	0
0.70				0.79				0.00				0.25				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-15
 Location: Devens, MA
 Street 1: 38 Jackson Road
 Street 2: Bristol-Myers Squibb
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

7. Pedestrians & Bicycles																
Jackson Road Northbound					Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound					Eastbound				Bristol-Myers Squibb Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Bristol-Myers Squibb Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-16
 Location: Devens, MA
 Street 1: 112 Barnum Road
 Street 2: NYPRO (FKA Evergreen Solar)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	41	5	0	11	43	0	0	0	0	0	0	21	0	12
7:15 AM	0	0	27	2	0	8	52	0	0	0	0	0	0	1	0	1
7:30 AM	0	2	34	1	0	5	50	0	0	0	0	0	0	2	0	3
7:45 AM	0	0	38	8	0	7	73	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	40	4	0	5	72	0	0	0	0	0	0	2	0	0
8:15 AM	0	0	50	2	0	7	64	0	0	1	0	0	0	1	0	1
8:30 AM	0	0	38	2	0	10	59	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	34	2	0	12	41	1	0	0	0	1	0	2	0	1

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	86	0	0	1	65	0	0	0	0	1	0	7	0	4
4:15 PM	0	0	64	1	0	0	53	0	0	0	0	0	0	2	0	6
4:30 PM	0	0	83	1	0	0	63	0	0	0	0	0	0	10	0	17
4:45 PM	0	0	55	0	0	0	51	0	0	2	0	3	0	0	0	9
5:00 PM	0	0	53	0	0	2	42	0	0	0	0	1	0	8	0	10
5:15 PM	0	0	60	2	0	2	34	0	0	0	0	0	0	1	0	16
5:30 PM	0	0	45	1	0	3	34	0	0	0	0	0	0	1	0	6
5:45 PM	0	0	29	2	0	2	34	0	0	0	0	0	0	1	0	7

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	166	16	0	29	268	0	0	1	0	0	0	4	0	2
	0.88				0.93				0.25				0.75			
	0.0%	0.0%	22.3%	0.0%	0.0%	10.3%	13.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	288	2	0	1	232	0	0	2	0	4	0	19	0	36
	0.84				0.88				0.30				0.51			
	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-16
 Location: Devens, MA
 Street 1: 112 Barnum Road
 Street 2: NYPRO (FKA Evergreen Solar)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	9	0	0	1	6	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	7	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	12	0	0	3	9	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	7	0	0	0	15	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	10	0	0	0	11	0	0	0	0	1	0	1	0	0

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM <i>PHF</i>	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	37	0	0	3	36	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.77				0.65				0.00				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	23	0	0	0	29	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.64				0.81				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-16
 Location: Devens, MA
 Street 1: 112 Barnum Road
 Street 2: NYPRO (FKA Evergreen Solar)
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Barnum Road Northbound					Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	7

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Barnum Road Northbound				Barnum Road Southbound				Barnum Road (EB) Eastbound				NYPRO (FKA Evergreen Solar) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-17
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Lovell Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Lovell Street Northbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	2	0	0	0	0	0	0	27	4	0	2	11	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	29	1	0	16	8	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	37	5	0	6	16	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	27	6	0	11	12	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	15	1	0	4	11	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	23	2	0	7	16	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	24	3	0	2	7	0
8:45 AM	0	1	0	1	0	0	0	0	0	0	17	1	1	4	13	0

Lovell Street Northbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	0	6	0	0	0	0	0	0	7	0	0	0	45	0
4:15 PM	0	1	0	4	0	0	0	0	0	0	17	0	0	0	38	0
4:30 PM	0	3	0	6	0	0	0	0	0	0	21	0	0	0	48	0
4:45 PM	0	8	0	7	0	0	0	0	0	0	7	0	0	0	45	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	14	0	1	0	44	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	38	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	44	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	30	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	1	0	3	0	0	0	0	0	0	120	16	0	35	47	0
	0.63				0.00				0.81				0.85			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	4.3%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	15	0	23	0	0	0	0	0	0	52	0	0	0	176	0
	0.63				0.00				0.62				0.92			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.7%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-17
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Lovell Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Lovell Street									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0

Lovell Street									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	2	0	0	0	0	0	0	4	0	0	0	3	0
	0.25				0.00				0.25				0.75			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
	0.00				0.00				0.25				0.38			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-17
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Lovell Street
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Lovell Street Northbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lovell Street									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Lovell Street Northbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-18
 Location: Devens, MA
 Street 1: 139 Barnum Road
 Street 2: IMEC Systems
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	48	0	0	0	63	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	32	0	0	0	49	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	65	0	0	0	45	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	53	0	0	0	64	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	52	0	0	0	72	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	46	0	0	0	66	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	46	0	0	0	55	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	40	0	0	0	41	0	0	0	0	0	0	0	0	0

Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	80	0	0	0	80	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	67	0	0	0	56	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	78	0	0	0	79	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	50	0	0	0	63	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	60	0	0	0	52	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	53	0	0	0	45	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	44	0	0	0	37	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	28	0	0	0	35	0	0	1	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	216	0	0	0	247	1	0	0	0	0	0	0	0	0
	0.83				0.86				0.00				0.00			
	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	275	0	0	0	278	0	0	1	0	0	0	0	0	0
	0.85				0.87				0.25				0.00			
	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-18
 Location: Devens, MA
 Street 1: 139 Barnum Road
 Street 2: IMEC Systems
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	16	0	0	0	8	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	10	0	0	0	15	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0

Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	12	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0

Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	41	0	0	0	47	0	0	0	0	0	0	0	0	0
0.85				0.78				0.00				0.00			

Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	22	0	0	0	33	0	0	0	0	0	0	0	0	0
0.69				0.69				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-18
 Location: Devens, MA
 Street 1: 139 Barnum Road
 Street 2: IMEC Systems
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Barnum Road Northbound					Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Barnum Road Northbound				Barnum Road Southbound				IMEC Systems Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-19
 Location: Devens, MA
 Street 1: 32 Independence Drive
 Street 2: National Distribution Centers
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

National Distribution Centers (FKA NFI) Northbound					Driveway Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	10	3	0	0	5	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	12	0	0	0	8	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	17	2	0	0	11	0
7:45 AM	0	5	0	0	0	0	0	0	0	0	16	2	0	0	13	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	7	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	9	1	0	0	9	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	13	2	0	0	5	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	11	2	0	0	10	0

National Distribution Centers (FKA NFI) Northbound					Driveway Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	0	0	0	0	0	0	0	0	9	0	0	0	11	0
4:15 PM	0	5	0	0	0	0	0	0	0	0	8	0	0	0	12	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	10	0	0	0	14	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	7	0	0	0	13	0
5:00 PM	0	4	0	0	0	0	0	0	0	0	5	3	0	0	16	0
5:15 PM	0	4	0	0	0	0	0	0	0	0	2	1	0	0	8	0
5:30 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	8	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	1	2	0	0	3	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	National Distribution Centers (FKA NFI) Northbound				Driveway Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	9	0	0	0	0	0	0	0	0	58	4	0	0	39	0
	0.45				0.00				0.82				0.75			
	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.3%	0.0%	0.0%	0.0%	56.4%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	National Distribution Centers (FKA NFI)				Driveway				Independence Drive				Independence Drive			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	13	0	0	0	0	0	0	0	0	30	3	0	0	55	0
	0.65				0.00				0.83				0.86			
	0.0%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	14.5%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-19
 Location: Devens, MA
 Street 1: 32 Independence Drive
 Street 2: National Distribution Centers
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

National Distribution Centers (FKA NFI)					Driveway				Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	5	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	5	0
7:45 AM	0	5	0	0	0	0	0	0	0	0	4	0	0	0	7	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	5	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	9	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	11	1	0	0	4	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	8	1	0	0	9	0

National Distribution Centers (FKA NFI)					Driveway				Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	0	0	0	0	0	0	0	0	3	0	0	0	4	0
4:15 PM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	National Distribution Centers (FKA NFI)				Driveway				Independence Drive				Independence Drive			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	0	0	0	0	0	0	0	32	2	0	0	27	0
	0.75				0.00				0.71				0.75			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	National Distribution Centers (FKA NFI)					Driveway				Independence Drive				Independence Drive			
	Northbound					Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
	0	6	0	0	0	0	0	0	0	0	0	12	0	0	0	11	0
	0.50					0.00				0.60				0.69			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-19
 Location: Devens, MA
 Street 1: 32 Independence Drive
 Street 2: National Distribution Centers
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

National Distribution Centers (FKA NFI)					Driveway				Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

National Distribution Centers (FKA NFI)					Driveway				Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	National Distribution Centers (FKA NFI)				Driveway				Independence Drive				Independence Drive			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	National Distribution Centers (FKA NFI)				Driveway				Independence Drive				Independence Drive			
	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-20
 Location: Devens, MA
 Street 1: 45 Independence Drive
 Street 2: Devens Recycling Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Devens Recycling Center (west of rotary)									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	2	0	5	4	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	5	0	4	5	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	4	0	8	5	0	0	0	3	0
7:45 AM	0	0	0	0	0	1	0	3	0	3	11	0	0	0	7	0
8:00 AM	0	0	0	0	0	0	0	6	0	6	4	0	0	0	3	1
8:15 AM	0	0	0	0	0	0	0	6	0	4	5	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	5	0	8	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	7	0	5	5	0	0	0	3	0

Devens Recycling Center (west of rotary)									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	4	0	6	4	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	2	0	6	4	0	0	0	10	0
4:30 PM	0	0	0	0	0	0	0	7	0	3	6	0	0	0	8	0
4:45 PM	0	0	0	0	0	0	0	7	0	2	6	0	0	0	5	0
5:00 PM	0	0	0	0	0	0	0	5	0	1	4	0	0	0	10	0
5:15 PM	0	0	0	0	0	0	0	2	1	0	2	0	0	0	4	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	7	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	18	0	21	25	0	0	0	15	1
	0.00				0.79				0.82				0.57			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	20.0%	0.0%	0.0%	0.0%	33.3%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	20	0	17	20	0	0	0	30	0
	0.00				0.71				0.93				0.75			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0%	0.0%	58.8%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-20
 Location: Devens, MA
 Street 1: 45 Independence Drive
 Street 2: Devens Recycling Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Northbound					Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	2	0	3	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	5	0	4	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	4	0	8	2	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	6	0	6	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	6	0	3	1	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	4	0	8	3	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	7	0	5	3	0	0	0	2	0

Northbound					Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

AM PEAK HOUR 8:00 AM to 9:00 AM		Northbound				Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	0	0	0	0	0	0	23	0	22	8	0	0	0	4	0
PHF		0.00				0.82				0.68				0.50			

PM PEAK HOUR 4:00 PM to 5:00 PM		Northbound				Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	0	0	0	0	0	0	11	0	10	2	0	0	0	0	0
PHF		0.00				0.69				0.60				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-20
 Location: Devens, MA
 Street 1: 45 Independence Drive
 Street 2: Devens Recycling Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

7. DEVIENS RECYCLING CENTER & DEVIENS DRIVE																
Northbound					Devens Recycling Center (west of rotary)				Independence Drive				Independence Drive			
					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Devens Recycling Center (west of rotary)									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Northbound				Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Northbound				Devens Recycling Center (west of rotary) Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-21
 Location: Devens, MA
 Street 1: 85 Patton Road
 Street 2: TerraVista Health Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Northbound					TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	0	1	0	16	39	0	0	0	24	4
7:15 AM	0	0	0	0	0	1	0	4	0	4	31	0	0	0	21	0
7:30 AM	0	0	0	0	0	2	0	14	0	13	43	0	0	0	16	0
7:45 AM	0	0	0	0	0	0	0	7	0	10	44	0	0	0	18	0
8:00 AM	0	0	0	0	0	0	0	1	0	10	37	0	0	0	17	1
8:15 AM	0	0	0	0	0	0	0	1	0	2	29	0	0	0	19	1
8:30 AM	0	0	0	0	0	0	0	0	0	4	22	0	0	0	12	0
8:45 AM	0	0	0	0	0	0	0	0	0	3	27	0	0	0	15	0

Northbound					TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	11	0	0	24	0	0	0	60	0
4:15 PM	0	0	0	0	0	1	0	6	0	1	22	0	0	0	53	0
4:30 PM	0	0	0	0	0	0	0	6	0	1	22	0	0	0	59	0
4:45 PM	0	0	0	0	0	1	0	7	0	1	16	0	0	0	47	0
5:00 PM	0	0	0	0	0	0	0	4	0	2	18	0	0	0	42	0
5:15 PM	0	0	0	0	0	0	0	6	0	2	9	0	0	0	29	0
5:30 PM	0	0	0	0	0	1	0	5	0	3	17	0	0	0	25	0
5:45 PM	0	0	0	0	0	0	0	4	0	3	12	0	0	0	19	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	TerraVista Health Center								Patton Road Eastbound				Patton Road Westbound			
	Northbound				Southbound											
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	4	0	26	0	43	157	0	0	0	79	4
	0.00				0.47				0.89				0.74			
	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	14.0%	0.0%	0.0%	0.0%	21.5%	25.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	TerraVista Health Center								Patton Road Eastbound				Patton Road Westbound			
	Northbound				Southbound											
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	2	0	30	0	3	84	0	0	0	219	0
	0.00				0.73				0.91				0.91			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	6.8%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-21
 Location: Devens, MA
 Street 1: 85 Patton Road
 Street 2: TerraVista Health Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

TerraVista Health Center									Patton Road				Patton Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	3	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0

TerraVista Health Center									Patton Road				Patton Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0

Northbound				TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	1	0	0	0	0	22	0	0	0	17	1
PHF 0.00				0.25				0.42				0.75			

Northbound				TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	14	0	0	0	15	0
PHF 0.00				0.00				0.70				0.54			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-21
 Location: Devens, MA
 Street 1: 85 Patton Road
 Street 2: TerraVista Health Center
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

PEDESTRIANS & BICYCLES

TERRAVISTA HEALTH CENTER																
Northbound					Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TerraVista Health Center									Patton Road				Patton Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Northbound				TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Northbound				TerraVista Health Center Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-22
 Location: Devens, MA
 Street 1: 45 Jackson Road
 Street 2: Azzur Group, Pathways Devens
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	128	0	0	0	92	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	165	0	0	0	92	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	198	0	0	0	103	1	0	0	0	1	0	0	0	0
7:45 AM	0	0	168	0	0	0	112	4	0	0	0	0	0	0	0	0
8:00 AM	0	0	194	0	0	0	117	1	0	0	0	0	0	0	0	0
8:15 AM	0	1	190	0	0	0	105	1	0	0	0	0	0	0	0	0
8:30 AM	0	1	134	0	0	0	98	2	0	2	0	0	0	0	0	0
8:45 AM	0	0	133	0	0	0	90	0	0	0	0	1	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	142	0	0	0	176	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	172	0	0	0	138	0	0	3	0	1	0	0	0	0
4:30 PM	0	0	152	0	0	0	118	0	0	0	0	1	0	0	0	0
4:45 PM	0	1	113	0	1	0	134	1	0	0	0	0	0	0	0	0
5:00 PM	0	1	124	0	0	0	153	1	0	0	0	0	0	0	0	0
5:15 PM	0	0	104	0	0	0	141	0	0	2	0	0	0	0	0	0
5:30 PM	0	0	106	0	1	0	131	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	92	0	0	0	125	2	0	1	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	750	0	0	0	437	7	0	0	0	1	0	0	0	0
	0.95				0.94				0.25				0.00			
	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	4.6%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	1	579	0	1	0	566	1	0	3	0	2	0	0	0	0
	0.84				0.81				0.31				0.00			
	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-22
 Location: Devens, MA
 Street 1: 45 Jackson Road
 Street 2: Azzur Group, Pathways Devens
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	8	0	0	0	6	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	8	0	0	0	6	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP)							
									Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	6	1	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	31	0	0	0	21	0	0	1	0	0	0	0	0	0
<i>PHF</i>	0.89				0.75				0.25				0.00			

PM PEAK HOUR 4:15 PM to 5:15 PM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	13	0	0	0	21	1	0	0	0	0	0	0	0	0
<i>PHF</i>	0.65				0.79				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-22
 Location: Devens, MA
 Street 1: 45 Jackson Road
 Street 2: Azzur Group, Pathways Devens
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Azzur Group, Pathways Devens (KSP) Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-23
 Location: Devens, MA
 Street 1: 65 Jackson Road
 Street 2: Canteen Café, Sterling St Brewing
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	97	0	0	0	95	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	151	0	0	0	114	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	170	0	0	0	92	1	0	1	0	0	0	0	0	0
7:45 AM	0	0	201	0	0	0	115	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	187	0	0	0	104	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	190	0	0	0	92	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	188	0	0	0	104	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	150	0	1	0	72	0	0	1	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	140	0	0	0	149	2	0	2	0	1	0	0	0	0
4:15 PM	0	3	123	0	0	0	139	3	0	1	0	2	0	0	0	0
4:30 PM	0	1	143	0	0	0	161	4	0	0	0	1	0	0	0	0
4:45 PM	0	0	125	0	0	0	111	5	0	0	0	1	0	0	0	0
5:00 PM	0	3	116	0	0	0	148	7	0	1	0	1	0	0	0	0
5:15 PM	0	9	112	0	1	0	112	1	0	2	0	5	0	0	0	0
5:30 PM	0	3	73	0	0	0	114	1	0	5	0	2	0	0	0	0
5:45 PM	0	5	86	0	0	0	89	1	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	766	0	0	0	415	0	0	0	0	1	0	0	0	0
	0.95				0.90				0.25				0.00			
	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	7	531	0	0	0	560	14	0	3	0	5	0	0	0	0
	0.93				0.87				0.67				0.00			
	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-23
 Location: Devens, MA
 Street 1: 65 Jackson Road
 Street 2: Canteen Café, Sterling St Brewing
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	12	0	0	0	6	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	39	0	0	0	19	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.81				0.68				0.00				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	11	0	0	0	20	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.55				0.63				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-23
 Location: Devens, MA
 Street 1: 65 Jackson Road
 Street 2: Canteen Café, Sterling St Brewing
 Count Date: 5/8/2025
 Day of Week: Thursday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Canteen Café, Sterling Street Brewing Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-24
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Avantor
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Avantor										Barnum Road				Barnum Road		
Northbound					Southbound					Eastbound				Westbound		
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	24	0	0	0	23	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	20	0	0	0	23	0
7:30 AM	0	0	0	0	0	0	0	0	0	3	43	0	0	0	27	0
7:45 AM	0	0	0	0	0	1	0	0	0	2	38	0	0	0	28	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	31	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	25	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	27	0

Northbound					Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	3	0	0	34	0	0	0	39	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	41	0	0	0	32	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	39	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	35	0	0	0	36	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	38	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	29	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	32	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	25	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	5	135	0	0	0	111	1
	0.00				0.25				0.76				0.90			
	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	60.0%	10.4%	0.0%	0.0%	0.0%	7.2%	100.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	1	1	0	177	0	0	0	145	0
	0.00				0.25				0.77				0.93			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	5.5%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-24
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Avantor
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Avantor									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	4	0
7:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	2	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0

Northbound					Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR		Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
7:45 AM to 8:45 AM		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
PHF		0	0	0	0	0	1	0	0	0	1	16	0	0	0	10	1
		0.00				0.25				0.71				0.46			

PM PEAK HOUR		Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
4:00 PM to 5:00 PM		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
PHF		0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0
		0.00				0.00				0.75				0.63			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-24
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Avantor
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

PEDESTRIANS & BICYCLES

Avantor									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound					Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Northbound				Avantor Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-25
 Location: Devens, MA
 Street 1: 15 Independence Drive
 Street 2: O'Reilly Auto Parts
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

O'Reilly Auto Parts									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	1	0	3	12	0	0	0	8	1
7:30 AM	0	0	0	0	0	3	0	2	0	1	16	0	0	0	12	1
7:45 AM	0	0	0	0	0	3	0	2	0	0	15	0	0	0	15	3
8:00 AM	0	0	0	0	0	2	0	0	0	4	11	0	0	0	7	1
8:15 AM	0	0	0	0	0	0	0	2	0	3	10	0	0	0	10	0
8:30 AM	0	0	0	0	0	0	0	4	0	3	15	0	0	0	5	0
8:45 AM	0	0	0	0	0	0	0	2	0	2	13	0	0	0	11	0

O'Reilly Auto Parts									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	1	1	2	9	0	0	0	16	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	8	0	0	0	17	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	10	0	0	0	15	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	8	0	0	0	20	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	12	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	10	2
5:45 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	5	0

AM PEAK HOUR 7:15 AM to 8:15 AM <i>PHF</i> <i>HV %</i>	Northbound				O'Reilly Auto Parts Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	8	0	5	0	8	54	0	0	0	42	6
	0.00				0.65				0.91				0.67			
	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	20.0%	0.0%	87.5%	48.1%	0.0%	0.0%	0.0%	71.4%	16.7%

PM PEAK HOUR 4:15 PM to 5:15 PM	O'Reilly Auto Parts								Independence Drive				Independence Drive			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	3	0	3	33	0	0	0	68	0
PHF	0.00				0.25				0.82				0.85			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	16.2%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-25
 Location: Devens, MA
 Street 1: 15 Independence Drive
 Street 2: O'Reilly Auto Parts
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

O'Reilly Auto Parts									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	3	5	0	0	0	6	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	9	0	0	0	7	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	11	1
8:00 AM	0	0	0	0	0	0	0	0	0	4	9	0	0	0	6	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	4	0	0	0	10	0
8:30 AM	0	0	0	0	0	0	0	3	0	1	12	0	0	0	4	0
8:45 AM	0	0	0	0	0	0	0	1	0	2	9	0	0	0	10	0

O'Reilly Auto Parts									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Northbound				O'Reilly Auto Parts Southbound				Independence Drive Eastbound				Independence Drive Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	4	0	10	34	0	0	0	30	0
PHF 0.00				0.33				0.85				0.75			

Northbound				O'Reilly Auto Parts Southbound				Independence Drive Eastbound				Independence Drive Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	1	0	1	12	0	0	0	17	0
PHF 0.00				0.25				0.65				0.61			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-25
 Location: Devens, MA
 Street 1: 15 Independence Drive
 Street 2: O'Reilly Auto Parts
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

O'Reilly Auto Parts					Independence Drive				Independence Drive							
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

O'Reilly Auto Parts									Independence Drive				Independence Drive			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Northbound				O'Reilly Auto Parts Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Northbound				O'Reilly Auto Parts Southbound				Independence Drive Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-26
 Location: Devens, MA
 Street 1: 16 Bulge Road
 Street 2: Watson-Marlow Fluid Tech Group
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Bulge Road Northbound					Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Bulge Road Northbound					Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	31	2	0	0	1	0	0	0	0	0	0	0	0	0
	0.75				0.25				0.00				0.00			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	48	0	0	0	0	0	0	0	0	0
	0.25				0.63				0.00				0.00			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-26
 Location: Devens, MA
 Street 1: 16 Bulge Road
 Street 2: Watson-Marlow Fluid Tech Group
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Bulge Road Northbound					Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bulge Road Northbound					Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM <i>PHF</i>	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.00				0.00				0.00				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.00				0.00				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-26
 Location: Devens, MA
 Street 1: 16 Bulge Road
 Street 2: Watson-Marlow Fluid Tech Group
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Bulge Road Northbound					Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bulge Road Northbound					Bulge Road Southbound					Eastbound				Watson-Marlow Fluid Technology Group Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Bulge Road Northbound				Bulge Road Southbound				Eastbound				Watson-Marlow Fluid Technology Group Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-27
 Location: Devens, MA
 Street 1: Fitchburg Road
 Street 2: Mass State Police Training Airfield
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Mass State Police EVOC Training Airfield Northbound					Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	123	2	0	6	25	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	143	1	0	3	22	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	127	0	0	3	40	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	103	1	0	3	42	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	94	0	0	0	48	0
8:15 AM	0	0	0	3	0	1	0	1	0	0	74	0	0	4	40	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	70	0	0	3	39	0
8:45 AM	0	0	0	2	0	0	0	0	0	0	73	0	0	1	36	1

Mass State Police EVOC Training Airfield Northbound					Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	132	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	59	0	1	0	144	0
4:30 PM	1	0	0	0	0	0	0	0	1	0	29	0	0	0	137	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	48	0	0	0	138	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	115	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	127	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	135	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	109	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	496	4	0	15	129	4
	0.00				0.00				0.87				0.82			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	6.7%	9.3%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	0	0	1	0	1	0	0	1	0	171	0	1	0	551	1
	0.50				0.25				0.73				0.95			
	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	4.4%	100.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-27
 Location: Devens, MA
 Street 1: Fitchburg Road
 Street 2: Mass State Police Training Airfield
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Mass State Police EVOC Training Airfield					Splash Products, Inc. Driveway				Fitchburg Road				Fitchburg Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0
8:15 AM	0	0	0	1	0	0	0	1	0	0	4	0	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	10	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	4	0

Mass State Police EVOC Training Airfield					Splash Products, Inc. Driveway				Fitchburg Road				Fitchburg Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	0	1	0	0	25	0	0	0	27	0
0.25				0.25				0.57				0.68				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	6	0	0	0	24	1
0.00				0.25				0.50				0.89				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-27
 Location: Devens, MA
 Street 1: Fitchburg Road
 Street 2: Mass State Police Training Airfield
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Mass State Police EVOC Training Airfield					Splash Products, Inc. Driveway				Fitchburg Road				Fitchburg Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mass State Police EVOC Training Airfield					Splash Products, Inc. Driveway				Fitchburg Road				Fitchburg Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Mass State Police EVOC Training Airfield Northbound				Splash Products, Inc. Driveway Southbound				Fitchburg Road Eastbound				Fitchburg Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-28
 Location: Devens, MA
 Street 1: 49 Antietam Street
 Street 2: Francis Parker Charter School
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	3	0	7	21	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	3	0	9	24	0	0	0	2	1
7:45 AM	0	0	0	0	0	1	0	13	0	33	14	0	0	0	1	2
8:00 AM	0	0	0	0	0	4	0	23	0	63	9	0	0	0	0	8
8:15 AM	0	0	0	0	0	5	0	82	0	96	18	0	0	0	0	14
8:30 AM	0	0	0	0	0	4	0	32	0	32	4	0	0	0	4	5
8:45 AM	0	0	0	0	0	0	0	4	0	4	6	0	0	0	6	0

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	0	18	0	14	6	0	0	0	30	1
4:15 PM	0	0	0	0	0	2	0	39	0	20	1	0	0	0	14	0
4:30 PM	0	0	0	0	0	2	0	25	0	9	1	0	0	0	17	1
4:45 PM	0	0	0	0	0	1	0	8	0	9	1	0	0	0	10	1
5:00 PM	0	0	0	0	0	3	0	9	0	19	2	0	0	0	26	1
5:15 PM	0	0	0	0	0	9	0	36	0	9	1	0	0	0	11	4
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	9	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	14	0	150	0	224	45	0	0	0	5	29
0.00				0.47				0.59				0.61			
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	6	0	90	0	52	9	0	0	0	71	3
0.00				0.59				0.73				0.60			
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	1.9%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-28
 Location: Devens, MA
 Street 1: 49 Antietam Street
 Street 2: Francis Parker Charter School
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0
PHF 0.00				0.25				0.38				0.25			

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0
PHF 0.00				0.25				0.25				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-28
 Location: Devens, MA
 Street 1: 49 Antietam Street
 Street 2: Francis Parker Charter School
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Francis W. Parker Charter Essential School									Antietam Street				Antietam Street			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound				Francis W. Parker Charter Essential School Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound				Francis W. Parker Charter Essential School Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-29
 Location: Devens, MA
 Street 1: 111 Hospital Road
 Street 2: Studio Way & Spruce Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Studio Way (New England Studios)					Spruce St-Commonwealth Fusion Systems				Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	5	0	7	0	0	0	0	25	0	0	15	6	22
7:15 AM	0	0	0	1	0	5	0	0	0	2	25	0	0	23	20	11
7:30 AM	0	0	0	4	0	5	0	0	0	0	45	0	0	31	23	18
7:45 AM	0	0	0	4	0	5	1	1	0	1	22	1	0	15	11	9
8:00 AM	0	1	0	3	1	5	0	1	0	0	22	0	0	8	20	14
8:15 AM	0	1	0	5	0	5	0	0	0	2	18	0	0	6	25	14
8:30 AM	0	0	0	3	0	4	0	1	0	1	27	0	0	13	16	15
8:45 AM	0	1	0	6	0	1	0	0	0	2	18	3	0	4	27	11

Studio Way (New England Studios)					Spruce St-Commonwealth Fusion Systems				Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	4	0	23	0	1	0	0	13	0	0	2	48	4
4:15 PM	0	1	0	5	0	16	0	0	0	1	17	1	0	4	37	5
4:30 PM	0	1	0	2	0	11	0	4	0	0	13	0	0	5	44	3
4:45 PM	0	1	0	4	0	17	0	2	0	0	15	0	1	1	31	2
5:00 PM	0	0	0	9	0	16	0	0	0	0	16	0	0	7	39	4
5:15 PM	0	0	0	19	0	21	0	0	0	0	11	0	0	6	36	4
5:30 PM	0	2	0	18	0	7	0	0	0	0	8	0	0	4	31	5
5:45 PM	0	1	0	12	0	12	0	1	0	0	9	0	0	5	29	4

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	14	0	22	1	1	0	3	117	1	0	84	60	60
	0.70				0.86				0.67				0.71			
	0.0%	0.0%	0.0%	21.4%	0.0%	45.5%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	2.4%	5.0%	18.3%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	34	0	65	0	6	0	0	55	0	1	19	150	13
	0.47				0.85				0.86				0.88			
	0.0%	50.0%	0.0%	5.9%	0.0%	12.3%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	15.8%	1.3%	69.2%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-29
 Location: Devens, MA
 Street 1: 111 Hospital Road
 Street 2: Studio Way & Spruce Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Studio Way (New England Studios)					Spruce St-Commonwealth Fusion Systems				Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	1	2
7:30 AM	0	0	0	2	0	1	0	0	0	0	1	0	0	1	1	4
7:45 AM	0	0	0	1	0	4	0	0	0	0	2	0	0	1	1	2
8:00 AM	0	0	0	1	0	3	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	1	0	3	0	0	0	0	0	0	0	1	5	2
8:30 AM	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	5
8:45 AM	0	0	0	3	0	1	0	0	0	1	5	1	0	1	2	1

Studio Way (New England Studios)				Spruce St-Commonwealth Fusion Systems				Hospital Road				Hospital Road				
Northbound				Southbound				Eastbound				Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	1	0	2	0	0	0	0	1	1	0	1	0	3
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	2	2
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	2	0	2	0	0	0	0	1	0	0	2	0	3
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	2	3

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	5	0	9	0	0	0	1	9	1	0	3	7	10
	0.42				0.75				0.39				0.63			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	3	0	8	0	0	0	0	2	1	0	4	2	10
	0.50				0.67				0.38				0.80			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-29
 Location: Devens, MA
 Street 1: 111 Hospital Road
 Street 2: Studio Way & Spruce Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Studio Way (New England Studios) Northbound					Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Studio Way (New England Studios) Northbound					Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Studio Way (New England Studios) Northbound				Spruce St-Commonwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	2

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-30
 Location: Devens, MA
 Street 1: 117 Hospital Road
 Street 2: Hospital Lane-Com Fusion Systems
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Hospital Lane-Comwealth Fusion Systems									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	1	0	12	9	0	0	0	7	1
7:15 AM	0	0	0	0	0	3	0	0	1	9	7	0	0	0	6	0
7:30 AM	0	0	0	0	0	1	0	2	0	12	13	0	0	0	8	5
7:45 AM	0	0	0	0	0	0	0	0	0	12	5	0	0	0	4	2
8:00 AM	0	0	0	0	0	1	0	0	0	13	7	0	0	0	4	5
8:15 AM	0	0	0	0	0	4	0	0	0	9	6	0	0	0	8	2
8:30 AM	0	0	0	0	0	2	0	0	0	7	3	0	0	0	6	2
8:45 AM	0	0	0	0	0	5	0	0	0	8	6	0	1	0	5	3

Hospital Lane-Comwealth Fusion Systems									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	3	0	1	0	0	9	0	0	0	5	0
4:15 PM	0	0	0	0	0	8	0	5	0	0	8	0	0	0	8	0
4:30 PM	0	0	0	0	0	3	0	6	0	0	3	0	0	0	5	0
4:45 PM	0	0	0	0	0	8	0	7	0	0	4	0	0	0	7	0
5:00 PM	0	0	0	0	0	6	0	9	0	0	9	0	0	0	9	2
5:15 PM	0	0	0	0	0	10	0	10	0	0	8	0	0	0	10	1
5:30 PM	0	0	0	0	0	5	0	6	0	0	7	0	0	0	4	0
5:45 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	5	1

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	6	0	2	0	46	31	0	0	0	24	14
0.00				0.50				0.77				0.73			
0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	6.5%	29.0%	0.0%	0.0%	0.0%	12.5%	0.0%

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	29	0	32	0	0	28	0	0	0	30	3
0.00				0.76				0.78				0.75			
0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	66.7%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location D-30
 Location: Devens, MA
 Street 1: 117 Hospital Road
 Street 2: Hospital Lane-Com Fusion Systems
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Hospital Lane-Comwealth Fusion Systems									Hospital Road Eastbound				Hospital Road Westbound			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0
8:15 AM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0

Hospital Lane-Comwealth Fusion Systems									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	4	0	0	0	3	9	0	0	0	3	0
PHF 0.00				0.33				0.60				0.38			

Northbound				Southbound				Eastbound				Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	3
PHF 0.00				0.50				0.00				0.40			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location D-30
 Location: Devens, MA
 Street 1: 117 Hospital Road
 Street 2: Hospital Lane-Com Fusion Systems
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Hospital Lane-Comwealth Fusion Systems					Hospital Road				Hospital Road							
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Hospital Lane-Comwealth Fusion Systems									Hospital Road				Hospital Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Northbound				Hospital Lane-Comwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

PM PEAK HOUR ¹ 4:45 PM to 5:45 PM	Northbound				Hospital Lane-Comwealth Fusion Systems Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-1
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Patton Road & Lake George Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	8	176	73	0	13	63	1	0	1	0	0	0	19	1	2
7:15 AM	0	11	188	90	0	7	69	1	0	0	2	2	0	17	0	1
7:30 AM	1	12	219	99	0	8	60	3	0	0	0	0	0	26	0	6
7:45 AM	0	15	206	123	0	7	74	2	0	1	1	2	0	31	1	4
8:00 AM	0	21	241	101	0	5	91	2	0	1	0	6	0	18	2	9
8:15 AM	0	12	213	68	0	6	73	1	0	0	3	7	0	15	0	7
8:30 AM	0	22	167	62	1	4	84	2	0	3	0	8	0	16	0	1
8:45 AM	0	13	179	57	0	5	70	1	0	0	0	3	0	17	0	4

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	76	19	0	2	176	0	0	2	2	10	0	117	1	25
4:15 PM	0	8	79	25	0	6	200	0	0	1	0	14	0	92	2	19
4:30 PM	2	4	103	22	0	4	166	0	0	1	2	19	0	112	0	17
4:45 PM	1	0	92	15	0	1	177	0	0	1	0	7	0	71	0	12
5:00 PM	0	0	93	13	1	0	205	0	0	1	0	16	0	69	0	4
5:15 PM	0	0	77	14	0	0	172	0	0	1	0	12	0	72	0	6
5:30 PM	0	1	89	24	0	2	146	1	0	0	2	7	0	35	0	9
5:45 PM	0	1	90	19	0	1	142	1	0	0	0	9	0	34	0	4

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	60	879	391	0	26	298	8	0	2	4	15	0	90	3	26
	0.92				0.85				0.53				0.83			
	0.0%	0.0%	3.1%	5.4%	0.0%	3.8%	6.4%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	33.3%	7.7%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	3	17	350	81	0	13	719	0	0	5	4	50	0	392	3	73
	0.86				0.89				0.67				0.82			
	0.0%	0.0%	4.3%	14.8%	0.0%	0.0%	2.1%	0.0%	0.0%	20.0%	25.0%	2.0%	0.0%	4.1%	0.0%	1.4%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-1
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Patton Road & Lake George Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	6	0	0	1	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	9	4	0	0	2	1	0	0	1	0	0	1	0	0
7:30 AM	0	0	9	8	0	0	5	0	0	0	0	0	0	4	0	0
7:45 AM	0	0	5	2	0	0	5	0	0	0	0	0	0	6	0	0
8:00 AM	0	0	7	2	0	1	5	1	0	0	0	0	0	3	1	1
8:15 AM	0	0	6	9	0	0	4	0	0	0	0	0	0	5	0	1
8:30 AM	0	0	8	4	0	0	8	0	0	0	0	1	0	5	0	0
8:45 AM	0	1	7	6	0	1	5	0	0	0	0	0	0	4	0	0

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	2	0	0	2	0	0	1	0	0	0	5	0	0
4:15 PM	0	0	3	6	0	0	4	0	0	0	0	1	0	4	0	0
4:30 PM	0	0	4	3	0	0	5	0	0	0	1	0	0	4	0	1
4:45 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	3	0	0
5:00 PM	0	0	2	1	0	0	7	0	0	0	0	1	0	4	0	0
5:15 PM	0	0	1	4	0	0	4	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	4	2	0	0	1	0	0	0	0	0	0	2	0	0
5:45 PM	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	28	21	0	2	22	1	0	0	0	1	0	17	1	2
<i>PHF</i>				0.83	0.78				0.25				0.83			

PM PEAK HOUR 4:15 PM to 5:15 PM <i>PHF</i>	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	13	11	0	0	20	0	0	0	1	2	0	15	0	1
<i>PHF</i>				0.67	0.71				0.75				0.80			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-1
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Patton Road & Lake George Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Lake George Street Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-2
 Location: Devens, MA
 Street 1: Patton Road
 Street 2: Queenstown Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	1	0	1	0	20	42	3	0	0	20	0
7:15 AM	0	1	0	0	0	2	0	0	0	9	52	5	0	1	14	1
7:30 AM	0	2	0	0	0	2	0	3	0	15	51	2	0	0	21	5
7:45 AM	0	2	0	0	0	1	0	2	0	28	67	1	0	1	19	7
8:00 AM	0	0	0	0	0	1	0	6	0	37	37	2	0	1	15	4
8:15 AM	0	2	0	1	0	2	0	2	0	24	23	2	0	0	10	3
8:30 AM	0	2	0	0	0	0	0	4	0	22	24	2	0	1	13	2
8:45 AM	0	3	0	1	0	2	0	6	0	18	28	1	0	0	18	1

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	0	0	0	11	0	44	0	0	28	0	0	0	63	0
4:15 PM	0	0	0	0	0	18	0	30	0	1	26	1	0	0	52	1
4:30 PM	0	0	0	0	0	9	0	32	0	1	26	0	0	0	73	1
4:45 PM	0	0	0	0	0	7	0	12	0	1	20	0	0	0	46	1
5:00 PM	0	1	0	0	0	4	0	16	0	1	13	1	0	0	39	1
5:15 PM	0	1	0	0	0	2	0	19	0	1	15	0	0	0	33	1
5:30 PM	0	1	0	1	0	1	0	10	1	5	17	1	0	0	25	1
5:45 PM	0	0	0	0	0	4	0	9	0	11	11	0	0	0	19	3

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	5	0	0	0	6	0	11	0	89	207	10	0	3	69	17
	0.63				0.61				0.80				0.82			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.3%	0.0%	1.1%	7.7%	0.0%	0.0%	0.0%	18.8%	5.9%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	0	0	0	45	0	118	0	3	100	1	0	0	234	3
	0.25				0.74				0.93				0.80			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.0%	0.0%	0.0%	0.0%	6.4%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-2
 Location: Devens, MA
 Street 1: Patton Road
 Street 2: Queenstown Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	5	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	8	0	0	0	5	1
8:30 AM	0	0	0	0	0	0	0	2	0	1	3	0	0	1	3	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	4	0

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	3	0	2	20	0	0	0	17	2
0.00				0.75				0.55				0.79				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	14	0	0	0	15	0
0.00				0.00				0.58				0.75				

Client: Corey Velho
Project #: 1645_10_VHB
BTD #: Location I-2
Location: Devens, MA
Street 1: Patton Road
Street 2: Queenstown Street
Count Date: 5/7/2025
Day of Week: Wednesday
Weather: Cloudy & Sun, 60°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

FMC Devens Driveway Northbound					Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	FMC Devens Driveway Northbound				Queenstown Street Southbound				Patton Road Eastbound				Patton Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-4
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	44	82	3	0	0	81	9	0	8	7	16	0	0	3	1
7:15 AM	0	48	105	0	0	0	77	14	0	12	0	15	0	0	0	1
7:30 AM	0	68	135	1	0	0	79	9	0	11	0	28	0	0	1	0
7:45 AM	0	37	132	0	0	0	92	16	0	8	2	19	0	0	1	0
8:00 AM	0	39	152	0	0	2	104	15	0	8	0	17	0	0	0	0
8:15 AM	0	34	163	1	0	1	91	12	0	4	3	13	0	0	2	1
8:30 AM	0	38	100	0	0	1	79	7	0	10	1	20	0	0	4	0
8:45 AM	0	34	96	1	0	0	75	10	0	8	0	15	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	34	108	1	0	0	149	12	0	9	1	29	0	1	5	1
4:15 PM	0	30	150	0	0	1	106	6	0	3	0	30	0	0	2	1
4:30 PM	0	36	115	0	0	0	92	9	0	10	0	29	0	1	3	2
4:45 PM	0	23	93	0	0	1	107	1	0	6	0	34	0	1	2	1
5:00 PM	0	27	96	0	0	0	103	9	0	7	1	50	0	0	4	0
5:15 PM	0	31	76	0	0	0	96	1	0	11	5	39	0	5	5	0
5:30 PM	0	23	75	0	0	0	93	5	0	10	1	25	0	19	9	1
5:45 PM	0	24	78	0	0	0	99	6	0	7	0	22	0	1	2	2

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	178	582	2	0	3	366	52	0	31	5	77	0	0	4	1
	0.93				0.87				0.72				0.42			
	0.0%	5.6%	2.9%	50.0%	0.0%	0.0%	4.1%	30.8%	0.0%	29.0%	0.0%	7.8%	0.0%	0.0%	0.0%	100.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	123	466	1	0	2	454	28	0	28	1	122	0	3	12	5
	0.82				0.75				0.94				0.71			
	0.0%	1.6%	2.8%	0.0%	0.0%	100.0%	2.4%	10.7%	0.0%	25.0%	0.0%	3.3%	0.0%	0.0%	66.7%	20.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-4
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	0	3	0	2	0	0	0	0	0	0
7:15 AM	0	3	5	0	0	0	2	2	0	3	0	0	0	0	0	1
7:30 AM	0	2	6	0	0	0	5	2	0	2	0	1	0	0	0	0
7:45 AM	0	1	4	0	0	0	4	4	0	3	0	3	0	0	0	0
8:00 AM	0	3	3	0	0	0	3	4	0	2	0	2	0	0	0	0
8:15 AM	0	4	4	1	0	0	3	6	0	2	0	0	0	0	0	1
8:30 AM	0	3	6	0	0	0	3	2	0	2	0	3	0	0	0	0
8:45 AM	0	4	3	1	0	0	3	1	0	3	0	4	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	5	0	0	0	2	1	0	1	0	0	0	0	2	0
4:15 PM	0	0	2	0	0	1	2	1	0	2	0	1	0	0	2	1
4:30 PM	0	2	1	0	0	0	4	1	0	2	0	1	0	0	2	0
4:45 PM	0	0	5	0	0	1	3	0	0	2	0	2	0	0	2	0
5:00 PM	0	0	2	0	0	0	5	2	0	3	0	3	0	0	2	0
5:15 PM	0	1	0	0	0	0	3	0	0	3	0	0	0	0	2	0
5:30 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0
5:45 PM	0	3	3	0	0	0	1	0	0	1	0	0	0	0	1	1

AM PEAK HOUR 7:45 AM to 8:45 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	11	17	1	0	0	13	16	0	9	0	8	0	0	0	1
	0.81				0.81				0.71				0.25			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	10	0	0	2	14	4	0	9	0	7	0	0	8	1
	0.60				0.71				0.67				0.75			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-4
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Givry Street Eastbound				Givry Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-6
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound			Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	75	0	0	0	69	4	0	8	0	0	0	0	0	0
7:15 AM	0	2	98	0	0	0	65	3	0	5	0	1	0	0	0	0
7:30 AM	0	1	113	0	0	0	66	10	0	14	0	0	0	0	0	0
7:45 AM	0	1	109	0	0	0	83	4	0	8	0	0	0	0	0	0
8:00 AM	0	3	131	0	0	0	97	6	0	6	0	2	0	0	0	0
8:15 AM	0	1	127	0	0	0	86	4	0	8	0	2	0	0	0	0
8:30 AM	0	2	90	0	0	0	70	4	0	3	0	1	0	0	0	0
8:45 AM	0	2	58	0	0	0	71	6	0	11	0	2	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	89	0	0	0	133	10	0	5	0	0	0	0	0	0
4:15 PM	0	1	119	0	0	0	82	6	0	2	0	2	0	0	0	0
4:30 PM	0	0	104	0	0	0	68	6	0	4	0	3	0	0	0	0
4:45 PM	0	1	71	0	0	0	91	8	0	10	0	4	0	0	0	0
5:00 PM	0	1	80	0	0	0	75	11	0	6	0	2	0	0	0	0
5:15 PM	0	1	71	0	0	0	52	11	0	8	0	2	0	0	0	0
5:30 PM	0	0	72	0	0	0	69	5	0	5	0	0	0	0	0	0
5:45 PM	0	0	67	0	0	0	89	2	0	3	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	6	480	0	0	0	332	24	0	36	0	4	0	0	0	0
	0.91				0.86				0.71				0.00			
	0.0%	16.7%	4.2%	0.0%	0.0%	0.0%	4.2%	8.3%	0.0%	13.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	383	0	0	0	374	30	0	21	0	9	0	0	0	0
	0.81				0.71				0.54				0.00			
	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	3.5%	6.7%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-6
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	4	2	0	2	0	0	0	0	0	0
7:45 AM	0	0	4	0	0	0	3	0	0	2	0	0	0	0	0	0
8:00 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	6	0	0	0	5	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	3	0	0	0	5	1	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	1	1	0	1	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	20	0	0	0	14	2	0	5	0	0	0	0	0	0
0.58				0.67				0.63				0.00				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	8	0	0	0	16	1	0	0	0	0	0	0	0	0
0.67				0.85				0.00				0.00				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-6
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Pine Road Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Pine Road Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-7
 Location: Devens, MA
 Street 1: Grant Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	12	5	0	4	29	0	0	0	0	0	0	2	0	0
7:15 AM	0	0	4	3	0	3	30	0	0	0	0	0	0	3	0	0
7:30 AM	0	0	19	13	0	5	29	0	0	0	0	0	0	6	0	3
7:45 AM	0	0	18	3	0	5	30	0	0	0	0	0	0	3	0	0
8:00 AM	0	0	16	5	0	4	35	0	0	0	0	0	0	4	0	1
8:15 AM	0	0	7	7	0	6	19	0	0	0	0	0	0	4	0	0
8:30 AM	0	0	9	2	0	1	20	0	0	0	0	0	0	2	0	1
8:45 AM	0	0	13	6	0	6	25	0	0	0	0	0	0	5	0	0

Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	36	10	0	1	22	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	46	3	0	1	12	0	0	0	0	0	0	4	0	5
4:30 PM	0	0	26	0	0	0	12	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	37	6	0	2	8	0	0	0	0	0	0	8	0	2
5:00 PM	0	0	37	2	0	2	12	0	0	0	0	0	0	9	0	2
5:15 PM	0	0	27	7	0	1	11	0	0	0	0	0	0	10	0	3
5:30 PM	1	0	23	2	0	2	10	0	0	0	0	0	0	3	0	1
5:45 PM	0	0	21	2	0	1	11	0	0	0	0	0	0	4	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF HV %	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	57	24	0	17	124	0	0	0	0	0	0	16	0	4
	0.63				0.90				0.00				0.56			
	0.0%	0.0%	7.0%	12.5%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	145	19	0	4	54	0	0	0	0	0	0	20	0	15
	0.84				0.63				0.00				0.88			
	0.0%	0.0%	0.7%	5.3%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-7
 Location: Devens, MA
 Street 1: Grant Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	2	0	0
7:45 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0

Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM <i>PHF</i>	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	4	0	0	4	0	0	0	0	0	0	2	0	0
	0.40				0.50				0.00				0.25			

PM PEAK HOUR 4:00 PM to 5:00 PM	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	1	1	0	0	3	0	0	0	0	0	0	2	0	0
PHF	0.50				0.38				0.00				0.50			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-7
 Location: Devens, MA
 Street 1: Grant Road
 Street 2: Pine Road
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

PEDESTRIANS & BICYCLES																
Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Grant Road Northbound					Grant Road Southbound				Eastbound				Pine Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Grant Road Northbound				Grant Road Southbound				Eastbound				Pine Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-8
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Barnum Road
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	26	20	0	12	40	0	0	0	0	0	0	10	0	3
7:15 AM	0	0	50	16	0	6	54	0	0	0	0	0	0	21	0	4
7:30 AM	0	0	52	32	0	10	48	0	0	0	0	0	0	15	0	5
7:45 AM	0	0	47	34	0	8	52	0	0	0	0	0	0	16	0	7
8:00 AM	0	0	65	21	0	12	71	0	0	0	0	0	0	17	0	8
8:15 AM	0	0	88	15	0	20	64	0	0	0	0	0	0	12	0	10
8:30 AM	0	0	40	24	0	11	59	0	0	0	0	0	0	14	0	9
8:45 AM	0	0	35	24	0	8	53	0	0	0	0	0	0	20	0	8

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	66	26	0	3	40	0	0	0	0	0	0	31	0	11
4:15 PM	0	0	60	23	0	12	51	0	0	0	0	0	0	24	0	15
4:30 PM	0	0	61	28	0	10	41	0	0	0	0	0	0	25	0	14
4:45 PM	0	0	44	27	0	3	26	0	0	0	0	0	0	32	0	11
5:00 PM	0	0	81	44	0	9	44	0	0	0	0	0	0	28	0	6
5:15 PM	0	0	50	40	0	5	46	0	0	0	0	0	0	25	0	7
5:30 PM	0	0	35	21	0	5	18	0	0	0	0	0	0	26	0	12
5:45 PM	0	0	43	11	0	6	34	0	0	0	0	0	0	19	0	2

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	252	102	0	50	235	0	0	0	0	0	0	60	0	30
	0.86				0.85				0.00				0.90			
	0.0%	0.0%	4.0%	9.8%	0.0%	16.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	10.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	246	122	0	34	162	0	0	0	0	0	0	109	0	46
	0.74				0.78				0.00				0.90			
	0.0%	0.0%	0.4%	3.3%	0.0%	2.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	6.5%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-8
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Barnum Road
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	2	3	0	3	1	0	0	0	0	0	0	2	0	1
7:45 AM	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	5	5	0	3	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	1	4	0	1	0	0	0	0	0	0	0	3	0	3
8:45 AM	0	0	1	4	0	1	4	0	0	0	0	0	0	5	0	0

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	2	0	0	2	0	0	0	0	0	0	2	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	10	13	0	7	5	0	0	0	0	0	0	8	0	4
0.58				0.60				0.00				0.50				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	2	6	0	0	2	0	0	0	0	0	0	7	0	3
0.67				0.25				0.00				0.63				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-8
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Barnum Road
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
 www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Jackson Road Northbound				Jackson Road Southbound				Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-9
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Queenstown Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Queenstown Street Northbound					Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	0	0	0	0	0	34	0	0	2	18	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	38	0	0	6	11	0
7:30 AM	0	1	0	3	0	0	0	0	0	0	47	0	0	5	23	0
7:45 AM	0	3	0	11	0	0	0	0	0	0	39	0	0	2	32	0
8:00 AM	0	0	0	10	0	0	0	0	0	0	29	0	0	6	25	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	38	0	0	3	28	0
8:30 AM	0	0	0	2	0	0	0	0	0	0	24	4	0	3	20	0
8:45 AM	0	1	0	4	0	0	0	0	0	0	20	1	0	4	25	0

Queenstown Street Northbound					Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	5	0	0	0	0	0	0	22	1	0	1	49	0
4:15 PM	0	0	0	6	0	0	0	0	0	0	30	0	0	5	27	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	23	0	0	1	40	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	23	0	0	14	56	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	21	0	0	2	33	0
5:15 PM	0	0	0	5	0	0	0	0	0	0	18	0	0	1	32	0
5:30 PM	0	0	0	3	0	0	0	0	0	0	23	1	0	2	29	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	24	1	0	3	24	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	0	26	0	0	0	0	0	0	153	0	0	16	108	0
	0.54				0.00				0.81				0.91			
	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%	0.0%	11.1%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	15	0	0	0	0	0	0	98	1	0	21	172	0
	0.67				0.00				0.83				0.69			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	7.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-9
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Queenstown Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Queenstown Street									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0

Queenstown Street									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	0	0	0	0	10	0	0	0	12	0
0.25				0.00				0.36				1.00				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0
0.00				0.00				0.63				0.75				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-9
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Queenstown Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Queenstown Street Northbound					Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2

Queenstown Street									Barnum Road				Barnum Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Queenstown Street Northbound				Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-10
 Location: Devens, MA
 Street 1: Sherman Avenue
 Street 2: Antietam Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Sherman Avenue Northbound					Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	1	5	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	2	9	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	3	6	0
8:45 AM	0	3	0	0	0	0	0	0	0	0	3	1	0	2	3	0

Sherman Avenue Northbound					Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	3	2	0	2	1	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	2	0	0	1	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	1	2	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF HV %	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	6	0	2	0	0	0	0	0	0	4	1	0	7	23	0
	0.67				0.00				0.31				0.68			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	3	0	0	0	0	0	0	4	4	0	6	9	0
	0.50				0.00				0.40				0.54			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-10
 Location: Devens, MA
 Street 1: Sherman Avenue
 Street 2: Antietam Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Sherman Avenue Northbound					Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sherman Avenue Northbound					Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM <i>PHF</i>	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.00				0.00				0.00				0.00			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
<i>PHF</i>	0.00				0.00				0.25				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-10
 Location: Devens, MA
 Street 1: Sherman Avenue
 Street 2: Antietam Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F

PEDESTRIANS & BICYCLES

Sherman Avenue Northbound					Sherman Avenue Southbound					Antietam Street Eastbound					Antietam Street Westbound				
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1			
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2			
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Sherman Avenue Northbound					Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	4

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Sherman Avenue Northbound				Sherman Avenue Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	6

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-11
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Antietam Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	22	11	0	10	46	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	37	13	0	10	58	1	0	1	0	0	0	2	0	3
7:30 AM	0	1	41	12	0	19	51	0	0	0	0	0	0	3	0	4
7:45 AM	0	1	46	23	0	28	42	2	0	4	1	0	0	5	1	5
8:00 AM	0	0	36	45	0	34	54	6	0	2	1	1	0	14	2	16
8:15 AM	0	2	29	58	0	57	52	0	0	1	2	1	0	43	6	32
8:30 AM	0	4	26	25	0	17	44	5	0	1	0	0	0	12	2	21
8:45 AM	0	1	24	8	0	9	55	5	0	0	0	1	0	3	1	3

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	50	2	0	0	43	4	0	3	1	1	0	16	0	25
4:15 PM	0	4	48	2	0	0	37	2	0	5	1	1	0	7	3	21
4:30 PM	0	2	54	2	0	3	29	0	0	3	0	0	0	5	1	10
4:45 PM	0	2	61	1	0	7	51	1	0	3	0	1	0	4	0	13
5:00 PM	0	1	44	1	0	7	40	1	0	3	2	1	0	2	0	13
5:15 PM	0	1	40	1	0	4	25	2	0	3	0	0	0	3	1	20
5:30 PM	0	0	38	0	0	2	27	0	0	1	0	0	0	2	0	6
5:45 PM	0	3	42	0	0	3	24	1	0	7	0	0	0	0	0	6

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	7	137	151	0	136	192	13	0	8	4	2	0	74	11	74
	0.83				0.78				0.70				0.49			
	0.0%	14.3%	7.3%	3.3%	0.0%	0.7%	3.6%	7.7%	0.0%	0.0%	0.0%	50.0%	0.0%	2.7%	9.1%	5.4%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	11	213	7	0	10	160	7	0	14	2	3	0	32	4	69
	0.90				0.75				0.68				0.64			
	0.0%	0.0%	4.2%	14.3%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	3.1%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-11
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Antietam Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	3	1	0	0	2	0	0	0	0	1	0	2	1	1
8:30 AM	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	13	3	0	1	9	1	0	0	0	1	0	2	1	2
0.80				0.55				0.25				0.31				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	9	1	0	0	4	0	0	0	1	0	0	1	0	0
0.63				0.50				0.25				0.25				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-11
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Antietam Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Antietam Street Eastbound				Antietam Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	2

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-12
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Buena Vista Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	22	4	0	11	49	1	0	0	0	0	0	2	0	2
7:15 AM	0	1	45	5	0	7	50	0	0	0	0	0	0	8	0	1
7:30 AM	0	1	56	2	0	9	45	0	0	0	0	0	0	5	0	3
7:45 AM	0	1	46	3	0	9	47	1	0	0	1	0	0	6	0	1
8:00 AM	0	0	66	4	0	8	62	1	0	0	1	0	0	17	1	5
8:15 AM	0	1	90	3	0	5	75	3	0	1	0	1	0	4	2	0
8:30 AM	0	0	47	1	0	1	67	0	0	0	0	1	0	4	0	2
8:45 AM	0	3	37	4	0	3	45	1	0	0	0	2	0	4	0	1

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	76	2	0	2	40	0	0	0	0	1	0	1	1	1
4:15 PM	0	0	66	2	0	2	56	0	0	1	0	3	0	0	0	2
4:30 PM	0	0	74	6	0	2	53	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	52	5	0	5	27	1	0	1	0	1	0	2	0	1
5:00 PM	0	1	81	1	0	2	44	0	0	0	0	5	0	0	0	2
5:15 PM	0	0	52	1	0	1	49	0	0	1	1	0	1	2	0	1
5:30 PM	0	1	43	1	0	2	20	0	0	0	0	1	0	1	1	0
5:45 PM	0	0	38	2	0	1	40	0	0	1	0	0	0	2	0	2

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	249	11	0	23	251	5	0	1	2	2	0	31	3	8
	0.70				0.84				0.63				0.46			
	0.0%	0.0%	4.4%	9.1%	0.0%	0.0%	2.8%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	273	14	0	11	180	1	0	2	0	9	0	2	0	5
	0.87				0.83				0.55				0.58			
	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-12
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Buena Vista Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	1	0	0	4	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	10	1	0	0	10	0	0	1	0	0	0	1	0	0
	0.55				0.63				0.25				0.25			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1
	0.50				0.25				0.00				0.25			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-12
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Buena Vista Street
 Count Date: 5/6/2025
 Day of Week: Tuesday
 Weather: Cloudy & Rain, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Jackson Road Northbound					Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Jackson Road Northbound				Jackson Road Southbound				Buena Vista Street Eastbound				Buena Vista Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-13
 Location: Devens, MA
 Street 1: Buena Vista Street/Saratoga Blvd
 Street 2: Independence Drive/DPW Driveway
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	27	0	2	0	0	0	0	4	2	1	5	6	0
7:15 AM	0	1	0	21	0	0	0	1	0	0	5	7	0	6	3	0
7:30 AM	0	0	2	20	0	0	1	0	0	0	7	6	0	9	3	0
7:45 AM	0	2	0	36	0	0	0	0	0	0	6	6	0	13	4	0
8:00 AM	0	2	6	29	0	0	3	1	0	0	4	5	0	23	18	0
8:15 AM	0	0	3	33	0	0	2	0	0	0	2	7	0	17	7	0
8:30 AM	1	1	1	20	0	1	1	1	0	0	2	1	0	17	8	0
8:45 AM	0	0	0	21	0	0	0	0	0	1	3	4	0	14	6	0

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	9	0	0	1	1	0	0	2	3	0	38	1	1
4:15 PM	0	1	1	16	0	0	1	0	0	0	6	1	0	20	2	0
4:30 PM	0	1	1	11	0	0	0	0	0	2	6	1	0	28	2	0
4:45 PM	0	1	8	14	0	0	1	0	0	0	5	3	0	11	3	0
5:00 PM	0	0	6	7	0	0	0	1	0	0	1	1	0	22	0	1
5:15 PM	0	1	2	5	0	0	0	0	0	1	0	1	0	11	0	1
5:30 PM	0	2	0	2	0	0	0	0	0	1	1	3	0	15	1	0
5:45 PM	0	1	0	3	0	0	0	0	0	0	4	2	0	3	3	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	5	10	118	0	1	6	2	0	0	14	19	0	70	37	0
	0.88				0.56				0.69				0.65			
	0.0%	0.0%	0.0%	23.7%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	10	50	0	0	3	1	0	2	19	8	0	97	8	1
	0.68				0.50				0.81				0.66			
	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	12.5%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-13
 Location: Devens, MA
 Street 1: Buena Vista Street/Saratoga Blvd
 Street 2: Independence Drive/DPW Driveway
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0
7:30 AM	0	0	0	6	0	0	0	0	0	0	1	1	0	5	1	0
7:45 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0	0
8:00 AM	0	0	0	7	0	0	0	1	0	0	0	0	0	11	0	0
8:15 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	10	0	0
8:30 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	0	0	14	0	0	0	0	0	0	0	0	0	9	0	0

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	3	0	0	0	1	0	0	0	0	0	8	0	0
4:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0
4:30 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	2	1	0
4:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	4	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	37	0	0	0	1	0	0	0	0	0	38	0	0
0.66				0.25				0.00				0.86				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	19	0	0	0	1	0	0	0	0	0	19	1	0
0.79				0.25				0.00				0.63				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-13
 Location: Devens, MA
 Street 1: Buena Vista Street/Saratoga Blvd
 Street 2: Independence Drive/DPW Driveway
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	4

Saratoga Boulevard Northbound					DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Saratoga Boulevard Northbound				DPW Driveway Southbound				Buena Vista Street Eastbound				Independence Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-14
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Patton Road & Saratoga Boulevard
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	15	13	0	5	1	1	0	4	24	1	0	23	18	14
7:15 AM	0	1	18	24	0	6	1	2	0	8	20	2	0	11	12	16
7:30 AM	0	1	17	30	0	10	5	5	0	7	31	3	0	11	26	23
7:45 AM	0	0	24	20	0	2	6	2	0	6	35	3	0	11	32	23
8:00 AM	0	1	17	19	0	24	6	3	0	5	31	1	0	13	30	30
8:15 AM	0	1	12	8	0	16	6	1	0	5	30	0	0	10	34	35
8:30 AM	0	1	14	6	0	21	6	1	0	3	11	3	0	8	32	21
8:45 AM	0	0	14	7	0	11	8	3	0	3	14	2	0	10	18	16

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	4	3	27	0	25	36	8	0	2	25	2	0	31	29	7
4:15 PM	0	1	8	25	0	19	21	1	0	1	31	2	0	21	22	6
4:30 PM	0	5	5	25	0	20	17	8	0	3	23	0	0	43	31	8
4:45 PM	0	1	6	17	0	12	9	2	0	2	23	2	0	20	56	15
5:00 PM	0	1	2	19	0	23	16	2	0	0	22	2	0	16	32	9
5:15 PM	0	0	6	9	0	6	10	3	0	1	22	0	0	15	31	5
5:30 PM	0	1	1	13	0	15	11	2	0	1	24	0	0	16	27	7
5:45 PM	0	1	5	10	0	7	5	0	1	0	22	4	0	6	24	6

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	3	70	77	0	52	23	11	0	23	127	7	0	45	122	111
	0.78				0.65				0.89				0.88			
	0.0%	0.0%	17.1%	9.1%	0.0%	36.5%	65.2%	45.5%	0.0%	17.4%	4.7%	0.0%	0.0%	13.3%	5.7%	21.6%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	11	22	94	0	76	83	19	0	8	102	6	0	115	138	36
	0.91				0.64				0.85				0.79			
	0.0%	18.2%	36.4%	2.1%	0.0%	21.1%	10.8%	21.1%	0.0%	50.0%	1.0%	0.0%	0.0%	7.8%	3.6%	33.3%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-14
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Patton Road & Saratoga Boulevard
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	2	2	0	3	0	1	0	0	1	0	0	0	0	4
7:15 AM	0	0	2	1	0	5	0	2	0	2	0	0	0	1	0	4
7:30 AM	0	0	5	2	0	5	4	1	0	2	4	0	0	0	3	5
7:45 AM	0	0	3	1	0	1	3	1	0	1	0	0	0	2	1	3
8:00 AM	0	0	1	1	0	6	4	2	0	0	0	0	0	1	1	8
8:15 AM	0	0	3	3	0	7	4	1	0	1	2	0	0	3	2	8
8:30 AM	0	0	3	1	0	11	3	0	0	0	1	0	0	1	0	8
8:45 AM	0	0	5	1	0	6	4	1	0	1	0	0	0	0	1	12

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	1	0	5	4	2	0	0	0	0	0	3	0	3
4:15 PM	0	1	4	1	0	5	1	0	0	1	1	0	0	2	2	3
4:30 PM	0	1	1	0	0	1	1	2	0	2	0	0	0	2	2	3
4:45 PM	0	0	2	0	0	5	3	0	0	1	0	0	0	2	1	3
5:00 PM	0	0	0	1	0	3	2	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	2	1	0	1	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	1	0	1	0	1	0	1	2	0	0	1	1	2
5:45 PM	0	0	2	1	0	1	0	0	0	0	2	0	0	0	2	0

Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	0	12	6	0	30	15	4	0	2	3	0	0	5	4	36
PHF 0.75				0.88				0.42				0.87			

Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
0	2	8	2	0	16	9	4	0	4	1	0	0	9	5	12
PHF 0.50				0.66				0.63				0.93			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-14
 Location: Devens, MA
 Street 1: Barnum Road
 Street 2: Patton Road & Saratoga Boulevard
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patton Road Northbound					Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Patton Road Northbound				Saratoga Boulevard Southbound				Barnum Road Eastbound				Barnum Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-15
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Sherman Avenue
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	82	0	0	0	73	0	0	1	0	0	0	0	0	0
7:15 AM	0	2	101	0	0	0	67	0	0	0	0	1	0	0	0	0
7:30 AM	0	5	120	0	0	0	73	0	0	1	0	3	0	0	0	0
7:45 AM	0	3	116	0	0	0	80	1	0	0	0	7	0	0	0	0
8:00 AM	0	7	130	0	0	0	100	0	0	0	0	3	0	0	0	0
8:15 AM	0	1	133	0	0	0	89	0	0	1	0	2	0	0	0	0
8:30 AM	0	1	93	0	0	0	66	0	0	1	0	7	0	0	0	0
8:45 AM	0	2	67	0	0	0	76	2	0	1	0	2	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	17	77	0	0	0	139	1	0	1	0	4	0	0	0	0
4:15 PM	0	47	74	0	0	0	85	4	0	2	0	4	0	0	0	0
4:30 PM	0	15	93	0	0	0	72	1	0	0	0	1	0	0	0	0
4:45 PM	0	3	78	0	0	0	99	5	0	1	0	0	0	0	0	0
5:00 PM	0	3	83	0	0	0	84	3	0	3	0	2	0	0	0	0
5:15 PM	0	4	75	0	0	0	58	2	0	2	0	5	0	0	0	0
5:30 PM	0	10	67	0	0	0	52	1	0	4	0	22	0	0	0	0
5:45 PM	0	6	64	0	0	0	47	0	0	7	0	43	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	16	499	0	0	0	342	1	0	2	0	15	0	0	0	0
	0.94				0.86				0.61				0.00			
	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	82	322	0	0	0	395	11	0	4	0	9	0	0	0	0
	0.83				0.73				0.54				0.00			
	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-15
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Sherman Avenue
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	11	0	0	0	6	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	25	0	0	0	16	0	0	0	0	0	0	0	0	0
	0.57				0.67				0.00				0.00			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	8	0	0	0	17	0	0	0	0	0	0	0	0	0
	0.67				0.85				0.00				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-15
 Location: Devens, MA
 Street 1: Jackson Road
 Street 2: Sherman Avenue
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Jackson Road Northbound					Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Jackson Road Northbound				Jackson Road Southbound				Sherman Avenue Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-16a
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Givry Street Northwestbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
7:00 AM	0	36	0	0	0	0	0	0	0	0	9	29	0	0	7	0
7:15 AM	0	47	0	2	0	0	0	0	0	0	7	24	0	0	7	0
7:30 AM	0	62	0	1	0	0	0	0	0	0	12	42	0	0	10	0
7:45 AM	0	32	0	1	0	0	0	0	0	0	4	27	0	0	3	0
8:00 AM	0	39	0	1	0	0	0	0	0	0	6	22	0	0	4	0
8:15 AM	0	37	0	0	0	0	0	0	0	0	8	22	0	0	8	0
8:30 AM	0	38	0	3	0	0	0	0	0	0	6	28	0	1	5	0
8:45 AM	0	38	0	2	0	0	0	0	0	0	5	20	0	0	4	0

Givry Street Northwestbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
4:00 PM	0	50	0	0	0	0	0	0	0	0	9	32	0	1	4	0
4:15 PM	0	37	0	0	0	0	0	0	0	0	6	32	0	4	9	0
4:30 PM	0	47	0	1	0	0	0	0	0	0	2	24	0	6	5	0
4:45 PM	0	27	0	0	0	0	0	0	0	0	4	33	0	6	8	0
5:00 PM	0	42	0	1	0	0	0	0	0	0	6	35	0	10	8	0
5:15 PM	0	37	0	0	0	0	0	0	0	0	8	42	0	9	10	0
5:30 PM	0	35	0	0	0	0	0	0	0	0	5	29	0	6	5	0
5:45 PM	0	33	0	0	0	0	0	0	0	0	2	31	0	0	5	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Givry Street Northwestbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
	0	177	0	4	0	0	0	0	0	0	32	122	0	0	27	0
	0.72				0.00				0.71				0.68			
	0.0%	7.9%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	11.5%	0.0%	0.0%	7.4%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Givry Street								Hospital Road				Hospital Road			
	Northwestbound				Southbound				Eastbound				Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
	0	153	0	2	0	0	0	0	0	0	20	134	0	31	31	0
	0.81				0.00				0.77				0.82			
	0.0%	9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	0.0%	3.2%	3.2%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-16a
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Givry Street Northwestbound					Southbound				Hospital Road Eastbound			Hospital Road Westbound				
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:15 AM	0	3	0	1	0	0	0	0	0	0	1	4	0	0	0	0
7:30 AM	0	4	0	0	0	0	0	0	0	0	2	2	0	0	2	0
7:45 AM	0	4	0	0	0	0	0	0	0	0	1	6	0	0	0	0
8:00 AM	0	3	0	1	0	0	0	0	0	0	1	3	0	0	0	0
8:15 AM	0	8	0	0	0	0	0	0	0	0	2	2	0	0	0	0
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	0
8:45 AM	0	4	0	0	0	0	0	0	0	0	2	7	0	0	0	0

Givry Street Northwestbound					Southbound				Hospital Road Eastbound			Hospital Road Westbound				
Start Time	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	4	0	0	2	0
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	5	0	1	1	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	2	0	0	3	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Givry Street Northwestbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
	0	20	0	1	0	0	0	0	0	0	5	18	0	0	0	0
0.66				0.00				0.64				0.00				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Givry Street Northwestbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Soft Right	U-Turn	Hard Left	Thru	Right
	0	13	0	0	0	0	0	0	0	0	0	13	0	1	3	0
0.65				0.00				0.65				0.50				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-16a
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PEDESTRIANS & BICYCLES

Givry Street Northwestbound					Southbound					Hospital Road Eastbound				Hospital Road Westbound		
Start Time	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Hard Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0

Givry Street Northwestbound					Southbound					Hospital Road Eastbound				Hospital Road Westbound		
Start Time	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Hard Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Givry Street Northwestbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Hard Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Givry Street Northwestbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Soft Right	PED	Hard Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-16b
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Givry Street (One Way) Northeastbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	13	0	0	0	0	0	0	9	0	0	0	8	0
7:15 AM	0	0	0	8	0	0	0	0	0	0	9	0	0	0	7	0
7:30 AM	0	0	0	11	0	0	0	0	0	0	13	0	0	0	10	0
7:45 AM	0	0	0	12	0	0	0	0	0	0	5	0	0	0	3	0
8:00 AM	0	0	0	14	0	0	0	0	0	0	7	0	0	1	4	0
8:15 AM	0	0	0	6	0	0	0	0	0	0	8	0	0	0	8	0
8:30 AM	0	0	0	2	0	0	0	0	0	0	8	0	0	0	6	0
8:45 AM	0	0	0	7	0	0	0	0	0	0	7	0	0	0	4	0

Givry Street (One Way) Northeastbound					Southbound				Hospital Road Eastbound				Hospital Road Westbound			
Start Time	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	1	5	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	6	0	0	0	13	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	14	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	7	0	0	0	18	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	19	0
5:30 PM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	11	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0

AM PEAK HOUR 7:00 AM to 8:00 AM PHF HV %	Givry Street (One Way)								Hospital Road				Hospital Road			
	Northeastbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	44	0	0	0	0	0	0	36	0	0	0	28	0
0.85				0.00				0.69				0.70				
0.0%0.0%0.0%9.1%0.0%0.0%0.0%0.0%0.0%0.0%13.9%0.0%0.0%0.0%10.7%0.0%																

PM PEAK HOUR 4:45 PM to 5:45 PM PHF HV %	Givry Street (One Way)								Hospital Road				Hospital Road			
	Northeastbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	4	0	0	0	0	0	0	24	0	0	0	62	0
	0.50				0.00				0.75				0.82			
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-16b
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Givry Street (One Way)									Hospital Road				Hospital Road			
Northeastbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	3	0	0	0	0	0	0	2	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0

Givry Street (One Way)									Hospital Road				Hospital Road			
Northeastbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Givry Street (One Way) Northeastbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	6	0	0	0	0	0	0	7	0	0	1	2	0
0.50				0.00				0.88				0.38				

PM PEAK HOUR 5:00 PM to 6:00 PM PHF	Givry Street (One Way) Northeastbound				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	U-Turn	Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
0.00				0.00				0.00				0.38				

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-16b
 Location: Devens, MA
 Street 1: Hospital Road
 Street 2: Givry Street
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Givry Street (One Way)									Hospital Road				Hospital Road			
Northeastbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Givry Street (One Way)									Hospital Road				Hospital Road			
Northeastbound					Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Givry Street (One Way)				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

PM PEAK HOUR ¹ 4:45 PM to 5:45 PM	Givry Street (One Way)				Southbound				Hospital Road Eastbound				Hospital Road Westbound			
	Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-16c
 Location: Devens, MA
 Street 1: Givry Street NB
 Street 2: Givry Street SEB & SWB
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Givry Street Northbound					Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
Start Time	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	36	0	12	0	0	0	0	0	1	29	0	0	0	0	0
7:15 AM	0	50	0	9	0	0	0	0	0	0	24	0	0	0	0	0
7:30 AM	0	62	0	10	0	0	0	0	0	0	42	0	0	0	0	0
7:45 AM	0	34	0	12	0	0	0	0	0	0	27	0	0	0	0	0
8:00 AM	0	39	0	14	0	0	0	0	0	0	22	0	0	0	0	0
8:15 AM	0	37	0	6	0	0	0	0	0	0	22	0	0	0	0	0
8:30 AM	0	45	0	3	0	0	0	0	0	0	29	0	0	0	0	0
8:45 AM	0	36	0	7	0	0	0	0	0	0	20	0	0	0	0	0

Givry Street Northbound					Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
Start Time	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	50	0	0	0	0	0	0	0	0	32	0	0	0	0	0
4:15 PM	0	37	0	2	0	0	0	0	0	0	36	0	0	0	0	0
4:30 PM	0	48	0	0	0	0	0	0	0	0	30	0	0	0	0	0
4:45 PM	0	27	0	0	0	0	0	0	0	0	39	0	0	0	0	0
5:00 PM	0	43	0	2	0	0	0	0	0	0	45	0	0	0	0	0
5:15 PM	0	37	0	0	0	0	0	0	0	0	50	0	0	0	0	0
5:30 PM	0	35	0	2	0	0	0	0	0	0	37	0	0	0	0	0
5:45 PM	0	33	0	0	0	0	0	0	0	0	31	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM		Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
		U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	182	0	43	0	0	0	0	0	1	122	0	0	0	0	0
PHF		0.78				0.00				0.73				0.00			
HV %		0.0%	8.2%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM		Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
		U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	155	0	2	0	0	0	0	0	0	164	0	0	0	0	0
PHF		0.82				0.00				0.82				0.00			
HV %		0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Corey Velho
 Project #: 1645_10_VHB
 BTM #: Location I-16c
 Location: Devens, MA
 Street 1: Givry Street NB
 Street 2: Givry Street SEB & SWB
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F



HEAVY VEHICLES

Givry Street Northbound					Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
Start Time	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0
7:15 AM	0	4	0	2	0	0	0	0	0	0	4	0	0	0	0	0
7:30 AM	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	4	0	1	0	0	0	0	0	0	6	0	0	0	0	0
8:00 AM	0	4	0	3	0	0	0	0	0	0	3	0	0	0	0	0
8:15 AM	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	5	0	1	0	0	0	0	0	0	6	0	0	0	0	0
8:45 AM	0	4	0	1	0	0	0	0	0	0	7	0	0	0	0	0

Givry Street Northbound					Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
Start Time	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	2	0	1	0	0	0	0	0	0	4	0	0	0	0	0
4:30 PM	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	21	0	5	0	0	0	0	0	0	18	0	0	0	0	0
	0.81				0.00				0.64				0.00			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
	U-Turn	Soft Left	Thru	Soft Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	13	0	1	0	0	0	0	0	0	14	0	0	0	0	0
	0.70				0.00				0.58				0.00			

Client: Corey Velho
 Project #: 1645_10_VHB
 BTD #: Location I-16c
 Location: Devens, MA
 Street 1: Givry Street NB
 Street 2: Givry Street SEB & SWB
 Count Date: 5/7/2025
 Day of Week: Wednesday
 Weather: Cloudy & Sun, 60°F

PEDESTRIANS & BICYCLES

Givry Street Northbound					Southbound					Givry Street Southeastbound					Givry Street Southwestbound				
Start Time	Soft Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Givry Street Northbound					Southbound					Givry Street Southeastbound					Givry Street Southwestbound				
Start Time	Soft Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound				
	Soft Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Givry Street Northbound				Southbound				Givry Street Southeastbound				Givry Street Southwestbound			
	Soft Left	Thru	Soft Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Appendix Volume 2

Real Estate Information

Devens Transportation Survey Results

MBTA Boarding Data

Trip Distribution

No Build Volumes

StreetLight Origin-Destination Data

PTV Vistro Results

PREPARED FOR



MassDevelopment
33 Andrews Parkway
Devens, Massachusetts

PREPARED BY



260 Arsenal Place, #2
PO Box 9151
Watertown, MA 02471
617.924.1770

February 2026

Real Estate Information

Devens Buildout Status (Square Feet)
(As of February 1, 2022)

Scenario 1 - assume only commercial properties actually count against the 8.5MSF development cap.

Development Complete/in-progress:		8,500,000
A. Occupied	6,948,686	
B. Under Construction	820,150	
C. On DEC Agenda or Permitted - Construction not Started	109,437	7,878,273
	Balance:	621,727
D. Property Sold - Permit Applications pending but not submitted**	0	
KSP 57 & 75 Jackson Road		
E. Sold Properties - No development initiated (Sherman Sq., Goodman's vacant properties)	662,682	
F. Sold Properties with expansion potential	997,726	
G Pipeline Projects (SMC, Draper)	38,000	
H Remaining Development Land	3,430,904	5,129,312
Total potential Buildout		13,007,585
		-4,507,585

COMMERCIAL CONSTRUCTION

Owner	Address	Zoning District	Building Size SF	New/ Reused	Remarks
A. Construction complete and CO received					
New Commercial Construction					
Devens Common Quik-Mart/Gas & Car Wash	4 Andrews Parkway	BCS	6,300	New	
Devens Common Retail Center	6 Andrews Parkway	ITB	20,000	New	
Devens Common Hotel (Marriott)	27 Andrews Parkway	BCS	67,152	New	
Devens Common Conference Center	31 Andrews Parkway	BCS	21,460	New	
Devens Common Commercial Building	33 Andrews Parkway	BCS	30,000	New	
Devens Common Hotel & Restaurant (Hilton)	59 Andrews Parkway	ITB	81,000	New	
Dunkin Donuts Regional Bakery	56 Barnum Road	RITR	21,905	New	
Devens Common Restauran (Bandoleros)	4 Ryans Way	BCS	4,422	New	
Maxant	58 Barnum Road	RITR	28,600	New	
N.B. Kenney	68 Barnum Road	RITR	50,000	New	
Lombardi (Media News)	78 Barnum Road	RITR	15,409	New	
NYPRO Healthcare (Evergreen Solar)	112 Barnum Road	RITR	475,460	New	
IMEC (Systems H2O/MagnaMotion)	139 Barnum Road	RITR	81,000	New	
Quiet Logistics (Anheuser-Busch Companies)	235 Barnum Road	RITR	183,600	New	
Devens Golf Course Club House	15 Bulge Road	ITB	4,036	New	
Watson-Marlow Fluid Technology Group	16 Bulge Road	ITB	150,843	New	
Devens Golf Course Maintenance Bldg	28 Bulge Road	ITB	7,579	New	
CFS-1	111 Hospital Road	ITB	164,000	New	
CFS-2	117 Hospital Road	ITB	147,000	New	
O'Reilly Automotive (Kraft/Webvan)	15 Independence Drive	RITR	379,400	New	
SMC Ltd. (Sonoco)	18 Independence Drive	RITR	253,570	New	
Devens Recycling (WK McNamara)	45 Independence Drive	RITR	96,195	New	
USG Corp. (New England Distribution)	50 Independence Drive	RITR	231,840	New	
WestRock (Rock Tenn - Southern Container)	51 Independence Drive	RITR	226,751	New	
Biotechnne	7 Jackson Road	ITB	40,872	New	
Biotechnne (2020 addition)	7 Jackson Road	ITB	26,296	New	
Electric Hydrogen (KSP)	33 Jackson Road	ITB	220000	New	
KSP (Parking Garage)	33 Jackson Road	ITB			285000
Bristol Meyer-Squibb (PH I)	38 Jackson Road	ITB	371,615	New	
BMS - Phase 2 (BDB and CMB + warehouse expansion)	38 Jackson Road	ITB	362,500	New	773,115
BMS - Cryo expansion	38 Jackson Road	ITB	13,000	New	
BMS - LOC Expansion	38 Jackson Road	ITB	26,000	New	
BMS - Phase 3 (CTF)(Construction)	38 Jackson Road	ITB	240,000	New	
BMS - Phase 3 (Warehouse expansion)(Permitted)	38 Jackson Road	ITB	44,850	New	
Ascend Elements (KSP)	39 Jackson Road	ITB	140000	New	
Pathway Devens - KSP	45 Jackson Road	ITB	150000	New	
Quiet Logistics (American Super Conductor)	64 Jackson Road	ITB	352,000	New	
Xinetics	115 Jackson Road	ITB	54,000	New	
LaDDawn (Davis Library)(addition)	155 Jackson Road	ITB	23,993	New	
Accumet	41 Lake George	ITB	39,375	New	
Hub Office Installations	4 MacArthur Ave	ITB	55,500	New	
Tara Vista - Health Partners New England	85 Patton Rd	ITB	77,990	New	
Veranova (Johnson-Matthey)(Pharm-Eco)	25 Patton Road	ITB	136,104	New	
Comrex	19 Pine Road	ITB	9,417	New	
Qinetiq North America (SABIC)(ComcoGraphics)	116 Queenstown Street	RITR	58,291	New	
Parker Hannifin	14 Robbins Pond Road	RITR	53,785	New	
Waiteco Machine	18 Saratoga Boulevard	RITR	22,880	New	
Avantor Sciences (Integra)	29 Saratoga Boulevard	RITR	28,440	New	
Avantor Sciences (2018 Addition)	29 Saratoga Boulevard	RITR	41,000	New	
New England Sheets (North American Van)	36 Saratoga Boulevard	RITR	162,000	New	
Ryerson	45 Saratoga Boulevard	RITR	140,318	New	
NEPW Logistics (Quiet Logistics)(Gillette)	66 Saratoga Boulevard	RITR	411,161	New	
Sappi North America (Quiet Logistics)(2019 Addition)	66 Saratoga Boulevard	RITR	424,360	New	
New England Studios (2nd Mill Building)	98 Studio Way	ITB	20,000	New	
New England Studios	100 Studio Way	ITB	126,000	New	
Little Leaf Farms - Phase 1	105 Walker Rd	EB	14,398	New	Office Portion (greenhouse exempt)
Devens Solar	139 Walker Rd	EB	0	New	MDFA is Land Owner
			6,633,667		
Existing Building - Reused for Commercial Development					
Lombardi (Media News)	78 Barnum Road	RITR	50,476	Reuse	
Tenant (CMTC BLDG - Historic)	249 Barnum Road	RITR	2,987	Reuse	
Tenant (CMTC BLDG - Historic)	251 Barnum Road	RITR	4,351	Reuse	
Tenant (CMTC BLDG - Historic)	253 Barnum Road	RITR	2,133	Reuse	
Xinetics	2 Buena Vista Street	ITC	3,190	Reuse	
Vacant	29 Buena Vista Street	ITC	10,464	Reuse	
DCS Corp. (Image Software)	67 Buena Vista Street	ITC	13,584	Reuse	
YMC (LEWA)	8 Charlestown Street	ITB	28,750	Reuse	
Routhier	27 Cook Street	RITR	12,160	Reuse	
MWCC (One Jackson Place - 2602)	27 Jackson Road	ITB	89,280	Reuse	
MassDevelopment - Multi-tenant	88 Jackson Road	ITB	13,033	Reuse	MDFA is Land Owner
MassDevelopment - Multi-tenant	94 Jackson Road	ITB	38,280	Reuse	MDFA is Land Owner
MassDevelopment - Multi-tenant	100 Jackson Road	ITB	13,033	Reuse	MDFA is Land Owner
LaDDawn (Existing Davis Library)	155 Jackson Road	ITB	10,100	Reuse	
Natural Café (Red Cross Building)	176 Jackson Road	ITB	3,800	Reuse	
OX3	31 MacArthur Avenue	ITB	4,798	Reuse	
YMC (ODIC)	37 MacArthur Avenue	ITB	4,500	Reuse	MDFA is Land Owner
BMS	Queenstown Street	ITB	10,100	Reuse	Motor Pool Buildings
			315,019	6,948,686	
B. Under Construction					
WERFEN (Sports Areana Site)	11 Grant Road	ITB	237,850	New	
Canteen Café (KSP)	65 Jackson Road	ITB	8,300	New	
Avantor Sciences	35 Saratoga Blvd	RITR	154,000	New	
KSP	57 Jackson Road	ITB	145,000	New	
KSP	75 Jackson Road	ITB	275,000	New	
YMC (LEWA)	8 Charlestown Street	ITB		New	
			820,150	820,150	
C. DEC Permitted but not in Construction					
Owner	Address	Zoning District	Building Size SF		
			0		
C.1 On DEC Agenda but Permit not issued					
Goodman	31 Independence	RITR	111,050	New	
CFS-2	117 Hospital Road	ITB	-1,613		
			109,437	109,437	

COMMERCIAL CONSTRUCTION

Owner	Address	Zoning District	Building Size SF	New/ Reused	Remarks
D. Property SOLD - permit applications pending but not submitted					
High Priority Properties - Development pending			0		
E. Property SOLD - No immediate plans for development					
CFS-3 thru 5	111 Hospital Road	ITB	369,175		Planned - Master Plan Approved
Sherman Square - NES	11 MacArthur Ave	ITB	42360	Reuse	
Sherman Square - NES	15 MacArthur Ave	ITB	41268	Reuse	
Sherman Square - NES	23 MacArthur Ave	ITB	41,958	Reuse	
Sherman Square - NES	25 MacArthur Ave	ITB	41,721	Reuse	
Equity Industrial	151 Barnum Road	RITR	126,200	New	Planning
			662,682	662,682	
F. Property SOLD - Expansion Potential					
Xinetics	115 Jackson Road	ITB	105,000		Planned - Master Plan Approved (3 additional build
Rock Tenn (Southern Container Corp)	51 Independence Drive	RITR	65,600		Expansion
Biotechnne (Bionostics)	7 Jackson Road	ITB	32,704		Expansion
Johnson-Matthey (Pharm-Eco) [Building Credits]	25 Patton Road	ITB	180,000	New	Expansion
Bristol Meyer-Squibb (PH IV)	38 Jackson Road	ITB	374,910	New	Expansion
New England Sheets (North American Van)	36 Saratoga Boulevard	RITR	110,000	New	Expansion
Devens Common (Retail - Office)	164 Jackson Road	ITB	129,512		Planned - Master Plan Approved
			997,726	997,726	
G. Pipeline (Sale in Progress - No DEC submission)					
TPE	33 Lake George Street		38,000		
			38,000	38,000	
H. Remaining Land/Buildings					
Vicksburg Sq Buildings	53 Buena Vista	ITC	4,250	Reuse	
Vicksburg Sq Buildings	55 Buena Vista	ITC	6,703	Reuse	
Vicksburg Sq Buildings	51 Buena Vista	ITC	95,832	Reuse	
Vicksburg Sq Buildings	45 Buena Vista	ITC	117,612	Reuse	
Vicksburg Sq Buildings	43 Buena Vista St.	ITC	95,577	Reuse	
Vicksburg Sq Buildings	122 Sherman Ave	ITC	69,945		
BOQ Buildings	97 Sherman Ave	ITC	51,064	Reuse	
Oak Dev. Area	105 Hospital Rd	ITB	203,861	New	
Shirley Village	63 Hospital Rd	VG1	352,836	New	
former Chapel site	205 Jackson Rd	ITB	71,438	New	
	27 Lake George St.	ITB	20,000	New	
	125 Sherman Ave	ITC	15,000	New	
Willard Heights	Buena Vista	ITC	50,000		
Salerno		SU1	951,786	New	
Moore Field - Plateau		SU2	750,000	New	
MooreField - Lower Basin		SU2	400,000		
MooreField - Rte 2A		SU2	175000		
			3,430,904	3,468,904	
			5,129,312	13,045,585	Potential future buildout
I. Agricultural Uses					
Little Leaf Farms - Phase 1-3	105 Walker Rd	EB	384,931	New	Agricultural use
			384,931		

NEW CONSTRUCTION & Reused Existing Buildings

DEVENS
New and Existing Buildings in Use

Owner	Type	Zoning District	GSF	#units	Market		NP		New/ Reused	Remarks	MDFA	
					units	SF	Units	SF				
A Occupied												
Auman St.	SF	25 @ 2229sf	Residential 2	55725	55,725	25	21	46,809	4	8,916	reused	bldgs P100 - P126
Bates St.	MF	20 - 4 bldgs @ 8.854sf	Residential 2	35416	35,416	20	10	17,708	10	17,708	reused	bldgs P130 - P135
Elm (East)	SF	5 @4,028	Residential 2	20140	20,140	5	5	20,140	0		reused	P69-P73
Elm (East)	MF	8 - 2 bldgs @ 11.108sf	Residential 2	22216	22,216	8	8	22216	0		reused	P67 - P68
Elm (East)	MF	10 - 2 bldgs @ 12.447sf	Residential 2	24894	24,894	10	10	24,894	0		reused	P65-P66
Walnut (South)	SF	24 @ 3,519sf	Residential 2	84456	84,456	24	24	84,456	0		reused	P40 - P63
Elm (West)	SF	5 @4,028	Residential 2	20140	20,140	5	5	20,140	0		reused	P74 - P78
Walnut (East)	MF	10 - 2 bldgs @ 8.854sf	Residential 2	17708	17,708	10	10	17,708	0		reused	P84 - P85
Walnut (North)	SF	10 @1,813	Residential 2	18130	18,130	10	10	18,130	0		reused	P83, P86-P94
Bates St.	MF	12 - 4 bldgs	Residential 2	18000	18,000	12	12	18,000	0		New	2 - 8 Bates St
#8 Cavite St.	SF		Residential 2		2,362	1	1	2,250				#8
14 Cavite St.	SF		Residential 2		3,280	1	1	1,500				#14
Cavite St.	MF	13 - 1 Bldg	Residential 2		15,678	13	0		13	15,620		#18
Adams Circle	SF		Residential 2		1,608	1	1	1,500				#2
Adams Circle	SF		Residential 2		1,464	1	1	1,500				#8
Adams Circle	SF		Residential 2		1,632	1	1	1,500				#14
Adams Circle	SF		Residential 2		1,824	1	1	1,500				#89
Adams Circle	SF		Residential 2		1,464	1	1	1,500				#93
Adams Circle	SF		Residential 2		1,712	1	1	1,500				#97
15 Chance St.	SF		Residential 1		2,171	11	11					
16 Chance St.					2,017							
18 Chance St					2,760							
19 Chance St					1,836							
20 Chance St					2,100							
21 Chance St					2,460							
22 Chance St					2,088							
23 Chance St					2,044							
24 Chance St					2,044							
25 Chance St					1,923							
26 Chance St					2,408							
27 Chance St					2,760							
28 Chance St					2,066							
29 Chance St					2,020							
Chance St.	MF	3 - duplex	Residential 1	8280	8,280	6	6					#18, 24, 27
Bradley Cir	SF		Residential 1			12	12					
#2					1,756							
#4					1,660							
#6					1,787							
#8					1,952							
#10					2,031							
#12					1,880							
#14					1,732							
#16					1,732							
#18					2,303							
#20					2,007							
#22					1,880							
#24					2,015							
Grant Road (south)	SF		Residential 1			5	5					
#61					2,018							
#63					2,067							
#65					2,067							
#67					1,764							
#69					1,416							
Grant Road (North)	SF		Residential 1			7	7					
#100					2,049							
#101					1,972							
#99					2,067							
#97					1,660							
#95					2,311							
#93					2,516							
#27					1,751							
Grant Road (North)	MF	4 - duplex/1 triplex	Residential 1	15180	15,180	11	11					
Hospital Road	MF		SVG		54,562	58						#27

NEW CONSTRUCTION & Reused Existing Buildings

5 Available

DEVENS
New and Existing Buildings in Use

NEW CONSTRUCTION & Reused Existing Buildings

Owner	Address	Zoning District	Building Size SF	New/ Reused	Remarks	MDFA
A Municipal/Non-profit Exempt Property						
Construction complete and CO received as od Jan. 1, 2022						
New Construction - Municipal/Non-Profit Development						
Shirley - Hazen Memorial Library	Keady Way	Village Growth I	10,800			
Shirley - Police Station	Keady Way	Village Growth I	6,034			
Shirley - Town Hall	Keady Way	Village Growth I	20,141			
Shirley - Public School	Hospital Road	Village Growth I	75,000			
Parker Charter (Addition)	49 Antietam Street	Gateway II	25,676			
DPW	99 Buena Vista Street	Rail, Industrial & Trade Related	51,287			Y
Guild of St. Agnes	172 Jackson Road	Business Services	10,220	New		
Seven Hills Foundation	22 Grant Road	Innovation and Technology Business	14,091	New		
			213,249			
Existing Building - Reused for Municipal/Non-Profit Development						
Native American Center (P5)	29 Antietam Street	Open Space/Recreation	9,217			
Parker Charter School	49 Antietam Street	Gateway II	46,917	R		
CPV (Eglomise)	84 Antietam Street	Innovation and Technology Center	20,565	R		
Loaves and fishes	234 Barnum Road	Open Space	7,298	R		
US Post Office	240 Barnum Road	Rail, Industrial & Trade Related Uses	2,000	R	owned by MDFA	
Nashoba Valley Regional Dispatch	270 Barnum Road	Business/Community Services	4,236	R		
Verizon	23 Buena Vista Street	Innovation and Technology Center	3,000	R		
State Police	59 Buena Vista Street	Innovation and Technology Center	10,652	R		
DPW - Utilities	9 Cook Street	Rail, Industrial & Trade Related Uses	16,699	R		
Devens Fire Department	182 Jackson Road	Open Space/Recreation	7,259	R		
Devens Community Center	100 Sherman Avenue	Innovation and Technology Center	20,480	R		
			148,323			
				361,572		
B Under Construction						
			0			
C Permitted - Construction not started						
			0			
D On DEC Agenda but not yet Permitted						
PS Building	270 Barnum Rd	Business/Community Services	27,584			
Draper	105 Sherman Ave	Innovation & Technology Center	80,000			
			107,584			
Sold - Not Permitted			0			
Pipeline						
P4 (vacant)	27 Antietam Street	Open Space/Recreation	1,434			
P22 (vacant)	101 Sherman Avenue	Innovation and Technology Center	24,000			
			133,018			
MA-ANG	45 Barnum Road	Rail, Industrial & Trade Related Uses	15,102		In use prior to Base Closure	

NEW CONSTRUCTION & Reused Existing Buildings		DEVENS New and Existing Buildings in Use				
Owner	Address	Zoning District	Building Size SF	New/ Reused	Remarks	MDFA
A Federal Exempt Property						
USFWS Contact Station Shriver Job Corps (Adams & Associates)	80 Hospital Rd	Open Space	1,200			
	270 Jackson Road	Gateway II	153,896			
	115 Barnum Rd	RITR	58,927			
	107 Barnum Rd	RITR	59,622			
	81 Barnum Rd	RITR	91,473			
	75 Barnum Rd	RITR	16,045			
FBOP	85 Barnum Rd	RITR	41,083			
	36 Independence	Rail, Industrial & Trade Related Uses	31,112	FED		
			453,358			
B Under Construction						
			0			
C Permitted - Construction not started						
			0			
D On DEC Agenda but not yet Permitted						
Sold - Not Permitted			0			
Pipeline				Reuse		
			0			
Pan Am Railways (Guilford)	133 Barnum Road	Rail, Industrial & Trade Related Uses	110,600	Reuse	Occupied prior to Base Closure	
5 Available						

DEVENS

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New and Existing Buildings in Use

Devens Buildout Status (Square Feet)

GSF

I.	Completed/Occupied Property		
A.	Commercial	6,948,686	
A.1	Commercial - Agricultural ⁺	384,931	
B.	Residential	502,961	
C.	Tax Exempt Municipal/Non-Profit	361,572	
D.	Tax Exempt Federal	453,358	8,651,508
II.	Under Construction		
A.	Commercial	820,150	
B.	Residential	8,280	
C.	Tax Exempt Municipal/Non-Profit	0	*
D.	Tax Exempt Federal	0	828,430
III.	On DEC Agenda or already Permitted - construction not started		
A.	Commercial	109,437	
B.	Residential	105,970	
C.	Tax Exempt Municipal/Non-Profit	27,584	
D.	Tax Exempt Federal	0	242,991
IV.	Property Sold but no application submitted**		
A.	Commercial	662,682	
B.	Residential	0	
C.	Tax Exempt Municipal/Non-Profit	80,000	
D.	Tax Exempt Federal	0	742,682
V.	Developed Property with Expansion Capability by FAR		
A.	Commercial	997,726	9,538,681
B.	Residential	0	
C.	Tax Exempt Municipal/Non-Profit	0	
D.	Tax Exempt Federal	0	997,726

Total Commercial Development (Group A) Categories I - V

9,538,681

Total Residential Development (Group B) Categories I - V

617,211

Total Municipal/Non-Profit Development (Group C) Categories I - V

469,156

Total State/Federal (Group D) Categories I - V

453,358

Total - All groups/all categories

11,463,337

* Staff is still researching residential buildout data for the Grant Road Development and older housing

** Includes development shown on Master plans but not permitted

⁺ Not applicable to cap

Trips copied from 2015 report (no known sq ft)

			11th Edition			49,912	5,396	5,887
Owner	Building Address	Zone (2025)	ITE Land Use Description	SQ ft	ITE Land Use Code	Weekday Trips	Weekday AM	Weekday PM
Existing Buildings - Leased Commercial								
MassDevelopment - Multi-tenant	100 Jackson Rd	8	Research and Development Center	13,033	760	374	36	36
MassDevelopment - Multi-tenant	88 Jackson Rd	8	Research and Development Center	13,033	760	374	36	36
MassDevelopment - Multi-tenant	94 Jackson Rd	8	Research and Development Center	38,280	760	619	59	57
MassDevelopment - Multi-tenant	31 MacArthur Ave	8	General Office Building	4,798	710	83	12	13
Lombardi (Media News)	78 Barnum Road	1	General Office Building	50,476	710	738	107	108
Tenant (CMTC BLDG - Historic)	249 Barnum Road	3	General Light Industrial	2,987	110	62	6	3
Tenant (CMTC BLDG - Historic)	251 Barnum Road	3	General Light Industrial	4,351	110	67	7	4
Tenant (CMTC BLDG - Historic)	253 Barnum Road	3	General Light Industrial	2,133	110	58	5	3
Xinetics	2 Buena Vista St	3	General Light Industrial	3,190	110	62	6	3
Vacant	29 Buena Vista St	3	General Office Building	10,464	710	163	24	26
DCS Corp. (Image Software)	67 Buena Vista St	3	General Light Industrial	13,584	110	102	13	10
YMC (LEWA)	8 Charlestown Street	8	General Light Industrial	28,750	110	159	23	16
Routhier	27 Cook St	2	General Light Industrial	12,160	110	96	12	9
MWCC (One Jackson Place - 2602)	27 Jackson St	7	General Office Building	89,280	710	1051	152	151
LaDDawn (Existing Davis Library)	155 Jackson Rd	8	Library	10,100	590	713	3	77
Natural Café (Red Cross Building)	176 Jackson Rd	8	General Office Building	3,800	710	67	10	11
YMC (ODIC)	37 MacArthur Ave	8	Manufacturing	4,500	140	219	30	24
BMS	Queenstown St	8	Manufacturing	10,100	140	240	34	28
				315,019		5,247	575	563
State, Municipal and Non-Profit								
Native American Center	29 Antietam St	3	General Office Building	9,217	710	146	22	23
Parker Charter School	49 Antietam St	3	Middle School/Junior High School	46,917	522	864	352	162
CPV (Eglomise)	84 Antitam St	3	Manufacturing	20,565	140	280	22	0
Loaves and Fishes	234 Barnum Rd	2	General Office Building	7,298	710	119	18	19
US Post Office	240 Barnum Rd	2	United States Post Office	2,000	732	208	17	22
Nashoba Valley Regional Dispatch	270 Barnum Rd	8		4,236	575	2		
Verizon	23 Buena Vista St	3	General Office Building	3,000	710	55	8	9
State Police	59 Buena Vista St	3	Fire and Rescue Station	10,652	575	5		
DPW-Utilities	9 Cook St	2		16,699	730	377	56	29
Devens Fire Department	182 Jackson Rd	3	Fire and Rescue Station	7,259	575	3		
Devens Community Center	100 Sherman Ave	3	Recreational Community Center	20,480	495	589	39	51
						2,648	534	315
New Construction - Municipal/Non-Profit								
Shirley - Hazen Memorial Library	Keady Way	9	Library	10,800	590	762		
Shirley - Police Station	Keady Way	9	Fire and Rescue Station	6,034	575	3		
Shirley - Town Hall	Keady Way	9		20,141				
Shirley - Public School	Hospital Road	9		75,000				
Parker Charter (Addition)	49 Antietam St	3		25,676				
DPW	99 Buena Vista Street	2		51,287				
Guild of St. Agnes	172 Jackson Road	8		10,220				
Seven Hills Foundation	22 Grant Road	8	General Office Building	14,091	710	211	31	33
						976		
Commercial Buildings Sold								
CFS-3 thru 5	111 Hospital Road	8	Research & Development Center	369,175	760	3829	353	335
Sherman Square - NES	11 MacArthur Ave	8		42360				
Sherman Square - NES	15 MacArthur Ave	8		41268				
Sherman Square - NES	23 MacArthur Ave	8		41,958				
Sherman Square - NES	25 MacArthur Ave	8		41,721				
Equity Industrial	151 Barnum Road	1		126,200				
				662,682		3,829	0	0
Existing Buildings Currently Unused/Vacant								
Vicksburg Sq Buildings	53 Buena Vista	3		4250				
Vicksburg Sq Buildings	55 Buena Vista	3		6703				
Vicksburg Sq Buildings	51 Buena Vista	3		95832				
Vicksburg Sq Buildings	45 Buena Vista	3		117612				
Vicksburg Sq Buildings	43 Buena Vista St	3		95577				
Vicksburg Sq Buildings	122 Sherman Ave	3		69945				
BOQ Buildings	97 Sherman Ave	3		51064				
Oak Dev. Area	105 Hospital Road	8		203861				
Shirley Village	63 Hospital Road	9		352836				
former Chapel site	205 Jackson Road	3		71438.4				
	27 Lake George St	7		20000				
	125 Sherman Ave	3		15000				
Willard Heights	Buena Vista			50000				
Salerno				951786				
Moore Field - Plateau				750000				
MooreField - Lower Basin				400000				
MooreField - Rte 2A				175000				
				3,430,904		0		
Commercial/Occupied								
Devens Common Quik-Mart/Gas & Car Wash	4 Andrews Parkway	8	Gas Station with Convenience MKT and Car Wash	6300	945	2121	128	147
Devens Common Retail Center	6 Andrews Parkway	8	Strip Retail Plaza <40k	20,000	822	1074	45	128
Devens Common Hotel (Marriott)	27 Andrews Parkway	8	Hotel	67,152	310	877	69	72
Devens Common Conference Center	31 Andrews Parkway	8	General Office Building	21,460	710	304	45	46

Owner	Building Address	Zone (2025)	ITE Land Use Description	SQ ft	ITE Land Use Code	Weekday Trips	Weekday AM	Weekday PM
Devens Common Commercial Building	33 Andrews Parkway	8	General Office Building	30,000	710	407	59	61
Devens Common Hotel & Restaurant (Hilton)	59 Andrews Parkway	8	Hotel	81,000	310	747	63	65
Devens Common Restaurant	4 Ryans Way	8	Fine Dining Restaurant	4,422	931	372	186	186
Dunkin Donuts Regional Bakery	56 Barnum Rd	1	General Light Industrial	21,905	110	133	19	13
Maxant	58 Barnum Rd	1	Manufacturing	28,600	140	310	27	7
N.B. Kenney	68 Barnum Rd	1	General Light Industrial	50,000	110	238	38	24
Media News (addition)	78 Barnum Rd	1	General Office Building	15,409	710	228	34	35
NYPRO Healthcare (Evergreen Solar)	112 Barnum Rd	1	Manufacturing	475,460	140	1994	300	396
IMEC (Systems H2O/MagnaMotion)	139 Barnum Rd	1	General Office Building	81000	710	966	140	139
Quiet Logistics (Anheuser-Busch Companies)	235 Barnum Rd	2	High-Cube Warehouse/Distribution Center	183,600	155	322	28	29
Devens Golf Course Club House	15 Bulge Rd	4	Golf Course	4,036	430	15	1	1
Devens Golf Course Maintenance Bldg	28 Bulge Rd	4	Golf Course	7,579	430	28	1	2
O'Reilly Automotive (Kraft/Webvan)	15 Independence Drive	2	High-Cube Warehouse/Distribution Center	379,400	155	687	57	61
Devens Recycling (WK McNamara)	45 Independence Drive	2	General Light Industrial	96,195	110	412	69	39
USG Corp. (New England Distribution)	50 Independence Drive	2	General Light Industrial	231,840	110	922	161	74
Rock Tenn (Southern Container)	51 Independence Drive	2	Manufacturing	226,751	140	1057	148	180
Biotechnne	7 Jackson Rd	7	Manufacturing	40,872	140	455	51	41
(2020 addition)	7 Jackson Rd	7		26,296				
Bristol Meyer-Squibb (PH I)	38 Jackson Rd	7	Manufacturing	371,615	140	4191	655	903
Phase 2 (BDB and CMB + warehouse expansion)	38 Jackson Rd	7		362,500				
Cryo expansion	38 Jackson Rd	7		13,000				
LOC Expansion	38 Jackson Rd	7		26,000				
Phase 3 (CTF)(Construction)	38 Jackson Rd	7		240,000				
Phase 3 (Warehouse expansion)(Permitted)	38 Jackson Rd	7		44,850				
Quiet Logistics (American Super Conductor)	64 Jackson Rd	7	High-Cube Warehouse/Distribution Center	352,000	155	637	53	56
Xinetics	115 Jackson Rd	8	General Light Industrial	54,000	110	254	41	26
LaDDawn (Davis Library)(addition)	155 Jackson Rd	8	Library	23,993	590	1729	24	196
Comrex	19 Pine Rd	8	General Light Industrial	9,417	110	86	10	7
SABIC Polymersshapes (ComcoGraphics)	116 Queenstown St	8	General Light Industrial	58,291	110	270	43	27
Parker Hannifin	14 Robbins Pond Rd	8	Manufacturing	53,785	140	405	42	29
AVANTOR (Integra)	29 Saratoga Boulevard	2	Manufacturing	28,440	140	464	52	43
(2018 Addition)	29 Saratoga Boulevard	2		41,000				
New England Sheets (North American Van)	36 Saratoga Boulevard	2	Manufacturing	162,000	140	813	108	123
Veranova (Johnson-Matthey)(Pharm-Eco)	25 Patton Road	7	Manufacturing	136,104	140	715	93	101
Hub Office Installations	4 MacArthur Ave	8	General Light Industrial	55,500	110	259	42	26
Accumet	41 Lake George	7		39,375	140	350	34	17
Pathway Devens - KSP	45 Jackson Road	7	Research & Development Center	150,000	760	1703	158	151
Ascend Elements (KSP)	39 Jackson Road	7		140,000	140	730	95	104
Electric Hydrogen (KSP)	33 Jackson Road	7		220,000	140	1031	144	174
KSP (Parking Garage)	33 Jackson Road	7						
CFS-1	111 Hospital Road	8	Research & Development Center	164,000	760	1839	171	163
CFS-2	117 Hospital Road	8	Research & Development Center	147,000	760	1674	155	149
Watson-Marlow Fluid Technology G	16 Bulge Road	4		150,843	140	771	102	114
Quiet Logistics (Gillette)	66 Saratoga Boulevard	2	High-Cube Warehouse/Distribution Center	411,161	155	1512	125	134
(2019 Addition)	66 Saratoga Boulevard	2		424,360				
Ryerson	45 Saratoga Boulevard	2	Manufacturing	140,318	140	731	95	105
Waiteco	18 Saratoga Boulevard	2	General Light Industrial	22,880	110	136	19	14
New England Studios	100 Studio Way	8	General Office Building	126,000	710	1613	232	227
New England Studios (2nd Mill Building)	98 Studio Way	8		20,000				
Little Leaf Farms	105 Walker Rd		High-Cube Transload and Short-term storage	14,398	154	20	1	1
Tara Vista - Health Partners New England	85 Patton Rd	4	Hospital	77,990	610	3882	170	157
Devens Solar	139 Walker Road			0				
SMC Ltd. (Sonoco)	18 Independence Drive	2	Manufacturing	253,570	140	1158	164	203
				6,633,667		40,642	4,497	4,996

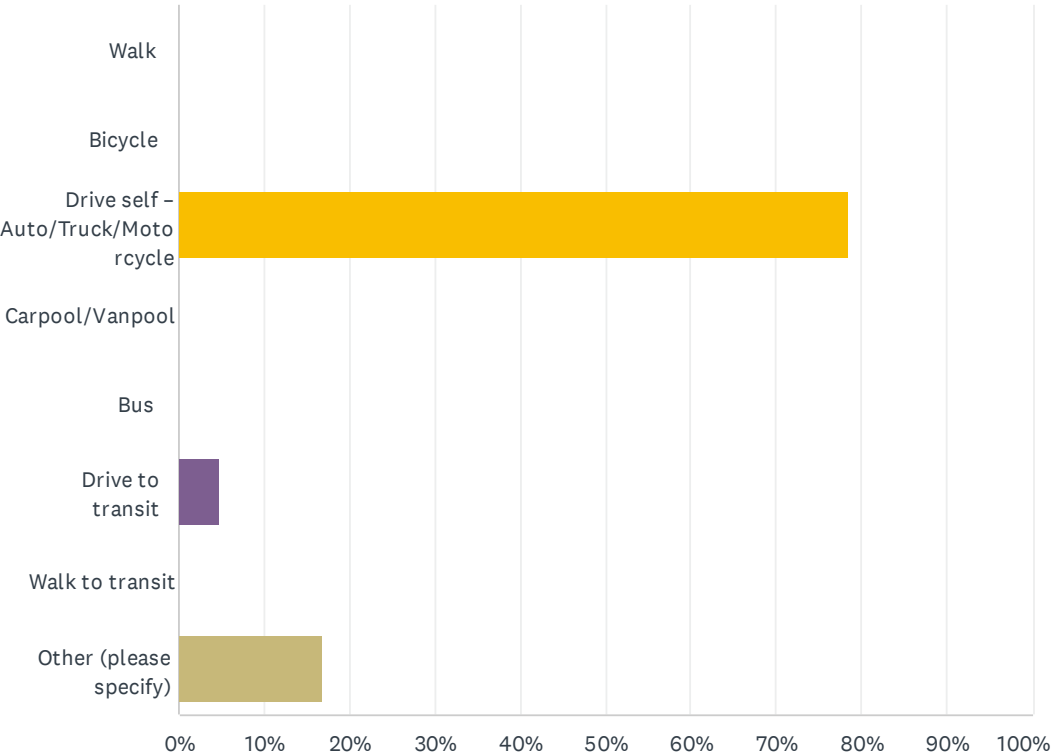
Owner	Building Address	Zone (2025)	ITE Land Use Description	SQ ft	ITE Land Use Code	Weekday Trips	Weekday AM	Weekday PM
Current Housing				Units				
Existing Re-Used								
Auman St	bldgs P100 - P126	3	Single-Famile Detached Housing	21	210	242	22	24
Bates St	bldgs P130 - P135	3	Residential Condominium/Townhouse	10	220	140	26	26
Elm (East)	P69-P73	3	Residential Multifamily Housing (Low-Rise)	5	220	108	24	24
Elm (East)	P67 - P68	3	Residential Multifamily Housing (Low-Rise)	8	220	128	25	24
Elm (East)	P65-P66	3	Residential Multifamily Housing (Low-Rise)	10	220	140	26	26
Walnut (South)	P40 - P63	3	Residential Multifamily Housing (Low-Rise)	24	220	229	30	32
Elm (West)	P74 - P78	3	Residential Multifamily Housing (Low-Rise)	5	220	108	24	24
Walnut (East)	P84 - P85	3	Residential Multifamily Housing (Low-Rise)	10	220	140	26	26
Walnut (North)	P83, P86-P94	3	Residential Multifamily Housing (Low-Rise)	10	220	140	26	26
						1,375	229	232
New Construction								
Bates St	2-8 Bates Street	3	Residential Condominium/Townhouse	12	220	154	27	26
15 Chance St.		8	Single-Famile Detached Housing	11	210	134	10	12
Chance St.	# 18, 24, 27	8	Residential Condominium/Townhouse	6	220	114	25	24
Grant Road (North)	# 100, 101, 99, 97, 95, 93, 27	8	Single-Famile Detached Housing	7	210	88	7	8
Grant Road (North)		8	Residential Condominium/Townhouse	11	220	146	26	26
#8 Cavite St	8 Cavite St	3		1				
14 Cavite St	14 Cavite St	3		1				
Cavite St	18 Cavite St	3		13				
Adams Circle	2 Adams Circle	3		1				
Adams Circle	8 Adams Circle	3		1				
Adams Circle	14 Adams Circle	3		1				
Adams Circle	89 Adams Circle	3		1				
Adams Circle	93 Adams Circle	3		1				
Adams Circle	97 Adams Circle	3		1				
15 Chance St.		8						
16 Chance St.		8						
18 Chance St		8						
19 Chance St		8						
20 Chance St		8						
21 Chance St		8						
22 Chance St		8						
23 Chance St		8						
24 Chance St		8						
25 Chance St		8						
26 Chance St		8						
27 Chance St		8						
28 Chance St		8						
29 Chance St		8						
Grant Road (South)	#61, 63, 65, 67, 69	8		5				
Bradley Circle	#2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24	8		12				
Hospital Road	#27		Residential Condominium/Townhouse	58	220	448	41	46
						1,084	95	96
Housing - Permitted								
Powell St		8		4				
Goddard St.				18				
Marshall St.				4				
Grant Road		8		46				
						0		
Housing - Under Construction								
Powell St		8		6				
Under Construction								
WERFEN (Sports Areana Site)	11 Grant Road	8		237,850				
Canteen Café (KSP)	65 Jackson Road	7		8,300				
Avantor Sciences	35 Saratoga Blvd	2		154,000				
YMC (LEWA)	8 Charlestown Street	8	General Light Industrial		110			
KSP	75 Jackson Rd	7		275,000	760			
KSP	57 Jackson Rd	7	Manufacturing	145,000	140	749	98	109
				147,000				
						749		
Federal Exempt Property								
USFWS Contact Station	80 Hospital Road	7		1,200				
Shriver Job Corps (Adams & Associates)	270 Jackson Road	3	General Office Building	153,896	710	1688	243	237
	115 Barnum Road	1		58,927				
	107 Barnum Road	1		59,622				
	81 Barnum Road	1		91,473				
	75 Barnum Road	1		16,045				
	85 Barnum Road	1		41,083				
FBOP	36 Independence	2	Adult Detention Facility	31,112	571	128	21	15

Owner	Building Address	Zone (2025)	ITE Land Use Description	SQ ft	ITE Land Use Code	Weekday Trips	Weekday AM	Weekday PM
						1,816		
Fed Prop - Sold but not Permitted								
Pan Am Railways (Guilford)	133 Barnum Road	1	General Light Industrial	110,600	110	466	79	43
						466		
Potential Future Projects								
PS Building	270 Barnum Road	8		27584				
Draper	105 Sherman Ave	3		80000				
P4 (vacant)	27 Antietam St	3		1434				
P22 (vacant)	101 Sherman Ave	3		24000				
MA-ANG	45 Barnum Road	1		15102				
TPE	33 Lake George St	7		38000				
Goodman	31 Independence	2		111050				
CFS-2	117 Hospital Road	8	Research & Development Center	-1,613	760	232	23	24
						232		
Potential Future Expansions								
Rock Tenn (Southern Container Corp)	51 Independence Drive (Lot W-8)	2	Manufacturing	65,600	140	449	50	40
Devens Common (Retail - Office)	164 Jackson Rd (Lot B-3)	7		129,512				
Xinetics	115 Jackson Road	8	General Light Industrial	105,000	110	445	75	42
Biotechnne (Bionostics)	7 Jackson Road	7	Manufacturing	32,704	140	325	29	11
Johnson-Matthey (Pharm-Eco)								
[Building Credits]	25 Patton Rd (Lot A)	7	Manufacturing	180,000	140	881	119	139
Bristol Meyer-Squibb (PH IV)	38 Patton Rd (Lot BMS-1)	7		374,910				
New England Sheets (North American Van)	36 Saratoga Boulevard (Lot W-4)	2	Manufacturing	110,000	140	617	77	78
						2,717		
Agricultural Uses								
Little Leaf Farms - Phase 1-3	105 Walker Road			384,931				

Devens Transportation Survey Results

Q1 How do you travel to work?

Answered: 65 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	0.00%	0
Bicycle	0.00%	0
Drive self – Auto/Truck/Motorcycle	78.46%	51
Carpool/Vanpool	0.00%	0
Bus	0.00%	0
Drive to transit	4.62%	3
Walk to transit	0.00%	0
Other (please specify)	16.92%	11
TOTAL		65

Q2 What time do you typically leave for work and return home from work
Monday through Friday?

Answered: 59 Skipped: 6

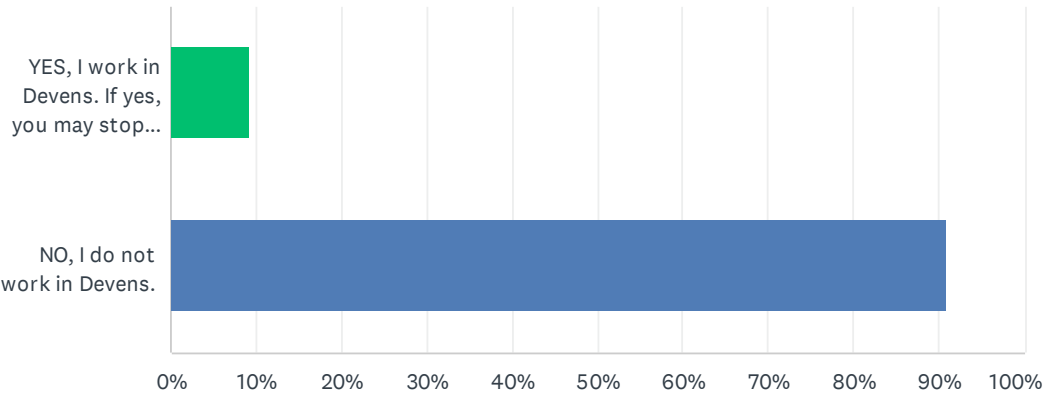
ANSWER CHOICES	RESPONSES	
Leave	100.00%	59
Return	98.31%	58

Q3 What street to you live on?

Answered: 62 Skipped: 3

Q4 Do you work in Devens? (Check one)

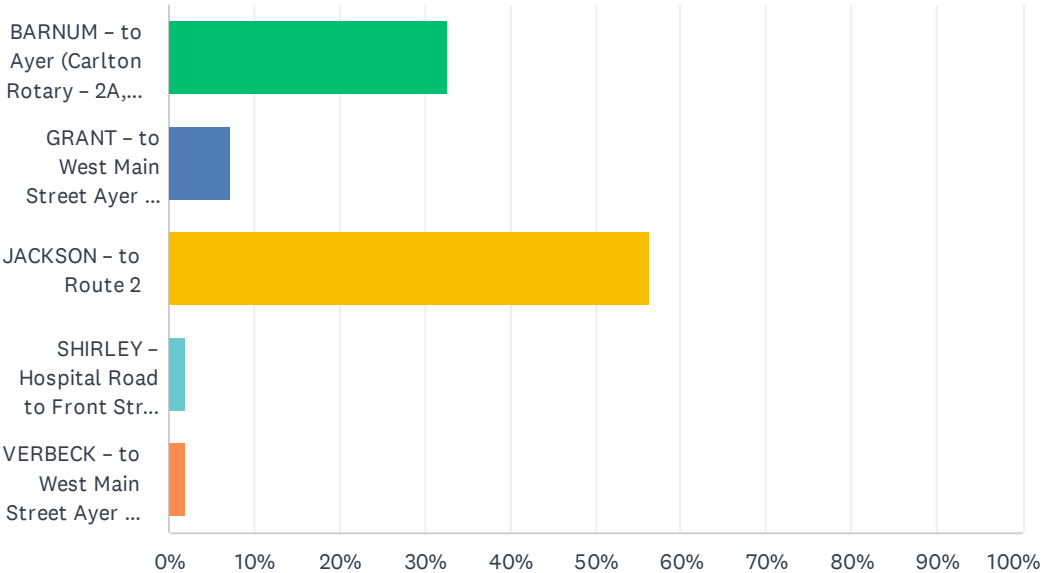
Answered: 65 Skipped: 0



ANSWER CHOICES	RESPONSES	
YES, I work in Devens. If yes, you may stop here.	9.23%	6
NO, I do not work in Devens.	90.77%	59
TOTAL		65

Q5 Which “Gate”/ Approach do you use most often to get to work?
(CHECK ONE)

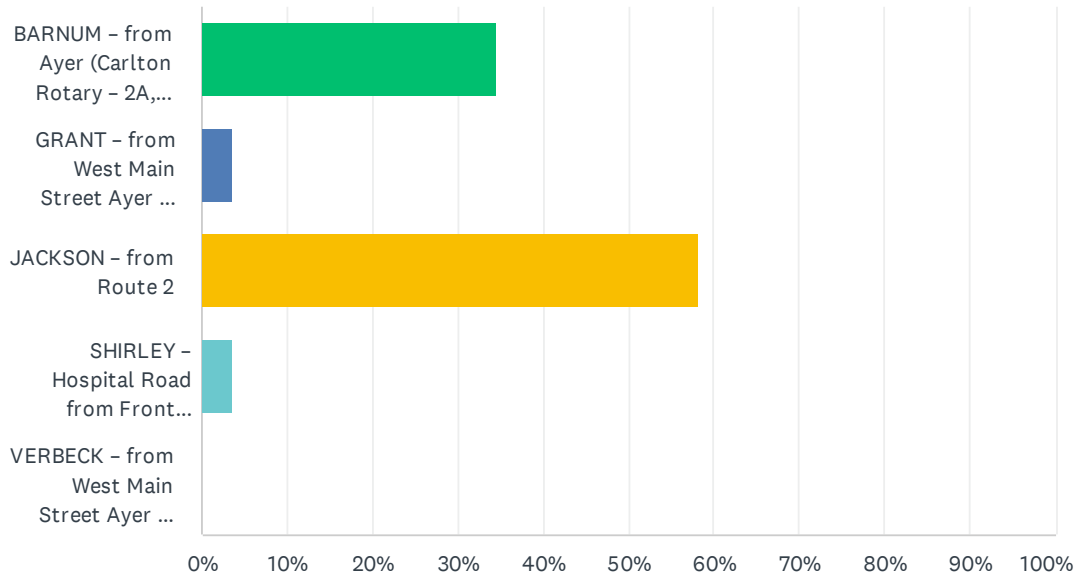
Answered: 55 Skipped: 10



ANSWER CHOICES	RESPONSES	
BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	32.73%	18
GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	7.27%	4
JACKSON – to Route 2	56.36%	31
SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	1.82%	1
VERBECK – to West Main Street Ayer or MacPherson Road	1.82%	1
TOTAL		55

Q6 Which “Gate”/ Approach do you use most often to return home from work? (CHECK ONE)

Answered: 55 Skipped: 10



ANSWER CHOICES	RESPONSES	
BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	34.55%	19
GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	3.64%	2
JACKSON – from Route 2	58.18%	32
SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	3.64%	2
VERBECK – from West Main Street Ayer or MacPherson Road	0.00%	0
TOTAL		55

Q7 What are the primary route(s) you use to and from work?

Answered: 54 Skipped: 11

Q8 Where do you work? (Optional)

Answered: 46 Skipped: 19

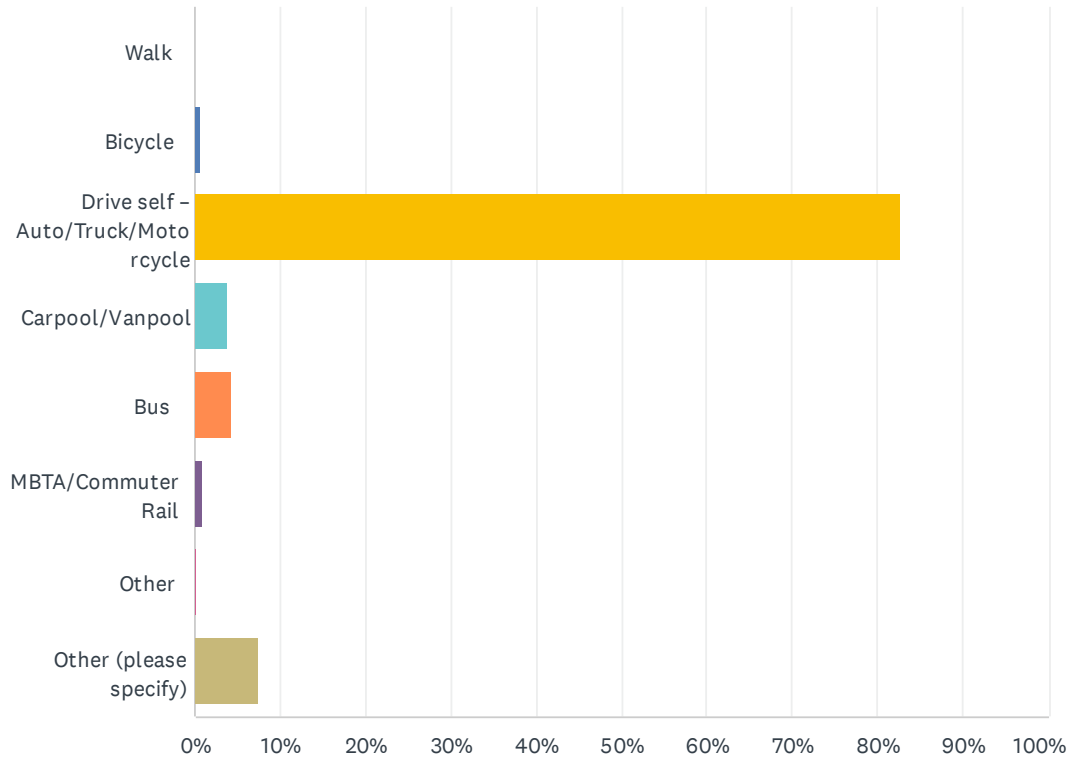
ANSWER CHOICES	RESPONSES	
City/Town	93.48%	43
State	100.00%	46

How do you travel to work?	Other (please specify)	Leave	Return	What street to you live on?	Do you work in Devens? (Check one)	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	City/Town	State
Drive self – Auto/Truck/Motorcycle		7:20am	4:45pm		NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2, 111		
Other (please specify)	Retired	All different times-r	Same as above	Auman Street	NO, I do not work in Devens.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Why is this a resident survey if yo Devens..I work f Mass		
Drive self – Auto/Truck/Motorcycle		630	500	Chance	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum Gate to Ayer	Marlborough	MA
Drive self – Auto/Truck/Motorcycle		8am	4pm	Powell	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2			MA
Drive self – Auto/Truck/Motorcycle		7am	4pm	Walnut St	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Rte 2 , 2A		
Drive self – Auto/Truck/Motorcycle		6.40	4.30	Grant rd	NO, I do not work in Devens.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	119,2A	Townsend	Ma
Drive self – Auto/Truck/Motorcycle		8	6	Walnut	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum, rt2		
Drive self – Auto/Truck/Motorcycle		8:45	5:30	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2		
Other (please specify)	Work from home			Grant	YES, I work in Devens. If yes, you may stop here.					
Drive self – Auto/Truck/Motorcycle		8:00am	5:30pm	Bates	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	route 2		Massachusetts
Other (please specify)	Retired			Hospital Road	NO, I do not work in Devens.					
Drive self – Auto/Truck/Motorcycle		6am	5pm	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	2, 495		
Drive self – Auto/Truck/Motorcycle		8	5	Bradley	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Grant, Jackson, Barnum		
Other (please specify)	Retired			Grant Rd	NO, I do not work in Devens.			Over 550 vehicles use Grant Rd d: MA - Devens	MA	
Drive self – Auto/Truck/Motorcycle		5:45-6:00am	8:00-8:30pm	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Jackson, rt 2, 190 to 290	Worcester	MA
Drive self – Auto/Truck/Motorcycle		6:00 AM	6:30 PM	Grant Rd	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2	Norwood	MA
Drive self – Auto/Truck/Motorcycle		730am	5pm	Powell	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Powell-Grant-Jackson-rt2	Gardner	Ma
Drive self – Auto/Truck/Motorcycle		6:30 am	5:30 pm	Chance St.	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2	Boston	MA
Drive self – Auto/Truck/Motorcycle		730	530	Walnut	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	111, 2	Acton	Ma
Drive self – Auto/Truck/Motorcycle		8:45am	5:45pm	Grant Road	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2	Lexington	MA
Drive self – Auto/Truck/Motorcycle		8am	6pm	Walnut Street,	NO, I do not work in Devens.	JACKSON – to Route 2	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	route 2	Acton	MA
Drive self – Auto/Truck/Motorcycle		12:15pm	02:30am	Walnut	YES, I work in Devens. If yes, you may stop here.				Devens	MA
Drive self – Auto/Truck/Motorcycle		7am	6pm	Walnut Street	NO, I do not work in Devens.	JACKSON – to Route 2	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Road 2	A c ton	MA
Drive to transit		7 AM	7 PM	GRANT RD	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	2, 95 and 93	Quincy	MA
Other (please specify)	Drive self or drive to transit	730	5	Grant	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2 West to Boston or rt 2 East to 190 to Worcester	MA	
Drive self – Auto/Truck/Motorcycle		730 am	500 pm	Grant road	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Jackson, route 2, 140	Gardner	Ma
Drive self – Auto/Truck/Motorcycle		0715	1930	Walnut	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	JACKSON – from Route 2	Thru the rotary to get to 495.	R Wilmington	MA
Drive self – Auto/Truck/Motorcycle				Elm road	YES, I work in Devens. If yes, you may stop here.			route 2		
Other (please specify)	I am a resident at Shirley Me n/a			Hospital Dr.	NO, I do not work in Devens.			n/a	Devens	Massachusetts
Drive self – Auto/Truck/Motorcycle		Varies	Varies	Auman	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	JACKSON – from Route 2			
Drive self – Auto/Truck/Motorcycle		Between 8 & 9AM	Between 4:30 & 7PM	Bates St	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum to Rt. 2A	Acton	MA
Drive self – Auto/Truck/Motorcycle		6:45 am	4:45 am	Walnut	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum to Rte 110 to Rte 495 (av Chelmsford	Massachusetts	
Drive to transit		7:20am	2:45pm	Chance St	NO, I do not work in Devens.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Commuter Rail	Boston	MA
Drive self – Auto/Truck/Motorcycle		6:15 am	5:30 pm	Bradley Cir.	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2	Everett	MA
Drive self – Auto/Truck/Motorcycle		8 a.m.	5 p.m.	Walnut St.	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Ayer Rd. Rte. 2	Devens	MA
Drive self – Auto/Truck/Motorcycle		7 AM	6PM	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Routes 2 and 495		
Other (please specify)	Work at home	N/a	N/a	ChanceVStreet	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rte 2	Devens	Massachusetts
Drive self – Auto/Truck/Motorcycle		530	230	Chance	YES, I work in Devens. If yes, you may stop here.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	Grant/hospital rd		
Drive self – Auto/Truck/Motorcycle		7:15 AM	4:30PM	Elm Rd	NO, I do not work in Devens.	VERBECK – to West Main Street Ayer or MacPherson Road	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	W. Main, Front		
Drive self – Auto/Truck/Motorcycle		745	530	Grant rd	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum	Littleton	Ma
Drive self – Auto/Truck/Motorcycle		9	4	Auman Street	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	JACKSON – from Route 2	2A and 2 to get to work. 2 to ge Bedford	MA	
Drive self – Auto/Truck/Motorcycle		7:30	4:30	Grant rd	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2, 495s	Westborough	MA
Other (please specify)	retired but have car	n/a	n/a	Hospital Rd	NO, I do not work in Devens.					
Drive self – Auto/Truck/Motorcycle		6:45-7	4-4:30	Auman	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Rt 2	Lexington/Burlir	MA
Drive self – Auto/Truck/Motorcycle		7:30am	5:30pm	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt2 to i495 south	Hopkinton	MA
Drive to transit		8:15am	5:00pm	Bates Street	NO, I do not work in Devens.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	Jackson Road to West Main Street Ayer to Front Street Shirley for commuter rail.		

How do you travel to work?	Other (please specify)	Leave	Return	What street to you live on?	Do you work in Devens? (Check one)	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	City/Town	State
Drive self – Auto/Truck/Motorcycle		830 a	630 p	Bates	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	495n	Danvers	Ma
Drive self – Auto/Truck/Motorcycle		Varies	Varies	Bates	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	route 2 and 495	Framingham	MA
Drive self – Auto/Truck/Motorcycle		23:00	7:30	Elm	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)			
Drive self – Auto/Truck/Motorcycle		7:15AM	5:30PM	Elm	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Jackson to Rt 2 or Barnum.	Traf Waltham	MA
Drive self – Auto/Truck/Motorcycle		6:00 pm	10:00 pm	Walnut	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	My work takes me to various loca	Stow, North Anc	MA
Drive self – Auto/Truck/Motorcycle		830 am	400 pm	Elm	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	2A	Littleton	MA
Drive self – Auto/Truck/Motorcycle		8	5	Elm Road	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2 to 495	Marlborough	MA
Drive self – Auto/Truck/Motorcycle		8:15 am	3:30 pm	bradley circle	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	route 2	west concord	ma
Other (please specify)	Self employed	n/a	n/a	Walnut Street	YES, I work in Devens. If yes, you may stop here.				Devens	MA
Drive self – Auto/Truck/Motorcycle		6:50 am	6 pm	Grant Rd	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Grant-jackson-Rt2-95-90	Quincy	Ma
Drive self – Auto/Truck/Motorcycle		9-10am	7-8pm	Walnut Street	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2	Chelmsford	MA
Drive self – Auto/Truck/Motorcycle		7:30am	4:00pm	Walnut	NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Back roads through Harvard/Bolt	Hudson	MA
Drive self – Auto/Truck/Motorcycle		9:30	2pm	Elm Rd	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rt 2	Concord	MA
Other (please specify)	remote				NO, I do not work in Devens.					
Drive self – Auto/Truck/Motorcycle		4 am	3 pm	Elm Road	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Route 2 - 95 - route 1	Norwood	MA
Drive self – Auto/Truck/Motorcycle		4:30p	8:30p	Bradley circle	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Bradley to Grant to Jackson to ro	Newton	Ma
Drive self – Auto/Truck/Motorcycle		10 am	9 pm	Chance	NO, I do not work in Devens.	JACKSON – to Route 2	JACKSON – from Route 2	Rout 2	Boston	MA
Drive self – Auto/Truck/Motorcycle		8	5	Auman	YES, I work in Devens. If yes, you may stop here.					
Other (please specify)	work from home during the week				NO, I do not work in Devens.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)			

Q1 How do you travel to work?

Answered: 453 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	0.00%	0
Bicycle	0.66%	3
Drive self – Auto/Truck/Motorcycle	82.78%	375
Carpool/Vanpool	3.75%	17
Bus	4.19%	19
MBTA/Commuter Rail	0.88%	4
Other	0.22%	1
Other (please specify)	7.51%	34
TOTAL		453

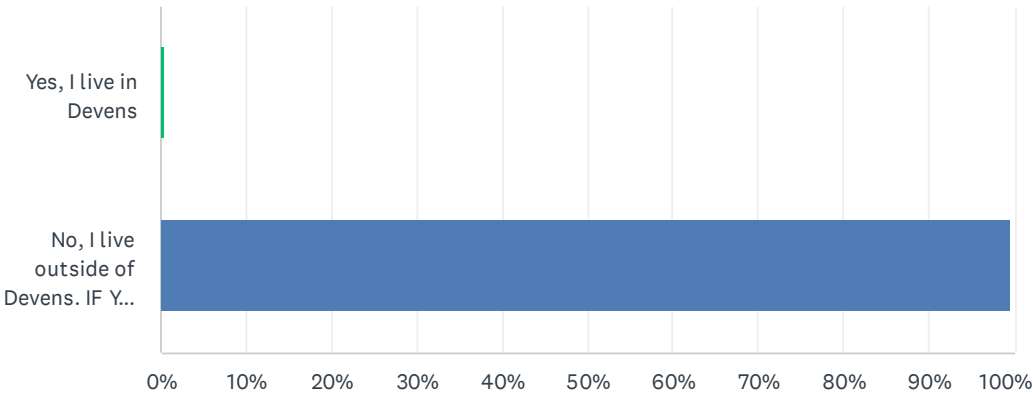
Q2 What time do you typically arrive to work and leave work Monday through Friday?

Answered: 452 Skipped: 1

ANSWER CHOICES	RESPONSES	
Arrive at Work	100.00%	452
Leave Work	100.00%	452

Q3 Do you live in Devens?

Answered: 453 Skipped: 0



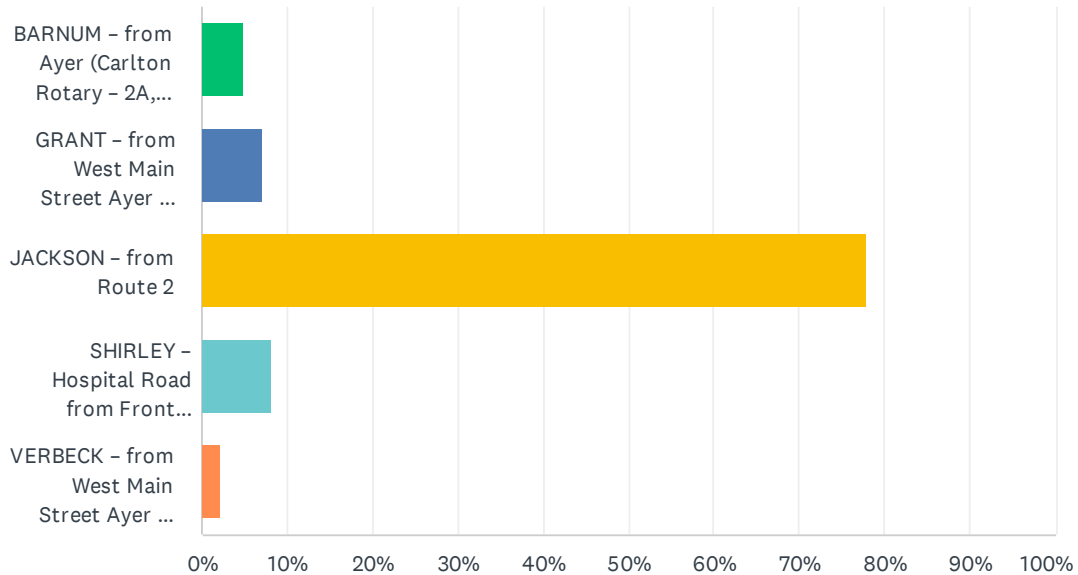
ANSWER CHOICES		RESPONSES	
Yes, I live in Devens		0.44%	2
No, I live outside of Devens. IF YOU LIVE OUTSIDE OF DEVENS PLEASE CONTINUE		99.56%	451
TOTAL			453

Q4 What city/town do you live in? City/Town:

Answered: 450 Skipped: 3

Q5 Which “Gate”/ Approach do you use most often to get to work? (CHECK ONE)

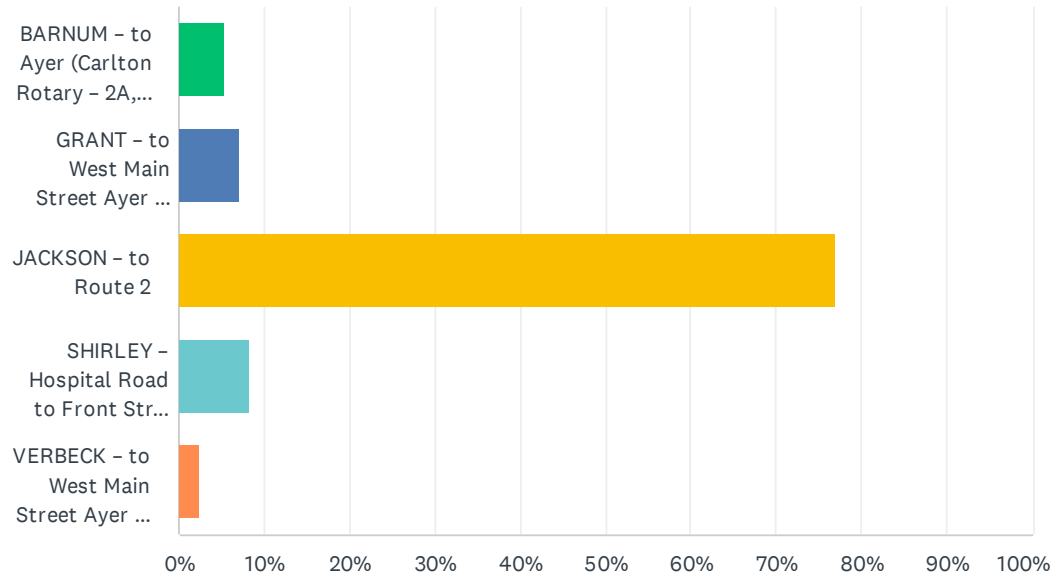
Answered: 444 Skipped: 9



ANSWER CHOICES	RESPONSES	
BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	4.95%	22
GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	6.98%	31
JACKSON – from Route 2	77.93%	346
SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	8.11%	36
VERBECK – from West Main Street Ayer or MacPherson Road	2.03%	9
TOTAL		444

Q6 Which “Gate”/ Approach do you use most often to return home from work? (CHECK ONE)

Answered: 445 Skipped: 8



ANSWER CHOICES	RESPONSES	
BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	5.39%	24
GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	6.97%	31
JACKSON – to Route 2	77.08%	343
SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	8.31%	37
VERBECK – to West Main Street Ayer or MacPherson Road	2.25%	10
TOTAL		445

Q7 What are the primary route(s) you use to and from work?

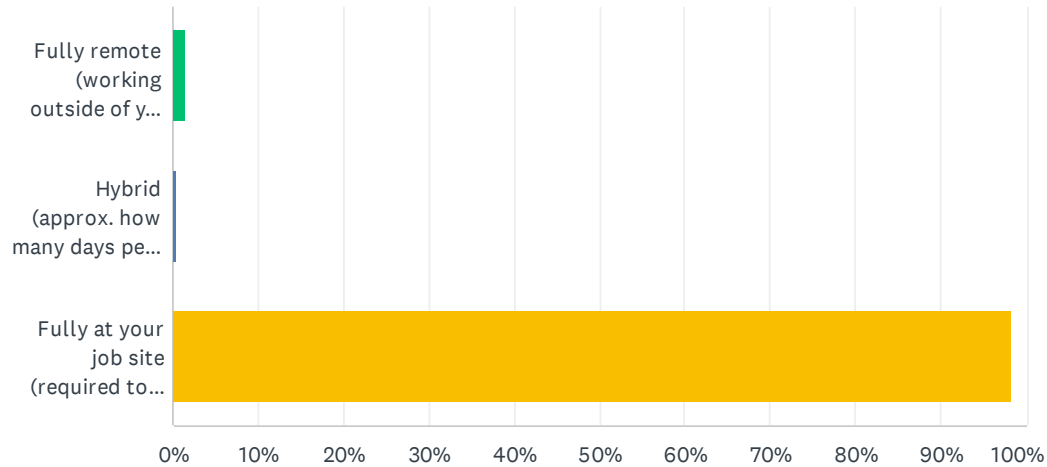
Answered: 418 Skipped: 35

Q8 Where do you work? Company Name:

Answered: 445 Skipped: 8

Q9 Given the changes to the traditional work environment during COVID, are you now typically (select one):

Answered: 284 Skipped: 169



ANSWER CHOICES	RESPONSES	
Fully remote (working outside of your job site all the time)	1.41%	4
Hybrid (approx. how many days per week at your job site_____)	0.35%	1
Fully at your job site (required to be at your job site regularly)	98.24%	279
TOTAL		284

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		7:30 - 8:00 AM	5:30 - 6:00 PM	No, I live outside of Devens.	IF Belchertown	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, Route 202	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Car and Vanpool	730am	4pm	No, I live outside of Devens.	IF South Boston, MA	JACKSON – from Route 2	JACKSON – to Route 2	I90-I95-Rt2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:45am	4:30pm	No, I live outside of Devens.	IF Milford	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Rt 2A, Rt 13	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		8:15	5:15	No, I live outside of Devens.	IF Arlington, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		09:30	18:00	No, I live outside of Devens.	IF Medford	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, I-495, Route 3, I-95, I-93	Commonwealth Fusion Systems		3
Carpool/Vanpool		7:30	4:00	No, I live outside of Devens.	IF Arlington	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00 am	5:30 pm	No, I live outside of Devens.	IF Brookline, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Backroads through Groton and Townsend to Brookline, NH.	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens.	IF Worcester	JACKSON – from Route 2	JACKSON – to Route 2				
Drive self – Auto/Truck/Motorcycle		7:00 AM	4:30 PM	No, I live outside of Devens.	IF Webster MA	JACKSON – from Route 2	JACKSON – to Route 2	to: 395 -290- 190- 2 From: 2- 190- 290- 395	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5:15	No, I live outside of Devens.	IF Nashua, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Route 111	Commonwealth Fusion Systems		varies/ Remote now, but have communicated 2-3x per week in past
Drive self – Auto/Truck/Motorcycle		8:30	17:00	No, I live outside of Devens.	IF Lowell	JACKSON – from Route 2	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Jackson and grant	New England studios	Fully at your job site (required to be at your job site regularly)	0
Drive self – Auto/Truck/Motorcycle		8 AM	5 PM	No, I live outside of Devens.	IF Harvard, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 am	5 pm	No, I live outside of Devens.	IF Fitchburg	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Jackson	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	I WANT TO BIKE. Bl	8am	4:30pm	No, I live outside of Devens.	IF Ayer MA	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Through the McMansions Emerson Green Creepy Spectre Village Thingey	NES	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:30am	6:00pm	No, I live outside of Devens.	IF Chelmsford	JACKSON – from Route 2	JACKSON – to Route 2	To Work: 495s, Rt2w, Jackson Rd. From Work: Jackson Rd., Rt2e, 495n	New England Studios	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30am	6:05pm	No, I live outside of Devens.	IF webster ma	JACKSON – from Route 2	JACKSON – to Route 2	190	kmk	Fully at your job site (required to be at your job site regularly)	5
Drive self – Auto/Truck/Motorcycle		7:30am	5:00pm	No, I live outside of Devens.	IF Clinton, MA	JACKSON – from Route 2	JACKSON – to Route 2	70 to Route 2 to Jackson Road	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		9am	5pm	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Employee shuttle from Alewife station in Cambridge.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		9	4	No, I live outside of Devens.	IF Cambridge			I don't know	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8 a.m.	5 p.m.	No, I live outside of Devens.	IF Winchendon	JACKSON – from Route 2	JACKSON – to Route 2	Rte 2 to Jackson Rd to Barnum Rd	Loaves & Fishes Food Pantry		On-site 2 to 3 days per week
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens.	IF Westford	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:30am	5:30pm	No, I live outside of Devens.	IF Fitchburg MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 and Shirley Front Street.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		9am	5pm	No, I live outside of Devens.	IF Arlington, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		9	6	No, I live outside of Devens.	IF Arlington	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		1:50pm	10:30pm	No, I live outside of Devens. IF Danville NH		JACKSON – from Route 2	JACKSON – to Route 2	111 West - 93 South - 495 south - 2 West	CFS	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Private shuttle	8:30	5:30	No, I live outside of Devens. IF Arlington, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7am	5pm	No, I live outside of Devens. IF Princeton, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Combination: Carpo	8:30	5:15	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 (Westbound)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		7:12	4:15	No, I live outside of Devens. IF Gardner		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusions Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5	No, I live outside of Devens. IF Medford		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		3
Drive self – Auto/Truck/Motorcycle		7 am	4 pm	No, I live outside of Devens. IF Brookline		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens. IF Medfield, MA		JACKSON – from Route 2	JACKSON – to Route 2	RT2 & 495	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens. IF Groton		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	2A to Farmer's Row	Commonwealth Fusion		2
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Andover		JACKSON – from Route 2	JACKSON – to Route 2	Rt2/ I495	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		1 pm	11 pm	No, I live outside of Devens. IF Worcester, MA		JACKSON – from Route 2	JACKSON – to Route 2	190, 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		1:45pm	10:30pm	No, I live outside of Devens. IF Cumberland		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	i495	Commonwealth fusion systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		745	5	No, I live outside of Devens. IF Boxborough		JACKSON – from Route 2	JACKSON – to Route 2	Route 111 / Route 2 / Jackson Rd	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens. IF Andover, MA		JACKSON – from Route 2	JACKSON – to Route 2	495 to Route 2 to Jackson	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		8:30	4:30	No, I live outside of Devens. IF Boston		JACKSON – from Route 2	JACKSON – to Route 2	90 - 95 - 2	CFS		2
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Williston VT		VERBECK – from West Main Street Ayer or MacPherson Road	JACKSON – to Route 2	RT2, RT2A, RT111	CFS	Fully remote (working outside of your job site all the time)	
Drive self – Auto/Truck/Motorcycle		830	1630	No, I live outside of Devens. IF Rumford		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		3
Drive self – Auto/Truck/Motorcycle		8:55	5:15	No, I live outside of Devens. IF Ashland		JACKSON – from Route 2	JACKSON – to Route 2	Rt 9 to 495N to Rt2	CFS		4
Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens. IF Acton		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:15	5:30	No, I live outside of Devens. IF Weston & Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS-1	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	CFS shuttle	8:55am	5:15pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		2
Bus		8:15am	4:00pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 all the way to Alewife	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6AM	6PM	No, I live outside of Devens. IF Woonsocket, RI		JACKSON – from Route 2	JACKSON – to Route 2	RT 146 to 290 to 190 to RT 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6pm (Saturday -- Monday)	6am (Sunday -- Tuesday)	No, I live outside of Devens. IF Worcester		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		CFS , Devens	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	CFS Shuttle	9:00	5:00	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		2-3
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens. IF Boston		JACKSON – from Route 2	JACKSON – to Route 2	2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45am	5:00pm	No, I live outside of Devens. IF Sugar Hill, NH		JACKSON – from Route 2	JACKSON – to Route 2	Route 2.	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		8:30	4:30	No, I live outside of Devens. IF Sudbury, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2.	Commonwealth Fusion Systems		1

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		1:30pm	10:30pm	No, I live outside of Devens. IF Merrimack		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Rt 111	cfs	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:45	2:30	No, I live outside of Devens. IF Winchendon		JACKSON – from Route 2	JACKSON – to Route 2	Route 2/Jackson Rd to Givry St to Hospital Rd	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6am	6pm	No, I live outside of Devens. IF Petersham		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Amherst		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		8:50	5	No, I live outside of Devens. IF worcester		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to I190	CFS		3
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens. IF Tewksbury		JACKSON – from Route 2	JACKSON – to Route 2	495 to 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		10	6	No, I live outside of Devens. IF Concord		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS		2
Drive self – Auto/Truck/Motorcycle		8:00am	5:00pm	No, I live outside of Devens. IF Westford		JACKSON – from Route 2	JACKSON – to Route 2	i495 to r2	Devens		3
Bus		8:30am	5pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		8:30	5	No, I live outside of Devens. IF YOU LIVE OUTSIDE OF		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30am	5:00pm	No, I live outside of Devens. IF Buxborough		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		2:00PM	10:30PM	No, I live outside of Devens. IF Mason, NH		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	119 through Townsend MA	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		1000	1800	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 from Alewife using a company provided shuttle	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens. IF Sudbury		JACKSON – from Route 2	JACKSON – to Route 2	Rout 27 and rout 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9 - 9:15 am	5 pm	No, I live outside of Devens. IF Leominster		JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		745	5	No, I live outside of Devens. IF Leominster		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Werfen	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		8:15	4:00	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Rte 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		0730	1800	No, I live outside of Devens. IF Billerica, MA		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	JACKSON – to Route 2		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	work provided shuttle	11:15 am	4 pm	No, I live outside of Devens. IF Boston MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt2	CFS		1
Drive self – Auto/Truck/Motorcycle		0630	1500	No, I live outside of Devens. IF Groton MA		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30am	6:30 pm	No, I live outside of Devens. IF Leominster		JACKSON – from Route 2	JACKSON – to Route 2	route 2 to jackson road to hospital road	common wealth fusion	Fully at your job site (required to be at your job site regularly)	
Bus		8:30am	4:00pm	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:50 am	5:30 pm	No, I live outside of Devens. IF Princeton, MA		JACKSON – from Route 2	JACKSON – to Route 2	Jackson > Givry > Hospital Rd	Commonwealth Fusion Systems		3-4
Drive self – Auto/Truck/Motorcycle		0700	1700	No, I live outside of Devens. IF Waltham		JACKSON – from Route 2	JACKSON – to Route 2	See above	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:15	6	No, I live outside of Devens. IF Belmont		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, Jackson Rd, Lake George St	Electric Hydrogen		4
Bus		6:45am	5pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00	2:30	No, I live outside of Devens. IF Milford		JACKSON – from Route 2	JACKSON – to Route 2	495 - RT2	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:30 AM	5:00 PM	No, I live outside of Devens.	IF Newton, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Belmont, then backroads through Belmont, Waltham, Watertown and Newton.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	4	No, I live outside of Devens.	IF Seekonk	JACKSON – from Route 2	JACKSON – to Route 2	dont know	cfs1		3
Drive self – Auto/Truck/Motorcycle		5A	3P	No, I live outside of Devens.	IF CAMBRIDGE	JACKSON – from Route 2	JACKSON – to Route 2	INMAN SQUARE THROUGH ALEWIFE TO RT 2	COMMONWEALTH FUSION SYSTEMS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0845	1730	No, I live outside of Devens.	IF Lancaster	JACKSON – from Route 2	JACKSON – to Route 2	rt-2 east from 190S to work and rt-2 west to 190s from work	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:20	5:20	No, I live outside of Devens.	IF Westford	JACKSON – from Route 2	JACKSON – to Route 2	I-495, then Route 2 and finally Jackson Road	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		7:45	4:00	No, I live outside of Devens.	IF Lowell	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 and 495	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		8:45am	5:00pm	No, I live outside of Devens.	IF Concord	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Bus		8:15	4	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	CFS shuttle MART shuttle (bike or T from Alewife to home)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6	4	No, I live outside of Devens.	IF Harvard	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 -> Jackson rd -> Givry st	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00 AM	5:45 PM	No, I live outside of Devens.	IF Woburn MA	JACKSON – from Route 2	JACKSON – to Route 2	Rt 95 to Rt 3 to RT 495 to Rt 2 to Jackson (reverse to go home)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:15am	3:00pm	No, I live outside of Devens.	IF Shirley	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Either car or bicycle from Shirley directly to CFS in Devens. Roughly 1.5 miles.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Jackson Road. Then catch a shuttle on Jackson Road to CFS Headquarters.	Commonwealth Fusion Systems		2-3
Drive self – Auto/Truck/Motorcycle		8:50am	6:30 pm	No, I live outside of Devens.	IF Ayer	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Barnum road	CFS		4
MBTA/Commuter Rail		9	5	No, I live outside of Devens.	IF Somerville, MA				Commonwealth Fusion Systems		4.5
Other (please specify)	Work Shuttle	9:30	5:30	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	Somerville ave to Route 2 and then the local roads to work once in devens.	Commonwealth Fusion Systems		1.5
Drive self – Auto/Truck/Motorcycle		8 AM	5 PM	No, I live outside of Devens.	IF Sharon	JACKSON – from Route 2	JACKSON – to Route 2	I-95,I-495, Route 2, Jackson Rd	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8 to 8:30am	5:00pm	No, I live outside of Devens.	IF Winchendon, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 East Bound and West Bound	CFS/IT	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		9am	4pm	No, I live outside of Devens.	IF Woburn, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, 495, Route 3	CFS		2
Drive self – Auto/Truck/Motorcycle		8:30	5	No, I live outside of Devens.	IF Worcester	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	4pm	No, I live outside of Devens.	IF Framingham, MA	JACKSON – from Route 2	JACKSON – to Route 2	rt 20 to rt 27 to rt 2	CFS-1		1-2
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens.	IF Ayer	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	NA	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30am	5:00pm	No, I live outside of Devens.	IF Maynard, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Givry or Grant, then Hospital Rd	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:00 AM	5:30 PM	No, I live outside of Devens. IF Ashburnham		JACKSON – from Route 2	JACKSON – to Route 2	Rt.2 from the west.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	3	No, I live outside of Devens. IF Spencer MA		JACKSON – from Route 2	JACKSON – to Route 2	to work: back roads from Spencer to 190, 190 to Rt 2, get off at Jackson Rd exit home: Jackson Road to Rt 2 to 190 to back roads	Commonwealth Fusion Systems...? In Devens...? Currently on Plant I&C. Weirdly worded question.		2-3
Drive self – Auto/Truck/Motorcycle		8 am	5:30pm	No, I live outside of Devens. IF Southborough		JACKSON – from Route 2	JACKSON – to Route 2	495	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		0600	1530	No, I live outside of Devens. IF Gardner		JACKSON – from Route 2	VERBECK – to West Main Street Ayer or MacPherson Road	2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00	15:30	No, I live outside of Devens. IF Boston		JACKSON – from Route 2	JACKSON – to Route 2	90 -> 95 -> 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	3
Drive self – Auto/Truck/Motorcycle		6:30 AM	3:00 PM	No, I live outside of Devens. IF Lunenburg		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00	3:30	No, I live outside of Devens. IF Medway		JACKSON – from Route 2	JACKSON – to Route 2	Route 109, to 495, to route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:15	4:00	No, I live outside of Devens. IF Shrewsbury		JACKSON – from Route 2	JACKSON – to Route 2	I-290, I-190 and Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00 a.m.	3:00 p.m.	No, I live outside of Devens. IF Ayer		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	JACKSON – to Route 2	2A, Barnum, Jackson, Grant	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 am to 8:30 am	4:30 pm to 6 pm	No, I live outside of Devens. IF Bedford		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems Inc.	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45 am	5:30 PM	No, I live outside of Devens. IF Cranston, RI		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Rt 146 to RT 290 to Rt 190 to Rt2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		7:30	4:00-6:00	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		6:30am	3:30pm	No, I live outside of Devens. IF Seabrook, NH		JACKSON – from Route 2	JACKSON – to Route 2	495 South, Route 2 West	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0730	1630	No, I live outside of Devens. IF Amesbury		JACKSON – from Route 2	JACKSON – to Route 2	495 East	CFS		4
Drive self – Auto/Truck/Motorcycle		7:00-7:30AM	3:30-5:00PM	No, I live outside of Devens. IF Burrillville, RI		JACKSON – from Route 2	JACKSON – to Route 2	146 -> 290 -> 190 -> Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		06:30	16:00	No, I live outside of Devens. IF Jaffrey, NH		JACKSON – from Route 2	JACKSON – to Route 2	Routs 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:30	2:30	No, I live outside of Devens. IF Nahant		JACKSON – from Route 2	JACKSON – to Route 2	129 to 95 to 3 to 495 to route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		6:30 am	4:30 pm	No, I live outside of Devens. IF Littleton, MA		JACKSON – from Route 2	JACKSON – to Route 2	495 to R2 to Jackson	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	6	No, I live outside of Devens. IF Stow		JACKSON – from Route 2	JACKSON – to Route 2	Acton to Rt 2, 2 to Jackson.	CFS		2
Drive self – Auto/Truck/Motorcycle		7	330	No, I live outside of Devens. IF worcester		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Interstate 190	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:30am	4:00pm	No, I live outside of Devens. IF Westford, MA		VERBECK – from West Main Street Ayer or MacPherson Road	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	119, 225	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:45	2:30	No, I live outside of Devens. IF Templeton		JACKSON – from Route 2	JACKSON – to Route 2	route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:40 am	3:00 pm	No, I live outside of Devens. IF Fitchburg		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Common Wealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		830	430	No, I live outside of Devens. IF Rutland		JACKSON – from Route 2	JACKSON – to Route 2	190/rt 2	Commonwealth fusion systems		3

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Drive self – Auto/Truck/Motorcycle		0600	1500	No, I live outside of Devens. IF Sterling		JACKSON – from Route 2	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Rt2 and Shirley Main St	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:15	18:15	No, I live outside of Devens. IF Marshfield Hills		JACKSON – from Route 2	JACKSON – to Route 2	Route 3 -> I93 -> I95 -> Route 2 -> Jackson Rd	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		5:45 am	3:00 pm	No, I live outside of Devens. IF Pepperell		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	I use all back roads	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7am	3:30pm	No, I live outside of Devens. IF ashburnham		JACKSON – from Route 2	JACKSON – to Route 2	RT2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:55am	3:00PM	No, I live outside of Devens. IF Orange Ma		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		545 am	230 pm	No, I live outside of Devens. IF Leominster		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6 am	2:30 pm	No, I live outside of Devens. IF Millbury		JACKSON – from Route 2	JACKSON – to Route 2	Route 146, Route 290, Route 190, Route 2	CFS in Devens	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		4am	3:30pm	No, I live outside of Devens. IF Rutland		JACKSON – from Route 2	JACKSON – to Route 2	190, 2, Jackson, Barnum	Parker Hannifin	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:30am	2:30pm	No, I live outside of Devens. IF Lowell		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00am	2:30pm	No, I live outside of Devens. IF Gardener Ma		JACKSON – from Route 2	JACKSON – to Route 2	route 2	Commonwealth fusion systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		4:45 AM	2:30 PM	No, I live outside of Devens. IF new ipswich nh		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	gps	CommonWealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00 am	2:30 pm	No, I live outside of Devens. IF Pawtucket, Rhode island		JACKSON – from Route 2	JACKSON – to Route 2	495	Cfs 1	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:50 A.M.	2:45 P.M.	No, I live outside of Devens. IF Athol, MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS		5
Drive self – Auto/Truck/Motorcycle		4:30	2:30	No, I live outside of Devens. IF Townsend		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	back roads	CFS	Fully at your job site (required to be at your job site regularly)	6
Drive self – Auto/Truck/Motorcycle		0400	1500	No, I live outside of Devens. IF Athol		JACKSON – from Route 2	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Rt2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:15	5	No, I live outside of Devens. IF Wayland MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS		3
Drive self – Auto/Truck/Motorcycle		8am	4pm	No, I live outside of Devens. IF Nashua NH		JACKSON – from Route 2	JACKSON – to Route 2	I go through Groton Ma	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Corporate shuttle	8-9am	5-7pm	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Rt. 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
MBTA/Commuter Rail		8:45	5:30	No, I live outside of Devens. IF Newton, MA		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	From the commuter rail stop in Shirley, I travel by bike on Hospital Rd	Commonwealth Fusion Systems		3-4
Drive self – Auto/Truck/Motorcycle		630	1500	No, I live outside of Devens. IF Southborough		JACKSON – from Route 2	JACKSON – to Route 2	RT 9 to 495 to Rt 2 to Jackson	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens. IF Natick		JACKSON – from Route 2	JACKSON – to Route 2	2, 495, 9	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:50a.m	4:00p.m	No, I live outside of Devens. IF Princeton		JACKSON – from Route 2	JACKSON – to Route 2	Rt2, Jackson road, Antietam, cook		Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:45	5:30	No, I live outside of Devens. IF Durham, NH		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 -> Jackson Rd	CFS		3
Drive self – Auto/Truck/Motorcycle		12pm	9pm	No, I live outside of Devens. IF Watertown		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

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Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens. IF Littleton		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	JACKSON – to Route 2	Route 2 or 2A	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0615	1600	No, I live outside of Devens. IF North Andover		JACKSON – from Route 2	JACKSON – to Route 2	Route 2/495	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45-9	5-6	No, I live outside of Devens. IF Belmont		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		3
MBTA/Commuter Rail		9:48a	4:48p	No, I live outside of Devens. IF Charlestown		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Fitchburg MBTA line or RT-2 when driving	Commonwealth Fusion Systems		1
Drive self – Auto/Truck/Motorcycle		8am	6pm	No, I live outside of Devens. IF Salem, MA		JACKSON – from Route 2	JACKSON – to Route 2	95 to either 3 or 93 depending on traffic to 495 to 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Corporate Bus / MA 9am		530/6pm	No, I live outside of Devens. IF Cambridge			JACKSON – to Route 2	Route 2 when I drive /bus	Commonwealth fusion systems		3-4
Drive self – Auto/Truck/Motorcycle		1:30pm	10:30pm	No, I live outside of Devens. IF TAUNTON		JACKSON – from Route 2	JACKSON – to Route 2	495N to route2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:15am	3:30pm	No, I live outside of Devens. IF Lunenburg		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0730	1630	No, I live outside of Devens. IF West Groton		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	JACKSON – to Route 2	Lawton, south from 225 to Great Rd., Walker to Grant, to Hospital.	CFS	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		8:15	6:00	No, I live outside of Devens. IF Somerville, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		6:30AM	5:00PM	No, I live outside of Devens. IF Pelham		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	RT 113	Commonwealth fusion systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens. IF billerica		JACKSON – from Route 2	JACKSON – to Route 2	Not sure, when I get into Devens, I drive through the rotary of Mcdonald's/Wendy's, and head towards the military base.	CFS		4
Drive self – Auto/Truck/Motorcycle		6	3:30	No, I live outside of Devens. IF Gardner		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2 to jackson	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle				No, I live outside of Devens. IF Nashua		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.		CFS		3
Drive self – Auto/Truck/Motorcycle		8:15AM	5:00PM	No, I live outside of Devens. IF Wrentham		JACKSON – from Route 2			CFS		3
Drive self – Auto/Truck/Motorcycle		6a	8p	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30a - 8:00a	5:00p - 7:00p	No, I live outside of Devens. IF Melrose		JACKSON – from Route 2	JACKSON – to Route 2	2, 495, 93, 3, 95		Fully at your job site (required to be at your job site regularly)	
Bus		815	1800	No, I live outside of Devens. IF Boston		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, commuter rail	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	630	No, I live outside of Devens. IF Boston		JACKSON – from Route 2	JACKSON – to Route 2	Rt 9 - I 95 - Rt 2	Commonwealth Fusion Systems		2.5
Drive self – Auto/Truck/Motorcycle		8:00 am	5:00 pm	No, I live outside of Devens. IF Portland, ME		JACKSON – from Route 2	JACKSON – to Route 2	Rte. 2, 495, 95	Commonwealth Fusion Systems		2
MBTA/Commuter Rail		845	445	No, I live outside of Devens. IF Boston (West End)		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	MBTA to Shirley, then bike on Hospital Road.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		8:15	5	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Shuttle bus from/to Alewife metro station	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		9:15	5:45	No, I live outside of Devens. IF Winchester		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, 495, Route 3, 95	Commonwealth Fusion Systems		2
Carpool/Vanpool		9	5	No, I live outside of Devens. IF ARLINGTON, MA		JACKSON – from Route 2	JACKSON – to Route 2	Shuttle from Alewife to Devens via Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		1pm	11pm	No, I live outside of Devens. IF Manchester NH		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Rt 13, Rt 111, Rt 122	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:50-7:00	3:30-5:30	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	The 2 from Alewife -> Jackson Occasionally Barnum if working from facility in Ayer	Commonwealth Fusion System	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Company Shuttle at 9am		5pm	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Other (please specify)	employee shuttle at 10 AM		5 PM	No, I live outside of Devens. IF cambridge MA		JACKSON – from Route 2	JACKSON – to Route 2	route 2 to jackson to givry	commonwealth fusion systems		3
Drive self – Auto/Truck/Motorcycle		8:30	5	No, I live outside of Devens. IF back bay		JACKSON – from Route 2	JACKSON – to Route 2	route 2 from alewife to storrow drive	commonwealth fusion systems		2
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens. IF Ashburnham		JACKSON – from Route 2	JACKSON – to Route 2	2	Commonwealth Fusion Systems		4
Other (please specify)	Company Shuttle	9:00 AM	5:15 PM	No, I live outside of Devens. IF Cambridge, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 from Boston	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		2:30 pm	11:30 pm	No, I live outside of Devens. IF Maynard		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to and from Devens - Maynard	CFS	Fully at your job site (required to be at your job site regularly)	
Bicycle		8	5	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Bike to alewife and take the CFS shuttle	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	4:30	No, I live outside of Devens. IF Andover			JACKSON – to Route 2	Route 2 and 495. 495 is terrible.	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8-9am	5-7 pm	No, I live outside of Devens. IF Waltham, MA		JACKSON – from Route 2	JACKSON – to Route 2	I-95 and RT-2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00 AM	5:30 PM	No, I live outside of Devens. IF north andover		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, I495	CFS	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Company shuttle	8AM	5PM	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0800	16:30	No, I live outside of Devens. IF Watertown, MA		JACKSON – from Route 2	JACKSON – to Route 2	Highway 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:45	4:30	No, I live outside of Devens. IF Worcester		JACKSON – from Route 2	JACKSON – to Route 2	Worcester -> I-190 to route 2 exit 106 jackson rd. and back the same way	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Drive + Cycle	07:45	18:00	No, I live outside of Devens. IF Groton		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	111 & 40	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7AM	5PM	No, I live outside of Devens. IF Sterling		JACKSON – from Route 2	JACKSON – to Route 2	190 and Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		8:15	5:15	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS	Fully at your job site (required to be at your job site regularly)	
Bus		9am	5pm	No, I live outside of Devens. IF YOU LIVE OUTSIDE OF DEVENS PLEASE CONTINUE				Ride company-provided shuttle to Alewife	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		830	500	No, I live outside of Devens. IF Tewksbury, MA		JACKSON – from Route 2	JACKSON – to Route 2	495 to route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45 am	6:30 pm	No, I live outside of Devens. IF Concord, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:15	5:00	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Rt. 2 both ways	Commonwealth Fusion Systems		3
Bus		9:00 am	5:15 pm	No, I live outside of Devens. IF Cambridge, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 from the Alewife T stop in Cambridge, via shuttle bus.	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		9:00 AM	6:00 PM	No, I live outside of Devens. IF Southborough, MA		JACKSON – from Route 2	JACKSON – to Route 2	495N, 2W, Jackson Rd	Commonwealth Fusion Systems		2

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8AM	5PM	No, I live outside of Devens. IF Ayer		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	washington st to west main st in Ayer to Grant to hospital rd	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0745	1630	No, I live outside of Devens. IF Gardner		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Jackson Rd	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00	4:30 - 5:00	No, I live outside of Devens. IF Nashua		JACKSON – from Route 2	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	3 to 495 to 2, back roads in the afternoon	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other		9	5	No, I live outside of Devens. IF Cambridge, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens. IF Ipswich		JACKSON – from Route 2	JACKSON – to Route 2	rt 133 to rt 495 to rt 2	Commonwealth Fusion Systems		1
Other (please specify)	Uber	5:30	2:30	No, I live outside of Devens. IF Leominster		JACKSON – from Route 2	JACKSON – to Route 2		Canteen	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		8:15	5:15	No, I live outside of Devens. IF Arlington		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 West	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		9:30	5:30	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Shuttle	8	4	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:30AM	4:00PM	No, I live outside of Devens. IF South Grafton		JACKSON – from Route 2	JACKSON – to Route 2	495, 190, 290, & Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00	17:00	No, I live outside of Devens. IF Ayer		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Ayer rotary down Barnum, left on Jackson into CFS parking lot. Take the shuttle to CFS.	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8 AM	5 PM	No, I live outside of Devens. IF Leominster, MA		JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd, Givry St, Hospital Rd	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:50 am	2:30 pm	No, I live outside of Devens. IF Milford NH		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Rt 13 S	CFS 1	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00am	4:00pm	No, I live outside of Devens. IF Boston, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 9 <-> I-95 <-> Route 2	Commonwealth Fusion Systems		3
Other (please specify)	shuttle	9:00	5:15	No, I live outside of Devens. IF Somerville				Shuttle route to Alewife	CFS 1		2
Drive self – Auto/Truck/Motorcycle		9	6	No, I live outside of Devens. IF Swampscott		JACKSON – from Route 2	JACKSON – to Route 2	95, 93 or 3, 495, 2	Commonwealth Fusion		3
Other (please specify)	Company shuttle	07:30	04:00	No, I live outside of Devens. IF Arlington, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	CFS Shuttle	9am	5:15pm	No, I live outside of Devens. IF Somerville, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8	5:30	No, I live outside of Devens. IF Medway		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusion Systems		2-3
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Brighton		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusion Systems	Fully remote (working outside of your job site all the time)	.25
Drive self – Auto/Truck/Motorcycle		8:15 AM	5:15 PM	No, I live outside of Devens. IF Westminster MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS - Devens	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30AM	5:30PM	No, I live outside of Devens. IF Shrewsbury		JACKSON – from Route 2	JACKSON – to Route 2	290 to 495 to Rt 2	CFS		3
Drive self – Auto/Truck/Motorcycle		10:00 AM	7:00 PM	No, I live outside of Devens. IF Somerville MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		7:30am	5:00pm	No, I live outside of Devens. IF Buxford, MA		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	JACKSON – to Route 2	RTE 2 to 495	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		1:40	11:00	No, I live outside of Devens. IF worcester		JACKSON – from Route 2	JACKSON – to Route 2	2,190,290, jackson rd.	cfs-1	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Bicycle		8:45	5:00	No, I live outside of Devens.	IF Nashua, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Morning: Nashua River Rail Trail on Main St Ayer to West Main to Grant. Evening: Grant to Chance to Buena Vista to Jackson to West Main to Grant	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0830-0900	1800-1830	No, I live outside of Devens.	IF Shirley, MA	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Hospital Rd to parking lot	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7	330	No, I live outside of Devens.	IF Lancaster	JACKSON – from Route 2	JACKSON – to Route 2	route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 a.m.	4:50 p.m.	No, I live outside of Devens.	IF Ayer	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	East Main Street to Barnum to Jackson	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		9:00	5:30	No, I live outside of Devens.	IF Hudson	JACKSON – from Route 2	JACKSON – to Route 2	495 and Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Company Shuttle	06:45AM	05:15PM	No, I live outside of Devens.	IF Cambridge, MA	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:15	5:00	No, I live outside of Devens.	IF Tyngsborough, MA	JACKSON – from Route 2	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		Commonwealth Fusion Systems	Fully remote (working outside of your job site all the time)	1
Drive self – Auto/Truck/Motorcycle		7:45am	4:00pm	No, I live outside of Devens.	IF somerville	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6am	4pm	No, I live outside of Devens.	IF Hudson MA	JACKSON – from Route 2	JACKSON – to Route 2	495 to 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		08:30	17:15	No, I live outside of Devens.	IF Somerville, MA	JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd to & from route 2	CFS		2
Drive self – Auto/Truck/Motorcycle		8:30	5:30	No, I live outside of Devens.	IF Hollis, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Rt 111	CFS		3
Drive self – Auto/Truck/Motorcycle		8:45	5:00	No, I live outside of Devens.	IF Boston, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 W heading into Devens and Route 2 E heading out of Devens	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		830	5	No, I live outside of Devens.	IF Acton	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		10:30	6:30	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 west/east	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		9	5	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2A to hospital road	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:30	4:00	No, I live outside of Devens.	IF Spencer, MA	JACKSON – from Route 2	JACKSON – to Route 2	190 to Route 2	Commonwealth Fusion Systems		3
Other (please specify)	MBTA + Shuttle	8:30 AM	5 PM	No, I live outside of Devens.	IF Boston	JACKSON – from Route 2	JACKSON – to Route 2	Red line to Alewife to Devens on Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8AM	530PM	No, I live outside of Devens.	IF Hingham	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth fusion systems		2
Drive self – Auto/Truck/Motorcycle		2:45PM	11:35/12:00AM	No, I live outside of Devens.	IF Antrim, NH	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	2A(MA), 119(MA), 124(NH), 123(NH), 202(NH)	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30AM	4:00PM	No, I live outside of Devens.	IF Boston	JACKSON – from Route 2	JACKSON – to Route 2	route 2	CFS		4
Drive self – Auto/Truck/Motorcycle		7:00 AM	5:00 PM	No, I live outside of Devens.	IF Templeton	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Werfen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens.	IF Hollis NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	rt 111	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:00 AM	6:00 PM	No, I live outside of Devens.	IF Merrimack, NH	VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	Route 111	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		2:50pm	11:30pm	No, I live outside of Devens.	IF Jaffrey	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Back roads	Common Wealth Fusion System	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	6	No, I live outside of Devens.	IF Dracut	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	113, 40, Old Ayer Rd, W CFS Main St			1
Drive self – Auto/Truck/Motorcycle		8am	5:30pm	No, I live outside of Devens.	IF Acton	JACKSON – from Route 2	JACKSON – to Route 2		CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00am	4:00pm	No, I live outside of Devens.	IF South Hamilton	JACKSON – from Route 2	JACKSON – to Route 2	95 to 3 to 495 south to route 2 to Jackson road.	FLIK		4
Drive self – Auto/Truck/Motorcycle		730AM	5PM	No, I live outside of Devens.	IF Littleton	JACKSON – from Route 2	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)		Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens.	IF Arlington	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7	3	No, I live outside of Devens.	IF Newbury, MA	JACKSON – from Route 2	JACKSON – to Route 2				3
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Westminster	JACKSON – from Route 2	JACKSON – to Route 2	Rt. 2	CFS		3
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens.	IF Waltham	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		2
Drive self – Auto/Truck/Motorcycle		8:00 AM	6:00 PM	No, I live outside of Devens.	IF Arlington	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Waltham	JACKSON – from Route 2	JACKSON – to Route 2	route 2 and I-95		Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		06:30	17:00	No, I live outside of Devens.	IF Peabody	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2, I-495, I-95, Rt 128	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30 am	5:00 pm	No, I live outside of Devens.	IF Hopkinton	JACKSON – from Route 2	JACKSON – to Route 2	495 to Rt 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens.	IF Harvard	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:30	6:30	No, I live outside of Devens.	IF Lawrence ma	JACKSON – from Route 2	JACKSON – to Route 2	495 to rt 2 to Jackson street exit	Common wealth fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens.	IF worcester	JACKSON – from Route 2	JACKSON – to Route 2	190 Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Gardner	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2 and Jackson Rd.	CFS (1)		2
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Worcester, MA		JACKSON – to Route 2	190 -> 2	CFS		3
Drive self – Auto/Truck/Motorcycle		7:30	4	No, I live outside of Devens.	IF Groton, MA	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Jackson Rd.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bicycle		8	6	No, I live outside of Devens.	IF Ayer	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)		CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7	4	No, I live outside of Devens.	IF Fitchburg	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS		4
Drive self – Auto/Truck/Motorcycle		0600	1415	No, I live outside of Devens.	IF Rockland, ma	JACKSON – from Route 2	JACKSON – to Route 2	3North to 95north to 2nirtg	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	530pm	No, I live outside of Devens.	IF Wilton, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	119, Townsend Rd, 2A	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:00	5:00	No, I live outside of Devens. IF Ayer		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	JACKSON – to Route 2	To: Main St to Front St to Hospital Rd From: Givry to Jackson to Rt 2 (destination: Littleton train station)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	I drive and take the	7AM	4PM	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 to Jackson	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		730	430	No, I live outside of Devens. IF Auburndale		JACKSON – from Route 2	JACKSON – to Route 2	rt and 95	CFS		4
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Suffield, Connecticut		JACKSON – from Route 2	JACKSON – to Route 2	mass pike to 290 to 190 to 2 there reverse back	CFS Devens	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30 am	6:00 pm	No, I live outside of Devens. IF Stoneham		JACKSON – from Route 2	JACKSON – to Route 2	93N, 95S, Rt 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7	4	No, I live outside of Devens. IF Harvard		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7am	3:30pm	No, I live outside of Devens. IF Fitchburg		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	JACKSON – to Route 2	Main St Fitchburg to Summer St, then to Airport Rd. Cross Rt 13, then Prospect St in Leominster, through Lunenburg and Shirley, to Hospital Rd, Devens.	Commonwealth Fusion Systems (CFS)	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens. IF Stow		JACKSON – from Route 2	JACKSON – to Route 2	Jackson to Givry or Hospital Rd	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00 - 9:00	4:30 - 5:30	No, I live outside of Devens. IF Shrewsbury MA		JACKSON – from Route 2	JACKSON – to Route 2	i190 Rte 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		830	5	No, I live outside of Devens. IF BOXBOROUGH		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2-Jackson Rd, park in remote lot	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		2pm	11pm	No, I live outside of Devens. IF Framingham MA		JACKSON – from Route 2	JACKSON – to Route 2	9, 495, 2	Commonwealth Fusion Systems (CFS)	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00am	4:00pm	No, I live outside of Devens. IF East Freetown		JACKSON – from Route 2	JACKSON – to Route 2	route 2, 495, route 24	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7	4	No, I live outside of Devens. IF Sudbury		JACKSON – from Route 2	JACKSON – to Route 2	rt 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		3 pm	11:30 pm	No, I live outside of Devens. IF Franklin		JACKSON – from Route 2	JACKSON – to Route 2	495 and 2	CFS	Fully at your job site (required to be at your job site regularly)	5
Drive self – Auto/Truck/Motorcycle		645	1530	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	All Route 2 all the time	Commwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Bus		9am	5pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens. IF Framingham		JACKSON – from Route 2	JACKSON – to Route 2	Route 27 (sudbury -> acton) to Route 2 (acton -> devens)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5-5:15 am	2:30-4:00 pm	No, I live outside of Devens. IF Westford		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Grant, to West Main to main Central st to Sandy Pond, Westford st to Groton road, Across 119. Westford Road groton to Groton Road Westford	K. Simons	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0800	1700	No, I live outside of Devens. IF Quincy, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, I-90, I-93, I-95, occasionally I-495 or Route 3	Commonwealth Fusion Systems		1
Drive self – Auto/Truck/Motorcycle		5:45 AM	3:00 PM	No, I live outside of Devens. IF AYER		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	BARNUM/GRANT/VER BECK	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	5	No, I live outside of Devens. IF Grafton		JACKSON – from Route 2	JACKSON – to Route 2	Rt2/495, Rt2/190, back roads (motorcycle)	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:45 am	2:30 pm	No, I live outside of Devens. IF Lancaster		JACKSON – from Route 2	JACKSON – to Route 2	rt 2	cfs	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		1:15pm	10:30pm	No, I live outside of Devens. IF Southbridge, Ma.		JACKSON – from Route 2	JACKSON – to Route 2	169 to 20 to 290 to 190 to 2	Commonwealth Fusions System	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:30AM	3:00PM	No, I live outside of Devens. IF Gardner		JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd. and Rt. 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		2pm	11:15pm	No, I live outside of Devens. IF Ayer		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	2A to Barnum Rd to Jackson Rd to Pine Rd to Hospital Rd. Reverse to return.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Private Shuttle from 8:45	5:15		No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Somerville Bike Path -> Alewife-> Rt 2 to Devens	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		830	445	No, I live outside of Devens. IF Lunenburg		JACKSON – from Route 2	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Route 2 if coming from Leominster after daycare drop off or Grant if coming directly from home	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:30am	6:30-7pm	No, I live outside of Devens. IF Marlborough MA		JACKSON – from Route 2	JACKSON – to Route 2	495 and 2	CFS		5
Drive self – Auto/Truck/Motorcycle		0800	1600	No, I live outside of Devens. IF Worcester, MA		JACKSON – from Route 2	JACKSON – to Route 2	Jackson - 2 - 190	CFS	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Company Shuttle	8:15AM	5:15PM	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Jackson Road	Commonwealth Fusion systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		11:30 - 12:00	9:30	No, I live outside of Devens. IF Shirley		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Shirley - Front St to Hospital Rd.	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00AM	6:00PM	No, I live outside of Devens. IF Hudson		JACKSON – from Route 2	JACKSON – to Route 2	495 to Rt2	Commonwealth Fusion System	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		830/9am	3/4pm	No, I live outside of Devens. IF Reading MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2, 495, 93	CFS		4
Drive self – Auto/Truck/Motorcycle		6:30 - 7:00 am	5:30 pm	No, I live outside of Devens. IF Smithfield, RI		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	290, 190, 146	CFS		3
Drive self – Auto/Truck/Motorcycle		1:40	11:10	No, I live outside of Devens. IF Worcester		JACKSON – from Route 2	JACKSON – to Route 2	290W, 190W, RT2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30am	5pm	No, I live outside of Devens. IF Westford, MA		JACKSON – from Route 2	JACKSON – to Route 2	Rt2, 495 N	CFS		2
Drive self – Auto/Truck/Motorcycle		8:30 AM	6:00 PM	No, I live outside of Devens. IF Woburn, MA		JACKSON – from Route 2	JACKSON – to Route 2	95 to route 2, or 93 to 95 to route 2, or 93 to 495 to route 2. Reverse on the way home.	Commonwealth Fusion System		3
Drive self – Auto/Truck/Motorcycle		8am	4pm	No, I live outside of Devens. IF Marlborough		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	CFS		3
Drive self – Auto/Truck/Motorcycle		9	3	No, I live outside of Devens. IF Merrimack, NH		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Route 3 and route 111	Commonwealth Fusion Systems		1
Drive self – Auto/Truck/Motorcycle		Between 7- 8:30AM depending on the day	Most often 4pm	No, I live outside of Devens. IF Chelmsford		JACKSON – from Route 2	JACKSON – to Route 2	495 to Rt 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		5:30am	2:30pm	No, I live outside of Devens. IF Salem MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 128 to I-95 to route 3 to I-495 to route 2 to jackson rd.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 - 8:30	5	No, I live outside of Devens. IF Sudbury		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 East of Devens	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	5pm	No, I live outside of Devens. IF Marlborough, MA		JACKSON – from Route 2	JACKSON – to Route 2	495 to rt2	CFS		3
Drive self – Auto/Truck/Motorcycle		8.30am	5pm	No, I live outside of Devens. IF Acton		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		3
Drive self – Auto/Truck/Motorcycle		9:00	5:30	No, I live outside of Devens. IF Concord		JACKSON – from Route 2	JACKSON – to Route 2	Highway 2	Commonwealth Fusion Systems		4

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Other (please specify)	CFS Shuttle	8:00	5:00	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	rt2	cfs	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		7am	5pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion System	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00	17:00	No, I live outside of Devens. IF Waltham		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		0700	1530	No, I live outside of Devens. IF Lowell		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	113, 111, Chicopee Rd/Groton St	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	private shuttle or M8:50am	5pm		No, I live outside of Devens. IF Cambridge, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens. IF Westford		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	?	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		730am	430pm	No, I live outside of Devens. IF Ashburnham		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am-9am	5pm-6:30pm	No, I live outside of Devens. IF Acton		JACKSON – from Route 2	JACKSON – to Route 2	route 2 route 2a to barnum road	commonwealth fusion sy		4
Drive self – Auto/Truck/Motorcycle		8:30	17:45	No, I live outside of Devens. IF Holden		JACKSON – from Route 2	JACKSON – to Route 2	2 and 190	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9AM	5:30PM	No, I live outside of Devens. IF Framingham		JACKSON – from Route 2	JACKSON – to Route 2	Route 27 (northbound) to Route 2 (west) Route (west) to I-495 (northbound) to Route 2 (west)	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8:00-8:30AM	4:30-5:00PM	No, I live outside of Devens. IF Chelmsford		JACKSON – from Route 2	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	I either use the JACKSON or BARNUM routes.	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:15	4:15	No, I live outside of Devens. IF Pelham, NH		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	111, 113, through Ayer, Groton, Dunstable, Tyngsboro, and Hudson NH	Commonwealth Fusion Systems		4
Drive self – Auto/Truck/Motorcycle		8:30 am	5:30 pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		4
Drive self – Auto/Truck/Motorcycle		9	5:30	No, I live outside of Devens. IF Fitchburg		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Highway 2A	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:30am	6:00pm	No, I live outside of Devens. IF Belmont		JACKSON – from Route 2	JACKSON – to Route 2	route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens. IF Lincoln, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Work shuttle	8am	7pm	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 through alewife	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6:00 am	4:00 pm	No, I live outside of Devens. IF Fitchburg, MA		JACKSON – from Route 2		MA Rt.2 into work, typically MA-2A out of work	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		10 am	6 pm	No, I live outside of Devens. IF Lowell		JACKSON – from Route 2	JACKSON – to Route 2	Lowell Connector, I-495, and Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		06:15	16:30 - 17:00	No, I live outside of Devens. IF Ayer		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Groton School Road Park Blvd Bailey West Main (Ayer) Grant Hospital Road	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7-8am	4-5pm	No, I live outside of Devens. IF Brighton, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS		3
Drive self – Auto/Truck/Motorcycle		9:00	6:00	No, I live outside of Devens. IF Harrisville, NH		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Rte 123, Rte 119, Townsend Rd, Rte 2A, Walker Rd	Commonwealth Fusion Systems		3
Other (please specify)	CFS shuttle from Alk 7:30 am	7:00 pm		No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	CFS shuttle from / to Alewife, via Route 2	CommonWealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		6:30	3	No, I live outside of Devens. IF Raymond		JACKSON – from Route 2	VERBECK – to West Main Street Ayer or MacPherson Road	101, 93, 3, 495, 2	CFS		3
Drive self – Auto/Truck/Motorcycle		08:00	16:00	No, I live outside of Devens. IF Winchendon		JACKSON – from Route 2	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Rt 2	Commonwealth Fusion	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00	17:00	No, I live outside of Devens. IF Burlington		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 - Route 495 - Route 3	CFS		3
Drive self – Auto/Truck/Motorcycle		8:30	3:30	No, I live outside of Devens. IF Shirley		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		Commonwealth Fusion Systems		2
Carpool/Vanpool		7:30	5:00	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2, Red Line	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:30	6	No, I live outside of Devens. IF Lunenburg		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	via hospital rd and front st, Shirley	commonwealth fusion systems		3-4
Drive self – Auto/Truck/Motorcycle		9	6	No, I live outside of Devens. IF Westford		JACKSON – from Route 2	JACKSON – to Route 2	495 and route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		8:15	4:00	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Morning: Somerville CFS Shuttle to Alewife, then up Rt. 2 to Devens Evening: Devens to Alewife on CFS Shuttle on Rt. 2, Public Transit Home	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		8	5	No, I live outside of Devens. IF Marlborough		JACKSON – from Route 2	JACKSON – to Route 2	495 and 2	CFS		4
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens. IF Natick		JACKSON – from Route 2	JACKSON – to Route 2	495, 90, RT 9	Commonwealth Fusion System		3
Drive self – Auto/Truck/Motorcycle		9 AM	7PM	No, I live outside of Devens. IF Brighton		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		830	6	No, I live outside of Devens. IF Ayer		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)		CFS		4
Drive self – Auto/Truck/Motorcycle		8 am	5 pm	No, I live outside of Devens. IF Concord		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	R2 from Cambridge to Jackson	CFS		3
Drive self – Auto/Truck/Motorcycle		7:30am	4:30pm	No, I live outside of Devens. IF Worcester		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Devens	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:30am	6:00pm	No, I live outside of Devens. IF Somerville, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 the whole way	CFS		3
Drive self – Auto/Truck/Motorcycle		8:00 am	4:30 pm	No, I live outside of Devens. IF Norfolk, MA		JACKSON – from Route 2	JACKSON – to Route 2	495 N from mile marker 48 to Exit 78, travel WB from Route 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:30 AM	8:00 PM	No, I live outside of Devens. IF Somerville		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		10am	5:30pm	No, I live outside of Devens. IF Buxborough, MA		JACKSON – from Route 2	JACKSON – to Route 2	Jackson - Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens. IF shirley		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	main st in shirley up to hospital rd	Commonwealth Fusion systems	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	CFS shuttle	9AM	5PM	No, I live outside of Devens. IF Cambridge		JACKSON – from Route 2	JACKSON – to Route 2	Route 2. Occasionally cycle or take the commuter rail.	CFS		3
Drive self – Auto/Truck/Motorcycle		9:15 AM	5:30 PM	No, I live outside of Devens. IF Hudson		JACKSON – from Route 2	JACKSON – to Route 2		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:45am	4pm	No, I live outside of Devens.	IF Westford, Ma	JACKSON – from Route 2	JACKSON – to Route 2	backroads through Groton/Ayer	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:35	4:25	No, I live outside of Devens.	IF Burlington	JACKSON – from Route 2	JACKSON – to Route 2	Route 3, 495, and Route 2	CFS		3
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens.	IF Andover, MA	JACKSON – from Route 2	JACKSON – to Route 2	495 Rt. 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:15	6pm	No, I live outside of Devens.	IF Groton	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		CFS Energy	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Lunenburg	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.		CFS		4
Drive self – Auto/Truck/Motorcycle		7 AM	6 PM	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens.	IF Athol, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Bus		8	6	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7 am	4 pm	No, I live outside of Devens.	IF North grovenordale CT	JACKSON – from Route 2	JACKSON – to Route 2	395-290-190-2	Commonwealth fusion systems	Fully at your job site (required to be at your job site regularly)	5
Drive self – Auto/Truck/Motorcycle		8:30AM	5PM	No, I live outside of Devens.	IF Woburn	JACKSON – from Route 2	JACKSON – to Route 2	I95, Route 3, I495, Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00 AM	6:00 PM	No, I live outside of Devens.	IF Newton	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens.	IF Westborough	JACKSON – from Route 2	JACKSON – to Route 2	9E, 495N, and 2W	Commonwealth Fusion Systems		3-4
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens.	IF Waltham	JACKSON – from Route 2	JACKSON – to Route 2	Rte 2	CFS	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		5:57am	2:30	No, I live outside of Devens.	IF Worcester	JACKSON – from Route 2	JACKSON – to Route 2	highways 290 and 190	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8-9am	4:30-5:30pm	No, I live outside of Devens.	IF Lowell, MA	JACKSON – from Route 2	JACKSON – to Route 2	495 to 2	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens.	IF Braintree, MA	JACKSON – from Route 2	JACKSON – to Route 2	128 to rt 2	Commonwealth Fusion Systems	Fully remote (working outside of your job site all the time)	
Drive self – Auto/Truck/Motorcycle		9AM	5PM	No, I live outside of Devens.	IF Medford, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30am	5:00pm	No, I live outside of Devens.	IF Marlborough	JACKSON – from Route 2	JACKSON – to Route 2	495 North to Route 2 West, then Route 2 East to 495 South	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		8:30AM	5PM	No, I live outside of Devens.	IF Arlington, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:10	5:20	No, I live outside of Devens.	IF Worcester	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)		Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9AM	4PM	No, I live outside of Devens.	IF Watertown	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		730am	4pm	No, I live outside of Devens.	IF Westford	JACKSON – from Route 2	JACKSON – to Route 2	495 to 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8AM	5PM	No, I live outside of Devens.	IF Auburn	JACKSON – from Route 2	JACKSON – to Route 2	290/190/2	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	4
Drive self – Auto/Truck/Motorcycle		8:00 AM	5:00 PM	No, I live outside of Devens.	IF Wareham, MA	JACKSON – from Route 2	JACKSON – to Route 2	495	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens.	IF Burlington	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Route 2	Maxant Honey Processing Equipment	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00 am	5:00 pm	No, I live outside of Devens.	IF Fitchburg	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Leominster Rd to Front Street to Hospital Rd and Occasionally Jackson from route 2	Werfen	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		7:30 - 8:30 am	5:30 - 6:30 pm	No, I live outside of Devens.	IF Haverhill, MA	JACKSON – from Route 2	JACKSON – to Route 2	495 to Route 2 to Jackson Road	Commonwealth Fusion Systems	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45am	5:00pm	No, I live outside of Devens.	IF Fitchburg	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Comrex	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30 AM	3:30 PM	No, I live outside of Devens.	IF Leominster	JACKSON – from Route 2	JACKSON – to Route 2	to work: Route 2 East to Jackson Rd from work: Jackson Rd to Route 2 West	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30 or 9am	4pm	No, I live outside of Devens.	IF Bedford, NH	JACKSON – from Route 2	JACKSON – to Route 2	To work - Rt 3 to 495 to Rt 2 to Jackson to Patton. Going home varies - Patton to Jackson to Rt 2 to 495 to Rt 3; or back road from Patton to Jackson to West Main St etc.	Veranova	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		4:45	2:45	No, I live outside of Devens.	IF Lawrence, MA	JACKSON – from Route 2	JACKSON – to Route 2	495 South	Werfen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00	5:00	No, I live outside of Devens.	IF Hopkinton	JACKSON – from Route 2	JACKSON – to Route 2	495 to Route 2	Commonwealth Fusion Systems		3
Bus		800	400	No, I live outside of Devens.	IF Arlington	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2 straight back and forth from Alewife	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9:00 AM	5:00 PM	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		6	4	No, I live outside of Devens.	IF Nashua	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	111	Werfen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30	3:00	No, I live outside of Devens.	IF Groton	VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	Jackson Rd to West Main St to Park St to Groton School Rd to Farmers Row	OX3 Corporation	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	3	No, I live outside of Devens.	IF Milford, NH	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.	Walker to Jackson	Fort Devens Museum	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		800	400	No, I live outside of Devens.	IF Belmont	JACKSON – from Route 2	JACKSON – to Route 2	route 2	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30	3:00	No, I live outside of Devens.	IF North Billerica	JACKSON – from Route 2	JACKSON – to Route 2	To work 495 South to Route 2 Home Route 2 to 495 North to Route 3 North	MassDevelopment		2
Drive self – Auto/Truck/Motorcycle		7:30 AM	5:30 PM	No, I live outside of Devens.	IF Gardner	JACKSON – from Route 2	JACKSON – to Route 2	Jackson Road to Patton Road to Saratoga Blvd to Independence Drive.	SMC Ltd.	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	5pm	Yes, I live in Devens	Devens	JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd Also use electric scooter to commute when weather is appropriate	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Bus		8:30	5:00	No, I live outside of Devens.	IF Boston	JACKSON – from Route 2	JACKSON – to Route 2		EH2	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		420am	1pm	No, I live outside of Devens.	IF Townsend	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)			Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:45	5:30	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	Driving route 2 and BART shuttle	Electric hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	6pm	No, I live outside of Devens.	IF Templeton	JACKSON – from Route 2	JACKSON – to Route 2	rt2, from exit 83 to exit 106 to Devens, and back	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Bus		8:30	5:00	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	EH2		1.5

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		9 AM	5:15 PM	No, I live outside of Devens.	IF Lowell	JACKSON – from Route 2	JACKSON – to Route 2	Jackson Road, Rt 2, 495	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Shuttle	8:30 am	5:00 pm	No, I live outside of Devens.	IF Cambridge				Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:30am	6:00pm	No, I live outside of Devens.	IF Somerville, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2		Fully at your job site (required to be at your job site regularly)	
Bus		8:30	5:00	No, I live outside of Devens.	IF Somerville, MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 into Alewife	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		0600	1500	No, I live outside of Devens.	IF Upton MA	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, I-495	EH2	Fully at your job site (required to be at your job site regularly)	
Carpool/Vanpool		9:00 AM	6:00 PM	No, I live outside of Devens.	IF Somerville				Electric Hydrogen		2
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens.	IF Brookline	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, I95, Route 9	Electric Hydrogen		4
Drive self – Auto/Truck/Motorcycle		7:15	3:15	No, I live outside of Devens.	IF Wakefield	JACKSON – from Route 2	JACKSON – to Route 2	Route 2, 495, Route 3, I-95, I-93	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	4pm	No, I live outside of Devens.	IF Ayer, MA	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	I just go from the Ayer rotary to Barnum road to Jackson Road.	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30am	4:30pm	No, I live outside of Devens.	IF Lunenburg, MA	VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	West Main Street Ayer, Walker Road Shirley, 2A Shirley to Lunenburg.	MassDevelopment	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2	Electric Hydrogen		3
Other (please specify)	Bike + MBTA	7:40	4:40	No, I live outside of Devens.	IF Boston	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Shirley Train station to Jackson road via Bike (please fix the road!!!!) 2x a week I bike down Jackson to Ayer and continue to boston on bike.	EH2	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9am	5pm	No, I live outside of Devens.	IF Shirley, MA	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Front Street in Shirley to Hospital Road	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:15am	4:00-5:00pm	No, I live outside of Devens.	IF Townsend	GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.		Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7am	3pm	No, I live outside of Devens.	IF Boston	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 from Boston	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	5
Other (please specify)	MART Shuttle	8:30AM	5:00PM	No, I live outside of Devens.	IF Cambridge	JACKSON – from Route 2	JACKSON – to Route 2	Route 2 all the way to Alewife	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		5:30 am	3:00 pm	No, I live outside of Devens.	IF Taunton	JACKSON – from Route 2	JACKSON – to Route 2	495 to rt 2	EH2	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00 AM	3:00 PM	No, I live outside of Devens.	IF Ayer	BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Sandy Pond Road in Ayer, Carlton Rotary, Barnum Road, Jackson Road	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Other (please specify)	Mix of biking, drivin	8:30	4:30	No, I live outside of Devens.	IF Somerville	JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	4:30pm	No, I live outside of Devens.	IF Lexington	JACKSON – from Route 2	JACKSON – to Route 2	Rt 2 to Rt 2a to local roads in Lexington	Electric Hydrogen	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 am	4:30 pm	No, I live outside of Devens.	IF Shirley	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	Front street shirley	Town of shirley	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8	6	No, I live outside of Devens.	IF Sterling, MA	JACKSON – from Route 2	JACKSON – to Route 2	190 to Route 2	CFS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8am	6pm	No, I live outside of Devens.	IF Groton	SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	all back roads	SMC	Fully at your job site (required to be at your job site regularly)	

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		9	5:30	No, I live outside of Devens. IF YOU LIVE OUTSIDE OF		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	backroads through Groton, Ayer, Littleton	SMC Ltd.	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9 am	1 pm	No, I live outside of Devens. IF Fitchburg		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.		SEQENS	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		07:45	17:00	No, I live outside of Devens. IF Wales		JACKSON – from Route 2	JACKSON – to Route 2	Rt.19, Rt.20., Rt.90, Rt.290, Rt.190, Rt.2 to Jackson Rd.	Commonwealth Fusion Systems		3
Drive self – Auto/Truck/Motorcycle		7:30 am	4:30pm	No, I live outside of Devens. IF Fitchburg ma		JACKSON – from Route 2	JACKSON – to Route 2	route 2	Veranova	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:45	4:30	No, I live outside of Devens. IF Marlborough		JACKSON – from Route 2	JACKSON – to Route 2	495 and 2	MassDevelopment		3
Drive self – Auto/Truck/Motorcycle		8:30	5:00	No, I live outside of Devens. IF Auburn		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	To: 290 to 190 to 117 to MassDevelopment 70 to Shirley Road to Hospital Road From: Hospital Road to Pioneer Drive to 2 to 190 to 290		Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		9	5	No, I live outside of Devens. IF Concord		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Now Communities, LLC		8
Drive self – Auto/Truck/Motorcycle		0730	1600	No, I live outside of Devens. IF Fitchburg		JACKSON – from Route 2	JACKSON – to Route 2	Route 2 east to the Jackson Road exit	Devens Fire	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30am	5pm	No, I live outside of Devens. IF Gardner, MA		JACKSON – from Route 2	JACKSON – to Route 2	Route 2	Mass Development		2
Drive self – Auto/Truck/Motorcycle		8am	4pm	No, I live outside of Devens. IF Westminster		JACKSON – from Route 2	JACKSON – to Route 2	Rt 2 East to the Jackson Exit & Jackson on-ramp down Rt 2 West	MassDevelopment	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:30	4:00	No, I live outside of Devens. IF Fitchburg		JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd. - Patton Rd. - Saratoga Blvd.	New England Sheets	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 AM	4:30 PM	No, I live outside of Devens. IF Framingham		JACKSON – from Route 2	JACKSON – to Route 2	Route 9W to 495N to 2E	MassDevelopment		2
Drive self – Auto/Truck/Motorcycle		8:30am	6pm	No, I live outside of Devens. IF Lawrence, MA		JACKSON – from Route 2	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	495 and 2	MassDevelopment		2
Drive self – Auto/Truck/Motorcycle		800	430	No, I live outside of Devens. IF Westford		JACKSON – from Route 2	JACKSON – to Route 2	495 South/West to Route 2 and exit at Jackson	Veranova		3
Drive self – Auto/Truck/Motorcycle		7:30	4:30	No, I live outside of Devens. IF Westford,MA		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	Backroads	MDFA		2
Drive self – Auto/Truck/Motorcycle		8:30	4:30	No, I live outside of Devens. IF Townsend		VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	119 to backroads to Walker to West Main	MassDevelopment		2
Drive self – Auto/Truck/Motorcycle		9 AM	8:55 AM	Yes, I live in Devens	Devens	JACKSON – from Route 2	JACKSON – to Route 2	Jackson Rd	Alpha Defense		3
Drive self – Auto/Truck/Motorcycle		8	4	No, I live outside of Devens. IF Shirley		GRANT – from West Main Street Ayer or Walker Road, Patterson Road, etc.	GRANT – to West Main Street Ayer or Walker Road, Patterson Road, etc.				2
Drive self – Auto/Truck/Motorcycle		8:00 am	5:00 pm	No, I live outside of Devens. IF Fitchburg, MA		VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	Route 2A	MassDevelopment		3 to 4
Drive self – Auto/Truck/Motorcycle		0730	1800	No, I live outside of Devens. IF Wilton, NH		VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	NH31, Mason Rd, 119, Warren, Townsend Rd, 2A, Walker Rd	Smurfit Westrock	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		7:00	4:30	No, I live outside of Devens. IF Townsend		VERBECK – from West Main Street Ayer or MacPherson Road	VERBECK – to West Main Street Ayer or MacPherson Road	West Main to Walker to 2A	Mass Development		2-3

How do you travel to work?	Other (please specify)	Arrive at Work	Leave Work	Do you live in Devens?	What city/town do you live in? City/Town:	Which "Gate"/ Approach do you use most often to get to work? (CHECK ONE)	Which "Gate"/ Approach do you use most often to return home from work? (CHECK ONE)	What are the primary route(s) you use to and from work?	Where do you work? Company Name:	Given the changes to the traditional work environment during COVID, are you now typically (select one):	Hybrid - Approximately how many days per week at your job
Drive self – Auto/Truck/Motorcycle		8:00	4:30	No, I live outside of Devens. IF Bolton		JACKSON – from Route 2	JACKSON – to Route 2	110 to 111 to Route 2 to Jackson Road	DEC	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8 AM	5 PM	No, I live outside of Devens. IF Princeton		JACKSON – from Route 2	JACKSON – to Route 2	Interstate 190 to Rt 2	Devens Fire Department	Fully at your job site (required to be at your job site regularly)	
Drive self – Auto/Truck/Motorcycle		8:00	4:00	No, I live outside of Devens. IF AYER		BARNUM – from Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road, etc.)	BARNUM – to Ayer (Carlton Rotary – 2A, 110, 111, Sandy Pond Road)	BARNUM ROAD TO JACKSON	MASSDEVELOPMENT		2
Carpool/Vanpool		8 AM	4:30 PM	No, I live outside of Devens. IF Townsend		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	VERBECK – to West Main Street Ayer or MacPherson Road	Rt. 2A, West Main St.	MassDevelopment	Hybrid (approx. how many days per week at your job site ____)	
Drive self – Auto/Truck/Motorcycle		8 15 am	4:30	No, I live outside of Devens. IF Shirley		SHIRLEY – Hospital Road from Front Street or Walker Road, Patterson Road, etc.	SHIRLEY – Hospital Road to Front Street or Walker Road, Patterson Road, etc.	hospital rd to givry to jackson to ryan to andrews parkway	MassDevelopment	Fully at your job site (required to be at your job site regularly)	

MBTA Boarding Data

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	4:25:00	Wachusett	1	2	0	2
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	4:33:00	Fitchburg	2	9	0	11
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	4:40:00	North Leominster	3	6	0	17
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	4:48:00	Shirley	4	4	0	21
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	4:53:00	Ayer	5	6	1	26
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:01:00	Littleton/Rte 495	6	9	1	34
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:07:00	South Acton	7	11	0	45
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:11:00	West Concord	8	4	1	48
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:15:00	Concord	9	5	0	53
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:21:00	Lincoln	10	6	0	59
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:27:00	Kendal Green	11	4	0	63
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:30:00	Brandeis/Roberts	12	4	0	67
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:34:00	Waltham	13	6	4	69
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:39:00	Waverley	14	1	0	70
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:41:00	Belmont	15	2	0	72
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	5:47:00	Porter Square	16	0	14	58
Fall 2024	Fitchburg Line	400	1	day_type_01	weekday	6:01:00	North Station	17	0	58	0
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:20:00	Wachusett	1	0	0	0
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:28:00	Fitchburg	2	20	0	20
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:35:00	North Leominster	3	13	1	32
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:43:00	Shirley	4	9	0	41
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:48:00	Ayer	5	15	2	54
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	5:56:00	Littleton/Rte 495	6	16	0	70
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:02:00	South Acton	7	33	1	102
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:06:00	West Concord	8	9	1	110
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:11:00	Concord	9	10	1	119
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:17:00	Lincoln	10	18	0	137
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:23:00	Kendal Green	11	6	1	142
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:27:00	Brandeis/Roberts	12	7	2	147
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:31:00	Waltham	13	22	9	160
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:36:00	Waverley	14	3	3	160
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:38:00	Belmont	15	4	2	162
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:44:00	Porter Square	16	3	33	132
Fall 2024	Fitchburg Line	402	1	day_type_01	weekday	6:59:00	North Station	17	0	132	0
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:20:00	North Station	1	3	0	3
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:30:00	Porter Square	2	11	0	14
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:35:00	Belmont	3	2	2	14
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:37:00	Waverley	4	2	3	13
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:42:00	Waltham	5	8	3	18
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:45:00	Brandeis/Roberts	6	0	0	18
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:49:00	Kendal Green	7	0	1	17

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:54:00	Lincoln	8	0	0	17
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	6:59:00	Concord	9	0	4	13
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:03:00	West Concord	10	0	6	7
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:08:00	South Acton	11	3	1	9
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:15:00	Littleton/Rte 495	12	4	1	12
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:23:00	Ayer	13	1	2	11
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:28:00	Shirley	14	3	1	13
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:37:00	North Leominster	15	1	5	9
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:45:00	Fitchburg	16	0	8	1
Fall 2024	Fitchburg Line	403	0	day_type_01	weekday	7:56:00	Wachusett	17	0	1	0
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:10:00	Wachusett	1	35	0	35
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:18:00	Fitchburg	2	54	1	88
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:25:00	North Leominster	3	44	1	131
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:33:00	Shirley	4	34	2	163
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:38:00	Ayer	5	38	3	198
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:46:00	Littleton/Rte 495	6	66	7	257
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	6:52:00	South Acton	7	180	2	435
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	7:18:00	Porter Square	8	10	152	293
Fall 2024	Fitchburg Line	404	1	day_type_01	weekday	7:33:00	North Station	9	0	293	0
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:30:00	North Station	1	47	0	47
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:40:00	Porter Square	2	52	9	90
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:45:00	Belmont	3	28	2	116
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:47:00	Waverley	4	4	11	109
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:52:00	Waltham	5	14	12	111
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:55:00	Brandeis/Roberts	6	18	28	101
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	7:59:00	Kendal Green	7	0	5	96
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:04:00	Lincoln	8	0	7	89
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:09:00	Concord	9	0	56	33
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:13:00	West Concord	10	1	13	21
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:18:00	South Acton	11	0	9	12
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:25:00	Littleton/Rte 495	12	0	5	7
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:33:00	Ayer	13	3	3	7
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:38:00	Shirley	14	0	0	7
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:47:00	North Leominster	15	0	1	6
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	8:55:00	Fitchburg	16	0	5	1
Fall 2024	Fitchburg Line	405	0	day_type_01	weekday	9:06:00	Wachusett	17	0	1	0
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:15:00	Wachusett	1	16	0	16
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:23:00	Fitchburg	2	25	1	40
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:30:00	North Leominster	3	32	0	72
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:38:00	Shirley	4	21	1	92
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:43:00	Ayer	5	27	7	112

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:51:00	Littleton/Rte 495	6	54	1	165
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	7:57:00	South Acton	7	85	3	247
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:01:00	West Concord	8	42	1	288
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:05:00	Concord	9	32	3	317
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:11:00	Lincoln	10	25	0	342
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:17:00	Kendal Green	11	25	3	364
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:21:00	Brandeis/Roberts	12	22	10	376
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:25:00	Waltham	13	51	6	421
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:30:00	Waverley	14	24	6	439
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:32:00	Belmont	15	20	1	458
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:38:00	Porter Square	16	19	157	320
Fall 2024	Fitchburg Line	406	1	day_type_01	weekday	8:53:00	North Station	17	0	320	0
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:30:00	North Station	1	73	0	73
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:40:00	Porter Square	2	51	17	107
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:45:00	Belmont	3	8	6	109
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:47:00	Waverley	4	8	9	108
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:52:00	Waltham	5	12	17	103
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:55:00	Brandeis/Roberts	6	13	56	60
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	8:59:00	Kendal Green	7	2	1	61
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:04:00	Lincoln	8	0	3	58
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:09:00	Concord	9	1	35	24
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:13:00	West Concord	10	0	8	16
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:18:00	South Acton	11	2	3	15
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:25:00	Littleton/Rte 495	12	0	1	14
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:33:00	Ayer	13	2	5	11
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:38:00	Shirley	14	0	1	10
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:47:00	North Leominster	15	0	2	8
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	9:55:00	Fitchburg	16	0	2	6
Fall 2024	Fitchburg Line	407	0	day_type_01	weekday	10:06:00	Wachusett	17	0	6	0
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:20:00	Wachusett	1	11	0	11
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:28:00	Fitchburg	2	10	0	21
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:35:00	North Leominster	3	7	0	28
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:43:00	Shirley	4	6	0	34
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:48:00	Ayer	5	5	0	39
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	8:56:00	Littleton/Rte 495	6	18	0	57
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:02:00	South Acton	7	18	2	73
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:06:00	West Concord	8	15	0	88
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:10:00	Concord	9	13	5	96
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:16:00	Lincoln	10	6	1	101
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:22:00	Kendal Green	11	2	1	102
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:26:00	Brandeis/Roberts	12	5	3	104

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:30:00	Waltham	13	15	4	115
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:35:00	Waverley	14	4	4	115
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:37:00	Belmont	15	8	4	119
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:43:00	Porter Square	16	3	45	77
Fall 2024	Fitchburg Line	408	1	day_type_01	weekday	9:58:00	North Station	17	0	77	0
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	9:25:00	Wachusett	1	3	0	3
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	9:33:00	Fitchburg	2	15	0	18
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	9:40:00	North Leominster	3	9	0	27
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	9:48:00	Shirley	4	2	0	29
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	9:53:00	Ayer	5	5	1	33
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:01:00	Littleton/Rte 495	6	3	1	35
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:07:00	South Acton	7	19	1	53
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:11:00	West Concord	8	6	1	58
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:15:00	Concord	9	3	1	60
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:21:00	Lincoln	10	2	0	62
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:27:00	Kendal Green	11	0	0	62
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:30:00	Brandeis/Roberts	12	5	3	64
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:34:00	Waltham	13	8	4	68
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:39:00	Waverley	14	2	2	68
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:41:00	Belmont	15	2	1	69
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	10:47:00	Porter Square	16	5	19	55
Fall 2024	Fitchburg Line	410	1	day_type_01	weekday	11:01:00	North Station	17	0	55	0
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:30:00	North Station	1	27	0	27
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:40:00	Porter Square	2	22	2	47
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:45:00	Belmont	3	1	0	48
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:47:00	Waverley	4	2	1	49
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:52:00	Waltham	5	1	7	43
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:55:00	Brandeis/Roberts	6	0	18	25
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	10:59:00	Kendal Green	7	0	0	25
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:04:00	Lincoln	8	1	1	25
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:09:00	Concord	9	0	4	21
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:13:00	West Concord	10	0	4	17
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:18:00	South Acton	11	0	3	14
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:25:00	Littleton/Rte 495	12	0	1	13
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:33:00	Ayer	13	2	2	13
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:38:00	Shirley	14	0	2	11
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:47:00	North Leominster	15	0	1	10
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	11:55:00	Fitchburg	16	0	8	2
Fall 2024	Fitchburg Line	411	0	day_type_01	weekday	12:06:00	Wachusett	17	0	2	0
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	11:25:00	Wachusett	1	4	0	4
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	11:33:00	Fitchburg	2	16	0	20

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	11:40:00	North Leominster	3	4	0	24
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	11:48:00	Shirley	4	2	0	26
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	11:53:00	Ayer	5	9	2	33
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:01:00	Littleton/Rte 495	6	2	0	35
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:07:00	South Acton	7	8	1	42
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:11:00	West Concord	8	4	0	46
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:15:00	Concord	9	2	0	48
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:21:00	Lincoln	10	5	1	52
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:27:00	Kendal Green	11	0	0	52
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:30:00	Brandeis/Roberts	12	4	1	55
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:34:00	Waltham	13	9	2	62
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:39:00	Waverley	14	2	1	63
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:41:00	Belmont	15	1	1	63
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	12:47:00	Porter Square	16	1	25	39
Fall 2024	Fitchburg Line	414	1	day_type_01	weekday	13:01:00	North Station	17	0	39	0
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:30:00	North Station	1	35	0	35
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:40:00	Porter Square	2	18	5	48
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:45:00	Belmont	3	0	2	46
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:47:00	Waverley	4	1	1	46
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:52:00	Waltham	5	7	6	47
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:55:00	Brandeis/Roberts	6	2	9	40
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	12:59:00	Kendal Green	7	1	0	41
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:04:00	Lincoln	8	0	4	37
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:09:00	Concord	9	3	2	38
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:13:00	West Concord	10	0	11	27
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:18:00	South Acton	11	2	7	22
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:25:00	Littleton/Rte 495	12	2	2	22
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:33:00	Ayer	13	4	3	23
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:38:00	Shirley	14	0	3	20
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:47:00	North Leominster	15	0	4	16
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	13:55:00	Fitchburg	16	0	11	5
Fall 2024	Fitchburg Line	415	0	day_type_01	weekday	14:06:00	Wachusett	17	0	5	0
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	13:25:00	Wachusett	1	4	0	4
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	13:33:00	Fitchburg	2	11	0	15
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	13:40:00	North Leominster	3	4	1	18
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	13:48:00	Shirley	4	5	0	23
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	13:53:00	Ayer	5	5	1	27
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:01:00	Littleton/Rte 495	6	3	1	29
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:07:00	South Acton	7	1	0	30
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:11:00	West Concord	8	6	2	34
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:15:00	Concord	9	5	3	36

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:21:00	Lincoln	10	3	2	37
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:27:00	Kendal Green	11	2	0	39
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:30:00	Brandeis/Roberts	12	10	1	48
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:34:00	Waltham	13	19	1	66
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:39:00	Waverley	14	7	7	66
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:41:00	Belmont	15	3	2	67
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	14:47:00	Porter Square	16	1	28	40
Fall 2024	Fitchburg Line	418	1	day_type_01	weekday	15:01:00	North Station	17	0	40	0
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:30:00	North Station	1	77	0	77
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:40:00	Porter Square	2	29	1	105
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:45:00	Belmont	3	3	2	106
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:47:00	Waverley	4	4	4	106
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:52:00	Waltham	5	7	9	104
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:55:00	Brandeis/Roberts	6	4	7	101
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	14:59:00	Kendal Green	7	1	5	97
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:04:00	Lincoln	8	0	11	86
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:09:00	Concord	9	1	7	80
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:13:00	West Concord	10	6	7	79
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:18:00	South Acton	11	0	18	61
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:25:00	Littleton/Rte 495	12	2	8	55
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:33:00	Ayer	13	2	13	44
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:38:00	Shirley	14	1	8	37
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:47:00	North Leominster	15	0	13	24
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	15:55:00	Fitchburg	16	0	21	3
Fall 2024	Fitchburg Line	419	0	day_type_01	weekday	16:06:00	Wachusett	17	0	1	2
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	15:40:00	North Station	1	156	0	156
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	15:50:00	Porter Square	2	76	7	225
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	15:55:00	Belmont	3	5	9	221
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	15:57:00	Waverley	4	9	9	221
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:02:00	Waltham	5	5	16	210
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:05:00	Brandeis/Roberts	6	2	9	203
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:09:00	Kendal Green	7	2	8	197
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:14:00	Lincoln	8	0	15	182
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:19:00	Concord	9	6	7	181
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:23:00	West Concord	10	3	18	166
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:28:00	South Acton	11	4	56	114
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:35:00	Littleton/Rte 495	12	1	20	95
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:43:00	Ayer	13	5	27	73
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:48:00	Shirley	14	1	14	60
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	16:57:00	North Leominster	15	0	17	43
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	17:05:00	Fitchburg	16	0	36	7

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	421	0	day_type_01	weekday	17:17:00	Wachusett	17	0	7	0
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	15:25:00	Wachusett	1	3	0	3
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	15:33:00	Fitchburg	2	37	3	37
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	15:40:00	North Leominster	3	0	0	37
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	15:48:00	Shirley	4	6	0	43
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	15:53:00	Ayer	5	30	3	70
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:01:00	Littleton/Rte 495	6	23	0	93
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:07:00	South Acton	7	21	0	114
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:11:00	West Concord	8	23	4	133
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:15:00	Concord	9	20	0	153
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:21:00	Lincoln	10	10	0	163
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:27:00	Kendal Green	11	6	0	169
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:30:00	Brandeis/Roberts	12	60	2	227
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:34:00	Waltham	13	29	30	226
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:39:00	Waverley	14	13	13	226
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:41:00	Belmont	15	3	7	222
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	16:47:00	Porter Square	16	8	82	148
Fall 2024	Fitchburg Line	422	1	day_type_01	weekday	17:01:00	North Station	17	0	148	0
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:00:00	North Station	1	309	0	309
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:10:00	Porter Square	2	86	17	378
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:35:00	South Acton	3	1	142	237
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:42:00	Littleton/Rte 495	4	9	64	182
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:50:00	Ayer	5	3	36	149
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	17:55:00	Shirley	6	0	28	121
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	18:04:00	North Leominster	7	0	40	81
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	18:12:00	Fitchburg	8	0	49	32
Fall 2024	Fitchburg Line	423	0	day_type_01	weekday	18:24:00	Wachusett	9	0	32	0
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	16:35:00	Wachusett	1	5	0	5
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	16:43:00	Fitchburg	2	32	1	36
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	16:50:00	North Leominster	3	3	0	39
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	16:58:00	Shirley	4	3	1	41
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:03:00	Ayer	5	14	1	54
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:11:00	Littleton/Rte 495	6	6	4	56
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:17:00	South Acton	7	11	2	65
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:21:00	West Concord	8	19	1	83
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:25:00	Concord	9	16	0	99
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:31:00	Lincoln	10	7	0	106
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:37:00	Kendal Green	11	11	0	117
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:40:00	Brandeis/Roberts	12	59	3	173
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:44:00	Waltham	13	27	13	187
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:49:00	Waverley	14	10	4	193

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:51:00	Belmont	15	10	5	198
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	17:57:00	Porter Square	16	31	59	170
Fall 2024	Fitchburg Line	424	1	day_type_01	weekday	18:11:00	North Station	17	0	171	-1
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:30:00	North Station	1	462	0	462
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:40:00	Porter Square	2	33	20	475
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:45:00	Belmont	3	3	29	449
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:47:00	Waverley	4	3	49	403
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:53:00	Waltham	5	5	79	329
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	17:56:00	Brandeis/Roberts	6	6	20	315
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:00:00	Kendal Green	7	0	21	294
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:05:00	Lincoln	8	1	39	256
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:10:00	Concord	9	0	56	200
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:15:00	West Concord	10	3	48	155
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:20:00	South Acton	11	0	64	91
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:28:00	Littleton/Rte 495	12	0	31	60
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:36:00	Ayer	13	7	23	44
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:41:00	Shirley	14	0	13	31
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:50:00	North Leominster	15	0	20	11
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	18:59:00	Fitchburg	16	0	8	3
Fall 2024	Fitchburg Line	425	0	day_type_01	weekday	19:11:00	Wachusett	17	0	3	0
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:15:00	Wachusett	1	0	0	0
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:25:00	Fitchburg	2	12	0	12
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:32:00	North Leominster	3	12	0	24
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:40:00	Shirley	4	3	4	23
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:45:00	Ayer	5	2	6	19
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:53:00	Littleton/Rte 495	6	10	0	29
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	18:59:00	South Acton	7	6	0	35
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:03:00	West Concord	8	10	0	45
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:07:00	Concord	9	28	2	71
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:13:00	Lincoln	10	0	2	69
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:19:00	Kendal Green	11	0	0	69
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:22:00	Brandeis/Roberts	12	36	8	97
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:26:00	Waltham	13	22	12	107
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:31:00	Waverley	14	3	0	110
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:33:00	Belmont	15	2	6	106
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:39:00	Porter Square	16	0	48	58
Fall 2024	Fitchburg Line	426	1	day_type_01	weekday	19:53:00	North Station	17	0	58	0
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:30:00	North Station	1	138	0	138
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:40:00	Porter Square	2	48	9	177
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:45:00	Belmont	3	1	9	169
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:47:00	Waverley	4	1	12	158

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:52:00	Waltham	5	6	27	137
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:55:00	Brandeis/Roberts	6	0	3	134
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	18:59:00	Kendal Green	7	0	6	128
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:04:00	Lincoln	8	0	1	127
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:09:00	Concord	9	1	13	115
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:13:00	West Concord	10	0	11	104
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:18:00	South Acton	11	0	38	66
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:25:00	Littleton/Rte 495	12	0	14	52
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:33:00	Ayer	13	0	12	40
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:38:00	Shirley	14	0	19	21
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:47:00	North Leominster	15	0	11	10
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	19:56:00	Fitchburg	16	0	10	0
Fall 2024	Fitchburg Line	427	0	day_type_01	weekday	20:08:00	Wachusett	17	0	0	0
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	19:30:00	Wachusett	1	0	0	0
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	19:38:00	Fitchburg	2	7	0	7
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	19:45:00	North Leominster	3	3	0	10
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	19:53:00	Shirley	4	1	0	11
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	19:58:00	Ayer	5	0	0	11
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:06:00	Littleton/Rte 495	6	5	0	16
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:12:00	South Acton	7	1	0	17
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:16:00	West Concord	8	2	0	19
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:20:00	Concord	9	10	0	29
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:26:00	Lincoln	10	0	2	27
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:32:00	Kendal Green	11	5	0	32
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:35:00	Brandeis/Roberts	12	0	0	32
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:39:00	Waltham	13	0	0	32
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:44:00	Waverley	14	5	0	37
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:46:00	Belmont	15	0	0	37
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	20:52:00	Porter Square	16	0	1	36
Fall 2024	Fitchburg Line	428	1	day_type_01	weekday	21:06:00	North Station	17	0	36	0
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:30:00	North Station	1	143	0	143
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:40:00	Porter Square	2	31	11	163
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:45:00	Belmont	3	4	6	161
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:47:00	Waverley	4	2	10	153
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:52:00	Waltham	5	4	22	135
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:55:00	Brandeis/Roberts	6	4	5	134
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	19:59:00	Kendal Green	7	0	16	118
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:04:00	Lincoln	8	2	11	109
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:09:00	Concord	9	2	6	105
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:13:00	West Concord	10	1	7	99
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:18:00	South Acton	11	0	24	75

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:25:00	Littleton/Rte 495	12	4	11	68
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:33:00	Ayer	13	0	11	57
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:38:00	Shirley	14	2	4	55
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:47:00	North Leominster	15	0	18	37
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	20:56:00	Fitchburg	16	0	27	10
Fall 2024	Fitchburg Line	429	0	day_type_01	weekday	21:08:00	Wachusett	17	0	10	0
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	21:25:00	Wachusett	1	0	0	0
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	21:33:00	Fitchburg	2	1	0	1
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	21:40:00	North Leominster	3	8	1	8
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	21:48:00	Shirley	4	0	1	7
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	21:53:00	Ayer	5	4	1	10
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:01:00	Littleton/Rte 495	6	0	0	10
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:07:00	South Acton	7	3	1	12
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:11:00	West Concord	8	4	0	16
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:15:00	Concord	9	4	0	20
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:21:00	Lincoln	10	4	1	23
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:27:00	Kendal Green	11	1	0	24
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:30:00	Brandeis/Roberts	12	9	0	33
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:34:00	Waltham	13	6	10	29
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:39:00	Waverley	14	0	2	27
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:41:00	Belmont	15	0	1	26
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	22:47:00	Porter Square	16	0	9	17
Fall 2024	Fitchburg Line	430	1	day_type_01	weekday	23:01:00	North Station	17	0	16	1
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:00:00	North Station	1	70	0	70
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:10:00	Porter Square	2	3	20	53
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:15:00	Belmont	3	0	5	48
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:17:00	Waverley	4	2	2	48
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:22:00	Waltham	5	1	28	21
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:25:00	Brandeis/Roberts	6	0	10	11
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:29:00	Kendal Green	7	0	3	8
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:34:00	Lincoln	8	0	1	7
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:39:00	Concord	9	0	0	7
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:43:00	West Concord	10	0	0	7
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:48:00	South Acton	11	0	2	5
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	21:55:00	Littleton/Rte 495	12	0	3	2
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	22:03:00	Ayer	13	0	1	1
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	22:08:00	Shirley	14	0	0	1
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	22:17:00	North Leominster	15	0	1	0
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	22:25:00	Fitchburg	16	0	0	0
Fall 2024	Fitchburg Line	431	0	day_type_01	weekday	22:36:00	Wachusett	17	0	0	0
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	22:55:00	Wachusett	1	0	0	0

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:03:00	Fitchburg	2	0	0	0
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:10:00	North Leominster	3	0	0	0
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:18:00	Shirley	4	0	0	0
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:23:00	Ayer	5	1	0	1
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:31:00	Littleton/Rte 495	6	1	0	2
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:37:00	South Acton	7	0	0	2
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:41:00	West Concord	8	0	1	1
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:45:00	Concord	9	0	0	1
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:51:00	Lincoln	10	1	0	2
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	23:57:00	Kendal Green	11	0	0	2
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:00:00	Brandeis/Roberts	12	3	0	5
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:04:00	Waltham	13	0	0	5
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:09:00	Waverley	14	0	0	5
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:11:00	Belmont	15	0	0	5
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:17:00	Porter Square	16	0	1	4
Fall 2024	Fitchburg Line	432	1	day_type_01	weekday	0:31:00	North Station	17	0	4	0
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:30:00	North Station	1	169	0	169
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:40:00	Porter Square	2	8	12	165
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:45:00	Belmont	3	0	7	158
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:47:00	Waverley	4	0	23	135
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:52:00	Waltham	5	2	29	108
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:55:00	Brandeis/Roberts	6	0	3	105
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	22:59:00	Kendal Green	7	0	1	104
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:04:00	Lincoln	8	0	5	99
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:09:00	Concord	9	0	4	95
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:13:00	West Concord	10	0	12	83
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:18:00	South Acton	11	0	17	66
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:25:00	Littleton/Rte 495	12	0	21	45
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:33:00	Ayer	13	0	12	33
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:38:00	Shirley	14	0	1	32
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:47:00	North Leominster	15	0	2	30
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	23:55:00	Fitchburg	16	0	15	15
Fall 2024	Fitchburg Line	433	0	day_type_01	weekday	0:06:00	Wachusett	17	0	15	0
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	23:50:00	North Station	1	45	0	45
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:00:00	Porter Square	2	5	4	46
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:05:00	Belmont	3	0	0	46
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:07:00	Waverley	4	0	0	46
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:12:00	Waltham	5	1	17	30
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:15:00	Brandeis/Roberts	6	0	7	23
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:19:00	Kendal Green	7	0	0	23
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:24:00	Lincoln	8	0	1	22

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:29:00	Concord	9	0	0	22
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:33:00	West Concord	10	0	1	21
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:38:00	South Acton	11	0	4	17
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:45:00	Littleton/Rte 495	12	0	1	16
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:53:00	Ayer	13	0	0	16
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	0:58:00	Shirley	14	0	1	15
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	1:07:00	North Leominster	15	0	2	13
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	1:15:00	Fitchburg	16	1	4	10
Fall 2024	Fitchburg Line	435	0	day_type_01	weekday	1:26:00	Wachusett	17	0	10	0
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	5:40:00	North Station	1	2	0	2
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	5:50:00	Porter Square	2	2	0	4
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	5:55:00	Belmont	3	0	0	4
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	5:57:00	Waverley	4	0	0	4
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:02:00	Waltham	5	1	1	4
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:05:00	Brandeis/Roberts	6	0	1	3
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:09:00	Kendal Green	7	0	0	3
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:14:00	Lincoln	8	0	0	3
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:19:00	Concord	9	0	1	2
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:23:00	West Concord	10	0	1	1
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:28:00	South Acton	11	0	0	1
Fall 2024	Fitchburg Line	481	0	day_type_01	weekday	6:36:00	Littleton/Rte 495	12	0	0	1
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:03:00	Littleton/Rte 495	1	57	0	57
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:09:00	South Acton	2	35	0	92
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:13:00	West Concord	3	90	4	178
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:18:00	Concord	4	45	1	222
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:24:00	Lincoln	5	38	0	260
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:30:00	Kendal Green	6	55	8	307
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:34:00	Brandeis/Roberts	7	54	8	353
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:38:00	Waltham	8	95	12	436
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:43:00	Waverley	9	38	3	471
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:46:00	Belmont	10	41	6	506
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	7:52:00	Porter Square	11	12	73	445
Fall 2024	Fitchburg Line	482	1	day_type_01	weekday	8:07:00	North Station	12	0	445	0
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:30:00	North Station	1	28	0	28
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:40:00	Porter Square	2	22	10	40
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:45:00	Belmont	3	6	2	44
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:47:00	Waverley	4	2	6	40
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:52:00	Waltham	5	1	7	34
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:55:00	Brandeis/Roberts	6	0	19	15
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	9:59:00	Kendal Green	7	0	0	15
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	10:04:00	Lincoln	8	2	3	14

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	10:09:00	Concord	9	0	1	13
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	10:13:00	West Concord	10	0	4	9
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	10:18:00	South Acton	11	0	6	3
Fall 2024	Fitchburg Line	485	0	day_type_01	weekday	10:25:00	Littleton/Rte 495	12	0	3	0
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:01:00	Littleton/Rte 495	1	4	0	4
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:07:00	South Acton	2	4	0	8
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:11:00	West Concord	3	3	0	11
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:15:00	Concord	4	8	2	17
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:21:00	Lincoln	5	4	4	17
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:27:00	Kendal Green	6	1	0	18
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:30:00	Brandeis/Roberts	7	7	0	25
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:34:00	Waltham	8	6	9	22
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:39:00	Waverley	9	7	1	28
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:41:00	Belmont	10	0	0	28
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	11:47:00	Porter Square	11	8	23	13
Fall 2024	Fitchburg Line	486	1	day_type_01	weekday	12:01:00	North Station	12	0	13	0
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:30:00	North Station	1	34	0	34
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:40:00	Porter Square	2	5	3	36
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:45:00	Belmont	3	3	3	36
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:47:00	Waverley	4	0	1	35
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:52:00	Waltham	5	3	8	30
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:55:00	Brandeis/Roberts	6	0	12	18
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	11:59:00	Kendal Green	7	0	0	18
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	12:04:00	Lincoln	8	0	5	13
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	12:09:00	Concord	9	6	5	14
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	12:13:00	West Concord	10	0	9	5
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	12:18:00	South Acton	11	0	2	3
Fall 2024	Fitchburg Line	489	0	day_type_01	weekday	12:25:00	Littleton/Rte 495	12	0	3	0
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:01:00	Littleton/Rte 495	1	11	0	11
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:07:00	South Acton	2	2	0	13
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:11:00	West Concord	3	1	0	14
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:15:00	Concord	4	2	0	16
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:21:00	Lincoln	5	2	0	18
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:27:00	Kendal Green	6	0	0	18
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:30:00	Brandeis/Roberts	7	6	0	24
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:34:00	Waltham	8	11	0	35
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:39:00	Waverley	9	1	1	35
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:41:00	Belmont	10	1	1	35
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	13:47:00	Porter Square	11	4	11	28
Fall 2024	Fitchburg Line	490	1	day_type_01	weekday	14:01:00	North Station	12	0	28	0
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:30:00	North Station	1	31	0	31

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:40:00	Porter Square	2	17	1	47
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:45:00	Belmont	3	0	1	46
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:47:00	Waverley	4	1	2	45
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:52:00	Waltham	5	2	4	43
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:55:00	Brandeis/Roberts	6	0	10	33
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	13:59:00	Kendal Green	7	0	2	31
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	14:04:00	Lincoln	8	0	2	29
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	14:09:00	Concord	9	2	6	25
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	14:13:00	West Concord	10	0	9	16
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	14:18:00	South Acton	11	0	9	7
Fall 2024	Fitchburg Line	493	0	day_type_01	weekday	14:25:00	Littleton/Rte 495	12	0	7	0
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:01:00	Littleton/Rte 495	1	4	0	4
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:07:00	South Acton	2	6	0	10
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:11:00	West Concord	3	6	0	16
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:15:00	Concord	4	8	1	23
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:21:00	Lincoln	5	7	0	30
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:27:00	Kendal Green	6	2	0	32
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:30:00	Brandeis/Roberts	7	19	0	51
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:34:00	Waltham	8	13	10	54
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:39:00	Waverley	9	6	5	55
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:41:00	Belmont	10	0	2	53
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	15:47:00	Porter Square	11	6	27	32
Fall 2024	Fitchburg Line	494	1	day_type_01	weekday	16:01:00	North Station	12	0	32	0
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:25:00	North Station	1	292	0	292
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:35:00	Porter Square	2	39	8	323
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:40:00	Belmont	3	1	13	311
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:42:00	Waverley	4	3	20	294
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:47:00	Waltham	5	13	51	256
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:50:00	Brandeis/Roberts	6	6	17	245
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:54:00	Kendal Green	7	2	21	226
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	16:59:00	Lincoln	8	0	26	200
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	17:04:00	Concord	9	2	38	164
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	17:09:00	West Concord	10	1	35	130
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	17:14:00	South Acton	11	1	73	58
Fall 2024	Fitchburg Line	497	0	day_type_01	weekday	17:22:00	Littleton/Rte 495	12	0	58	0
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	17:48:00	Littleton/Rte 495	1	5	0	5
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	17:54:00	South Acton	2	6	0	11
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	17:58:00	West Concord	3	4	0	15
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:02:00	Concord	4	52	2	65
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:08:00	Lincoln	5	5	1	69
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:14:00	Kendal Green	6	2	1	70

season	route_name	train	direction_id	day_type_id	day_type_name	stop_time	stop_id	stopsequence	average_ons	average_offs	average_load
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:17:00	Brandeis/Roberts	7	21	15	76
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:21:00	Waltham	8	28	6	98
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:26:00	Waverley	9	9	4	103
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:28:00	Belmont	10	1	14	90
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:34:00	Porter Square	11	7	34	63
Fall 2024	Fitchburg Line	498	1	day_type_01	weekday	18:47:00	North Station	12	0	63	0

Trip Distribution

Devens 5-Year Plan 2021

Employee JTW Data

Residence	Workplace	# of Employees	Route to Devens	Gateway	Jackson	Barnum	Verbeck	Shirley	Grant	
Acton town	Ayer Town	75	2 WB	3	56	19	0	0	0	
Arlington town	Ayer Town	110	2 WB	3	82	28	0	0	0	
Ashby town	Ayer Town	50	2A EB	10	0	34	11	0	5	
Ashland town	Ayer Town	165	495 NB	5	124	41	0	0	0	
Ayer town	Ayer Town	825	Existing dist	0	0	0	0	0	0	
Boston city	Ayer Town	45	90 WB/2 WB	3	34	11	0	0	0	
Cambridge city	Ayer Town	180	2 WB	3	135	45	0	0	0	
			495 SB/110 WB/2A							
Chelmsford town	Ayer Town	65	WB	1	32	33	0	0	0	
Clinton town	Ayer Town	160	110 EB	6	80	80	0	0	0	
Dracut town	Ayer Town	50	495 S	1	25	25	0	0	0	
Fitchburg city	Ayer Town	580	2A EB	10	0	392	131	0	57	
Gardner city	Ayer Town	70	2 EB	8	53	17	0	0	0	
Groton town	Ayer Town	105	111 SB	10	0	71	24	0	10	
Hudson town	Ayer Town	45	495 NB	5	34	11	0	0	0	
Lawrence city	Ayer Town	60	495 SB	1	30	30	0	0	0	
Leominster city	Ayer Town	525	2 EB	8	394	131	0	0	0	
Littleton town	Ayer Town	60	110 WB/2A WB	2	30	30	0	0	0	
Lowell city	Ayer Town	170	495 SB	1	85	85	0	0	0	
Lunenburg town	Ayer Town	205	2A EB	10	0	138	46	0	21	
Marlborough city	Ayer Town	60	495 NB	5	45	15	0	0	0	
Medford city	Ayer Town	65	3 NB	1	32	33	0	0	0	
Northborough town	Ayer Town	55	495 NB	5	41	14	0	0	0	
Pepperell town	Ayer Town	125	111 SB	10	0	84	28	0	13	
Reading town	Ayer Town	55	93 NB/495 SB	1	27	28	0	0	0	
			EB Front St/W.							
Shirley town	Ayer Town	280	Main St	9	0	63	63	126	28	
Sterling town	Ayer Town	50	190 NB	8	38	12	0	0	0	
Templeton town	Ayer Town	75	2 EB	8	56	19	0	0	0	
Tewksbury town	Ayer Town	85	495 SB	1	42	43	0	0	0	
Townsend town	Ayer Town	145	2A EB	10	0	97	33	0	15	
Tyngsborough town	Ayer Town	50	113 WB/111 SB	10	0	34	11	0	5	
Waltham city	Ayer Town	120	2 WB	3	90	30	0	0	0	
Westborough town	Ayer Town	45	495 NB	5	34	11	0	0	0	
Westford town	Ayer Town	75	WB Sandy Pond Rd	11						
Wilmington town	Ayer Town	100	495 SB	1	50	50	0	0	0	
Winchendon town	Ayer Town	85	140 SB/2 EB	8	64	21	0	0	0	
Woburn city	Ayer Town	50	3 NB/495 SB	1	25	25	0	0	0	
Worcester city	Ayer Town	125	190 NB/2 EB	8	94	31	0	0	0	

Devens 5-Year Plan 2021
Employee JTW Data

Residence	Workplace	# of Employees	Route to Devens	Gateway	Jackson	Barnum	Verbeck	Shirley	Grant	
Acton town	Harvard Town	50	2 WB	3	37	13	0	0	0	
Arlington town	Harvard Town	35	2 WB	3	26	9	0	0	0	
Athol town	Harvard Town	65	2 EB	8	49	16	0	0	0	
Auburn town	Harvard Town	45	290 EB/495 NB	5	34	11	0	0	0	
Ayer town	Harvard Town	165	111 SB	6	83	82	0	0	0	
Belmont town	Harvard Town	45	2 WB	3	34	11	0	0	0	
Billerica town	Harvard Town	70	495 SB	1	35	35	0	0	0	
			NB Harvard							
Bolton town	Harvard Town	55	Rd/Bolton Rd	6	28	27	0	0	0	
Boston city	Harvard Town	55	90 WB/2 WB	5	41	14	0	0	0	
Brockton city	Harvard Town	75	95 NB/2 WB	3	56	19	0	0	0	
Dracut town	Harvard Town	75	495 SB	1	37	38	0	0	0	
Fitchburg city	Harvard Town	250	2 EB	8	188	62	0	0	0	
Framingham city	Harvard Town	60	495 NB	5	45	15	0	0	0	
Gardner city	Harvard Town	155	2 EB	8	116	39	0	0	0	
Groton town	Harvard Town	125	2 EB	10	0	84	28	0	13	
Harvard town	Harvard Town	1105	Existing dist	0	0	0	0	0	0	
Haverhill city	Harvard Town	30	495 SB	1	15	15	0	0	0	
Holden town	Harvard Town	70	190 NB/2 EB	8	53	17	0	0	0	
Hubbardston town	Harvard Town	35	2 EB	8	26	9	0	0	0	
			85 NB/495 NB/111							
Hudson town	Harvard Town	40	NB	5	30	10	0	0	0	
Lawrence city	Harvard Town	55	495 SB	1	27	28	0	0	0	
Leominster city	Harvard Town	790	2 EB	8	593	197	0	0	0	
			SB Harvard							
Littleton town	Harvard Town	40	Rd/Littleton Rd	2	20	20	0	0	0	
Lowell city	Harvard Town	110	495 SB/2 WB	1	55	55	0	0	0	
Maynard town	Harvard Town	55	27 NB/111 NB	4						
Medway town	Harvard Town	120	495 NB	5	90	30	0	0	0	
Methuen Town city	Harvard Town	30	495 SB	1	15	15	0	0	0	
			146 NB/290 EB/495							
Millville town	Harvard Town	60	NB	5	45	15	0	0	0	
North Andover town	Harvard Town	35	495 SB	1	17	18	0	0	0	
Norton town	Harvard Town	30	495 NB	5	23	7	0	0	0	
Pepperell town	Harvard Town	130	111 SB	10	0	88	29	0	13	
Shrewsbury town	Harvard Town	140	190 NB/2 EB	8	105	35	0	0	0	
Somerville city	Harvard Town	35	2 WB	3	26	9	0	0	0	
Spencer town	Harvard Town	65	190 NB	8	49	16	0	0	0	
Sutton town	Harvard Town	35	290 EB/495 NB	5	26	9	0	0	0	
Townsend town	Harvard Town	70	2A EB	10	0	47	16	0	7	
Tyngsborough town	Harvard Town	110	111 SB	1	55	55	0	0	0	
Walpole town	Harvard Town	45	109 WB/495 NB	5	34	11	0	0	0	
Waltham city	Harvard Town	55	2 WB	3	41	14	0	0	0	
			395 NB/290 EB/495							
Webster town	Harvard Town	55	NB	5	41	14	0	0	0	
Westford town	Harvard Town	60	495 SB/2 WB	1	30	30	0	0	0	
Westminster town	Harvard Town	105	2 EB	8	79	26	0	0	0	
Winchendon town	Harvard Town	230	140 SB/2 EB	8	173	57	0	0	0	
Worcester city	Harvard Town	465	190 NB	8	349	116	0	0	0	

Devens 5-Year Plan 2021

Employee JTW Data

Residence	Workplace	# of Employees	Route to Devens	Gateway	Jackson	Barnum	Verbeck	Shirley	Grant	
Ashburnham town	Shirley Town	50	12 SB/2 EB	8	38	12	0	0	0	
Ashby town	Shirley Town	40	2A EB	10	0	27	9	0	4	
Athol town	Shirley Town	65	2 EB	8	49	16	0	0	0	
			WB W. Main							
Ayer town	Shirley Town	205	St/Front St	9	0	46	46	92	21	
			90 WB/ 95 NB/2							
Boston city	Shirley Town	65	WB	3	49	16	0	0	0	
Cambridge city	Shirley Town	30	2 WB	3	22	8	0	0	0	
Chelmsford town	Shirley Town	55	495 SB/2 WB	1	27	28	0	0	0	
Clinton town	Shirley Town	60	70 NB	13	60	0	0	0	0	
Dracut town	Shirley Town	55	495 SB/2 WB	1	27	28	0	0	0	
Dunstable town	Shirley Town	30	111 SB	10	0	20	7	0	3	
Fitchburg city	Shirley Town	155	2 EB	8	116	39	0	0	0	
Gardner city	Shirley Town	220	2 EB	8	165	55	0	0	0	
Georgetown town	Shirley Town	25	495 SB/2 WB	1	12	13	0	0	0	
Groton town	Shirley Town	30	111 SB	10	0	20	7	0	3	
Lancaster town	Shirley Town	35	70 NB	13	35	0	0	0	0	
Leominster city	Shirley Town	245	2 EB	8	184	61	0	0	0	
Lowell city	Shirley Town	70	495 SB/2 WB	1	35	35	0	0	0	
Lunenburg town	Shirley Town	110	2A EB	9	0	25	25	50	10	
Methuen Town city	Shirley Town	40	495 SB/2 WB	1	20	20	0	0	0	
Newton city	Shirley Town	45	2 WB	3	34	11	0	0	0	
Pepperell town	Shirley Town	30	111 SB	9	0	7	7	14	2	
Rutland town	Shirley Town	30	190 NB/2 EB	8	23	7	0	0	0	
Shirley town	Shirley Town	540	Existing dist	0	0	0	0	0	0	
Southborough town	Shirley Town	35	495 NB/2 WB	5	26	9	0	0	0	
Templeton town	Shirley Town	35	2 EB	8	26	9	0	0	0	
Townsend town	Shirley Town	45	SB Townsend Rd	9	0	10	10	20	5	
Winchendon town	Shirley Town	50	140 SB/2 EB	8	38	12	0	0	0	
Woburn city	Shirley Town	30	3 NB/495 SB/2 WB	1	15	15	0	0	0	
Worcester city	Shirley Town	45	190 NB/2 EB	8	34	11	0	0	0	
					5693	3829	531	302	235	10590
					53.8%	36.2%	5.0%	2.9%	2.2%	

No Build Volumes

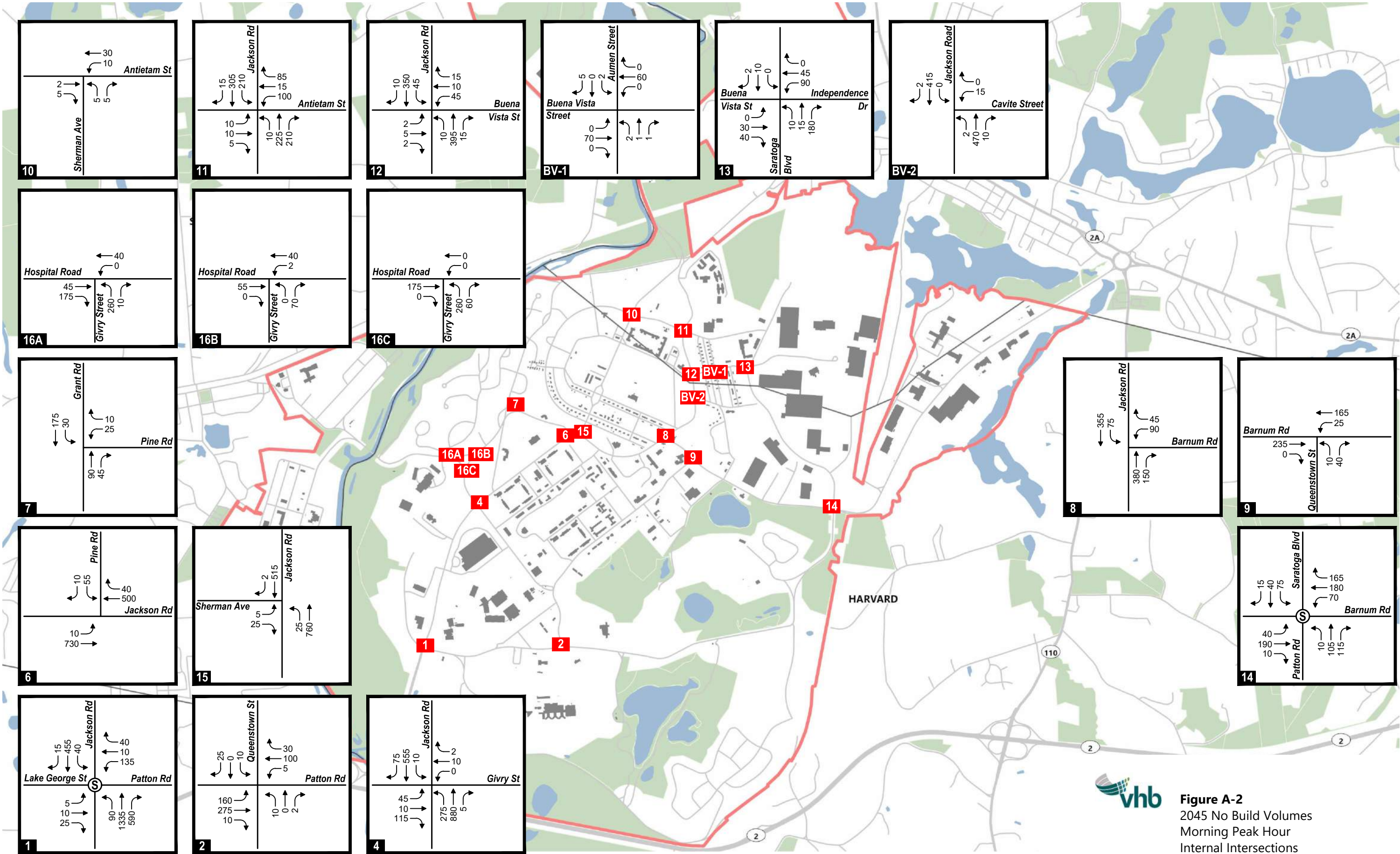
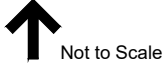
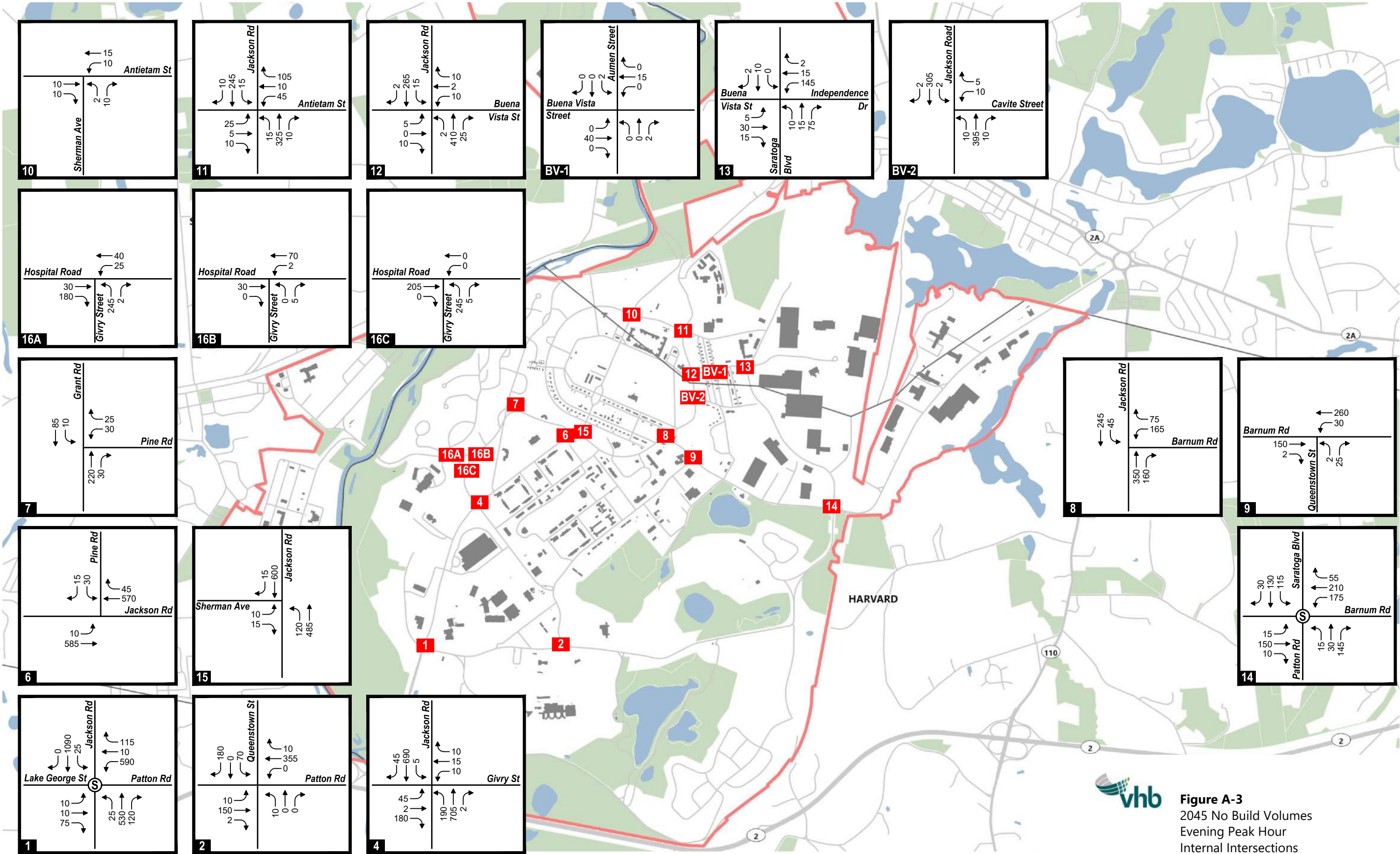


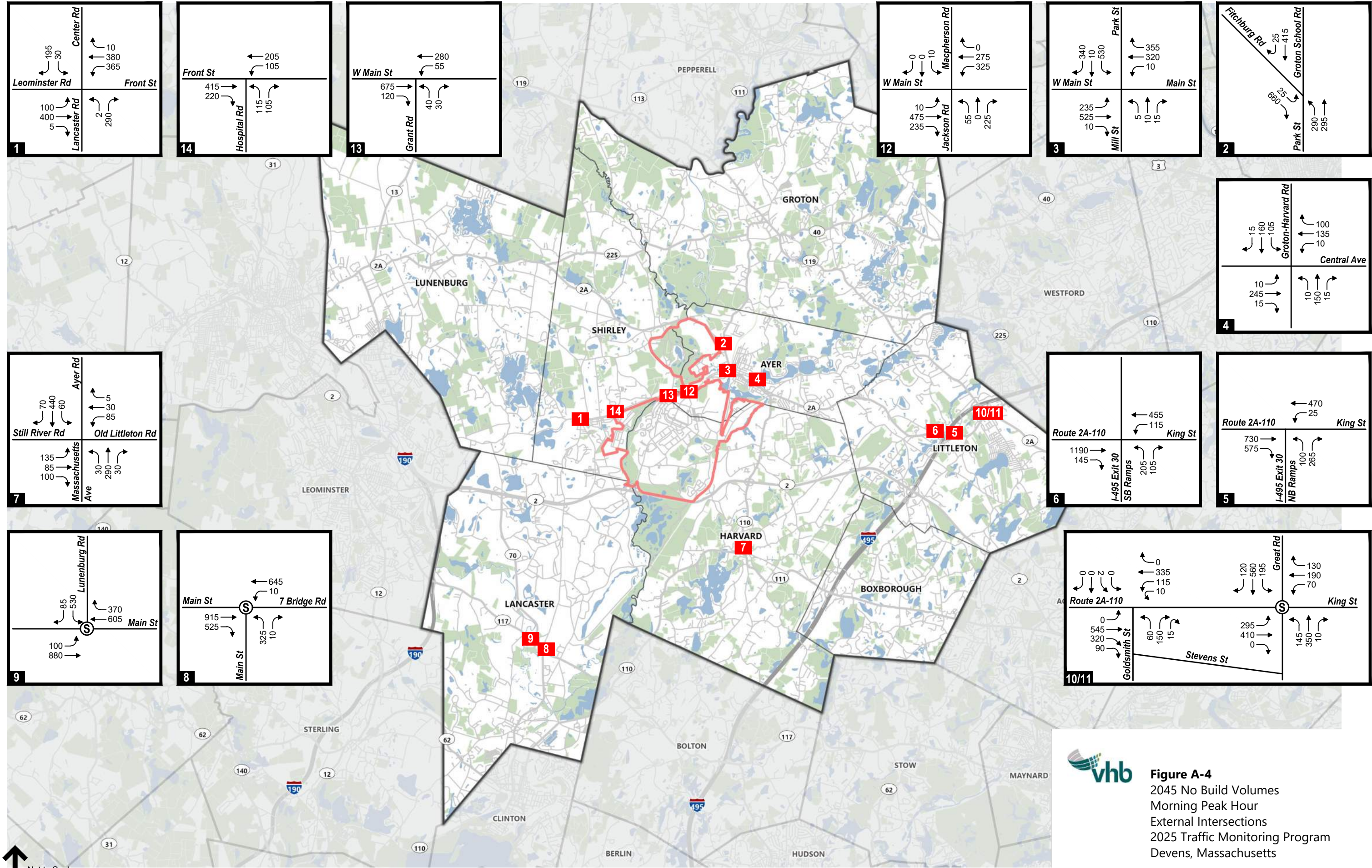
Figure A-2
2045 No Build Volumes
Morning Peak Hour
Internal Intersections
2025 Traffic Monitoring Program
Devens, Massachusetts

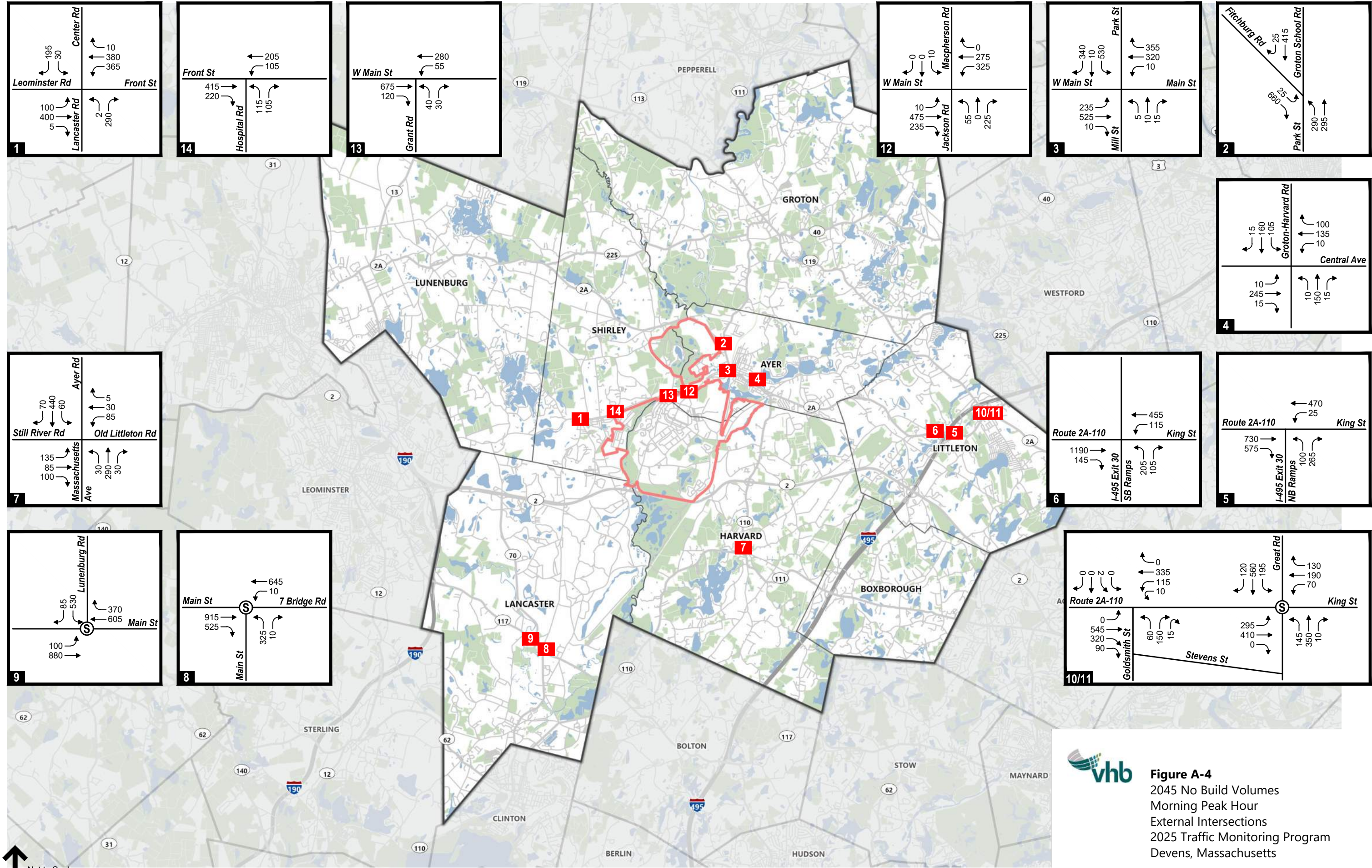


*Note: Intersections 3 and 5 were removed.



Figure A-3
2045 No Build Volumes
Evening Peak Hour
Internal Intersections
2025 Traffic Monitoring Program
Devens, Massachusetts





StreetLight Origin-Destination Data

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Zone is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination	Destination	Day Type	Day Part	Average Daily	Average Daily	Avg Travel Time (sec)	
		Zone	Zone Is Pass-Through	Zone					Zone Is Bi-Direction	O-D Traffic (StL Volume)			Origin Zone Traffic (StL Volume)	Destination Zone Traffic (StL Volume)		
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	00: All Day (12am-12am)	382	6492	961	225
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	01: 6am (6am-7am)	24	806	28	196
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	02: 7am (7am-8am)	13	943	22	218
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	03: 8am (8am-9am)	8	629	40	253
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	04: 9am (9am-10am)	13	393	30	331
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	05: 10am (10am-11am)	15	264	41	219
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	06: 11am (11am-12noon)	29	260	62	227
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	18	292	63	245
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	14	263	62	246
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	21	314	75	213
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	47	341	158	231
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	58	366	145	202
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	31	250	83	248
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	445	7615	1240	228
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	25	1030	30	177
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	17	1152	29	234
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	10	830	51	305
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	16	489	37	462
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	15	258	51	258
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	20	250	59	202
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	9	292	62	270
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	14	248	75	244
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	22	317	93	204
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	66	392	220	221
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes	yes	23	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	85	431	213	196

Mode of Travel	Origin Zone ID	Origin	Origin	Origin Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone	Destination Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
		Zone Name	Zone Is Pass-Through												
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	42	291	125	283
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	00: All Day (12am-12am)	364	6492	908	247
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	01: 6am (6am-7am)	27	806	30	223
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	02: 7am (7am-8am)	9	943	29	217
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	03: 8am (8am-9am)	19	629	43	226
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	04: 9am (9am-10am)	25	393	39	232
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	05: 10am (10am-11am)	23	264	41	219
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	06: 11am (11am-12noon)	22	260	42	216
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	24	292	47	206
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	18	263	41	267
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	34	314	105	251
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	34	341	113	220
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	51	366	176	333
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	24	250	101	228
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	409	7615	1123	266
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	39	1030	43	242
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	8	1152	19	205
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	18	830	29	221
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	25	489	41	259
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	28	258	45	227
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	24	250	51	218
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	21	292	41	210
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	9	248	37	344
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	38	317	131	296
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23 no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	44	392	148	222

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Destination	Destination	Destination	Destination	Destination	Destination	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily		Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
		Zone Name	Zone Is Pass-Through		Zone is Bi-Direction	Zone ID	Zone Name	Zone Is Pass-Through	Zone (degrees)	Zone is Bi-Direction				Origin Zone Traffic (StL Volume)	Destination Zone Traffic (StL Volume)		
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		3 Grant exiting	yes		44	no	1: Tues-Thurs (Tu-Th) 11: 4pm (4pm-5pm)	65	431		267	348
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		3 Grant exiting	yes		44	no	1: Tues-Thurs (Tu-Th) 12: 5pm (5pm-6pm)	35	291		155	227
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 00: All Day (12am-12am)	932	6492		2257	276
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 01: 6am (6am-7am)	27	806		79	287
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 02: 7am (7am-8am)	105	943		143	277
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 03: 8am (8am-9am)	60	629		98	275
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 04: 9am (9am-10am)	40	393		98	309
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 05: 10am (10am-11am)	39	264		97	266
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 06: 11am (11am-12noon)	51	260		161	276
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 07: 12pm (12noon-1pm)	53	292		157	288
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 08: 1pm (1pm-2pm)	61	263		126	293
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 09: 2pm (2pm-3pm)	63	314		162	273
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 10: 3pm (3pm-4pm)	60	341		222	324
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 11: 4pm (4pm-5pm)	66	366		276	287
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	0: All Days (M-Su) 12: 5pm (5pm-6pm)	84	250		213	257
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 00: All Day (12am-12am)	1014	7615		2642	278
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 01: 6am (6am-7am)	41	1030		108	264
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 02: 7am (7am-8am)	113	1152		169	290
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 03: 8am (8am-9am)	83	830		124	290
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 04: 9am (9am-10am)	51	489		110	336
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 05: 10am (10am-11am)	36	258		114	256
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 06: 11am (11am-12noon)	42	250		179	301
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 07: 12pm (12noon-1pm)	49	292		146	288
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 08: 1pm (1pm-2pm)	51	248		134	295
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no		4 Verbeck exiting	yes		22	no	1: Tues-Thurs (Tu-Th) 09: 2pm (2pm-3pm)	69	317		188	260

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	56	392	249	311
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	78	431	387	311
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	90	291	265	253
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	00: All Day (12am-12am)	298	6492	1945	424
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	01: 6am (6am-7am)	16	806	58	355
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	02: 7am (7am-8am)	27	943	73	364
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	03: 8am (8am-9am)	13	629	75	383
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	04: 9am (9am-10am)	9	393	69	414
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	05: 10am (10am-11am)	20	264	89	451
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	06: 11am (11am-12noon)	14	260	141	524
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	20	292	157	354
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	17	263	114	438
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	17	314	156	429
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	27	341	154	422
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	22	366	214	374
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	19	250	198	401
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	328	7615	2332	434
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	24	1030	66	363
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	38	1152	97	374
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	13	830	96	366
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	4	489	69	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	19	258	87	415
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	17	250	158	458
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	19	292	206	356
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson eyes		23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	18	248	132	455

Mode of Travel	Origin			Destination			Average Daily		Average Daily							
	Origin	Origin	Origin	Origin	Origin	Destination	Destination	Origin	Destination	Average Daily	Average Daily					
	Zone ID	Zone Name	Pass-Through	Direction (degrees)	Zone is Bi-Direction	Destination Zone ID	Destination Zone Name	Zone Is Pass-Through	Direction (degrees)	Zone is Bi-Direction	O-D Traffic (StL Volume)	Traffic (StL Volume)	Zone Traffic (StL Volume)	Avg Travel Time (sec)		
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	20	317	186	457
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	30	392	189	480
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	22	431	273	379
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	23	291	256	400
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	00: All Day (12am-12am)	4685	6492	11067	351
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	01: 6am (6am-7am)	757	806	1386	386
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	02: 7am (7am-8am)	840	943	1597	353
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	03: 8am (8am-9am)	555	629	1266	301
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	04: 9am (9am-10am)	317	393	716	348
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	05: 10am (10am-11am)	164	264	543	414
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	06: 11am (11am-12noon)	140	260	542	387
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	180	292	836	393
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	150	263	604	398
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	182	314	478	338
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	167	341	474	331
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	164	366	439	266
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	89	250	305	364
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	5665	7615	13679	345
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	958	1030	1797	378
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	1052	1152	2021	336
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	744	830	1727	295
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	417	489	905	333
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	155	258	662	386
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	148	250	614	329
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	198	292	988	440

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily		Average Daily		Avg Travel Time (sec)
													Average Daily	Origin Zone	Average Daily	Destination	
													O-D Traffic (StL Volume)	Traffic (StL Volume)	Zone Traffic (StL Volume)	Zone	
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	149	248	778	396	
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	174	317	577	335	
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	191	392	575	367	
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	170	431	517	288	
All Vehicles CVD Plus - StL All Vehicles Volume	1	Jackson e	yes	23	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	98	291	336	404	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	00: All Day (12am-12am)	61	1981	961	511	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	02: 7am (7am-8am)	0	198	22	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	03: 8am (8am-9am)	0	153	40	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	04: 9am (9am-10am)	0	78	30	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	05: 10am (10am-11am)	1	102	41	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	06: 11am (11am-12noon)	1	138	62	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	1	181	63	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	1	144	62	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	5	133	75	648	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	7	99	158	474	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	9	165	145	458	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	17	134	83	496	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	83	2366	1240	509	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	1	208	51	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	1	107	51	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	2	210	62	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	4	162	93	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	11	109	220	442	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	9	191	213	461	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	33	174	125	501	

Mode of Travel	Origin Zone ID	Origin Zone	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
		Pass-Through	Direction	Zone is Bi-Direction	Destination	Destination	Destination	O-D Traffic	Origin Zone	Destination						
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	00: All Day (12am-12am)	9	1981	908	640
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	01: 6am (6am-7am)	0	168	30	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	05: 10am (10am-11am)	0	102	41	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	06: 11am (11am-12noon)	0	138	42	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	0	181	47	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	0	144	41	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	1	133	105	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	1	99	113	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	1	165	176	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	0	134	101	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	11	2366	1123	512
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	1	159	51	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	4	162	131	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	2	109	148	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	174	155	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	00: All Day (12am-12am)	68	1981	2257	649
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	01: 6am (6am-7am)	1	168	79	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	02: 7am (7am-8am)	1	198	143	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	03: 8am (8am-9am)	6	153	98	550
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	05: 10am (10am-11am)	3	102	97	320
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	06: 11am (11am-12noon)	4	138	161	1162
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	2	181	157	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	1	144	126	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	2	133	162	410
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	5	99	222	429

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Zone is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination	Destination	Day Type	Day Part	Average Daily	Average Daily	Avg Travel Time (sec)	
		Zone Name	Zone Is Pass-Through	Zone					Zone is Bi-Direction	O-D Traffic (StL Volume)			Origin Zone Traffic (StL Volume)	Destination Zone Traffic (StL Volume)		
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		0: All Days (M-Su)	11: 4pm (4pm-5pm)	20	165	276	710
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		0: All Days (M-Su)	12: 5pm (5pm-6pm)	10	134	213	748
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	86	2366	2642	621
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	1	195	108	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	2	264	169	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	12	208	124	580
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	5	107	114	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	2	159	179	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	1	210	146	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	1	180	134	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	1	162	188	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	4	109	249	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	24	191	387	672
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		4	Verbeck exiting yes		22 no		1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	13	174	265	746
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	00: All Day (12am-12am)	1462	1981	11067	411
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	01: 6am (6am-7am)	163	168	1386	373
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	02: 7am (7am-8am)	194	198	1597	326
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	03: 8am (8am-9am)	123	153	1266	405
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	04: 9am (9am-10am)	66	78	716	399
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	05: 10am (10am-11am)	75	102	543	391
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	06: 11am (11am-12noon)	108	138	542	569
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	07: 12pm (12noon-1pm)	150	181	836	513
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	08: 1pm (1pm-2pm)	99	144	604	387
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	09: 2pm (2pm-3pm)	92	133	478	427
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens no		N/A no		0: All Days (M-Su)	10: 3pm (3pm-4pm)	53	99	474	332

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Destination Zone Is Pass-Through	Destination Zone (degrees)	Destination Zone is Bi-Direction	Destination Zone (degrees)	Destination Zone is Bi-Direction	Day Type	Day Part	Average Daily		Average Daily		Avg Travel Time (sec)
		Zone	Zone Is Pass-Through	Zone								Zone	O-D Traffic (StL Volume)	Origin Zone Traffic (StL Volume)	Destination Zone Traffic (StL Volume)	
		Name	Through	Direction (degrees)								Direction	Zone	Zone	Zone	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	55	165	439	429
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	56	134	305	389
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	1773	2366	13679	390
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	191	195	1797	335
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	261	264	2021	318
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	165	208	1727	362
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	78	89	905	387
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	79	107	662	393
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	131	159	614	587
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	181	210	988	600
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	141	180	778	351
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	124	162	577	385
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	55	109	575	238
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	62	191	517	369
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Devens	no		N/A no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	59	174	336	333
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	00: All Day (12am-12am)	360	1981	5636	416
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	01: 6am (6am-7am)	6	168	188	357
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	02: 7am (7am-8am)	7	198	199	372
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	03: 8am (8am-9am)	16	153	269	437
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	04: 9am (9am-10am)	10	78	210	433
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	05: 10am (10am-11am)	14	102	202	444
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	06: 11am (11am-12noon)	20	138	280	467
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	27	181	299	527
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	36	144	349	419
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e yes		245 no		N/A	Jackson exiting	yes		203 no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	30	133	563	390

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	30	99	826	398
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	73	165	733	404
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	43	134	549	385
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	398	2366	6683	427
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	6	195	243	366
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	8	264	235	383
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	19	208	330	457
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	10	89	242	522
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	12	107	220	408
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	21	159	276	449
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	28	210	316	612
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	31	180	369	462
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	28	162	641	409
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	32	109	1077	397
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	90	191	944	415
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Barnum e	yes	245	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	57	174	735	371
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	00: All Day (12am-12am)	3	836	961	486
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	03: 8am (8am-9am)	0	91	40	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	05: 10am (10am-11am)	0	39	41	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	0	31	63	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	1	31	158	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	1	1067	1240	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	1	33	220	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	00: All Day (12am-12am)	5	836	2257	918
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	03: 8am (8am-9am)	0	91	98	N/A

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	06: 11am (11am-12noon)	1	27	161	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	0	30	162	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	0	31	222	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	2	24	213	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	1	1067	2642	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	1	33	249	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	00: All Day (12am-12am)	3	836	1945	597
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	02: 7am (7am-8am)	0	124	73	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	04: 9am (9am-10am)	0	46	69	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	06: 11am (11am-12noon)	0	27	141	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	0	30	114	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	0	30	156	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	0	31	154	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	2	1067	2332	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	1	178	97	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	1	33	189	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	00: All Day (12am-12am)	523	836	11067	468
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	01: 6am (6am-7am)	113	159	1386	349
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	02: 7am (7am-8am)	87	124	1597	330
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	03: 8am (8am-9am)	81	91	1266	359
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	04: 9am (9am-10am)	23	46	716	315
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	05: 10am (10am-11am)	17	39	543	307
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	06: 11am (11am-12noon)	4	27	542	290
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	11	31	836	864
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	16	30	604	355

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	11	30	478	541
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	14	31	474	369
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	10	24	439	260
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	4	24	305	492
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	727	1067	13679	440
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	164	240	1797	301
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	126	178	2021	336
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	120	125	1727	330
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	31	56	905	349
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	26	53	662	227
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	7	27	614	280
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	18	36	988	247
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	20	34	778	414
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	16	32	577	634
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	16	33	575	398
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	15	28	517	274
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	4	16	336	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	00: All Day (12am-12am)	313	836	5636	227
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	01: 6am (6am-7am)	52	159	188	207
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	02: 7am (7am-8am)	41	124	199	224
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	03: 8am (8am-9am)	14	91	269	228
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	04: 9am (9am-10am)	22	46	210	221
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	05: 10am (10am-11am)	21	39	202	218
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	06: 11am (11am-12noon)	20	27	280	301
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	20	31	299	231

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily		Average Daily		Avg Travel Time (sec)
													O-D Traffic (StL Volume)	Origin Zone Traffic (StL Volume)	Destination Zone Traffic (StL Volume)		
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	14	30	349	225	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	18	30	563	229	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	11	31	826	229	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	11	24	733	222	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	13	24	549	218	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	358	1067	6683	231	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	85	240	243	206	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	58	178	235	226	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	10	125	330	244	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	25	56	242	230	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	27	53	220	225	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	18	27	276	363	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	18	36	316	220	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	14	34	369	231	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	16	32	641	255	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	13	33	1077	226	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	9	28	944	235	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Grant ent	yes	224	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	10	16	735	231	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	00: All Day (12am-12am)	6	770	908	749	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	03: 8am (8am-9am)	1	137	43	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	06: 11am (11am-12noon)	0	37	42	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	1	30	41	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	1	38	105	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	1	28	101	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	5	1067	1123	N/A	

Mode of Travel	Origin		Origin		Origin		Destination		Destination		Destination		Average Daily		Average Daily		Avg Travel Time (sec)
	Origin	Origin	Zone Is	Zone	Zone is Bi-	Destination	Destination	Destination	Zone	Destination		Average Daily	Origin Zone	Destination			
	Zone ID	Zone Name	Pass-Through	Direction (degrees)	Direction	Zone ID	Zone Name	Zone Is Pass-Through	Direction (degrees)	Zone is Bi-Direction	Day Type	Day Part	O-D Traffic (StL Volume)	Traffic (StL Volume)	Zone Traffic (StL Volume)		
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	1	46	51	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	1	38	37	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	34	155	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	00: All Day (12am-12am)	14	770	2257	492	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	03: 8am (8am-9am)	1	137	98	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	04: 9am (9am-10am)	0	40	98	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	06: 11am (11am-12noon)	1	37	161	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	2	43	157	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	1	30	126	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	2	38	162	500	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	1	33	222	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	0	24	276	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	1	28	213	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	19	1067	2642	552	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	4	205	124	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	1	53	110	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	1	46	179	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	5	51	146	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	1	38	134	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	2	50	188	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	1	39	249	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	4	Verbeck exiting	yes	22	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	34	265	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	00: All Day (12am-12am)	47	770	1945	490	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	03: 8am (8am-9am)	1	137	75	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	05: 10am (10am-11am)	1	27	89	N/A	

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin	Origin	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily		Average Daily		Avg Travel Time (sec)
			Zone Is	Zone					Zone				Destination	O-D Traffic (StL Volume)	Traffic (StL Volume)	Zone Traffic (StL Volume)	
			Pass-Through	Direction (degrees)					Direction				Direction (degrees)	Direction	Origin Zone	Destination	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	06: 11am (11am-12noon)	1		37	141	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	2		43	157	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	1		30	114	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	1		38	156	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	1		24	214	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	0		28	198	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	67	1067	2332	463	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	2	205	96	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	1	30	87	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	1	46	158	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	2	51	206	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	1	38	132	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	4	50	186	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	2	39	273	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no		5 Barnum exiting	yes		65 no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	34	256	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	00: All Day (12am-12am)	484	770	11067	324	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	01: 6am (6am-7am)	70	87	1386	297	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	02: 7am (7am-8am)	92	109	1597	263	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	03: 8am (8am-9am)	105	137	1266	250	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	04: 9am (9am-10am)	22	40	716	301	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	05: 10am (10am-11am)	17	27	543	265	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	06: 11am (11am-12noon)	17	37	542	352	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	26	43	836	333	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	17	30	604	414	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en yes			132 no	N/A	Devens	no		N/A no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	13	38	478	371	

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	21	33	474	254
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	10	24	439	343
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	15	28	305	360
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	701	1067	13679	331
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	97	124	1797	293
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	147	166	2021	275
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	164	205	1727	260
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	28	53	905	356
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	23	30	662	284
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	23	46	614	320
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	29	51	988	395
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	24	38	778	488
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	22	50	577	396
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	27	39	575	255
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	17	39	517	379
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	20	34	336	214
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	00: All Day (12am-12am)	200	770	5636	241
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	01: 6am (6am-7am)	20	87	188	202
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	02: 7am (7am-8am)	22	109	199	204
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	03: 8am (8am-9am)	27	137	269	203
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	04: 9am (9am-10am)	12	40	210	184
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	05: 10am (10am-11am)	8	27	202	218
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	06: 11am (11am-12noon)	13	37	280	229
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	11	43	299	274
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley	en	yes	132	no	N/A Jackson exiting	yes	203	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	8	30	349	236

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	18	38	563	302
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	6	33	826	194
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	8	24	733	230
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	7	28	549	211
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	247	1067	6683	218
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	30	124	243	193
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	28	166	235	206
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	40	205	330	199
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	16	53	242	190
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	6	30	220	194
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	14	46	276	276
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	11	51	316	248
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	7	38	369	200
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	22	50	641	277
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	5	39	1077	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	14	39	944	220
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Shirley en	yes	132	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	5	34	735	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	00: All Day (12am-12am)	5	2062	961	684
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	02: 7am (7am-8am)	0	252	22	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	04: 9am (9am-10am)	0	95	30	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	05: 10am (10am-11am)	0	113	41	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	0	149	63	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	1	89	75	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	0	147	158	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck e	yes	202	no	2	Shirley exiting	yes	312	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	0	141	83	N/A

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Zone is Bi-Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone (degrees)	Destination Zone is Bi-Direction	Day Type	Day Part	Average Daily		Average Daily		Avg Travel Time (sec)
		Zone Name	Zone Is Pass-Through	Zone Direction (degrees)									Zone is Bi-Direction	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	
		Pass-Through	Direction (degrees)	Direction									Zone Traffic (StL Volume)				
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	10	2406	1240	771	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	1	336	29	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	1	130	51	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	1	158	62	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	1	95	93	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	1	198	220	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	2	Shirley exiting	yes	312	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	151	125	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	00: All Day (12am-12am)	11	2062	908	572	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	02: 7am (7am-8am)	1	252	29	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	03: 8am (8am-9am)	0	176	43	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	04: 9am (9am-10am)	0	95	39	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	06: 11am (11am-12noon)	0	106	42	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	1	149	47	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	2	147	113	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	1	133	176	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	1	141	101	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	17	2406	1123	587	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	4	336	19	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	1	106	51	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	2	158	41	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	4	198	148	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	2	143	267	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	3	Grant exiting	yes	44	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	1	151	155	N/A	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	00: All Day (12am-12am)	64	2062	1945	578	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	01: 6am (6am-7am)	8	184	58	306	

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass-Through	Origin Zone Direction (degrees)	Origin Zone Is Bi-Directional	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination Zone Direction (degrees)	Destination Zone Is Bi-Directional	Day Type	Day Part	Average Daily	Average Daily	Avg Travel Time (sec)	
													O-D Traffic	Origin Zone		Destination
													(StL Volume)	Traffic (StL Volume)		Zone Traffic (StL Volume)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	02: 7am (7am-8am)	8	252	73	534
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	03: 8am (8am-9am)	8	176	75	483
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	04: 9am (9am-10am)	5	95	69	402
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	05: 10am (10am-11am)	4	113	89	856
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	06: 11am (11am-12noon)	3	106	141	383
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	3	149	157	479
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	4	124	114	427
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	2	89	156	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	2	147	154	358
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	3	133	214	592
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	3	141	198	2014
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	56	2406	2332	724
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	8	238	66	305
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	10	336	97	371
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	6	222	96	394
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	1	95	69	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	6	130	87	966
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	2	106	158	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	2	158	206	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	2	140	132	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	2	95	186	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	4	198	189	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	2	143	273	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	5	Barnum exiting	yes	65	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	2	151	256	N/A
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	yes	202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	00: All Day (12am-12am)	1254	2062	11067	300

Mode of Travel	Origin		Origin	Origin		Destination		Destination		Average Daily		Average Daily				
	Origin	Origin	Zone Is	Zone	Origin	Destination	Destination	Zone	Destination	Average Daily	Origin Zone	Average Daily	Destination			
	Zone ID	Zone Name	Pass-Through	Direction (degrees)	Zone is Bi-Direction	Zone ID	Zone Name	Zone Is Pass-Through	Direction (degrees)	Zone is Bi-Direction	O-D Traffic (StL Volume)	Traffic (StL Volume)	Zone Traffic (StL Volume)	Avg Travel Time (sec)		
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	01: 6am (6am-7am)	145	184	1386	252
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	02: 7am (7am-8am)	192	252	1597	240
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	03: 8am (8am-9am)	111	176	1266	273
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	04: 9am (9am-10am)	53	95	716	307
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	05: 10am (10am-11am)	68	113	543	188
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	06: 11am (11am-12noon)	69	106	542	258
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	101	149	836	337
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	80	124	604	227
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	36	89	478	183
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	47	147	474	233
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	57	133	439	213
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	67	141	305	260
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	1531	2406	13679	305
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	198	238	1797	235
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	255	336	2021	250
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	140	222	1727	216
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	60	95	905	322
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	83	130	662	209
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	83	106	614	314
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	111	158	988	345
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	94	140	778	189
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	45	95	577	186
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	72	198	575	230
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	62	143	517	237
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck € yes		202	no	N/A	Devens	no	N/A	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm-6pm)	71	151	336	228

Mode of Travel	Origin Zone ID	Origin	Origin	Origin	Zone is Bi-Directional	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass-Through	Destination	Destination	Day Type	Day Part	Average Daily	Average Daily	Avg Travel Time (sec)		
		Zone	Zone Is	Zone					Zone	Zone			Zone	O-D Traffic		Origin Zone	Destination
		Name	Pass-Through	Direction (degrees)					Direction	Direction			Direction	(StL Volume)		Traffic (StL Volume)	Zone Traffic (StL Volume)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	00: All Day (12am-12am)	729	2062	5636	291	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	01: 6am (6am-7am)	44	184	188	242	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	02: 7am (7am-8am)	44	252	199	407	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	03: 8am (8am-9am)	52	176	269	301	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	04: 9am (9am-10am)	37	95	210	299	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	05: 10am (10am-11am)	43	113	202	292	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	06: 11am (11am-12noon)	32	106	280	301	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	07: 12pm (12noon-1pm)	45	149	299	290	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	08: 1pm (1pm-2pm)	36	124	349	286	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	09: 2pm (2pm-3pm)	46	89	563	302	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	10: 3pm (3pm-4pm)	89	147	826	295	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	11: 4pm (4pm-5pm)	67	133	733	282	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	0: All Days (M-Su)	12: 5pm (5pm-6pm)	58	141	549	278	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	00: All Day (12am-12am)	811	2406	6683	295	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	01: 6am (6am-7am)	50	238	243	233	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	02: 7am (7am-8am)	56	336	235	411	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	03: 8am (8am-9am)	65	222	330	307	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	04: 9am (9am-10am)	35	95	242	285	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	05: 10am (10am-11am)	46	130	220	325	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	06: 11am (11am-12noon)	22	106	276	274	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	07: 12pm (12noon-1pm)	44	158	316	321	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	08: 1pm (1pm-2pm)	33	140	369	277	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	09: 2pm (2pm-3pm)	46	95	641	271	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	10: 3pm (3pm-4pm)	114	198	1077	282	
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck	€ yes	202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	11: 4pm (4pm-5pm)	73	143	944	313	

Mode of Travel	Origin Zone ID	Origin Zone Name	Origin Zone Is Pass- Through	Origin Zone Direction (degrees)	Origin Zone is Bi- Direction	Destination Zone ID	Destination Zone Name	Destination Zone Is Pass- Through	Destination Zone Direction (degrees)	Destination Zone is Bi- Direction	Day Type	Day Part	Average Daily O-D Traffic (StL Volume)	Average Daily Origin Zone Traffic (StL Volume)	Average Daily Destination Zone Traffic (StL Volume)	Avg Travel Time (sec)
All Vehicles CVD Plus - StL All Vehicles Volume	N/A	Verbeck eyes		202	no	N/A	Jackson exiting	yes	203	no	1: Tues-Thurs (Tu-Th)	12: 5pm (5pm- 6pm)	69	151	735	290

PTV Vistro Results

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Devens 5-Year Traffic Monitoring Study

Vistro File: \\...\\Devens_V2.vistro

Scenario 1 EX_AM

Report File: \\...\\EX_AM_v3_10.2.2025.pdf

10/2/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	WB Left	0.724	14.6	B
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.022	16.7	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	EB Left	1.173	434.4	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.202	21.0	C
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	SB Thru	0.194	8.0	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.211	19.1	C
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.024	11.1	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.053	7.1	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	WB Left	1.033	230.0	F
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	EB Left	0.020	23.5	C
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Thru	0.038	12.3	B
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	SB Left	0.568	15.3	B
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.015	18.7	C
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	1.164	155.5	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	SB Left	2.391	720.2	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	SB Left	0.260	22.1	C
	E-5: King Street (Route 2A)		HCM 6th				

19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	Two-way stop	HCM 6th Edition	NB Left	0.403	35.6	E
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	1.448	319.7	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	0.763	19.8	C
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	0.535	10.6	B
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	SB Left	0.574	19.4	B
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	NB Left	0.686	32.6	C
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	SEB Left	0.024	26.7	D
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	NB Left	0.623	87.9	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	0.122	18.5	C
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	0.515	47.6	E
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.059	4.2	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.002	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.208	10.6	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.021	27.1	D
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.110	20.0	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street**

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name				Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name				Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	60	880	390	25	300	10	2	5	15	90	5	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	5.00	4.00	6.00	13.00	0.00	0.00	0.00	20.00	33.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	880	390	25	300	10	2	5	15	90	5	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.8500	0.8500	0.8500	0.5300	0.5300	0.5300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	239	106	7	88	3	1	2	7	27	2	8
Total Analysis Volume [veh/h]	65	957	424	29	353	12	4	9	28	108	6	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	25	0	0	25	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	35	0	0	35	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	53	53	53	53	53	53
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	8	8	8
g / C, Green / Cycle	0.67	0.67	0.67	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.63	0.27	0.37	0.02	0.09	0.03
s, saturation flow rate [veh/h]	1617	1551	1055	1672	1173	1225
c, Capacity [veh/h]	1133	1018	765	335	232	191
d1, Uniform Delay [s]	7.58	4.34	6.36	19.45	21.09	19.56
k, delay calibration	0.50	0.50	0.50	0.15	0.15	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.58	1.26	2.47	0.23	2.07	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.42	0.52	0.12	0.47	0.19
d, Delay for Lane Group [s/veh]	19.16	5.59	8.83	19.68	23.16	20.23
Lane Group LOS	B	A	A	B	C	C
Critical Lane Group	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.18	1.52	2.32	0.43	1.29	0.39
50th-Percentile Queue Length [ft/ln]	204.62	37.98	58.09	10.64	32.18	9.81
95th-Percentile Queue Length [veh/ln]	12.88	2.73	4.18	0.77	2.32	0.71
95th-Percentile Queue Length [ft/ln]	321.92	68.37	104.57	19.15	57.93	17.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.16	19.16	5.59	8.83	8.83	8.83	19.68	19.68	19.68	23.16	20.23	20.23
Movement LOS	B	B	A	A	A	A	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	15.18			8.83			19.68			22.43		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	14.55											
Intersection LOS	B											
Intersection V/C	0.724											

Emissions

Vehicle Miles Traveled [mph]	412.53	171.15	184.86	3.32	63.05	21.02
Stops [stops/h]	560.55	104.05	159.15	29.14	88.16	26.86
Fuel consumption [US gal/h]	24.06	8.10	9.20	0.46	3.59	1.16
CO [g/h]	1682.10	566.40	642.92	32.29	251.06	81.21
NOx [g/h]	327.28	110.20	125.09	6.28	48.85	15.80
VOC [g/h]	389.84	131.27	149.00	7.48	58.19	18.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	17.23	0.00	17.23
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.367	0.000	2.150
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1141	1141	761	761
d_b, Bicycle Delay [s]	4.84	4.84	10.09	10.09
I_b,int, Bicycle LOS Score for Intersection	3.946	2.210	1.627	1.797
Bicycle LOS	D	B	A	A

Sequence

Ring 1	2	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	5	0	1	5	0	15	105	180	5	2	65	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	23.00	2.00	11.00	0.00	0.00	26.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	5	0	15	105	180	5	2	65	20
Peak Hour Factor	0.7500	1.0000	0.2500	0.7500	1.0000	0.5400	0.7000	0.6600	0.8800	0.5000	0.7700	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	2	0	7	38	68	1	1	21	7
Total Analysis Volume [veh/h]	7	0	4	7	0	28	150	273	6	4	84	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.03	0.10	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.70	16.43	9.94	16.24	16.31	9.28	7.71	0.00	0.00	7.79	0.00	0.00
Movement LOS	C	C	A	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.17	0.17	0.17	0.34	0.34	0.34	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.11	2.11	2.11	4.13	4.13	4.13	8.46	8.46	8.46	0.23	0.23	0.23
d_A, Approach Delay [s/veh]	14.24			10.68			2.70			0.27		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.90											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	434.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.173

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	180	580	2	5	365	50	30	5	75	0	5	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	3.00	50.00	0.00	4.00	31.00	29.00	0.00	8.00	0.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	580	2	5	365	50	30	5	75	0	5	1
Peak Hour Factor	0.6500	0.8900	0.5000	0.3800	0.8800	0.8100	0.7000	0.4200	0.6900	1.0000	0.5000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	163	1	3	104	15	11	3	27	0	3	1
Total Analysis Volume [veh/h]	277	652	4	13	415	62	43	12	109	0	10	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.01	0.00	0.01	0.00	0.00	1.17	0.22	0.18	0.00	0.19	0.01
d_M, Delay for Movement [s/veh]	9.57	0.00	0.00	8.88	0.00	0.00	434.38	401.29	342.16	130.03	85.38	28.38
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	D
95th-Percentile Queue Length [veh/ln]	1.04	1.04	1.04	0.04	0.04	0.04	12.41	12.41	12.41	0.69	0.69	0.69
95th-Percentile Queue Length [ft/ln]	26.10	26.10	26.10	1.05	1.05	1.05	310.35	310.35	310.35	17.14	17.14	17.14
d_A, Approach Delay [s/veh]	2.84			0.24			370.66			69.09		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	40.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	5	480	330	25	35	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	4.00	4.00	8.00	14.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	480	330	25	35	5
Peak Hour Factor	0.5000	0.9200	0.8600	0.6000	0.6400	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	130	96	10	14	3
Total Analysis Volume [veh/h]	10	522	384	42	55	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.20	0.02
d_M, Delay for Movement [s/veh]	8.44	0.00	0.00	0.00	21.05	13.35
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.74	0.74
95th-Percentile Queue Length [ft/ln]	0.72	0.72	0.00	0.00	18.57	18.57
d_A, Approach Delay [s/veh]	0.16		0.00		19.86	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.34					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	60	30	20	115	15	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	14.00	0.00	4.00	12.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	30	20	115	15	5
Peak Hour Factor	0.7900	0.5400	0.8300	0.8100	0.7100	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	14	6	35	5	4
Total Analysis Volume [veh/h]	76	56	24	142	21	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	885	857	795
Degree of Utilization, x	0.15	0.19	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.52	0.71	0.14
95th-Percentile Queue Length [ft]	13.07	17.87	3.55
Approach Delay [s/veh]	7.78	8.21	7.74
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.99		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.211

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	250	100	50	235	60	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	10.00	16.00	1.00	5.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	100	50	235	60	30
Peak Hour Factor	0.7200	0.7500	0.6300	0.8300	0.8800	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	33	20	71	17	10
Total Analysis Volume [veh/h]	347	133	79	283	68	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.21	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	8.85	0.00	19.10	10.64
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.25	0.25	0.78	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.33	6.33	19.53	4.69
d_A, Approach Delay [s/veh]	0.00		1.93		15.97	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.55					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	5	25	155	0	15	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	7.00	0.00	0.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	25	155	0	15	110
Peak Hour Factor	0.3300	0.5900	0.8100	1.0000	0.6700	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	11	48	0	6	33
Total Analysis Volume [veh/h]	15	42	191	0	22	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.11	9.63	0.00	0.00	7.62	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	5.94	5.94	0.00	0.00	1.20	1.20
d_A, Approach Delay [s/veh]	10.02		0.00		1.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.84					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	2	0	2	0	0	0	0	1	2	5	20	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	2	0	0	0	0	1	2	5	20	0
Peak Hour Factor	0.5000	1.0000	0.2500	1.0000	1.0000	1.0000	1.0000	0.2500	0.5000	0.5000	0.5300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	0	1	1	3	9	0
Total Analysis Volume [veh/h]	4	0	8	0	0	0	0	4	4	10	38	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	978	894	982	907
Degree of Utilization, x	0.01	0.00	0.01	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	0.00	0.02	0.17
95th-Percentile Queue Length [ft]	0.93	0.00	0.62	4.19
Approach Delay [s/veh]	6.73	0.00	6.70	7.19
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.05			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	230.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.033

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	5	150	140	140	200	10	5	5	2	65	10	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	2.00	1.00	5.00	13.00	0.00	0.00	50.00	3.00	11.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	150	140	140	200	10	5	5	2	65	10	55
Peak Hour Factor	0.5000	0.8300	0.5900	0.6100	0.9200	0.3300	0.4400	0.5000	0.5000	0.3800	0.3800	0.4500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	45	59	57	54	8	3	3	1	43	7	31
Total Analysis Volume [veh/h]	10	181	237	230	217	30	11	10	4	171	26	122
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.20	0.00	0.00	0.09	0.06	0.01	1.03	0.15	0.17
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	8.93	0.00	0.00	40.01	32.61	14.65	229.98	229.21	213.13
Movement LOS	A	A	A	A	A	A	E	D	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.75	0.75	0.75	0.56	0.56	0.56	17.27	17.27	17.27
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.57	18.70	18.70	18.70	14.11	14.11	14.11	431.80	431.80	431.80
d_A, Approach Delay [s/veh]	0.18			4.30			32.99			223.47		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	59.44											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 10: I-12: Jackson Road at Buena Vista Street**

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	5	260	10	30	230	5	1	2	1	30	5	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	8.00	0.00	4.00	0.00	100.00	0.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	260	10	30	230	5	1	2	1	30	5	10
Peak Hour Factor	0.7500	0.7200	0.7500	0.8600	0.7600	0.4200	0.2500	0.5000	0.2500	0.4700	0.3800	0.4500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	90	3	9	76	3	1	1	1	16	3	6
Total Analysis Volume [veh/h]	7	361	13	35	303	12	4	4	4	64	13	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.00	0.00	0.02	0.01	0.01	0.21	0.04	0.03
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	8.10	0.00	0.00	23.46	16.68	10.34	20.85	20.24	14.29
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.09	0.09	0.09	0.12	0.12	0.12	1.14	1.14	1.14
95th-Percentile Queue Length [ft/ln]	0.42	0.42	0.42	2.26	2.26	2.26	2.95	2.95	2.95	28.59	28.59	28.59
d_A, Approach Delay [s/veh]	0.14			0.81			16.82			19.32		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	2.91											
Intersection LOS	C											

Intersection Level Of Service Report**Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	5	10	120	0	5	1	0	20	25	60	30	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	22.00	0.00	0.00	100.00	0.00	5.00	4.00	52.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	120	0	5	1	0	20	25	60	30	0
Peak Hour Factor	0.5000	0.4600	0.8200	1.0000	0.5000	0.2500	1.0000	0.6800	0.8600	0.6700	0.4400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	37	0	3	1	0	7	7	22	17	0
Total Analysis Volume [veh/h]	10	22	146	0	10	4	0	29	29	90	68	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.15	0.00	0.02	0.01	0.00	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.97	12.30	9.76	13.03	11.49	9.76	7.33	0.00	0.00	8.03	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.77	0.77	0.77	0.07	0.07	0.07	0.00	0.00	0.00	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	19.13	19.13	19.13	1.75	1.75	1.75	0.00	0.00	0.00	5.67	5.67	5.67
d_A, Approach Delay [s/veh]	10.20			11.00			0.00			4.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	6.60											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road**

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	5	70	75	50	25	10	25	125	5	45	120	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	17.00	9.00	37.00	65.00	45.00	17.00	5.00	0.00	13.00	6.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	70	75	50	25	10	25	125	5	45	120	110
Peak Hour Factor	0.7500	0.7300	0.6400	0.5400	0.9600	0.5500	0.8200	0.9100	0.5800	0.8700	0.9000	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	24	29	23	7	5	8	34	2	13	33	35
Total Analysis Volume [veh/h]	7	96	117	93	26	18	30	137	9	52	133	139
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	16	16	16	12	12	12	12
g / C, Green / Cycle	0.35	0.35	0.35	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.21	0.40	0.02	0.03	0.08	0.05	0.16
s, saturation flow rate [veh/h]	1057	295	1041	974	1805	1132	1660
c, Capacity [veh/h]	445	240	359	239	479	343	441
d1, Uniform Delay [s]	11.89	15.83	10.11	19.99	13.61	16.89	14.96
k, delay calibration	0.04	0.40	0.04	0.04	0.04	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	5.75	0.02	0.09	0.13	0.08	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.50	0.05	0.13	0.30	0.15	0.62
d, Delay for Lane Group [s/veh]	12.20	21.58	10.14	20.07	13.74	16.97	15.48
Lane Group LOS	B	C	B	C	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.46	1.47	0.10	0.28	1.06	0.43	2.20
50th-Percentile Queue Length [ft/ln]	36.60	36.87	2.58	7.02	26.52	10.87	55.02
95th-Percentile Queue Length [veh/ln]	2.64	2.65	0.19	0.51	1.91	0.78	3.96
95th-Percentile Queue Length [ft/ln]	65.89	66.37	4.65	12.63	47.73	19.57	99.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.20	12.20	12.20	21.58	21.58	10.14	20.07	13.74	13.74	16.97	15.48	15.48
Movement LOS	B	B	B	C	C	B	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	12.20			20.08			14.82			15.72		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	15.33											
Intersection LOS	B											
Intersection V/C	0.568											

Emissions

Vehicle Miles Traveled [mph]	72.07	88.92	13.45	19.18	93.35	8.34	43.60
Stops [stops/h]	113.87	114.70	8.04	21.83	82.50	33.82	171.15
Fuel consumption [US gal/h]	4.14	4.82	0.64	1.03	4.71	0.71	3.60
CO [g/h]	289.57	336.70	44.40	72.19	329.00	49.60	251.48
NOx [g/h]	56.34	65.51	8.64	14.05	64.01	9.65	48.93
VOC [g/h]	67.11	78.03	10.29	16.73	76.25	11.50	58.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	13.45	13.45	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.075	2.020	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	821	821	821
d_b, Bicycle Delay [s]	8.04	8.04	8.04	8.04
I_b,int, Bicycle LOS Score for Intersection	1.923	1.786	1.850	2.094
Bicycle LOS	A	A	A	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 13: I-15: Jackson Road at Sherman Avenue**

Control Type:	Two-way stop	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	15	500	340	1	2	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	500	340	1	2	15
Peak Hour Factor	0.5700	0.9400	0.8600	0.2500	0.5000	0.5400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	133	99	1	1	7
Total Analysis Volume [veh/h]	26	532	395	4	4	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	8.15	0.00	0.00	0.00	18.72	10.87
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	4.56	4.56
d_A, Approach Delay [s/veh]	0.38		0.00		11.85	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	155.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.164

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	190	195	15	435	275	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	6.00	0.00	2.00	2.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	195	15	435	275	15
Peak Hour Factor	0.8000	0.8600	0.5800	0.8300	0.8200	0.5700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	57	6	131	84	7
Total Analysis Volume [veh/h]	238	227	26	524	335	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	1.16	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	8.33	0.00	155.46	148.22
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.07	16.03	16.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.80	1.80	400.77	400.77
d_A, Approach Delay [s/veh]	0.00		0.39		154.93	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	40.81					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street**

Control Type:	Two-way stop	Delay (sec / veh):	720.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.391

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	2	5	10	350	5	225	155	345	5	5	210	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	25.00	13.00	0.00	3.00	33.00	8.00	6.00	0.00	25.00	8.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	10	350	5	225	155	345	5	5	210	235
Peak Hour Factor	0.5000	0.5000	0.3300	0.9100	0.3800	0.8300	0.9200	0.8800	0.5000	0.5000	0.8400	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	8	96	3	68	42	98	3	3	63	61
Total Analysis Volume [veh/h]	4	10	30	385	13	271	168	392	10	10	250	242
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.08	0.05	2.39	0.07	0.38	0.16	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	88.28	39.09	15.54	720.19	717.02	13.01	9.12	0.00	0.00	8.49	0.00	0.00
Movement LOS	F	E	C	F	F	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.80	33.93	33.93	1.76	0.57	0.57	0.57	0.03	0.03	0.00
95th-Percentile Queue Length [ft/ln]	19.89	19.89	19.89	848.25	848.25	44.02	14.36	14.36	14.36	0.73	0.73	0.00
d_A, Approach Delay [s/veh]	27.50			433.66			2.69			0.17		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	164.12											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 18: E-4: Groton-Harvard Road at Central Avenue**

Control Type:	Two-way stop	Delay (sec / veh):	22.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.260

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue			Central Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue			Central Avenue		
Base Volume Input [veh/h]	5	100	10	70	105	10	5	160	10	5	90	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	3.00	0.00	0.00	1.00	0.00	0.00	4.00	0.00	0.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	100	10	70	105	10	5	160	10	5	90	65
Peak Hour Factor	0.5800	0.8000	0.7500	0.6600	0.7500	0.9200	0.6300	0.7800	0.5500	0.7500	0.8500	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	31	3	27	35	3	2	51	5	2	26	20
Total Analysis Volume [veh/h]	9	125	13	106	140	11	8	205	18	7	106	81
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.02	0.26	0.26	0.01	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	17.22	14.82	12.09	22.11	20.03	17.25	7.59	0.00	0.00	7.67	0.00	0.00
Movement LOS	C	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.17	1.17	1.17	3.10	3.10	3.10	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	29.13	29.13	29.13	77.56	77.56	77.56	0.43	0.43	0.43	0.39	0.39	0.39
d_A, Approach Delay [s/veh]	14.73			20.77			0.26			0.28		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	9.19											
Intersection LOS	C											

Intersection Level Of Service Report**Intersection 19: E-5: King Street (Route 2A-110) at I-495 NB Ramps**

Control Type:	Two-way stop	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	65	175	480	380	15	310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	36.00	6.00	4.00	8.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	175	480	380	15	310
Peak Hour Factor	0.8300	0.8700	0.8400	0.8400	0.6700	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	50	143	113	6	125
Total Analysis Volume [veh/h]	78	201	571	452	22	500
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.39	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	35.59	16.47	0.00	0.00	8.64	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.80	1.85	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	44.98	46.16	0.00	0.00	1.67	0.00
d_A, Approach Delay [s/veh]	21.82		0.00		0.36	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.44					
Intersection LOS	E					

Intersection Level Of Service Report**Intersection 20: E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	319.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.448

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	135	70	785	95	75	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	21.00	0.00	6.00	26.00	4.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	70	785	95	75	300
Peak Hour Factor	0.8800	0.7200	0.9300	0.8900	0.8400	0.6100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	24	211	27	22	123
Total Analysis Volume [veh/h]	153	97	844	107	89	492
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.45	0.26	0.01	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	319.75	18.33	0.00	0.00	10.18	0.00
Movement LOS	F	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	11.09	1.05	0.00	0.00	0.38	0.00
95th-Percentile Queue Length [ft/ln]	277.26	26.21	0.00	0.00	9.57	0.00
d_A, Approach Delay [s/veh]	202.80		0.00		1.56	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	28.96					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)**

Control Type:	All-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	20	190	20	40	290	45	90	55	65	55	20	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	5.00	3.00	4.00	0.00	0.00	0.00	5.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	190	20	40	290	45	90	55	65	55	20	2
Peak Hour Factor	0.6800	0.7400	0.5300	0.8100	0.8400	0.7200	0.8500	0.6100	0.7200	0.6100	0.6800	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	64	9	12	86	16	26	23	23	23	7	1
Total Analysis Volume [veh/h]	29	257	38	49	345	63	106	90	90	90	29	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	573	599	554	493
Degree of Utilization, x	0.57	0.76	0.52	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.51	6.93	2.95	0.98
95th-Percentile Queue Length [ft]	87.63	173.30	73.73	24.42
Approach Delay [s/veh]	17.13	25.69	16.26	12.72
Approach LOS	C	D	C	B
Intersection Delay [s/veh]	19.75			
Intersection LOS	C			

Intersection Level Of Service Report**Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)**

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	215	0	5	0	0	0	0	605	345	5	425	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	2.00	2.00	2.00	7.00	4.00	14.00	6.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	215	0	5	0	0	0	0	605	345	5	425	0
Peak Hour Factor	0.8100	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.8800	0.9000	0.5800	0.9000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	0	1	0	0	0	0	172	96	2	118	0
Total Analysis Volume [veh/h]	265	0	5	0	0	0	0	688	383	9	472	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	10	10	0	0	5	0	0	55	10	5	55	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	15	0	0	10	0	0	60	15	9	60	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	48	48	48	48	48	48
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	10	0	23	38	23	23
g / C, Green / Cycle	0.21	0.00	0.47	0.79	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.15	0.00	0.38	0.24	0.02	0.26
s, saturation flow rate [veh/h]	1777	1870	1795	1564	476	1810
c, Capacity [veh/h]	369	0	919	1239	200	852
d1, Uniform Delay [s]	17.84	0.00	10.95	1.38	19.60	9.13
k, delay calibration	0.10	0.04	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.57	0.00	1.24	0.14	0.09	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.00	0.75	0.31	0.04	0.55
d, Delay for Lane Group [s/veh]	20.41	0.00	12.19	1.52	19.69	9.70
Lane Group LOS	C	A	B	A	B	A
Critical Lane Group	Yes	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.72	0.00	5.00	0.05	0.09	2.82
50th-Percentile Queue Length [ft/ln]	67.91	0.00	125.08	1.21	2.21	70.39
95th-Percentile Queue Length [veh/ln]	4.89	0.00	8.67	0.09	0.16	5.07
95th-Percentile Queue Length [ft/ln]	122.24	0.00	216.79	2.17	3.97	126.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.41	20.41	20.41	0.00	0.00	0.00	12.19	12.19	1.52	19.69	9.70	9.70
Movement LOS	C	C	C	A	A	A	B	B	A	B	A	A
d_A, Approach Delay [s/veh]	20.41			0.00			8.37			9.89		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	10.56											
Intersection LOS	B											
Intersection V/C	0.535											

Emissions

Vehicle Miles Traveled [mph]	15.28	0.00	189.59	105.54	53.19	2789.73
Stops [stops/h]	203.21	0.00	374.29	3.61	6.61	210.63
Fuel consumption [US gal/h]	2.87	0.00	11.58	4.48	2.26	116.94
CO [g/h]	200.86	0.00	809.44	313.36	158.14	8174.03
NOx [g/h]	39.08	0.00	157.49	60.97	30.77	1590.37
VOC [g/h]	46.55	0.00	187.60	72.62	36.65	1894.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	15.90	0.00	15.90	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.019	0.000	2.496	0.000
Crosswalk LOS	B	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	416	208	2265	2265
d_b, Bicycle Delay [s]	15.10	19.32	0.42	0.42
I_b,int, Bicycle LOS Score for Intersection	2.005	1.560	3.327	2.353
Bicycle LOS	B	A	C	B

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	350	55	65	580	400	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	8.00	6.00	6.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	350	55	65	580	400	245
Peak Hour Factor	0.8800	0.7400	0.8700	0.9400	0.9100	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	19	19	154	110	74
Total Analysis Volume [veh/h]	398	74	75	617	440	295
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	22	22	53	53	44	44
g / C, Green / Cycle	0.26	0.26	0.62	0.62	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.23	0.05	0.09	0.34	0.24	0.19
s, saturation flow rate [veh/h]	1709	1513	838	1810	1825	1538
c, Capacity [veh/h]	441	391	534	1130	941	794
d1, Uniform Delay [s]	30.48	24.59	7.55	9.11	13.13	12.33
k, delay calibration	0.22	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.59	0.23	0.55	1.90	1.67	1.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.19	0.14	0.55	0.47	0.37
d, Delay for Lane Group [s/veh]	43.07	24.82	8.10	11.01	14.80	13.66
Lane Group LOS	D	C	A	B	B	B
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.14	1.16	0.55	6.20	5.38	3.41
50th-Percentile Queue Length [ft/ln]	228.41	29.10	13.77	154.97	134.60	85.23
95th-Percentile Queue Length [veh/ln]	14.09	2.10	0.99	10.28	9.19	6.14
95th-Percentile Queue Length [ft/ln]	352.34	52.38	24.79	257.05	229.73	153.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.07	24.82	8.10	11.01	14.80	13.66
Movement LOS	D	C	A	B	B	B
d_A, Approach Delay [s/veh]	40.21		10.70		14.34	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	19.44					
Intersection LOS	B					
Intersection V/C	0.574					

Emissions

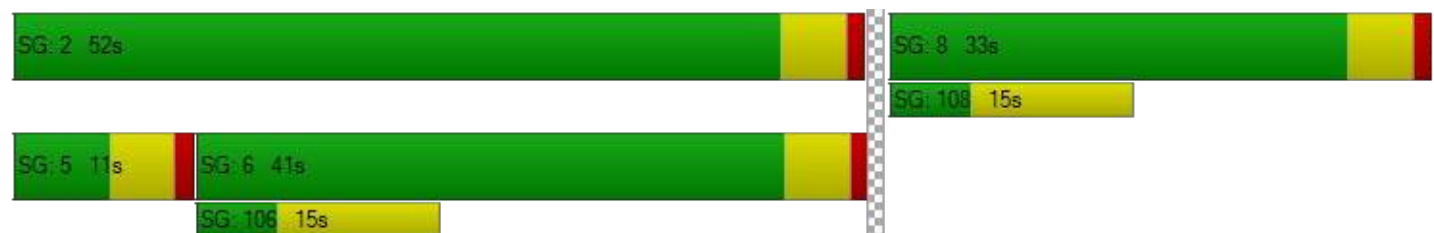
Vehicle Miles Traveled [mph]	1366.38	254.05	6.40	52.65	121.25	81.29
Stops [stops/h]	386.96	49.30	23.33	262.54	228.03	144.40
Fuel consumption [US gal/h]	61.87	11.10	0.52	5.00	7.58	4.96
CO [g/h]	4325.04	776.20	36.07	349.54	529.58	347.03
NOx [g/h]	841.50	151.02	7.02	68.01	103.04	67.52
VOC [g/h]	1002.37	179.89	8.36	81.01	122.74	80.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	33.98	33.98
I_p,int, Pedestrian LOS Score for Intersectio	2.270	2.331	2.508
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	659	1106	847
d_b, Bicycle Delay [s]	19.11	8.49	14.12
I_b,int, Bicycle LOS Score for Intersection	1.560	2.701	2.772
Bicycle LOS	A	B	C

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	95	230	5	130	370	80	195	270	0	45	125	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	25.00	5.00	3.00	5.00	2.00	4.00	0.00	2.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	230	5	130	370	80	195	270	0	45	125	85
Peak Hour Factor	0.7300	0.8600	0.5000	0.6500	0.8500	0.7800	0.9300	0.9200	1.0000	0.6100	0.8100	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	67	3	50	109	26	52	73	0	18	39	32
Total Analysis Volume [veh/h]	130	267	10	200	435	103	210	293	0	74	154	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	8	25	13	29	35	35	35	35
g / C, Green / Cycle	0.09	0.28	0.14	0.33	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.07	0.15	0.12	0.30	0.19	0.16	0.07	0.17
s, saturation flow rate [veh/h]	1795	1813	1738	1794	1096	1840	1086	1689
c, Capacity [veh/h]	168	507	243	585	339	721	344	662
d1, Uniform Delay [s]	39.88	27.59	37.60	29.19	32.48	19.80	27.68	20.00
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.47	0.92	6.78	6.45	8.27	1.70	1.43	2.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.55	0.82	0.92	0.62	0.41	0.22	0.43
d, Delay for Lane Group [s/veh]	47.34	28.51	44.38	35.65	40.75	21.50	29.11	22.02
Lane Group LOS	D	C	D	D	D	C	C	C
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.12	5.08	4.67	11.78	4.98	4.63	1.41	4.55
50th-Percentile Queue Length [ft/ln]	78.08	126.90	116.78	294.48	124.60	115.68	35.22	113.82
95th-Percentile Queue Length [veh/ln]	5.62	8.77	8.22	17.41	8.65	8.16	2.54	8.05
95th-Percentile Queue Length [ft/ln]	140.54	219.27	205.40	435.20	216.13	203.88	63.40	201.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.34	28.51	28.51	44.38	35.65	35.65	40.75	21.50	21.50	29.11	22.02	22.02
Movement LOS	D	C	C	D	D	D	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	34.52			38.01			29.54			23.49		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	32.59											
Intersection LOS	C											
Intersection V/C	0.686											

Emissions

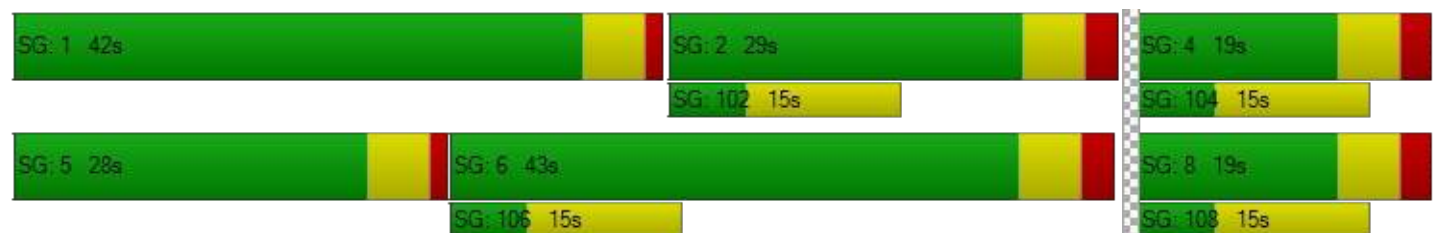
Vehicle Miles Traveled [mph]	6.91	14.72	10.33	27.80	12.22	17.05	3.51	13.42
Stops [stops/h]	124.92	203.03	186.85	471.17	199.36	185.09	56.36	182.11
Fuel consumption [US gal/h]	2.23	3.33	3.26	7.65	3.35	3.01	0.89	2.83
CO [g/h]	155.67	233.09	228.15	534.73	233.87	210.17	62.51	197.59
NOx [g/h]	30.29	45.35	44.39	104.04	45.50	40.89	12.16	38.44
VOC [g/h]	36.08	54.02	52.88	123.93	54.20	48.71	14.49	45.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.345	2.677	2.231	2.221
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	2.231	2.777	2.390	2.149
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street**

Control Type:	Two-way stop	Delay (sec / veh):	26.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	0	360	210	60	5	75	220	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	4.00	4.00	3.00	25.00	3.00	4.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	360	210	60	5	75	220	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.9600	0.8300	0.7300	1.0000	0.9300	0.7900	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	94	63	21	1	20	70	0
Total Analysis Volume [veh/h]	0	0	0	0	0	375	253	82	5	81	278	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	7.78	0.00	0.00	0.00	9.99	9.51	0.00	0.00
Movement LOS					A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.11	8.11	8.11	8.11
d_A, Approach Delay [s/veh]	0.00				0.00				2.25			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	D											

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	40	0	100	10	0	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	100	10	0	1	0	0
Peak Hour Factor	0.8100	1.0000	0.9700	0.5600	1.0000	0.2500	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	26	4	0	1	0	0
Total Analysis Volume [veh/h]	49	0	103	18	0	4	0	0
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.00	0.15	0.03	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	23.62	22.77	15.01	15.66	26.74	26.74	26.14	10.21
Movement LOS	C	C	C	C	D	D	D	B
95th-Percentile Queue Length [veh/ln]	1.71	1.71	1.71	1.71	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	42.70	42.70	42.70	42.70	1.81	1.81	1.81	1.81
d_A, Approach Delay [s/veh]	17.56				26.74			
Approach LOS	C				D			
d_I, Intersection Delay [s/veh]	3.14							
Intersection LOS	D							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	87.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	35	0	150	5	0	0	5	315	155	215	180	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	0.00	5.00	0.00	0.00	0.00	0.00	6.00	1.00	3.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	0	150	5	0	0	5	315	155	215	180	0
Peak Hour Factor	0.5600	1.0000	0.7600	0.5000	1.0000	1.0000	0.5000	0.7500	0.9000	0.7700	0.8100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	49	3	0	0	3	105	43	70	56	0
Total Analysis Volume [veh/h]	62	0	197	10	0	0	10	420	172	279	222	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.62	0.00	0.35	0.15	0.00	0.00	0.01	0.00	0.00	0.29	0.00	0.00
d_M, Delay for Movement [s/veh]	87.93	85.21	14.87	68.50	52.02	18.73	7.67	0.00	0.00	10.14	0.00	0.00
Movement LOS	F	F	B	F	F	C	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.01	3.01	1.57	0.50	0.50	0.50	0.02	0.02	0.02	1.18	1.18	1.18
95th-Percentile Queue Length [ft/ln]	75.37	75.37	39.30	12.40	12.40	12.40	0.56	0.56	0.56	29.50	29.50	29.50
d_A, Approach Delay [s/veh]	32.36			68.50			0.13			5.65		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	8.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	25	20	445	80	35	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	5.00	4.00	3.00	3.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	20	445	80	35	185
Peak Hour Factor	0.7200	0.8300	0.8700	0.8000	0.7100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	6	128	25	12	57
Total Analysis Volume [veh/h]	35	24	511	100	49	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.05	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	18.52	12.93	0.00	0.00	8.94	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.41	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	10.30	10.30	0.00	0.00	4.01	4.01
d_A, Approach Delay [s/veh]	16.25		0.00		1.58	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.47					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	47.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	75	70	275	145	70	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	7.00	1.00	10.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	70	275	145	70	135
Peak Hour Factor	0.6500	0.4300	0.9800	0.5400	0.3600	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	41	70	67	49	38
Total Analysis Volume [veh/h]	115	163	281	269	194	153
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.25	0.00	0.00	0.20	0.00
d_M, Delay for Movement [s/veh]	47.58	37.07	0.00	0.00	9.57	0.00
Movement LOS	E	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.25	6.25	0.00	0.00	0.73	0.73
95th-Percentile Queue Length [ft/ln]	156.26	156.26	0.00	0.00	18.36	18.36
d_A, Approach Delay [s/veh]	41.41		0.00		5.35	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	11.38					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type: Two-way yield
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.2
Level Of Service: A
Volume to Capacity (v/c): 0.059

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	45	35	0	1	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	21.00	0.00	100.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	35	0	1	25
Peak Hour Factor	1.0000	0.7700	0.6300	0.6700	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	14	0	1	25
Total Analysis Volume [veh/h]	0	58	56	0	4	100
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.87	4.15	0.00	0.00	3.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	4.65	4.65	0.00	0.00	0.27	0.27
d_A, Approach Delay [s/veh]	4.15		0.00		0.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	170	40	0	115	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	10.00	0.00	12.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	40	0	115	0	0
Peak Hour Factor	0.6900	0.7500	1.0000	0.6700	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	13	0	43	0	0
Total Analysis Volume [veh/h]	246	53	0	172	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	2.83	0.00	6.26	4.67
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		5.47	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	170	5	30	115	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	33.00	20.00	12.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	5	30	115	0	25
Peak Hour Factor	1.0000	0.7500	0.6300	0.6700	1.0000	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	2	12	43	0	10
Total Analysis Volume [veh/h]	170	7	48	172	0	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.63	10.51	0.00	0.00	7.64	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.54	20.54	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.62		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.30					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 151: E-1a: Lancaster Road at Leominster Road**

Control Type:	Two-way stop	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	1	190	265	2	240	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	4.00	0.00	5.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	190	265	2	240	140
Peak Hour Factor	0.2500	0.8300	0.8000	0.5000	0.8300	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	57	83	1	72	40
Total Analysis Volume [veh/h]	4	229	331	4	289	159
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.33	0.00	0.00	0.24	0.00
d_M, Delay for Movement [s/veh]	27.11	13.15	0.00	0.00	8.92	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.59	1.59	0.00	0.00	0.94	0.00
95th-Percentile Queue Length [ft/ln]	39.71	39.71	0.00	0.00	23.40	0.00
d_A, Approach Delay [s/veh]	13.39		0.00		5.75	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.61					
Intersection LOS	D					

Intersection Level Of Service Report**Intersection 152: E-1b: Lancaster Road at Center Road & Main Street**

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	20	130	65	385	250	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	8.00	12.00	5.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	130	65	385	250	5
Peak Hour Factor	0.6300	0.8900	0.7700	0.9200	0.9100	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	37	21	105	69	2
Total Analysis Volume [veh/h]	32	146	84	418	275	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.20	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.02	12.52	8.15	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.29	1.29	0.22	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.14	32.14	5.51	5.51	0.00	0.00
d_A, Approach Delay [s/veh]	13.87		1.36		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	C					

Devens 5-Year Traffic Monitoring Study

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10/2/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	60	880	390	25	300	10	2	5	15	90	5	25	1807

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	5	0	1	5	0	15	105	180	5	2	65	20	403

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	180	580	2	5	365	50	30	5	75	0	5	1	1298

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	5	480	330	25	35	5	880

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	60	30	20	115	15	5	245

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	250	100	50	235	60	30	725

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	5	25	155	0	15	110	310

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	2	0	2	0	0	0	0	1	2	5	20	0	32

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	5	150	140	140	200	10	5	5	2	65	10	55	787

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	5	260	10	30	230	5	1	2	1	30	5	10	589

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	5	10	120	0	5	1	0	20	25	60	30	0	276

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	5	70	75	50	25	10	25	125	5	45	120	110	665

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	15	500	340	1	2	15	873

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	190	195	15	435	275	15	1125

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	2	5	10	350	5	225	155	345	5	5	210	235	1552

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	5	100	10	70	105	10	5	160	10	5	90	65	635

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	65	175	480	380	15	310	1425

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	135	70	785	95	75	300	1460

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	20	190	20	40	290	45	90	55	65	55	20	2	892

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	215	0	5	0	0	0	0	605	345	5	425	0	1600

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	350	55	65	580	400	245	1695

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	95	230	5	130	370	80	195	270	0	45	125	85	1630

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	0	360	210	60	5	75	220	0	40	0	100	10

Southeastbound				Total Volume
2	Left	Thru	Right	
0	1	0	0	1081

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	35	0	150	5	0	0	5	315	155	215	180	0	1060

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	25	20	445	80	35	185	790

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	75	70	275	145	70	135	770

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	45	35	0	1	25	106

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	170	40	0	115	0	0	325

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	170	5	30	115	0	25	345

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	1	190	265	2	240	140	838

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	20	130	65	385	250	5	855

Devens 5-Year Traffic Monitoring Study

Vistro File: \\...\Devens_V2.vistro

Scenario 1 EX_AM

Report File: \\...\EX_AM_v3_10.2.2025.pdf

10/2/2025

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	60	880	390	25	300	10	2	5	15	90	5	25	1807
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	880	390	25	300	10	2	5	15	90	5	25	1807

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	5	0	1	5	0	15	105	180	5	2	65	20	403
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	1	5	0	15	105	180	5	2	65	20	403

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	180	580	2	5	365	50	30	5	75	0	5	1	1298
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	180	580	2	5	365	50	30	5	75	0	5	1	1298

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	5	480	330	25	35	5	880
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	480	330	25	35	5	880

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	60	30	20	115	15	5	245
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	60	30	20	115	15	5	245

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	250	100	50	235	60	30	725
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	250	100	50	235	60	30	725

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	5	25	155	0	15	110	310
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	25	155	0	15	110	310

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	2	0	2	0	0	0	0	1	2	5	20	0	32
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	2	0	0	0	0	1	2	5	20	0	32

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	5	150	140	140	200	10	5	5	2	65	10	55	787
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	150	140	140	200	10	5	5	2	65	10	55	787

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	5	260	10	30	230	5	1	2	1	30	5	10	589
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	260	10	30	230	5	1	2	1	30	5	10	589

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	5	10	120	0	5	1	0	20	25	60	30	0	276
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	10	120	0	5	1	0	20	25	60	30	0	276

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	5	70	75	50	25	10	25	125	5	45	120	110	665
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	70	75	50	25	10	25	125	5	45	120	110	665

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	15	500	340	1	2	15	873
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	15	500	340	1	2	15	873

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	190	195	15	435	275	15	1125
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	190	195	15	435	275	15	1125

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	2	5	10	350	5	225	155	345	5	5	210	235	1552
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	5	10	350	5	225	155	345	5	5	210	235	1552

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	5	100	10	70	105	10	5	160	10	5	90	65	635
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	100	10	70	105	10	5	160	10	5	90	65	635

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	Final Base	65	175	480	380	15	310	1425
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	65	175	480	380	15	310	1425

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	Final Base	135	70	785	95	75	300	1460
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	135	70	785	95	75	300	1460

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	20	190	20	40	290	45	90	55	65	55	20	2	892
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	20	190	20	40	290	45	90	55	65	55	20	2	892

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	215	0	5	0	0	0	0	605	345	5	425	0	1600
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	215	0	5	0	0	0	0	605	345	5	425	0	1600

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	350	55	65	580	400	245	1695
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	350	55	65	580	400	245	1695

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	95	230	5	130	370	80	195	270	0	45	125	85	1630
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	95	230	5	130	370	80	195	270	0	45	125	85	1630

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	0	360	210	60	5	75	220	0	40	0	100	10
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	360	210	60	5	75	220	0	40	0	100	10

Southeastbound				Total Volume
2	Left	Thru	Right	
0	1	0	0	1081
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1081

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	35	0	150	5	0	0	5	315	155	215	180	0	1060
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	35	0	150	5	0	0	5	315	155	215	180	0	1060

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	25	20	445	80	35	185	790
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	25	20	445	80	35	185	790

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	75	70	275	145	70	135	770
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	75	70	275	145	70	135	770

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	45	35	0	1	25	106
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	45	35	0	1	25	106

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	170	40	0	115	0	0	325
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	170	40	0	115	0	0	325

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	170	5	30	115	0	25	345
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	170	5	30	115	0	25	345

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	1	190	265	2	240	140	838
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	1	190	265	2	240	140	838

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	20	130	65	385	250	5	855
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	20	130	65	385	250	5	855

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Devens 5-Year Traffic Monitoring Study

Vistro File: \\...\Devens_V2.vistro

Scenario 2 EX_PM

Report File: \\...\EX_PM_v3_10.2.2025.pdf

10/2/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	WB Left	0.813	31.6	C
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.056	15.6	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	EB Left	0.809	212.5	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.157	21.7	C
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	NB Thru	0.254	8.2	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.277	16.0	C
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.007	11.7	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.032	7.0	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	EB Left	0.061	16.3	C
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	WB Left	0.032	14.3	B
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Thru	0.063	12.9	B
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	EB Left	0.343	13.2	B
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.072	32.4	D
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	1.110	169.2	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	SB Left	3.823	1,417.7	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	NB Left	0.140	33.9	D
	E-5: King Street (Route 2A)		HCM 6th				

19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	Two-way stop	HCM 6th Edition	NB Left	0.527	38.8	E
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	1.981	550.6	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	0.502	12.1	B
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	0.703	15.6	B
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	SB Left	0.612	18.8	B
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	EB Left	0.806	44.8	D
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	NWB Left	0.776	146.5	F
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	NB Left	0.880	98.4	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	0.517	29.6	D
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	0.625	31.1	D
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.009	4.0	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.002	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.200	10.6	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.219	50.9	F
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.061	36.2	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street**

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name				Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name				Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	15	350	80	15	720	0	5	5	50	390	5	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	15.00	0.00	2.00	0.00	20.00	25.00	2.00	4.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	350	80	15	720	0	5	5	50	390	5	75
Peak Hour Factor	0.8600	0.8600	0.8600	0.8900	0.8900	0.8900	0.6700	0.6700	0.6700	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	102	23	4	202	0	2	2	19	119	2	23
Total Analysis Volume [veh/h]	17	407	93	17	809	0	7	7	75	476	6	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	25	0	0	25	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	35	0	0	35	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	25	25	25
g / C, Green / Cycle	0.50	0.50	0.50	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.24	0.07	0.45	0.07	0.37	0.06
s, saturation flow rate [veh/h]	1791	1424	1853	1312	1295	1630
c, Capacity [veh/h]	947	710	977	522	464	580
d1, Uniform Delay [s]	11.45	9.43	15.80	15.59	24.20	15.47
k, delay calibration	0.50	0.50	0.50	0.15	0.45	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	0.38	8.94	0.22	46.16	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.13	0.85	0.17	1.03	0.17
d, Delay for Lane Group [s/veh]	12.98	9.81	24.74	15.81	70.37	15.66
Lane Group LOS	B	A	C	B	F	B
Critical Lane Group	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.18	0.76	12.58	0.95	13.27	1.03
50th-Percentile Queue Length [ft/ln]	104.58	18.95	314.40	23.78	331.76	25.63
95th-Percentile Queue Length [veh/ln]	7.53	1.36	18.39	1.71	19.57	1.85
95th-Percentile Queue Length [ft/ln]	188.24	34.11	459.80	42.81	489.13	46.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.98	12.98	9.81	24.74	24.74	24.74	15.81	15.81	15.81	70.37	15.66	15.66
Movement LOS	B	B	A	C	C	C	B	B	B	F	B	B
d_A, Approach Delay [s/veh]	12.41			24.74			15.81			61.10		
Approach LOS	B			C			B			E		
d_I, Intersection Delay [s/veh]	31.56											
Intersection LOS	C											
Intersection V/C	0.813											

Emissions

Vehicle Miles Traveled [mph]	171.15	37.54	387.56	7.21	277.86	56.62
Stops [stops/h]	214.88	38.93	646.01	48.87	681.67	52.66
Fuel consumption [US gal/h]	9.35	1.95	23.68	0.85	22.02	2.93
CO [g/h]	653.78	136.04	1655.37	59.63	1539.19	204.87
NOx [g/h]	127.20	26.47	322.08	11.60	299.47	39.86
VOC [g/h]	151.52	31.53	383.65	13.82	356.72	47.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	25.75	0.00	25.75
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.361	0.000	2.176
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	856	856	571	571
d_b, Bicycle Delay [s]	11.46	11.46	17.90	17.90
I_b,int, Bicycle LOS Score for Intersection	2.413	2.923	1.706	2.505
Bicycle LOS	B	C	A	B

Sequence

Ring 1	2	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	5	0	0	45	0	120	5	100	1	0	235	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	45	0	120	5	100	1	0	235	5
Peak Hour Factor	0.2500	1.0000	1.0000	0.6300	1.0000	0.6700	0.7500	0.8900	0.2500	1.0000	0.8000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	18	0	45	2	28	1	0	73	2
Total Analysis Volume [veh/h]	20	0	0	71	0	179	7	112	4	0	294	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.13	0.00	0.24	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.64	12.54	9.41	14.78	15.05	12.94	7.85	0.00	0.00	7.42	0.00	0.00
Movement LOS	C	B	A	B	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	1.72	1.72	1.72	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.41	4.41	4.41	42.88	42.88	42.88	0.42	0.42	0.42	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.64			13.46			0.45			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	5.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	212.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	125	465	1	2	455	30	30	1	120	5	10	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	0.00	100.00	2.00	11.00	25.00	0.00	3.00	0.00	67.00	20.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	465	1	2	455	30	30	1	120	5	10	5
Peak Hour Factor	0.8500	0.7800	0.2500	0.5000	0.7600	0.5800	0.7000	0.2500	0.9000	0.7500	0.6000	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	149	1	1	150	13	11	1	33	2	4	2
Total Analysis Volume [veh/h]	147	596	4	4	599	52	43	4	133	7	17	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.00	0.01	0.01	0.00	0.81	0.04	0.28	0.14	0.27	0.02
d_M, Delay for Movement [s/veh]	9.57	0.00	0.00	10.70	0.00	0.00	212.52	184.92	152.27	110.18	95.88	45.44
Movement LOS	A	A	A	B	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.56	0.56	0.56	0.02	0.02	0.02	9.60	9.60	9.60	1.72	1.72	1.72
95th-Percentile Queue Length [ft/ln]	13.91	13.91	13.91	0.47	0.47	0.47	239.91	239.91	239.91	43.00	43.00	43.00
d_A, Approach Delay [s/veh]	1.88			0.07			167.39			86.40		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	21.28											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	5	385	375	30	20	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	3.00	7.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	385	375	30	20	10
Peak Hour Factor	0.5000	0.8000	0.7000	0.7500	0.5300	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	120	134	10	9	4
Total Analysis Volume [veh/h]	10	481	536	40	38	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.16	0.03
d_M, Delay for Movement [s/veh]	8.61	0.00	0.00	0.00	21.70	13.60
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.55	0.55
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.00	0.00	13.73	13.73
d_A, Approach Delay [s/veh]	0.18		0.00		19.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.254

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	145	20	5	55	20	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	0.00	6.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	20	5	55	20	15
Peak Hour Factor	0.7900	0.4800	0.5000	0.6100	0.6300	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	10	3	23	8	5
Total Analysis Volume [veh/h]	184	42	10	90	32	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	889	826	783
Degree of Utilization, x	0.25	0.12	0.07

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.01	0.41	0.21
95th-Percentile Queue Length [ft]	25.27	10.29	5.32
Approach Delay [s/veh]	8.43	7.96	7.92
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.23		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.277

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	230	105	30	160	110	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	6.00	0.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	105	30	160	110	50
Peak Hour Factor	0.8800	0.9300	0.5800	0.7700	0.8800	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	28	13	52	31	15
Total Analysis Volume [veh/h]	261	113	52	208	125	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.28	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.15	0.00	16.01	10.08
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.14	1.12	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.41	3.41	27.99	6.22
d_A, Approach Delay [s/veh]	0.00		1.63		14.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.69					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	1	15	100	1	20	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	5.00	0.00	0.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	15	100	1	20	170
Peak Hour Factor	0.2500	0.6300	0.8200	0.2500	0.3800	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	30	1	13	55
Total Analysis Volume [veh/h]	4	24	122	4	53	221
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	11.73	9.01	0.00	0.00	7.54	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	2.56	2.56	0.00	0.00	2.80	2.80
d_A, Approach Delay [s/veh]	9.40		0.00		1.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	1	0	5	0	0	0	0	5	5	5	10	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	5	0	0	0	0	5	5	5	10	0
Peak Hour Factor	0.2500	1.0000	0.3800	1.0000	1.0000	1.0000	1.0000	0.3300	0.5000	0.7500	0.4500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	0	0	0	0	4	3	2	6	0
Total Analysis Volume [veh/h]	4	0	13	0	0	0	0	15	10	7	22	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	1000	894	906	899
Degree of Utilization, x	0.02	0.00	0.03	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.05	0.00	0.09	0.10
95th-Percentile Queue Length [ft]	1.30	0.00	2.13	2.50
Approach Delay [s/veh]	6.66	0.00	7.09	7.14
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.01			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	10	215	5	10	160	5	15	2	5	30	5	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	14.00	0.00	3.00	0.00	0.00	50.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	215	5	10	160	5	15	2	5	30	5	70
Peak Hour Factor	0.6900	0.8700	0.8800	0.3600	0.7800	0.4400	0.7000	0.5000	0.7500	0.5000	0.3300	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	62	1	7	51	3	5	1	2	15	4	25
Total Analysis Volume [veh/h]	14	247	6	28	205	11	21	4	7	60	15	101
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.00	0.06	0.01	0.01	0.14	0.03	0.13
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	7.78	0.00	0.00	16.31	15.52	10.10	16.15	16.06	12.22
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.06	0.06	0.06	0.26	0.26	0.26	1.27	1.27	1.27
95th-Percentile Queue Length [ft/ln]	0.78	0.78	0.78	1.62	1.62	1.62	6.53	6.53	6.53	31.86	31.86	31.86
d_A, Approach Delay [s/veh]	0.40			0.89			14.85			13.88		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	C											

Intersection Level Of Service Report**Intersection 10: I-12: Jackson Road at Buena Vista Street**

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 14.3
Level Of Service: B
Volume to Capacity (v/c): 0.032

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	1	270	15	10	175	1	2	0	5	5	1	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	270	15	10	175	1	2	0	5	5	1	5
Peak Hour Factor	0.2500	0.8800	0.6300	0.5500	0.7900	0.2500	0.5000	1.0000	0.4200	0.3800	0.2500	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	77	6	5	55	1	1	0	3	3	1	3
Total Analysis Volume [veh/h]	4	307	24	18	222	4	4	0	12	13	4	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.03	0.01	0.01
d_M, Delay for Movement [s/veh]	7.67	0.00	0.00	7.95	0.00	0.00	14.05	13.93	9.53	14.28	14.13	10.81
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.04	0.04	0.04	0.08	0.08	0.08	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.22	1.10	1.10	1.10	1.88	1.88	1.88	4.47	4.47	4.47
d_A, Approach Delay [s/veh]	0.09			0.59			10.66			12.97		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.12											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	5	10	50	0	5	1	2	20	10	95	10	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	38.00	0.00	0.00	100.00	0.00	0.00	0.00	20.00	13.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	50	0	5	1	2	20	10	95	10	1
Peak Hour Factor	0.7500	0.3100	0.7800	1.0000	0.7500	0.2500	0.2500	0.7900	0.6700	0.6400	0.6700	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	16	0	2	1	2	6	4	37	4	1
Total Analysis Volume [veh/h]	7	32	64	0	7	4	8	25	15	148	15	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	12.56	12.95	9.64	13.06	12.27	9.42	7.25	0.00	0.00	7.74	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.50	0.06	0.06	0.06	0.01	0.01	0.01	0.34	0.34	0.34
95th-Percentile Queue Length [ft/ln]	12.51	12.51	12.51	1.43	1.43	1.43	0.37	0.37	0.37	8.44	8.44	8.44
d_A, Approach Delay [s/veh]	10.87			11.23			1.21			6.86		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.44											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road**

Control Type:	Signalized	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	10	20	95	75	85	20	10	100	5	115	140	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	18.00	36.00	2.00	21.00	11.00	21.00	50.00	1.00	0.00	8.00	4.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	20	95	75	85	20	10	100	5	115	140	35
Peak Hour Factor	0.5500	0.6900	0.8700	0.7600	0.5800	0.5900	0.6700	0.8200	0.7500	0.6700	0.6200	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	7	27	25	37	8	4	30	2	43	56	15
Total Analysis Volume [veh/h]	18	29	109	99	147	34	15	122	7	172	226	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	41	41	41	41	41	41	41
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	11	11	11	12	12	12	12
g / C, Green / Cycle	0.27	0.27	0.27	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.03	0.02	0.07	0.14	0.16
s, saturation flow rate [veh/h]	948	1342	1347	673	1867	1200	1776
c, Capacity [veh/h]	348	478	357	253	560	415	533
d1, Uniform Delay [s]	12.90	13.31	11.46	16.46	10.89	15.42	12.07
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	0.32	0.04	0.04	0.08	0.25	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.51	0.10	0.06	0.23	0.41	0.53
d, Delay for Lane Group [s/veh]	13.23	13.63	11.51	16.50	10.97	15.66	12.38
Lane Group LOS	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.03	1.67	0.20	0.11	0.73	1.29	1.79
50th-Percentile Queue Length [ft/ln]	25.66	41.73	4.95	2.85	18.19	32.33	44.78
95th-Percentile Queue Length [veh/ln]	1.85	3.00	0.36	0.20	1.31	2.33	3.22
95th-Percentile Queue Length [ft/ln]	46.19	75.12	8.90	5.12	32.74	58.19	80.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.23	13.23	13.23	13.63	13.63	11.51	16.50	10.97	10.97	15.66	12.38	12.38
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	13.23			13.37			11.55			13.62		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.21											
Intersection LOS	B											
Intersection V/C	0.343											

Emissions

Vehicle Miles Traveled [mph]	51.11	183.82	25.41	9.58	82.41	27.57	45.53
Stops [stops/h]	89.40	145.38	17.23	9.91	63.36	112.62	156.02
Fuel consumption [US gal/h]	3.02	9.05	1.22	0.50	4.03	2.31	3.45
CO [g/h]	210.96	632.77	85.32	34.92	281.73	161.16	241.29
NOx [g/h]	41.04	123.11	16.60	6.79	54.81	31.36	46.95
VOC [g/h]	48.89	146.65	19.77	8.09	65.29	37.35	55.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	11.13	11.13	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.040	2.057	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	919	919	919	919
d_b, Bicycle Delay [s]	6.03	6.03	6.03	6.03
I_b,int, Bicycle LOS Score for Intersection	1.817	2.022	1.797	2.312
Bicycle LOS	A	B	A	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 13: I-15: Jackson Road at Sherman Avenue**

Control Type:	Two-way stop	Delay (sec / veh):	32.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	80	320	395	10	5	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	320	395	10	5	10
Peak Hour Factor	0.4400	0.8700	0.7100	0.5500	0.5000	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	92	139	5	3	4
Total Analysis Volume [veh/h]	182	368	556	18	10	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.00	0.01	0.00	0.07	0.03
d_M, Delay for Movement [s/veh]	9.35	0.00	0.00	0.00	32.41	13.42
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft/ln]	16.40	16.40	0.00	0.00	8.77	8.77
d_A, Approach Delay [s/veh]	3.09		0.00		20.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	169.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.110

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	575	365	25	245	175	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	575	365	25	245	175	10
Peak Hour Factor	0.8600	0.8600	0.6700	0.9600	0.8400	0.4500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	106	9	64	52	6
Total Analysis Volume [veh/h]	669	424	37	255	208	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.00	1.11	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	10.91	0.00	169.18	160.29
Movement LOS	A	A	B	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	11.65	11.65
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.55	4.55	291.30	291.30
d_A, Approach Delay [s/veh]	0.00		1.38		168.33	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	24.22					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street**

Control Type:	Two-way stop	Delay (sec / veh):	1,417.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.823

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	2	1	1	200	0	185	310	270	5	2	325	580
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.00	0.00	0.00	2.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	1	200	0	185	310	270	5	2	325	580
Peak Hour Factor	0.5000	0.2500	0.2500	0.9100	1.0000	0.8800	0.9200	0.7800	0.7500	0.2500	0.9400	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	55	0	53	84	87	2	2	86	153
Total Analysis Volume [veh/h]	4	4	4	220	0	210	337	346	7	8	346	611
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.16	0.01	3.82	0.00	0.30	0.47	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	200.85	190.61	53.67	1417.69	1415.88	12.31	14.26	0.00	0.00	7.98	0.00	0.00
Movement LOS	F	F	F	F	F	B	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.10	1.10	1.10	23.78	23.78	1.26	2.49	2.49	2.49	0.02	0.02	0.00
95th-Percentile Queue Length [ft/ln]	27.42	27.42	27.42	594.42	594.42	31.40	62.32	62.32	62.32	0.50	0.50	0.00
d_A, Approach Delay [s/veh]	148.38			731.34			6.96			0.07		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	153.14											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 18: E-4: Groton-Harvard Road at Central Avenue**

Control Type:	Two-way stop	Delay (sec / veh):	33.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Base Volume Input [veh/h]	30	145	15	45	75	20	15	120	25	20	220	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	5.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	145	15	45	75	20	15	120	25	20	220	60
Peak Hour Factor	0.7000	0.7200	0.6500	0.8000	0.8800	0.5800	0.7000	0.9000	0.8100	0.6100	0.8400	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	50	6	14	21	9	5	33	8	8	65	22
Total Analysis Volume [veh/h]	43	201	23	56	85	34	21	133	31	33	262	90
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.51	0.03	0.27	0.21	0.05	0.02	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	33.89	31.32	26.14	33.56	25.11	21.15	8.01	0.00	0.00	7.64	0.00	0.00
Movement LOS	D	D	D	D	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.83	4.83	4.83	2.88	2.88	2.88	0.05	0.05	0.05	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	120.77	120.77	120.77	72.08	72.08	72.08	1.32	1.32	1.32	1.81	1.81	1.81
d_A, Approach Delay [s/veh]	31.28			27.05			0.91			0.65		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	13.35											
Intersection LOS	D											

Intersection Level Of Service Report**Intersection 19: E-5: King Street (Route 2A-110) at I-495 NB Ramps**

Control Type:	Two-way stop	Delay (sec / veh):	38.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	90	160	385	280	20	515
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	16.00	1.00	1.00	6.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	160	385	280	20	515
Peak Hour Factor	0.7900	0.8700	0.8600	0.9100	0.5300	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	46	112	77	9	141
Total Analysis Volume [veh/h]	114	184	448	308	38	566
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.53	0.30	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	38.82	13.38	0.00	0.00	8.32	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.75	1.26	0.00	0.00	0.10	0.00
95th-Percentile Queue Length [ft/ln]	68.81	31.44	0.00	0.00	2.62	0.00
d_A, Approach Delay [s/veh]	23.11		0.00		0.52	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	4.34					
Intersection LOS	E					

Intersection Level Of Service Report**Intersection 20: E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	550.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.981

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	180	45	620	75	130	480
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	0.00	3.00	21.00	2.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	45	620	75	130	480
Peak Hour Factor	0.9500	0.7200	0.9200	0.8300	0.7400	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	16	168	23	44	135
Total Analysis Volume [veh/h]	189	63	674	90	176	539
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.98	0.14	0.01	0.00	0.19	0.01
d_M, Delay for Movement [s/veh]	550.64	14.11	0.00	0.00	9.86	0.00
Movement LOS	F	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	16.10	0.47	0.00	0.00	0.71	0.00
95th-Percentile Queue Length [ft/ln]	402.58	11.85	0.00	0.00	17.68	0.00
d_A, Approach Delay [s/veh]	416.51		0.00		2.43	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	61.64					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)**

Control Type:	All-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	55	190	10	25	155	100	10	70	1	40	20	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	190	10	25	155	100	10	70	1	40	20	25
Peak Hour Factor	0.8100	0.9100	0.4500	0.7200	0.7600	0.8400	0.8900	0.8300	0.5700	0.6700	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	52	6	9	51	30	3	21	0	15	6	25
Total Analysis Volume [veh/h]	68	209	22	35	204	119	11	84	2	60	25	100
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	678	713	601	649
Degree of Utilization, x	0.44	0.50	0.16	0.28

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.26	2.84	0.57	1.17
95th-Percentile Queue Length [ft]	56.54	71.07	14.32	29.26
Approach Delay [s/veh]	12.44	13.03	10.15	10.73
Approach LOS	B	B	B	B
Intersection Delay [s/veh]	12.09			
Intersection LOS	B			

Intersection Level Of Service Report

Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	270	0	5	0	0	0	0	480	240	2	915	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	2.00	2.00	2.00	2.00	3.00	1.00	0.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	0	5	0	0	0	0	480	240	2	915	0
Peak Hour Factor	0.9200	1.0000	0.3800	1.0000	1.0000	1.0000	1.0000	0.8800	0.7600	0.2500	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	0	3	0	0	0	0	136	79	2	246	0
Total Analysis Volume [veh/h]	293	0	13	0	0	0	0	545	316	8	984	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	15	15	0	0	5	0	0	70	15	5	70	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	20	0	0	10	0	0	75	20	9	75	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	14	0	41	60	41	41
g / C, Green / Cycle	0.20	0.00	0.58	0.86	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.17	0.00	0.29	0.20	0.01	0.53
s, saturation flow rate [veh/h]	1772	1870	1855	1602	652	1855
c, Capacity [veh/h]	355	0	1125	1374	348	1073
d1, Uniform Delay [s]	27.11	0.00	8.83	0.89	13.81	13.28
k, delay calibration	0.20	0.04	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.69	0.00	0.32	0.08	0.03	3.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.00	0.48	0.23	0.02	0.92
d, Delay for Lane Group [s/veh]	37.80	0.00	9.15	0.97	13.84	17.08
Lane Group LOS	D	A	A	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.75	0.00	4.21	0.03	0.08	12.29
50th-Percentile Queue Length [ft/ln]	143.66	0.00	105.28	0.81	1.94	307.34
95th-Percentile Queue Length [veh/ln]	9.68	0.00	7.58	0.06	0.14	18.04
95th-Percentile Queue Length [ft/ln]	241.95	0.00	189.42	1.45	3.49	451.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.80	37.80	37.80	0.00	0.00	0.00	9.15	9.15	0.97	13.84	17.08	17.08
Movement LOS	D	D	D	A	A	A	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	37.80			0.00			6.15			17.05		
Approach LOS	D			A			A			B		
d_I, Intersection Delay [s/veh]	15.65											
Intersection LOS	B											
Intersection V/C	0.703											

Emissions

Vehicle Miles Traveled [mph]	17.32	0.00	150.24	87.11	47.28	5815.89
Stops [stops/h]	295.14	0.00	216.29	1.66	3.98	631.41
Fuel consumption [US gal/h]	4.70	0.00	8.40	3.66	1.99	246.33
CO [g/h]	328.37	0.00	586.82	255.68	139.17	17218.31
NOx [g/h]	63.89	0.00	114.17	49.75	27.08	3350.06
VOC [g/h]	76.10	0.00	136.00	59.26	32.25	3990.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.62	0.00	26.62	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.022	0.000	2.624	0.000
Crosswalk LOS	B	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	428	143	1983	1983
d_b, Bicycle Delay [s]	21.65	30.22	0.00	0.00
I_b,int, Bicycle LOS Score for Intersection	2.065	1.560	2.980	3.196
Bicycle LOS	B	A	C	C

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	295	55	35	430	720	440
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	7.00	0.00	3.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	55	35	430	720	440
Peak Hour Factor	0.8400	0.7900	0.7700	0.9800	0.9600	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	17	11	110	188	122
Total Analysis Volume [veh/h]	351	70	45	439	750	489
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	19	19	56	56	48	48
g / C, Green / Cycle	0.22	0.22	0.66	0.66	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.20	0.05	0.07	0.24	0.40	0.31
s, saturation flow rate [veh/h]	1781	1526	610	1855	1855	1589
c, Capacity [veh/h]	400	342	383	1221	1038	890
d1, Uniform Delay [s]	31.85	26.80	9.91	6.51	13.83	11.90
k, delay calibration	0.14	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.95	0.29	0.63	0.83	4.36	2.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.20	0.12	0.36	0.72	0.55
d, Delay for Lane Group [s/veh]	39.79	27.09	10.54	7.34	18.19	14.34
Lane Group LOS	D	C	B	A	B	B
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.63	1.16	0.31	3.26	10.68	5.89
50th-Percentile Queue Length [ft/ln]	190.81	29.02	7.64	81.45	267.12	147.29
95th-Percentile Queue Length [veh/ln]	12.16	2.09	0.55	5.86	16.05	9.87
95th-Percentile Queue Length [ft/ln]	304.09	52.23	13.75	146.61	401.14	246.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.79	27.09	10.54	7.34	18.19	14.34
Movement LOS	D	C	B	A	B	B
d_A, Approach Delay [s/veh]	37.68		7.64		16.67	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	18.76					
Intersection LOS	B					
Intersection V/C	0.612					

Emissions

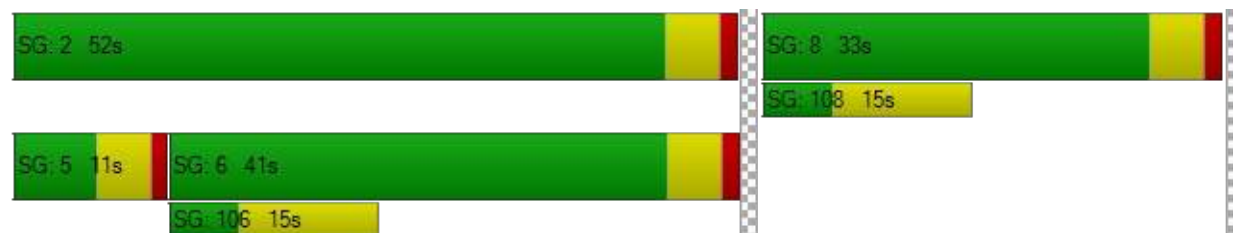
Vehicle Miles Traveled [mph]	1205.02	240.32	3.84	37.46	206.76	134.81
Stops [stops/h]	323.26	49.16	12.94	137.99	452.54	249.53
Fuel consumption [US gal/h]	54.23	10.55	0.33	2.96	13.79	8.36
CO [g/h]	3790.99	737.48	22.79	206.91	963.82	584.04
NOx [g/h]	737.59	143.49	4.43	40.26	187.52	113.63
VOC [g/h]	878.60	170.92	5.28	47.95	223.37	135.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	33.98	33.98
I_p,int, Pedestrian LOS Score for Intersectio	2.287	2.363	2.598
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	659	1106	847
d_b, Bicycle Delay [s]	19.11	8.49	14.12
I_b,int, Bicycle LOS Score for Intersection	1.560	2.358	3.604
Bicycle LOS	A	B	D

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	205	435	5	110	220	120	185	290	2	70	290	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	1.00	2.00	2.00	0.00	1.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	435	5	110	220	120	185	290	2	70	290	170
Peak Hour Factor	0.8200	0.8700	0.5000	0.8300	0.8600	0.8000	0.8600	0.7900	0.5000	0.8000	0.9100	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	125	3	33	64	38	54	92	1	22	80	48
Total Analysis Volume [veh/h]	250	500	10	133	256	150	215	367	4	88	319	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	15	29	9	23	35	35	35	35
g / C, Green / Cycle	0.16	0.32	0.09	0.26	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.14	0.27	0.07	0.23	0.24	0.20	0.09	0.29
s, saturation flow rate [veh/h]	1795	1864	1795	1756	902	1881	1027	1753
c, Capacity [veh/h]	291	603	172	451	184	738	301	687
d1, Uniform Delay [s]	36.71	28.37	39.75	32.31	42.09	20.71	30.30	23.49
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.34	3.39	7.25	6.74	120.05	2.44	2.45	7.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.85	0.77	0.90	1.17	0.50	0.29	0.74
d, Delay for Lane Group [s/veh]	44.05	31.76	47.00	39.05	162.14	23.16	32.74	30.68
Lane Group LOS	D	C	D	D	F	C	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.84	10.41	3.18	9.13	10.18	6.19	1.81	10.27
50th-Percentile Queue Length [ft/ln]	146.02	260.26	79.55	228.29	254.55	154.71	45.36	256.85
95th-Percentile Queue Length [veh/ln]	9.80	15.70	5.73	14.09	16.88	10.27	3.27	15.53
95th-Percentile Queue Length [ft/ln]	245.11	392.55	143.19	352.19	421.99	256.71	81.65	388.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.05	31.76	31.76	47.00	39.05	39.05	162.14	23.16	23.16	32.74	30.68	30.68
Movement LOS	D	C	C	D	D	D	F	C	C	C	C	C
d_A, Approach Delay [s/veh]	35.80			41.01			74.15			30.98		
Approach LOS	D			D			E			C		
d_I, Intersection Delay [s/veh]	44.81											
Intersection LOS	D											
Intersection V/C	0.806											

Emissions

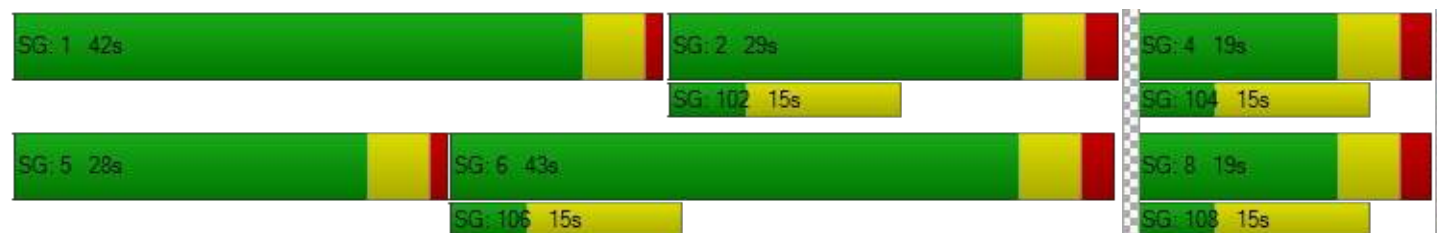
Vehicle Miles Traveled [mph]	13.29	27.10	6.87	20.98	12.51	21.59	4.17	24.28
Stops [stops/h]	233.64	416.41	127.28	365.27	407.29	247.54	72.58	410.97
Fuel consumption [US gal/h]	4.08	6.71	2.26	6.11	9.86	4.00	1.16	6.47
CO [g/h]	285.11	469.19	157.84	426.94	689.07	279.92	81.02	452.00
NOx [g/h]	55.47	91.29	30.71	83.07	134.07	54.46	15.76	87.94
VOC [g/h]	66.08	108.74	36.58	98.95	159.70	64.87	18.78	104.75

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.427	2.718	2.366	2.302
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	2.814	2.449	2.527	2.550
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street**

Control Type:	Two-way stop	Delay (sec / veh):	146.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	2	335	140	60	15	100	500	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	7.00	9.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	2	335	140	60	15	100	500	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	0.5000	0.8300	0.8100	0.6800	0.5800	0.7700	0.9200	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	1	101	43	22	6	32	136	1
Total Analysis Volume [veh/h]	0	0	0	0	4	404	173	88	26	130	543	4
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.15	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	8.50	0.00	0.00	0.00	0.00	9.85	9.89	0.00	0.00
Movement LOS					A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.63	0.63	0.63	0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	15.76	15.76	15.76	15.76
d_A, Approach Delay [s/veh]	0.00				0.05				2.19				
Approach LOS	A				A				A				
d_I, Intersection Delay [s/veh]	22.49												
Intersection LOS	F												

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	50	0	135	20	5	2	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	0	135	20	5	2	5	5
Peak Hour Factor	0.6300	1.0000	0.8700	0.5600	0.4400	0.5000	0.4200	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	39	9	3	1	3	4
Total Analysis Volume [veh/h]	79	0	155	36	11	4	12	15
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.78	0.00	0.24	0.07	0.16	0.06	0.13	0.03
d_M, Delay for Movement [s/veh]	146.46	139.31	116.64	118.44	76.84	76.84	64.41	30.65
Movement LOS	F	F	F	F	F	F	F	D
95th-Percentile Queue Length [veh/ln]	11.51	11.51	11.51	11.51	1.57	1.57	1.57	1.57
95th-Percentile Queue Length [ft/ln]	287.68	287.68	287.68	287.68	39.20	39.20	39.20	39.20
d_A, Approach Delay [s/veh]	125.61				56.79			
Approach LOS	F				F			
d_I, Intersection Delay [s/veh]	22.49							
Intersection LOS	F							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	98.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	125	1	250	5	0	0	0	280	45	140	335	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	1	250	5	0	0	0	280	45	140	335	1
Peak Hour Factor	0.8200	0.2500	0.9000	0.3800	1.0000	1.0000	1.0000	0.9200	0.5700	0.8500	0.8600	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	1	69	3	0	0	0	76	20	41	97	1
Total Analysis Volume [veh/h]	152	4	278	13	0	0	0	304	79	165	390	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.88	0.02	0.40	0.13	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	98.35	97.11	13.51	44.97	30.62	15.44	8.06	0.00	0.00	8.54	0.00	0.00
Movement LOS	F	F	B	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.66	6.66	1.91	0.42	0.42	0.42	0.00	0.00	0.00	0.49	0.49	0.49
95th-Percentile Queue Length [ft/ln]	166.58	166.58	47.77	10.45	10.45	10.45	0.00	0.00	0.00	12.13	12.13	12.13
d_A, Approach Delay [s/veh]	43.99			44.97			0.00			2.52		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	15.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	110	60	255	30	30	425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	6.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	60	255	30	30	425
Peak Hour Factor	0.7700	0.8200	0.7900	0.4100	0.6600	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	18	81	18	11	122
Total Analysis Volume [veh/h]	143	73	323	73	45	489
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.11	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	29.56	21.77	0.00	0.00	8.19	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.35	3.35	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft/ln]	83.87	83.87	0.00	0.00	2.99	2.99
d_A, Approach Delay [s/veh]	26.93		0.00		0.69	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.40					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	31.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	190	20	185	55	20	390
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	20	185	55	20	390
Peak Hour Factor	0.8300	0.7100	0.7900	0.8100	0.9000	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	7	59	17	6	112
Total Analysis Volume [veh/h]	229	28	234	68	22	448
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.62	0.04	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	31.10	25.92	0.00	0.00	7.88	0.00
Movement LOS	D	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.57	4.57	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	114.33	114.33	0.00	0.00	1.32	1.32
d_A, Approach Delay [s/veh]	30.54		0.00		0.37	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.79					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	2	20	0	1	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	50.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	20	0	1	45
Peak Hour Factor	1.0000	0.2500	0.6100	1.0000	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	8	0	1	45
Total Analysis Volume [veh/h]	0	8	33	0	4	180
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.76	4.00	0.00	0.00	2.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.66	0.66	0.00	0.00	0.19	0.19
d_A, Approach Delay [s/veh]	4.00		0.00		0.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	160	2	0	135	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	50.00	0.00	7.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	2	0	135	0	0
Peak Hour Factor	0.8100	0.2500	1.0000	0.8800	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	2	0	38	0	0
Total Analysis Volume [veh/h]	198	8	0	153	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	2.61	0.00	5.56	4.27
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		4.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	160	1	20	120	15	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	8.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	1	20	120	15	25
Peak Hour Factor	1.0000	0.2500	0.5800	0.9200	0.7100	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	1	9	33	5	9
Total Analysis Volume [veh/h]	160	4	34	130	21	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.63	9.88	0.00	0.00	7.56	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	19.01	19.01	0.00	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	10.61		0.00		2.84	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.95					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 151: E-1a: Lancaster Road at Leominster Road

Control Type:	Two-way stop	Delay (sec / veh):	50.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.219

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	5	205	160	2	260	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	0.00	3.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	205	160	2	260	430
Peak Hour Factor	0.2500	0.9200	0.8200	0.5000	0.7000	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	56	49	1	93	125
Total Analysis Volume [veh/h]	20	223	195	4	371	500
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.26	0.00	0.00	0.27	0.01
d_M, Delay for Movement [s/veh]	50.91	15.69	0.00	0.00	8.59	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.58	2.58	0.00	0.00	1.10	0.00
95th-Percentile Queue Length [ft/ln]	64.61	64.61	0.00	0.00	27.52	0.00
d_A, Approach Delay [s/veh]	18.59		0.00		3.66	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	5.87					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 152: E-1b: Lancaster Road at Center Road & Main Street**

Control Type:	Two-way stop	Delay (sec / veh):	36.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	5	120	110	260	570	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	120	110	260	570	15
Peak Hour Factor	0.5800	0.7600	0.8200	0.8500	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	39	34	76	178	5
Total Analysis Volume [veh/h]	9	158	134	306	713	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.37	0.15	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	36.22	20.22	9.81	0.00	0.00	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.10	2.10	0.53	0.53	0.00	0.00
95th-Percentile Queue Length [ft/ln]	52.59	52.59	13.36	13.36	0.00	0.00
d_A, Approach Delay [s/veh]	21.08		2.99		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.61					
Intersection LOS	E					

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	15	350	80	15	720	0	5	5	50	390	5	75	1710

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	5	0	0	45	0	120	5	100	1	0	235	5	516

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	125	465	1	2	455	30	30	1	120	5	10	5	1249

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	5	385	375	30	20	10	825

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	145	20	5	55	20	15	260

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	230	105	30	160	110	50	685

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	1	15	100	1	20	170	307

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	1	0	5	0	0	0	0	5	5	5	10	0	31

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	10	215	5	10	160	5	15	2	5	30	5	70	532

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	1	270	15	10	175	1	2	0	5	5	1	5	490

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	5	10	50	0	5	1	2	20	10	95	10	1	209

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	10	20	95	75	85	20	10	100	5	115	140	35	710

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	80	320	395	10	5	10	820

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	575	365	25	245	175	10	1395

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	2	1	1	200	0	185	310	270	5	2	325	580	1881

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	30	145	15	45	75	20	15	120	25	20	220	60	790

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	90	160	385	280	20	515	1450

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	180	45	620	75	130	480	1530

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	55	190	10	25	155	100	10	70	1	40	20	25	701

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	270	0	5	0	0	0	0	480	240	2	915	0	1912

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	295	55	35	430	720	440	1975

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	205	435	5	110	220	120	185	290	2	70	290	170	2102

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	2	335	140	60	15	100	500	1	50	0	135	20

Southeastbound				Total Volume
2	Left	Thru	Right	
5	2	5	5	1375

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	125	1	250	5	0	0	0	280	45	140	335	1	1182

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	110	60	255	30	30	425	910

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	190	20	185	55	20	390	860

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	2	20	0	1	45	68

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	160	2	0	135	0	0	297

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	160	1	20	120	15	25	341

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	5	205	160	2	260	430	1062

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	5	120	110	260	570	15	1080

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	15	350	80	15	720	0	5	5	50	390	5	75	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	15	350	80	15	720	0	5	5	50	390	5	75	1710

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	5	0	0	45	0	120	5	100	1	0	235	5	516
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	0	45	0	120	5	100	1	0	235	5	516

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	125	465	1	2	455	30	30	1	120	5	10	5	1249
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	125	465	1	2	455	30	30	1	120	5	10	5	1249

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	5	385	375	30	20	10	825
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	385	375	30	20	10	825

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	145	20	5	55	20	15	260
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	145	20	5	55	20	15	260

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	230	105	30	160	110	50	685
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	230	105	30	160	110	50	685

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	1	15	100	1	20	170	307
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	1	15	100	1	20	170	307

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	1	0	5	0	0	0	0	5	5	5	10	0	31
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	0	5	0	0	0	0	5	5	5	10	0	31

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	10	215	5	10	160	5	15	2	5	30	5	70	532
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	215	5	10	160	5	15	2	5	30	5	70	532

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	1	270	15	10	175	1	2	0	5	5	1	5	490
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	270	15	10	175	1	2	0	5	5	1	5	490

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	5	10	50	0	5	1	2	20	10	95	10	1	209
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	10	50	0	5	1	2	20	10	95	10	1	209

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	10	20	95	75	85	20	10	100	5	115	140	35	710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	20	95	75	85	20	10	100	5	115	140	35	710

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	80	320	395	10	5	10	820
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	80	320	395	10	5	10	820

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	575	365	25	245	175	10	1395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	575	365	25	245	175	10	1395

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	2	1	1	200	0	185	310	270	5	2	325	580	1881
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	1	1	200	0	185	310	270	5	2	325	580	1881

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	30	145	15	45	75	20	15	120	25	20	220	60	790
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	30	145	15	45	75	20	15	120	25	20	220	60	790

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street (Route 2A-110) at I-495 NB Ramps	Final Base	90	160	385	280	20	515	1450
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	90	160	385	280	20	515	1450

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street (Route 2A-110) at I-495 SB Off-Ramp	Final Base	180	45	620	75	130	480	1530
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	180	45	620	75	130	480	1530

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	55	190	10	25	155	100	10	70	1	40	20	25	701
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	55	190	10	25	155	100	10	70	1	40	20	25	701

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	270	0	5	0	0	0	0	480	240	2	915	0	1912
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	270	0	5	0	0	0	0	480	240	2	915	0	1912

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	295	55	35	430	720	440	1975
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	295	55	35	430	720	440	1975

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	205	435	5	110	220	120	185	290	2	70	290	170	2102
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	205	435	5	110	220	120	185	290	2	70	290	170	2102

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	2	335	140	60	15	100	500	1	50	0	135	20
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	335	140	60	15	100	500	1	50	0	135	20

Southeastbound				Total Volume
2	Left	Thru	Right	
5	2	5	5	1375
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	2	5	5	1375

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	125	1	250	5	0	0	0	280	45	140	335	1	1182
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	125	1	250	5	0	0	0	280	45	140	335	1	1182

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	110	60	255	30	30	425	910
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	110	60	255	30	30	425	910

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	190	20	185	55	20	390	860
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	190	20	185	55	20	390	860

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	2	20	0	1	45	68
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	2	20	0	1	45	68

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	160	2	0	135	0	0	297
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	160	2	0	135	0	0	297

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	160	1	20	120	15	25	341
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	160	1	20	120	15	25	341

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	5	205	160	2	260	430	1062
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	205	160	2	260	430	1062

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	5	120	110	260	570	15	1080
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	120	110	260	570	15	1080

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Devens 5-Year Traffic Monitoring Study

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Scenario 3 NB_AM

Report File: \\...\NB_AM_v2_10.3.2025.pdf

10/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	NB Thru	1.125	130.8	F
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.042	19.4	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	EB Left	48.442	10,000.0	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.409	44.1	E
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	SB Thru	0.262	8.4	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.394	28.6	D
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.021	12.2	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.049	7.1	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	WB Left	0.900	175.4	F
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	EB Left	0.014	30.6	D
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Thru	0.028	12.7	B
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	SB Left	0.572	16.6	B
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.036	31.6	D
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	2.469	736.6	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	SB Left	11.140	4,783.3	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	SB Left	0.413	49.8	E
	E-5: King Street at I-495 NB		HCM 6th				

19	E-5: King Street at I-495 NB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	0.811	96.9	F
20	E-6: King Street at I-495 SB Ramps	Two-way stop	HCM 6th Edition	NB Left	5.208	2,081.4	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	1.171	64.6	F
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	0.759	38.4	D
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	SB Left	0.866	39.0	D
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	EB Left	0.985	122.8	F
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	NWB Left	0.542	90.5	F
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	NB Left	1.349	399.8	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	0.247	29.5	D
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	0.564	53.1	F
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.077	4.3	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.003	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.353	12.1	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.022	51.2	F
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.214	38.1	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street**

Control Type:	Signalized	Delay (sec / veh):	130.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.125

Intersection Setup

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	90	1335	590	40	455	15	5	10	25	135	10	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	5.00	4.00	6.00	13.00	0.00	0.00	0.00	20.00	33.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	1335	590	40	455	15	5	10	25	135	10	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	363	160	11	124	4	1	3	7	37	3	11
Total Analysis Volume [veh/h]	98	1451	641	43	495	16	5	11	27	147	11	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	20	0	0	20	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	40	0	0	40	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		Yes			Yes			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	19

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	55	55	55	55	55	55
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	10	10	10
g / C, Green / Cycle	0.63	0.63	0.63	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	1.00	0.41	0.67	0.03	0.13	0.04
s, saturation flow rate [veh/h]	1549	1551	824	1687	1172	1232
c, Capacity [veh/h]	1047	979	590	388	236	230
d1, Uniform Delay [s]	10.52	6.44	15.66	18.80	22.08	19.17
k, delay calibration	0.50	0.14	0.48	0.04	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	221.15	0.94	24.12	0.05	1.00	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.48	0.65	0.94	0.11	0.62	0.23
d, Delay for Lane Group [s/veh]	231.67	7.37	39.78	18.85	23.08	19.36
Lane Group LOS	F	A	D	B	C	B
Critical Lane Group	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	72.02	3.28	8.83	0.43	1.76	0.56
50th-Percentile Queue Length [ft/ln]	1800.62	82.01	220.78	10.74	44.02	13.90
95th-Percentile Queue Length [veh/ln]	111.76	5.90	13.70	0.77	3.17	1.00
95th-Percentile Queue Length [ft/ln]	2793.89	147.62	342.62	19.34	79.24	25.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	231.67	231.67	7.37	39.78	39.78	39.78	18.85	18.85	18.85	23.08	19.36	19.36
Movement LOS	F	F	A	D	D	D	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	166.02			39.78			18.85			22.08		
Approach LOS	F			D			B			C		
d_I, Intersection Delay [s/veh]	130.81											
Intersection LOS	F											
Intersection V/C	1.125											

Emissions

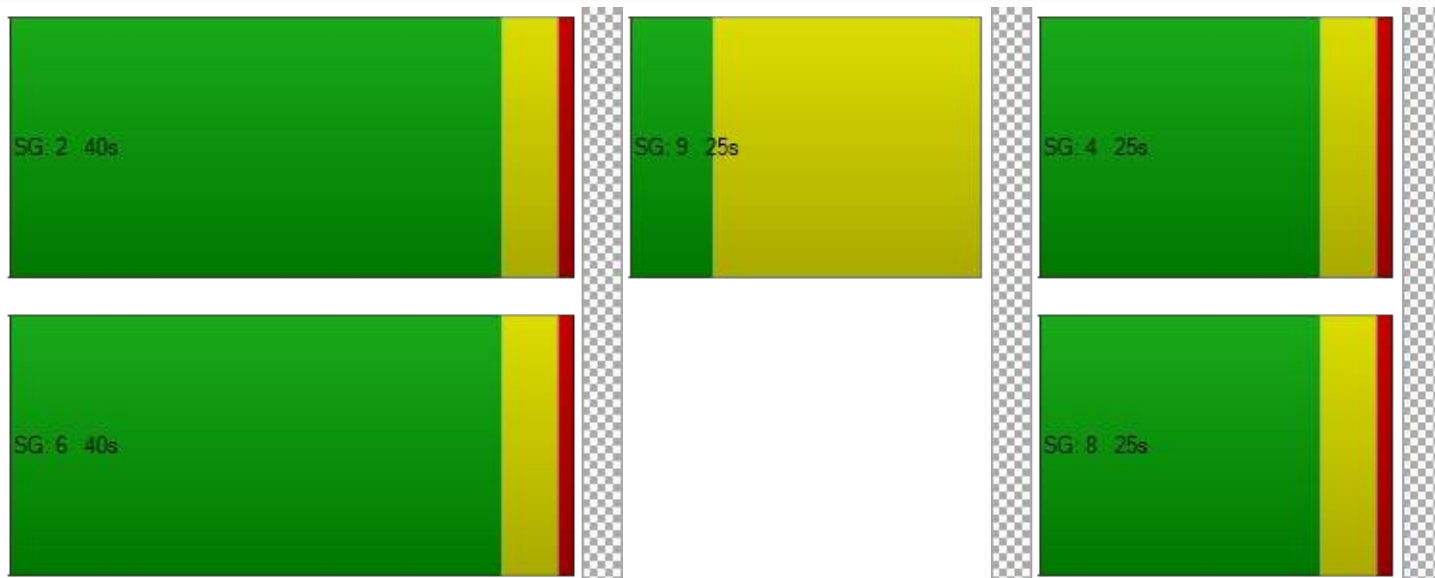
Vehicle Miles Traveled [mph]	625.25	258.74	259.93	3.48	85.82	31.53
Stops [stops/h]	4684.20	213.35	574.35	27.95	114.52	36.17
Fuel consumption [US gal/h]	124.64	12.79	18.36	0.46	4.86	1.71
CO [g/h]	8712.01	894.18	1283.26	32.35	339.45	119.56
NOx [g/h]	1695.04	173.97	249.68	6.29	66.04	23.26
VOC [g/h]	2019.09	207.23	297.41	7.50	78.67	27.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	18.58	0.00	18.58
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.697	0.000	2.267
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1265	1265	723	723
d_b, Bicycle Delay [s]	3.74	3.74	11.29	11.29
I_b,int, Bicycle LOS Score for Intersection	5.173	2.474	1.631	1.891
Bicycle LOS	F	B	A	A

Sequence

Ring 1	2	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	10	0	2	10	0	25	160	275	10	5	100	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	23.00	2.00	11.00	0.00	0.00	26.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	2	10	0	25	160	275	10	5	100	30
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	7	43	75	3	1	27	8
Total Analysis Volume [veh/h]	11	0	2	11	0	27	174	299	11	5	109	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.04	0.00	0.03	0.12	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.35	18.87	10.45	18.64	18.61	9.65	7.84	0.00	0.00	7.86	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.23	0.23	0.23	0.41	0.41	0.41	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.50	3.50	3.50	5.72	5.72	5.72	10.27	10.27	10.27	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	17.98			12.25			2.82			0.27		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	3.08											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	48.442

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	275	880	5	10	555	75	45	10	115	0	10	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	3.00	50.00	0.00	4.00	31.00	29.00	0.00	8.00	0.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	880	5	10	555	75	45	10	115	0	10	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	239	1	3	151	20	12	3	31	0	3	1
Total Analysis Volume [veh/h]	299	957	5	11	603	82	49	11	125	0	11	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.01	0.00	0.02	0.01	0.00	48.44	0.93	0.27	0.00	0.98	0.01
d_M, Delay for Movement [s/veh]	11.08	0.00	0.00	10.05	0.00	0.00	10000.0	10000.0	10000.0	2354.36	676.76	371.79
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.49	1.49	1.49	0.05	0.05	0.05	25.39	25.39	25.39	2.20	2.20	2.20
95th-Percentile Queue Length [ft/ln]	37.20	37.20	37.20	1.16	1.16	1.16	634.79	634.79	634.79	55.08	55.08	55.08
d_A, Approach Delay [s/veh]	2.63			0.16			10000.00			629.84		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	863.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	44.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	10	730	500	40	55	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	4.00	4.00	8.00	14.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	730	500	40	55	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	198	136	11	15	3
Total Analysis Volume [veh/h]	11	793	543	43	60	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.41	0.02
d_M, Delay for Movement [s/veh]	8.96	0.00	0.00	0.00	44.07	26.34
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	1.88	1.88
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.00	0.00	46.95	46.95
d_A, Approach Delay [s/veh]	0.12		0.00		41.32	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	90	45	30	175	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	14.00	0.00	4.00	12.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	45	30	175	25	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	12	8	48	7	3
Total Analysis Volume [veh/h]	98	49	33	190	27	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	861	851	748
Degree of Utilization, x	0.17	0.26	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.61	1.05	0.16
95th-Percentile Queue Length [ft]	15.33	26.29	4.01
Approach Delay [s/veh]	8.04	8.73	8.07
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.42		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	380	150	75	355	90	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	10.00	16.00	1.00	5.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	150	75	355	90	45
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	41	20	96	24	12
Total Analysis Volume [veh/h]	413	163	82	386	98	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.39	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	9.24	0.00	28.60	11.28
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.29	1.78	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.22	7.22	44.58	6.39
d_A, Approach Delay [s/veh]	0.00		1.62		22.83	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.45					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	10	40	235	0	25	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	7.00	0.00	0.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	40	235	0	25	165
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	64	0	7	45
Total Analysis Volume [veh/h]	11	43	255	0	27	179
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.21	10.04	0.00	0.00	7.78	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	6.15	6.15	0.00	0.00	1.56	1.56
d_A, Approach Delay [s/veh]	10.48		0.00		1.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	5	0	5	0	0	0	0	2	5	10	30	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	5	0	0	0	0	2	5	10	30	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	0	0	0	0	1	1	3	8	0
Total Analysis Volume [veh/h]	5	0	5	0	0	0	0	2	5	11	33	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	946	897	1019	906
Degree of Utilization, x	0.01	0.00	0.01	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.03	0.00	0.02	0.15
95th-Percentile Queue Length [ft]	0.80	0.00	0.52	3.83
Approach Delay [s/veh]	6.85	0.00	6.56	7.18
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.05			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	175.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.900

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	10	225	210	210	305	15	10	10	5	100	15	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	2.00	1.00	5.00	13.00	0.00	0.00	50.00	3.00	11.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	225	210	210	305	15	10	10	5	100	15	85
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	61	57	57	83	4	3	3	1	27	4	23
Total Analysis Volume [veh/h]	11	245	228	228	332	16	11	11	5	109	16	92
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.21	0.00	0.00	0.11	0.09	0.01	0.90	0.12	0.14
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	9.15	0.00	0.00	49.47	42.35	18.43	175.43	172.79	150.99
Movement LOS	A	A	A	A	A	A	E	E	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.78	0.78	0.78	0.76	0.76	0.76	11.03	11.03	11.03
95th-Percentile Queue Length [ft/ln]	0.68	0.68	0.68	19.60	19.60	19.60	19.08	19.08	19.08	275.66	275.66	275.66
d_A, Approach Delay [s/veh]	0.18			3.62			40.83			164.87		
Approach LOS	A			A			E			F		
d_I, Intersection Delay [s/veh]	29.95											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 10: I-12: Jackson Road at Buena Vista Street

Control Type:	Two-way stop	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	10	395	15	45	350	10	2	5	2	45	10	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	8.00	0.00	4.00	0.00	100.00	0.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	395	15	45	350	10	2	5	2	45	10	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	107	4	12	95	3	1	1	1	12	3	4
Total Analysis Volume [veh/h]	11	429	16	49	380	11	2	5	2	49	11	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.04	0.00	0.00	0.01	0.02	0.00	0.22	0.04	0.03
d_M, Delay for Movement [s/veh]	8.08	0.00	0.00	8.34	0.00	0.00	30.56	20.31	10.98	26.57	25.18	16.26
Movement LOS	A	A	A	A	A	A	D	C	B	D	D	C
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.14	0.14	0.14	0.12	0.12	0.12	1.16	1.16	1.16
95th-Percentile Queue Length [ft/ln]	0.71	0.71	0.71	3.41	3.41	3.41	2.90	2.90	2.90	29.09	29.09	29.09
d_A, Approach Delay [s/veh]	0.19			0.93			20.52			24.20		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	2.57											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	10	15	180	0	10	2	0	30	40	90	45	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	22.00	0.00	0.00	100.00	0.00	5.00	4.00	52.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	15	180	0	10	2	0	30	40	90	45	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	49	0	3	1	0	8	11	24	12	0
Total Analysis Volume [veh/h]	11	16	196	0	11	2	0	33	43	98	49	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.20	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	12.35	12.70	10.11	13.95	11.67	9.65	7.29	0.00	0.00	8.10	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.99	0.99	0.99	0.07	0.07	0.07	0.00	0.00	0.00	0.25	0.25	0.25
95th-Percentile Queue Length [ft/ln]	24.84	24.84	24.84	1.72	1.72	1.72	0.00	0.00	0.00	6.32	6.32	6.32
d_A, Approach Delay [s/veh]	10.40			11.36			0.00			5.40		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.11											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road**

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	10	105	115	75	40	15	40	190	10	70	180	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	17.00	9.00	37.00	65.00	45.00	17.00	5.00	0.00	13.00	6.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	105	115	75	40	15	40	190	10	70	180	165
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	29	31	20	11	4	11	52	3	19	49	45
Total Analysis Volume [veh/h]	11	114	125	82	43	16	43	207	11	76	196	179
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	50	50	50	50	50	50	50
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	16	16	16	16	16	16	16
g / C, Green / Cycle	0.32	0.32	0.32	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.26	0.35	0.02	0.05	0.12	0.07	0.22
s, saturation flow rate [veh/h]	970	360	1041	886	1809	1060	1669
c, Capacity [veh/h]	382	232	330	225	589	350	544
d1, Uniform Delay [s]	14.42	17.17	11.95	21.84	13.04	17.58	14.79
k, delay calibration	0.15	0.35	0.04	0.04	0.04	0.04	0.05
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.62	6.11	0.02	0.15	0.14	0.11	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.54	0.05	0.19	0.37	0.22	0.69
d, Delay for Lane Group [s/veh]	17.04	23.28	11.97	21.99	13.18	17.69	15.58
Lane Group LOS	B	C	B	C	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.28	1.65	0.11	0.45	1.65	0.70	3.29
50th-Percentile Queue Length [ft/ln]	56.88	41.21	2.76	11.35	41.25	17.44	82.33
95th-Percentile Queue Length [veh/ln]	4.10	2.97	0.20	0.82	2.97	1.26	5.93
95th-Percentile Queue Length [ft/ln]	102.38	74.18	4.97	20.42	74.25	31.39	148.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.04	17.04	17.04	23.28	23.28	11.97	21.99	13.18	13.18	17.69	15.58	15.58
Movement LOS	B	B	B	C	C	B	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	17.04			22.00			14.63			15.93		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	16.65											
Intersection LOS	B											
Intersection V/C	0.572											

Emissions

Vehicle Miles Traveled [mph]	81.90	93.40	11.96	27.49	139.38	12.18	60.12
Stops [stops/h]	162.55	117.78	7.89	32.43	117.90	49.84	235.28
Fuel consumption [US gal/h]	5.14	5.09	0.57	1.50	6.97	1.05	4.96
CO [g/h]	359.04	355.65	40.17	105.08	487.48	73.43	346.95
NOx [g/h]	69.86	69.20	7.82	20.45	94.85	14.29	67.50
VOC [g/h]	83.21	82.43	9.31	24.35	112.98	17.02	80.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	15.39	15.39	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.123	2.080	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	754	754	754	754
d_b, Bicycle Delay [s]	9.78	9.78	9.78	9.78
I_b,int, Bicycle LOS Score for Intersection	1.972	1.792	1.990	2.304
Bicycle LOS	A	A	A	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: I-15: Jackson Road at Sherman Avenue

Control Type:	Two-way stop	Delay (sec / veh):	31.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	25	760	515	2	5	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	760	515	2	5	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	207	140	1	1	7
Total Analysis Volume [veh/h]	27	826	560	2	5	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.04	0.05
d_M, Delay for Movement [s/veh]	8.63	0.00	0.00	0.00	31.57	12.70
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.28	0.28
95th-Percentile Queue Length [ft/ln]	2.04	2.04	0.00	0.00	7.05	7.05
d_A, Approach Delay [s/veh]	0.27		0.00		15.65	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	736.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.469

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	290	295	25	660	415	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	6.00	0.00	2.00	2.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	295	25	660	415	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	80	7	179	113	7
Total Analysis Volume [veh/h]	315	321	27	717	451	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	2.47	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	8.87	0.00	736.58	723.07
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.09	40.43	40.43
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.18	2.18	1010.67	1010.67
d_A, Approach Delay [s/veh]	0.00		0.32		735.82	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	189.43					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street

Control Type:	Two-way stop	Delay (sec / veh):	4,783.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.140

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	5	10	15	530	10	340	235	525	10	10	320	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	25.00	13.00	0.00	3.00	33.00	8.00	6.00	0.00	25.00	8.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	15	530	10	340	235	525	10	10	320	355
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	4	144	3	92	64	143	3	3	87	96
Total Analysis Volume [veh/h]	5	11	16	576	11	370	255	571	11	11	348	386
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.65	0.31	0.03	11.14	0.16	0.59	0.30	0.01	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	689.28	324.25	230.98	4783.32	4765.34	18.50	11.10	0.00	0.00	9.10	0.00	0.00
Movement LOS	F	F	F	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.44	3.44	3.44	70.02	70.02	3.82	1.28	1.28	1.28	0.04	0.04	0.00
95th-Percentile Queue Length [ft/ln]	85.90	85.90	85.90	1750.59	1750.59	95.42	31.90	31.90	31.90	0.94	0.94	0.00
d_A, Approach Delay [s/veh]	334.65			2940.91			3.38			0.13		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	1100.00											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 18: E-4: Groton-Harvard Road at Central Avenue

Control Type:	Two-way stop	Delay (sec / veh):	49.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Base Volume Input [veh/h]	10	150	15	105	160	15	10	245	15	10	135	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	3.00	0.00	0.00	1.00	0.00	0.00	4.00	0.00	0.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	150	15	105	160	15	10	245	15	10	135	100
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	41	4	29	43	4	3	67	4	3	37	27
Total Analysis Volume [veh/h]	11	163	16	114	174	16	11	266	16	11	147	109
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.39	0.02	0.41	0.39	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	25.65	20.45	16.54	49.84	44.82	41.05	7.75	0.00	0.00	7.81	0.00	0.00
Movement LOS	D	C	C	E	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.29	2.29	2.29	7.29	7.29	7.29	0.03	0.03	0.03	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	57.25	57.25	57.25	182.35	182.35	182.35	0.63	0.63	0.63	0.64	0.64	0.64
d_A, Approach Delay [s/veh]	20.42			46.50			0.29			0.32		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	17.26											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 19: E-5: King Street at I-495 NB Off-Ramp

Control Type:	Two-way stop	Delay (sec / veh):	96.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	100	265	730	575	25	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	36.00	6.00	4.00	8.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	265	730	575	25	470
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	72	198	156	7	128
Total Analysis Volume [veh/h]	109	288	793	625	27	511
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.81	0.75	0.01	0.01	0.03	0.01
d_M, Delay for Movement [s/veh]	96.95	38.10	0.00	0.00	9.45	0.00
Movement LOS	F	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.00	6.05	0.00	0.00	0.10	0.00
95th-Percentile Queue Length [ft/ln]	125.04	151.29	0.00	0.00	2.50	0.00
d_A, Approach Delay [s/veh]	54.26		0.00		0.47	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	9.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 20: E-6: King Street at I-495 SB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	2,081.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.208

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	205	105	1190	145	115	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	21.00	0.00	6.00	26.00	4.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	105	1190	145	115	445
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	29	323	39	31	121
Total Analysis Volume [veh/h]	223	114	1293	158	125	484
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.21	0.57	0.01	0.00	0.24	0.00
d_M, Delay for Movement [s/veh]	2081.37	44.13	0.00	0.00	13.89	0.00
Movement LOS	F	E	A	A	B	A
95th-Percentile Queue Length [veh/ln]	25.77	3.07	0.00	0.00	0.91	0.00
95th-Percentile Queue Length [ft/ln]	644.19	76.73	0.00	0.00	22.77	0.00
d_A, Approach Delay [s/veh]	1392.21		0.00		2.85	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	196.46					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)**

Control Type:	All-way stop	Delay (sec / veh):	64.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.171

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	30	290	30	60	440	70	135	85	100	85	30	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	5.00	3.00	4.00	0.00	0.00	0.00	5.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	290	30	60	440	70	135	85	100	85	30	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	79	8	16	120	19	37	23	27	23	8	1
Total Analysis Volume [veh/h]	33	315	33	65	478	76	147	92	109	92	33	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	507	619	497	428
Degree of Utilization, x	0.75	1.17	0.70	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	6.43	21.88	5.44	1.27
95th-Percentile Queue Length [ft]	160.76	547.01	135.88	31.69
Approach Delay [s/veh]	28.48	119.29	25.50	15.06
Approach LOS	D	F	D	C
Intersection Delay [s/veh]	64.63			
Intersection LOS	F			

Intersection Level Of Service Report**Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)**

Control Type:	Signalized	Delay (sec / veh):	38.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	325	0	10	0	0	0	0	915	525	10	645	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	2.00	2.00	2.00	7.00	4.00	14.00	6.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	325	0	10	0	0	0	0	915	525	10	645	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	0	3	0	0	0	0	249	143	3	175	0
Total Analysis Volume [veh/h]	353	0	11	0	0	0	0	995	571	11	701	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	10	10	0	0	5	0	0	55	10	5	55	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	15	0	0	10	0	0	60	15	9	60	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	67	67	67	67	67	67
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	10	0	42	57	42	42
g / C, Green / Cycle	0.15	0.00	0.62	0.85	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.21	0.00	0.55	0.37	0.04	0.39
s, saturation flow rate [veh/h]	1774	1870	1795	1564	297	1810
c, Capacity [veh/h]	264	0	1166	1331	143	1122
d1, Uniform Delay [s]	28.55	0.00	10.88	1.18	26.95	7.92
k, delay calibration	0.50	0.04	0.21	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	191.33	0.00	3.65	0.22	0.23	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.38	0.00	0.85	0.43	0.08	0.62
d, Delay for Lane Group [s/veh]	219.88	0.00	14.53	1.40	27.18	8.49
Lane Group LOS	F	A	B	A	C	A
Critical Lane Group	Yes	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	18.08	0.00	10.56	0.08	0.16	4.99
50th-Percentile Queue Length [ft/ln]	452.08	0.00	264.00	2.03	4.08	124.63
95th-Percentile Queue Length [veh/ln]	28.51	0.00	15.89	0.15	0.29	8.65
95th-Percentile Queue Length [ft/ln]	712.65	0.00	397.23	3.65	7.35	216.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	219.88	219.88	219.88	0.00	0.00	0.00	14.53	14.53	1.40	27.18	8.49	8.49
Movement LOS	F	F	F	A	A	A	B	B	A	C	A	A
d_A, Approach Delay [s/veh]	219.88			0.00			9.74			8.78		
Approach LOS	F			A			A			A		
d_I, Intersection Delay [s/veh]	38.43											
Intersection LOS	D											
Intersection V/C	0.759											

Emissions

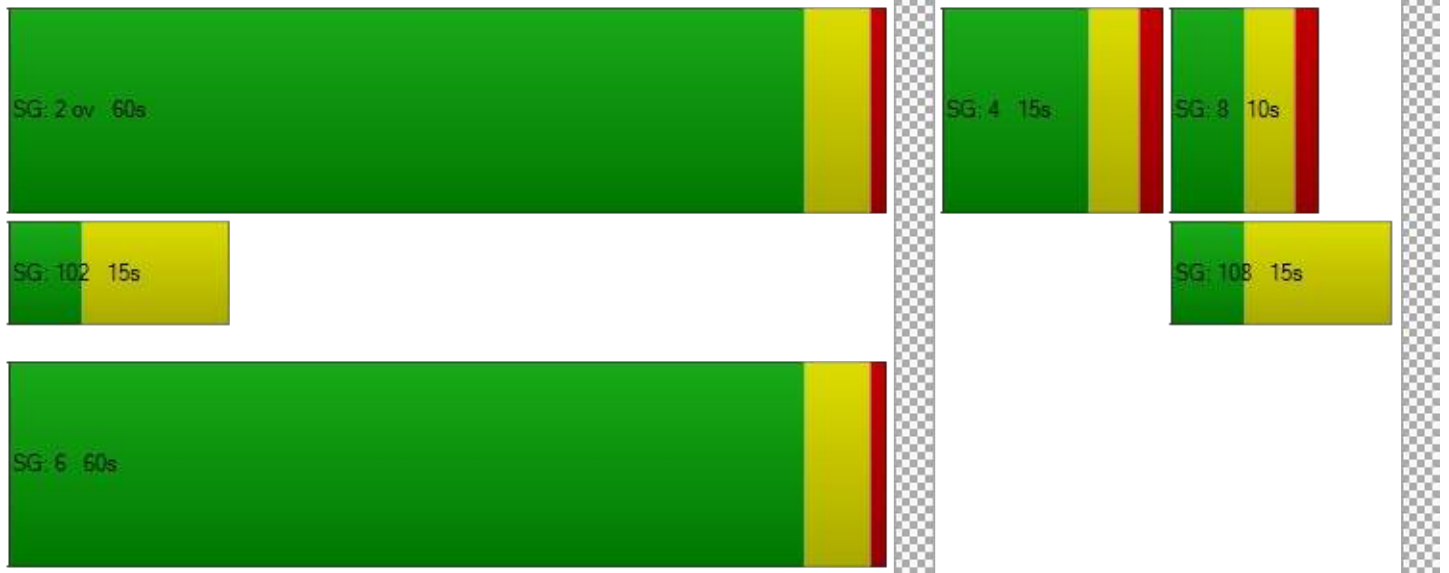
Vehicle Miles Traveled [mph]	20.61	0.00	274.19	157.35	65.02	4143.23
Stops [stops/h]	971.41	0.00	567.26	4.36	8.77	267.80
Fuel consumption [US gal/h]	22.50	0.00	17.36	6.66	2.79	173.25
CO [g/h]	1572.74	0.00	1213.74	465.79	194.72	12110.38
NOx [g/h]	306.00	0.00	236.15	90.63	37.89	2356.24
VOC [g/h]	364.50	0.00	281.30	107.95	45.13	2806.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	25.11	0.00	25.11	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.178	0.000	2.778	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	298	149	1626	1626
d_b, Bicycle Delay [s]	24.25	28.69	1.17	1.17
I_b,int, Bicycle LOS Score for Intersection	2.160	1.560	4.144	2.734
Bicycle LOS	B	A	D	B

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	39.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	530	85	100	880	605	370
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	8.00	6.00	6.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	530	85	100	880	605	370
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	23	27	239	164	101
Total Analysis Volume [veh/h]	576	92	109	957	658	402
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	28	28	47	47	37	37
g / C, Green / Cycle	0.33	0.33	0.55	0.55	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.34	0.06	0.15	0.53	0.36	0.26
s, saturation flow rate [veh/h]	1709	1513	715	1810	1825	1538
c, Capacity [veh/h]	563	498	354	1001	799	673
d1, Uniform Delay [s]	28.50	20.35	14.72	18.02	21.01	18.19
k, delay calibration	0.44	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	41.51	0.18	2.24	19.67	9.41	3.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.02	0.18	0.31	0.96	0.82	0.60
d, Delay for Lane Group [s/veh]	70.01	20.53	16.96	37.69	30.42	22.06
Lane Group LOS	F	C	B	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.37	1.29	1.11	21.05	12.76	6.37
50th-Percentile Queue Length [ft/ln]	434.18	32.32	27.83	526.14	318.90	159.17
95th-Percentile Queue Length [veh/ln]	24.57	2.33	2.00	28.57	18.61	10.50
95th-Percentile Queue Length [ft/ln]	614.14	58.18	50.10	714.23	465.33	262.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.01	20.53	16.96	37.69	30.42	22.06
Movement LOS	F	C	B	D	C	C
d_A, Approach Delay [s/veh]	63.20		35.57		27.25	
Approach LOS	E		D		C	
d_I, Intersection Delay [s/veh]	39.02					
Intersection LOS	D					
Intersection V/C	0.866					

Emissions

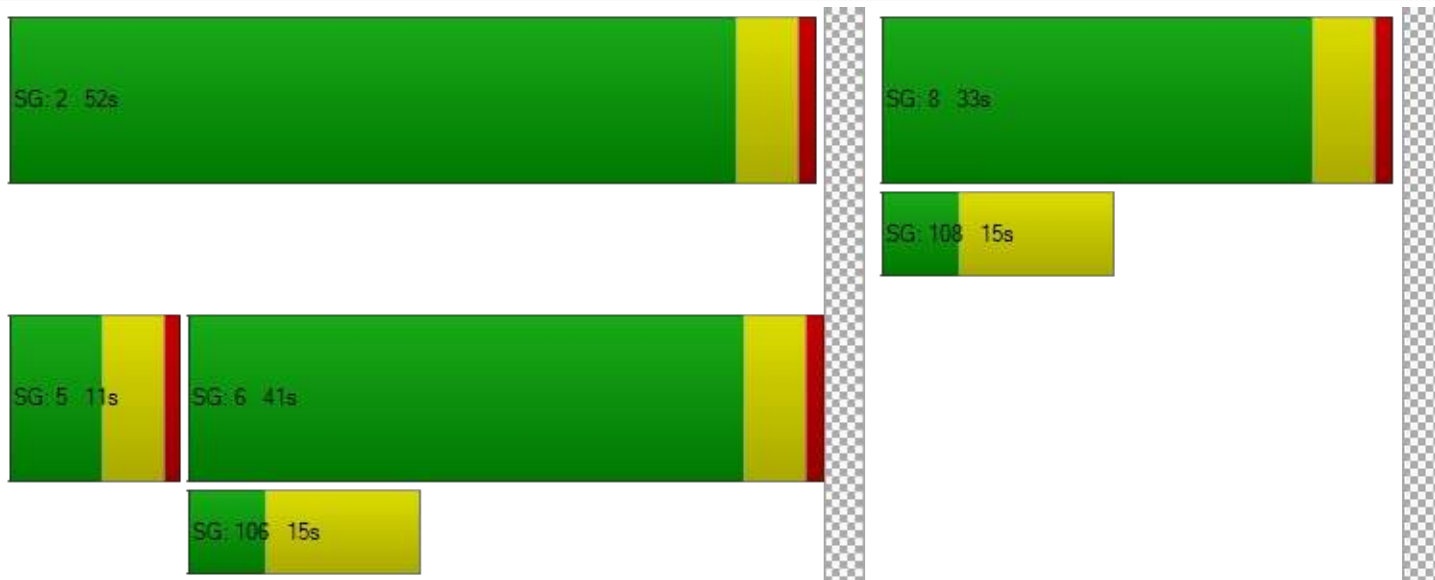
Vehicle Miles Traveled [mph]	1977.47	315.85	9.30	81.66	181.32	110.78
Stops [stops/h]	735.55	54.76	47.16	891.34	540.25	269.65
Fuel consumption [US gal/h]	93.67	13.69	1.02	15.63	14.52	7.86
CO [g/h]	6547.87	956.87	71.27	1092.26	1015.13	549.07
NOx [g/h]	1273.98	186.17	13.87	212.51	197.51	106.83
VOC [g/h]	1517.53	221.76	16.52	253.14	235.27	127.25

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0	
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	33.98		33.98		33.98	
I_p,int, Pedestrian LOS Score for Intersectio	2.394		2.529		2.782	
Crosswalk LOS	B		B		C	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	659		1106		847	
d_b, Bicycle Delay [s]	19.11		8.49		14.12	
I_b,int, Bicycle LOS Score for Intersection	1.560		3.319		3.309	
Bicycle LOS	A		C		C	

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	122.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	145	350	10	195	560	120	295	410	0	70	190	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	25.00	5.00	3.00	5.00	2.00	4.00	0.00	2.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	350	10	195	560	120	295	410	0	70	190	130
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	95	3	53	152	33	80	111	0	19	52	35
Total Analysis Volume [veh/h]	158	380	11	212	609	130	321	446	0	76	207	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	10	36	13	39	24	24	24	24
g / C, Green / Cycle	0.11	0.40	0.15	0.44	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.22	0.12	0.41	0.31	0.24	0.08	0.20
s, saturation flow rate [veh/h]	1795	1816	1738	1799	1033	1840	944	1703
c, Capacity [veh/h]	198	724	256	784	132	488	86	452
d1, Uniform Delay [s]	39.07	20.72	37.28	24.31	44.12	32.08	44.98	30.54
k, delay calibration	0.11	0.11	0.11	0.25	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.22	0.63	6.79	12.78	670.72	24.18	70.00	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.54	0.83	0.94	2.44	0.91	0.89	0.77
d, Delay for Lane Group [s/veh]	46.28	21.35	44.07	37.10	714.84	56.26	114.98	42.54
Lane Group LOS	D	C	D	D	F	E	F	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.75	6.17	4.94	16.86	27.41	12.38	3.34	8.27
50th-Percentile Queue Length [ft/ln]	93.84	154.33	123.49	421.40	685.31	309.62	83.60	206.79
95th-Percentile Queue Length [veh/ln]	6.76	10.25	8.58	23.59	47.29	18.16	6.02	12.99
95th-Percentile Queue Length [ft/ln]	168.92	256.20	214.62	589.72	1182.22	453.90	150.48	324.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.28	21.35	21.35	44.07	37.10	37.10	714.84	56.26	56.26	114.98	42.54	42.54
Movement LOS	D	C	C	D	D	D	F	E	E	F	D	D
d_A, Approach Delay [s/veh]	28.53			38.65			331.88			55.52		
Approach LOS	C			D			F			E		
d_I, Intersection Delay [s/veh]	122.82											
Intersection LOS	F											
Intersection V/C	0.985											

Emissions

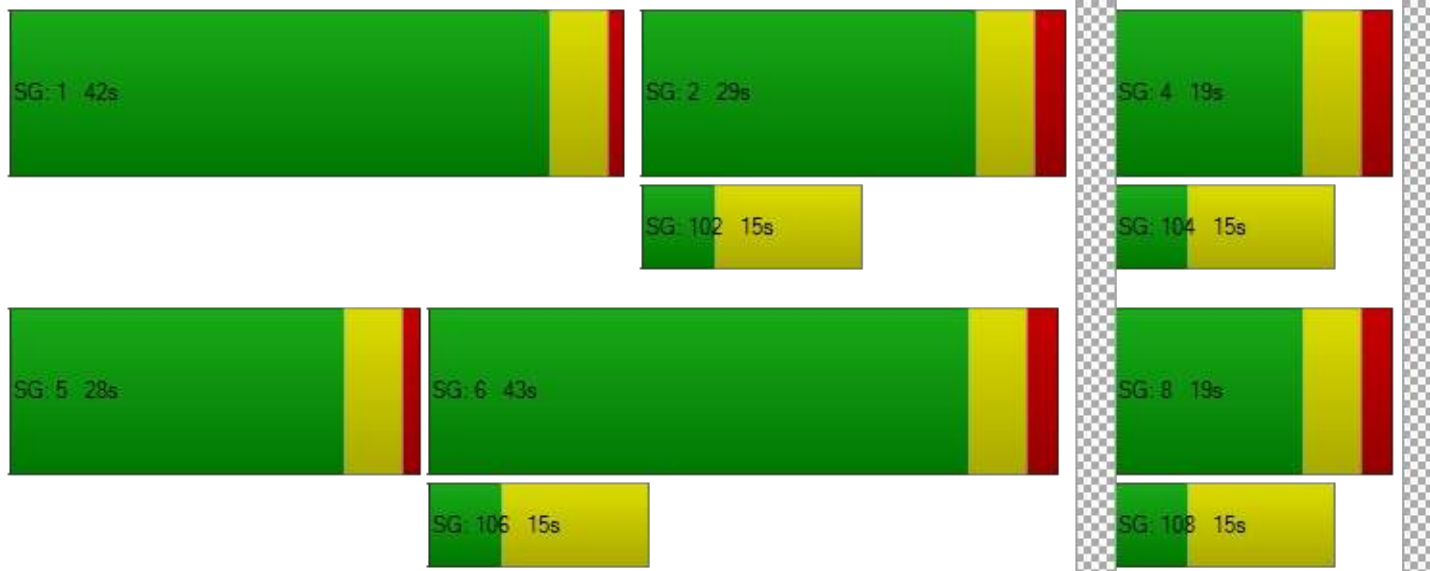
Vehicle Miles Traveled [mph]	8.40	20.78	10.95	38.18	18.68	25.95	3.60	16.50
Stops [stops/h]	150.15	246.93	197.59	674.23	1096.49	495.39	133.76	330.87
Fuel consumption [US gal/h]	2.66	3.92	3.44	10.88	53.51	8.91	2.67	5.52
CO [g/h]	186.16	273.91	240.71	760.21	3740.46	622.85	186.31	385.83
NOx [g/h]	36.22	53.29	46.83	147.91	727.76	121.18	36.25	75.07
VOC [g/h]	43.14	63.48	55.79	176.19	866.89	144.35	43.18	89.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.451	2.981	2.352	2.297
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	2.465	3.129	2.825	2.259
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street

Control Type:	Two-way stop	Delay (sec / veh):	90.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	0	545	320	90	10	115	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	4.00	4.00	3.00	25.00	3.00	4.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	545	320	90	10	115	335	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	148	87	24	3	31	91	0
Total Analysis Volume [veh/h]	0	0	0	0	0	592	348	98	11	125	364	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.19	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	7.99	0.00	0.00	0.00	12.53	11.82	0.00	0.00
Movement LOS					A	A	A	A	B	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.77
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.28	19.28	19.28	19.28
d_A, Approach Delay [s/veh]	0.00				0.00				3.23			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	11.09											
Intersection LOS	F											

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	60	0	150	15	0	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	0	150	15	0	2	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	41	4	0	1	0	0
Total Analysis Volume [veh/h]	65	0	163	16	0	2	0	0
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.54	0.00	0.32	0.04	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	90.53	87.37	67.65	69.99	70.04	70.04	57.20	12.51
Movement LOS	F	F	F	F	F	F	F	B
95th-Percentile Queue Length [veh/ln]	8.11	8.11	8.11	8.11	0.11	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	202.67	202.67	202.67	202.67	2.67	2.67	2.67	2.67
d_A, Approach Delay [s/veh]	73.90				70.04			
Approach LOS	F				F			
d_I, Intersection Delay [s/veh]	11.09							
Intersection LOS	F							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	399.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.349

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	55	0	225	10	0	0	10	475	235	325	275	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	0.00	5.00	0.00	0.00	0.00	0.00	6.00	1.00	3.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	225	10	0	0	10	475	235	325	275	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	61	3	0	0	3	129	64	88	75	0
Total Analysis Volume [veh/h]	60	0	245	11	0	0	11	516	255	353	299	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.35	0.00	0.52	0.50	0.00	0.00	0.01	0.01	0.00	0.42	0.00	0.00
d_M, Delay for Movement [s/veh]	399.79	394.93	20.84	280.13	207.01	120.66	7.85	0.00	0.00	12.37	0.00	0.00
Movement LOS	F	F	C	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	5.81	5.81	2.98	1.46	1.46	1.46	0.03	0.03	0.03	2.10	2.10	2.10
95th-Percentile Queue Length [ft/ln]	145.31	145.31	74.49	36.51	36.51	36.51	0.65	0.65	0.65	52.62	52.62	52.62
d_A, Approach Delay [s/veh]	95.39			280.13			0.11			6.70		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	20.93											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	29.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	40	30	675	120	55	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	5.00	4.00	3.00	3.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	30	675	120	55	280
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	8	183	33	15	76
Total Analysis Volume [veh/h]	43	33	734	130	60	304
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.09	0.01	0.00	0.08	0.00
d_M, Delay for Movement [s/veh]	29.53	18.26	0.00	0.00	10.04	0.00
Movement LOS	D	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.95	0.95	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	23.87	23.87	0.00	0.00	6.28	6.28
d_A, Approach Delay [s/veh]	24.64		0.00		1.65	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.90					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	53.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	115	105	415	220	105	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	7.00	1.00	10.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	105	415	220	105	205
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	29	113	60	29	56
Total Analysis Volume [veh/h]	125	114	451	239	114	223
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.56	0.22	0.00	0.00	0.13	0.00
d_M, Delay for Movement [s/veh]	53.10	43.71	0.00	0.00	9.77	0.00
Movement LOS	F	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.17	6.17	0.00	0.00	0.45	0.45
95th-Percentile Queue Length [ft/ln]	154.35	154.35	0.00	0.00	11.28	11.28
d_A, Approach Delay [s/veh]	48.62		0.00		3.31	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	10.06					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	4.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	70	55	0	2	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	21.00	0.00	100.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	70	55	0	2	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	15	0	1	11
Total Analysis Volume [veh/h]	0	76	60	0	2	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.72	4.34	0.00	0.00	3.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	6.25	6.25	0.00	0.00	0.14	0.14
d_A, Approach Delay [s/veh]	4.34		0.00		0.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	260	60	0	175	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	10.00	0.00	12.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	60	0	175	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	16	0	48	0	0
Total Analysis Volume [veh/h]	283	65	0	190	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	2.95	0.00	6.79	4.93
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		5.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	260	10	45	175	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	33.00	20.00	12.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	10	45	175	0	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	3	12	48	0	11
Total Analysis Volume [veh/h]	283	11	49	190	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.05	11.92	0.00	0.00	7.69	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.69	1.69	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	42.20	42.20	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.05		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 151: E-1a: Lancaster Road at Leominster Road

Control Type:	Two-way stop	Delay (sec / veh):	51.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	2	290	400	5	365	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	4.00	0.00	5.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	290	400	5	365	210
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	79	109	1	99	57
Total Analysis Volume [veh/h]	2	315	435	5	397	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.52	0.00	0.00	0.36	0.00
d_M, Delay for Movement [s/veh]	51.24	18.12	0.00	0.00	10.08	0.00
Movement LOS	F	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	3.26	3.26	0.00	0.00	1.65	0.00
95th-Percentile Queue Length [ft/ln]	81.62	81.62	0.00	0.00	41.33	0.00
d_A, Approach Delay [s/veh]	18.33		0.00		6.40	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.10					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street

Control Type:	Two-way stop	Delay (sec / veh):	38.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	30	195	100	585	380	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	8.00	12.00	5.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	195	100	585	380	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	53	27	159	103	3
Total Analysis Volume [veh/h]	33	212	109	636	413	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.34	0.10	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	38.12	20.51	8.69	0.00	0.00	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.30	3.30	0.33	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	82.56	82.56	8.36	8.36	0.00	0.00
d_A, Approach Delay [s/veh]	22.88		1.27		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	4.63					
Intersection LOS	E					

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	90	1335	590	40	455	15	5	10	25	135	10	40	2750

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	10	0	2	10	0	25	160	275	10	5	100	30	627

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	275	880	5	10	555	75	45	10	115	0	10	2	1982

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	10	730	500	40	55	10	1345

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	90	45	30	175	25	10	375

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	380	150	75	355	90	45	1095

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	10	40	235	0	25	165	475

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	5	0	5	0	0	0	0	2	5	10	30	0	57

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	10	225	210	210	305	15	10	10	5	100	15	85	1200

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	10	395	15	45	350	10	2	5	2	45	10	15	904

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	10	15	180	0	10	2	0	30	40	90	45	0	422

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	10	105	115	75	40	15	40	190	10	70	180	165	1015

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	25	760	515	2	5	25	1332

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	290	295	25	660	415	25	1710

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	5	10	15	530	10	340	235	525	10	10	320	355	2365

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	10	150	15	105	160	15	10	245	15	10	135	100	970

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	100	265	730	575	25	470	2165

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	205	105	1190	145	115	445	2205

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	30	290	30	60	440	70	135	85	100	85	30	5	1360

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	325	0	10	0	0	0	0	915	525	10	645	0	2430

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	530	85	100	880	605	370	2570

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	145	350	10	195	560	120	295	410	0	70	190	130	2475

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	0	545	320	90	10	115	335	0	60	0	150	15

Southeastbound				Total Volume
2	Left	Thru	Right	
0	2	0	0	1642

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	55	0	225	10	0	0	10	475	235	325	275	0	1610

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	40	30	675	120	55	280	1200

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	115	105	415	220	105	205	1165

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	70	55	0	2	40	167

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	260	60	0	175	0	0	495

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	260	10	45	175	0	40	530

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	2	290	400	5	365	210	1272

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	30	195	100	585	380	10	1300

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	90	1335	590	40	455	15	5	10	25	135	10	40	2750
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	90	1335	590	40	455	15	5	10	25	135	10	40	2750

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	10	0	2	10	0	25	160	275	10	5	100	30	627
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	0	2	10	0	25	160	275	10	5	100	30	627

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	275	880	5	10	555	75	45	10	115	0	10	2	1982
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	275	880	5	10	555	75	45	10	115	0	10	2	1982

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	10	730	500	40	55	10	1345
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	730	500	40	55	10	1345

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	90	45	30	175	25	10	375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	90	45	30	175	25	10	375

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	380	150	75	355	90	45	1095
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	380	150	75	355	90	45	1095

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	10	40	235	0	25	165	475
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	40	235	0	25	165	475

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	5	0	5	0	0	0	0	2	5	10	30	0	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	5	0	0	0	0	2	5	10	30	0	57

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	10	225	210	210	305	15	10	10	5	100	15	85	1200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	225	210	210	305	15	10	10	5	100	15	85	1200

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	10	395	15	45	350	10	2	5	2	45	10	15	904
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	395	15	45	350	10	2	5	2	45	10	15	904

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	10	15	180	0	10	2	0	30	40	90	45	0	422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	15	180	0	10	2	0	30	40	90	45	0	422

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	10	105	115	75	40	15	40	190	10	70	180	165	1015
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	105	115	75	40	15	40	190	10	70	180	165	1015

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	25	760	515	2	5	25	1332
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	25	760	515	2	5	25	1332

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	290	295	25	660	415	25	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	290	295	25	660	415	25	1710

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	5	10	15	530	10	340	235	525	10	10	320	355	2365
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	10	15	530	10	340	235	525	10	10	320	355	2365

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	10	150	15	105	160	15	10	245	15	10	135	100	970
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	150	15	105	160	15	10	245	15	10	135	100	970

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	Final Base	100	265	730	575	25	470	2165
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	100	265	730	575	25	470	2165

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	Final Base	205	105	1190	145	115	445	2205
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	205	105	1190	145	115	445	2205

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	30	290	30	60	440	70	135	85	100	85	30	5	1360
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	30	290	30	60	440	70	135	85	100	85	30	5	1360

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	325	0	10	0	0	0	0	915	525	10	645	0	2430
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	325	0	10	0	0	0	0	915	525	10	645	0	2430

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	530	85	100	880	605	370	2570
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	530	85	100	880	605	370	2570

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	145	350	10	195	560	120	295	410	0	70	190	130	2475
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	145	350	10	195	560	120	295	410	0	70	190	130	2475

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	0	545	320	90	10	115	335	0	60	0	150	15
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	545	320	90	10	115	335	0	60	0	150	15

Southeastbound				Total Volume
2	Left	Thru	Right	
0	2	0	0	1642
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	1642

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	55	0	225	10	0	0	10	475	235	325	275	0	1610
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	55	0	225	10	0	0	10	475	235	325	275	0	1610

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	40	30	675	120	55	280	1200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	40	30	675	120	55	280	1200

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	115	105	415	220	105	205	1165
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	115	105	415	220	105	205	1165

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	70	55	0	2	40	167
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	70	55	0	2	40	167

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	260	60	0	175	0	0	495
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	260	60	0	175	0	0	495

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	260	10	45	175	0	40	530
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	260	10	45	175	0	40	530

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	2	290	400	5	365	210	1272
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	2	290	400	5	365	210	1272

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	30	195	100	585	380	10	1300
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	30	195	100	585	380	10	1300

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Scenario 5 NB_PM

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10/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	WB Left	1.164	123.1	F
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.043	19.5	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	EB Left	4.274	2,125.0	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.192	29.3	D
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	NB Thru	0.311	8.6	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.504	25.0	C
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.004	12.2	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.030	7.0	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	EB Left	0.104	20.6	C
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	WB Left	0.037	17.6	C
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Thru	0.033	13.1	B
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	WB Left	0.448	16.1	B
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.094	38.1	E
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	3.431	1,230.9	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	NB Right	0.003	10,000.0	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	SB Left	0.891	260.6	F
	E-5: King Street at I-495 NB		HCM 6th				

19	E-5: King Street at I-495 NB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	1.311	261.3	F
20	E-6: King Street at I-495 SB Ramps	Two-way stop	HCM 6th Edition	NB Left	9.817	4,218.2	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	0.692	17.7	C
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	1.065	128.2	F
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	WB Thru	0.927	84.4	F
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	EB Left	1.142	232.4	F
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	NWB Left	2.805	1,226.6	F
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	NB Left	2.787	937.9	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	1.005	148.4	F
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	1.316	225.6	F
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.005	4.0	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.003	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.357	12.5	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.237	96.8	F
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.169	97.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street**

Control Type:	Signalized	Delay (sec / veh):	123.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.164

Intersection Setup

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	25	530	120	25	1090	0	10	10	75	590	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	15.00	0.00	2.00	0.00	20.00	25.00	2.00	4.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	530	120	25	1090	0	10	10	75	590	10	115
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	144	33	7	296	0	3	3	20	160	3	31
Total Analysis Volume [veh/h]	27	576	130	27	1185	0	11	11	82	641	11	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	20	0	0	20	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	40	0	0	40	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		Yes			Yes			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	19

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	20	20	20
g / C, Green / Cycle	0.54	0.54	0.54	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.35	0.09	0.66	0.08	0.50	0.08
s, saturation flow rate [veh/h]	1721	1424	1826	1313	1282	1635
c, Capacity [veh/h]	982	764	1037	464	387	502
d1, Uniform Delay [s]	10.40	7.70	15.91	16.99	24.34	17.09
k, delay calibration	0.13	0.04	0.50	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.77	0.04	86.67	0.09	305.82	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.17	1.17	0.22	1.65	0.27
d, Delay for Lane Group [s/veh]	11.17	7.73	102.57	17.08	330.16	17.19
Lane Group LOS	B	A	F	B	F	B
Critical Lane Group	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.12	0.79	38.03	1.10	38.60	1.45
50th-Percentile Queue Length [ft/ln]	128.07	19.79	950.80	27.47	965.10	36.13
95th-Percentile Queue Length [veh/ln]	8.83	1.43	54.16	1.98	61.69	2.60
95th-Percentile Queue Length [ft/ln]	220.87	35.63	1353.90	49.45	1542.25	65.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.17	11.17	7.73	102.57	102.57	102.57	17.08	17.08	17.08	330.16	17.19	17.19
Movement LOS	B	B	A	F	F	F	B	B	B	F	B	B
d_A, Approach Delay [s/veh]	10.56			102.57			17.08			275.38		
Approach LOS	B			F			B			F		
d_I, Intersection Delay [s/veh]	123.07											
Intersection LOS	F											
Intersection V/C	1.164											

Emissions

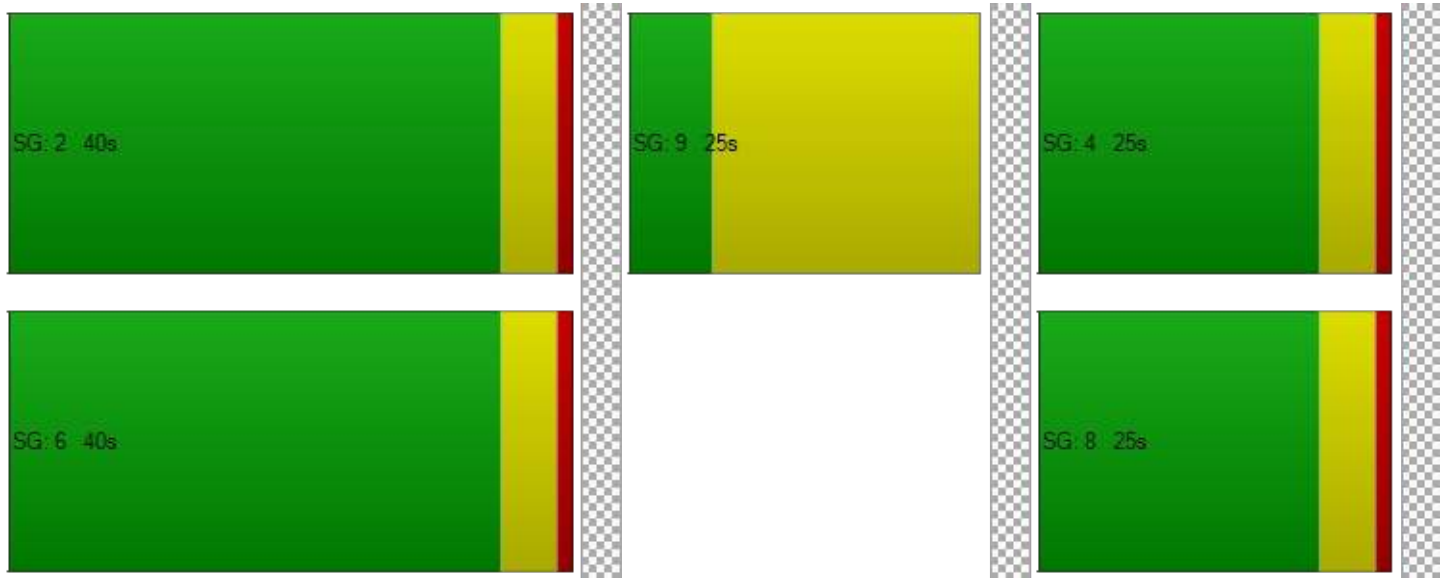
Vehicle Miles Traveled [mph]	243.40	52.47	568.67	8.43	374.23	79.40
Stops [stops/h]	283.30	43.78	2103.23	60.77	2134.87	79.93
Fuel consumption [US gal/h]	12.96	2.61	60.33	1.04	70.26	4.19
CO [g/h]	905.67	182.21	4216.80	72.98	4911.14	292.61
NOx [g/h]	176.21	35.45	820.44	14.20	955.53	56.93
VOC [g/h]	209.90	42.23	977.28	16.91	1138.20	67.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	23.32	0.00	23.32
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.652	0.000	2.269
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1075	1075	614	614
d_b, Bicycle Delay [s]	6.96	6.96	15.62	15.62
I_b,int, Bicycle LOS Score for Intersection	2.769	3.559	1.731	2.842
Bicycle LOS	C	D	A	C

Sequence

Ring 1	2	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	10	0	0	70	0	180	10	150	2	0	355	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	70	0	180	10	150	2	0	355	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	19	0	49	3	41	1	0	96	3
Total Analysis Volume [veh/h]	11	0	0	76	0	196	11	163	2	0	386	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.18	0.00	0.30	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.54	14.14	9.68	18.97	19.01	15.98	8.10	0.00	0.00	7.53	0.00	0.00
Movement LOS	C	B	A	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.13	2.54	2.54	2.54	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.32	3.32	3.32	63.39	63.39	63.39	0.71	0.71	0.71	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.54			16.81			0.51			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	5.70											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	2,125.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.274

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	190	705	2	5	690	45	45	2	180	10	15	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	0.00	100.00	2.00	11.00	25.00	0.00	3.00	0.00	67.00	20.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	705	2	5	690	45	45	2	180	10	15	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	192	1	1	188	12	12	1	49	3	4	3
Total Analysis Volume [veh/h]	207	766	2	5	750	49	49	2	196	11	16	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.01	0.00	0.01	0.01	0.00	4.27	0.06	0.49	0.86	0.71	0.03
d_M, Delay for Movement [s/veh]	10.83	0.00	0.00	11.80	0.00	0.00	2125.03	1913.55	1820.08	774.65	652.82	503.45
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.99	0.99	0.99	0.03	0.03	0.03	27.81	27.81	27.81	4.76	4.76	4.76
95th-Percentile Queue Length [ft/ln]	24.86	24.86	24.86	0.71	0.71	0.71	695.19	695.19	695.19	119.06	119.06	119.06
d_A, Approach Delay [s/veh]	2.30			0.07			1881.34			644.85		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	238.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	29.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	10	585	570	45	30	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	3.00	7.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	585	570	45	30	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	159	155	12	8	4
Total Analysis Volume [veh/h]	11	636	620	49	33	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.19	0.03
d_M, Delay for Movement [s/veh]	8.91	0.00	0.00	0.00	29.32	15.90
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.70	0.70
95th-Percentile Queue Length [ft/ln]	0.90	0.90	0.00	0.00	17.40	17.40
d_A, Approach Delay [s/veh]	0.15		0.00		24.94	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.311

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	220	30	10	85	30	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	0.00	6.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	30	10	85	30	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	8	3	23	8	7
Total Analysis Volume [veh/h]	239	33	11	92	33	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	876	813	775
Degree of Utilization, x	0.31	0.13	0.08

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.33	0.43	0.25
95th-Percentile Queue Length [ft]	33.23	10.84	6.28
Approach Delay [s/veh]	8.96	8.07	8.04
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.62		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 25.0
Level Of Service: C
Volume to Capacity (v/c): 0.504

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	350	160	45	245	165	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	6.00	0.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	350	160	45	245	165	75
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	43	12	67	45	20
Total Analysis Volume [veh/h]	380	174	49	266	179	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.50	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	8.68	0.00	24.99	11.25
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.15	2.71	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.76	3.76	67.83	10.61
d_A, Approach Delay [s/veh]	0.00		1.35		20.67	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	2	25	150	2	30	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	5.00	0.00	0.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	25	150	2	30	260
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	41	1	8	71
Total Analysis Volume [veh/h]	2	27	163	2	33	283
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.21	9.22	0.00	0.00	7.59	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	2.67	2.67	0.00	0.00	1.78	1.78
d_A, Approach Delay [s/veh]	9.42		0.00		0.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	2	0	10	0	0	0	0	10	10	10	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	10	0	0	0	0	10	10	10	15	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	0	0	0	0	3	3	3	4	0
Total Analysis Volume [veh/h]	2	0	11	0	0	0	0	11	11	11	16	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	1021	897	932	895
Degree of Utilization, x	0.01	0.00	0.02	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	0.00	0.07	0.09
95th-Percentile Queue Length [ft]	0.97	0.00	1.81	2.33
Approach Delay [s/veh]	6.57	0.00	6.96	7.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.96			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	15	325	10	15	245	10	25	5	10	45	10	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	14.00	0.00	3.00	0.00	0.00	50.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	325	10	15	245	10	25	5	10	45	10	105
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	88	3	4	67	3	7	1	3	12	3	29
Total Analysis Volume [veh/h]	16	353	11	16	266	11	27	5	11	49	11	114
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.10	0.02	0.01	0.15	0.03	0.17
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	8.03	0.00	0.00	20.59	18.73	11.41	19.43	18.80	13.87
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.04	0.04	0.04	0.46	0.46	0.46	1.51	1.51	1.51
95th-Percentile Queue Length [ft/ln]	0.94	0.94	0.94	1.01	1.01	1.01	11.52	11.52	11.52	37.76	37.76	37.76
d_A, Approach Delay [s/veh]	0.33			0.44			18.02			15.75		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.23											
Intersection LOS	C											

Intersection Level Of Service Report**Intersection 10: I-12: Jackson Road at Buena Vista Street**

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 17.6
Level Of Service: C
Volume to Capacity (v/c): 0.037

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	2	410	25	15	265	2	5	0	10	10	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	410	25	15	265	2	5	0	10	10	2	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	111	7	4	72	1	1	0	3	3	1	3
Total Analysis Volume [veh/h]	2	446	27	16	288	2	5	0	11	11	2	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.00	0.01	0.04	0.01	0.02
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	8.32	0.00	0.00	17.32	16.66	10.00	17.58	16.86	12.09
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.10	0.10	0.10	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	1.11	1.11	1.11	2.42	2.42	2.42	4.98	4.98	4.98
d_A, Approach Delay [s/veh]	0.03			0.44			12.29			15.00		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	0.86											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	10	15	75	0	10	2	5	30	15	145	15	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	38.00	0.00	0.00	100.00	0.00	0.00	0.00	20.00	13.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	15	75	0	10	2	5	30	15	145	15	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	20	0	3	1	1	8	4	39	4	1
Total Analysis Volume [veh/h]	11	16	82	0	11	2	5	33	16	158	16	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.09	0.00	0.02	0.00	0.00	0.00	0.00	0.11	0.00	0.00
d_M, Delay for Movement [s/veh]	12.79	13.12	9.62	13.43	12.60	9.48	7.24	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.49	0.08	0.08	0.08	0.01	0.01	0.01	0.37	0.37	0.37
95th-Percentile Queue Length [ft/ln]	12.31	12.31	12.31	1.93	1.93	1.93	0.23	0.23	0.23	9.15	9.15	9.15
d_A, Approach Delay [s/veh]	10.45			12.12			0.67			6.99		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.28											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road**

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	15	30	145	115	130	30	15	150	10	175	210	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	18.00	36.00	2.00	21.00	11.00	21.00	50.00	1.00	0.00	8.00	4.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	30	145	115	130	30	15	150	10	175	210	55
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	39	31	35	8	4	41	3	48	57	15
Total Analysis Volume [veh/h]	16	33	158	125	141	33	16	163	11	190	228	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	50	50	50	50	50	50	50
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	16	16	16	16	16	16	16
g / C, Green / Cycle	0.32	0.32	0.32	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.26	0.28	0.02	0.02	0.09	0.16	0.16
s, saturation flow rate [veh/h]	793	940	1347	671	1864	1152	1775
c, Capacity [veh/h]	334	410	435	241	585	383	557
d1, Uniform Delay [s]	14.11	14.83	11.66	18.64	12.87	18.71	13.93
k, delay calibration	0.15	0.19	0.04	0.04	0.04	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	3.10	0.03	0.04	0.10	0.37	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.65	0.08	0.07	0.30	0.50	0.52
d, Delay for Lane Group [s/veh]	16.65	17.93	11.69	18.68	12.98	19.09	14.21
Lane Group LOS	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.85	2.62	0.22	0.15	1.28	1.87	2.30
50th-Percentile Queue Length [ft/ln]	46.14	65.47	5.52	3.72	31.92	46.77	57.49
95th-Percentile Queue Length [veh/ln]	3.32	4.71	0.40	0.27	2.30	3.37	4.14
95th-Percentile Queue Length [ft/ln]	83.05	117.84	9.94	6.70	57.45	84.18	103.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.65	16.65	16.65	17.93	17.93	11.69	18.68	12.98	12.98	19.09	14.21	14.21
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	16.65			17.24			13.46			16.15		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	16.08											
Intersection LOS	B											
Intersection V/C	0.448											

Emissions

Vehicle Miles Traveled [mph]	67.81	198.76	24.66	10.23	111.25	30.46	46.17
Stops [stops/h]	134.11	190.28	16.05	10.82	92.76	135.93	167.08
Fuel consumption [US gal/h]	4.23	10.20	1.18	0.54	5.55	2.74	3.66
CO [g/h]	295.95	713.26	82.64	37.87	388.08	191.73	255.60
NOx [g/h]	57.58	138.77	16.08	7.37	75.51	37.30	49.73
VOC [g/h]	68.59	165.31	19.15	8.78	89.94	44.44	59.24

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	14.99	14.99	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.061	2.081	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	767	767	767
d_b, Bicycle Delay [s]	9.42	9.42	9.42	9.42
I_b,int, Bicycle LOS Score for Intersection	1.901	2.053	1.873	2.348
Bicycle LOS	A	B	A	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: I-15: Jackson Road at Sherman Avenue

Control Type:	Two-way stop	Delay (sec / veh):	38.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	120	485	600	15	10	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	485	600	15	10	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	132	163	4	3	4
Total Analysis Volume [veh/h]	130	527	652	16	11	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.01	0.01	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	9.49	0.00	0.00	0.00	38.14	15.20
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	0.48	0.48	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	12.11	12.11	0.00	0.00	10.80	10.80
d_A, Approach Delay [s/veh]	1.88		0.00		24.55	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	1,230.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.431

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	870	555	40	370	265	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	870	555	40	370	265	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	236	151	11	101	72	4
Total Analysis Volume [veh/h]	946	603	43	402	288	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.10	0.00	3.43	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	14.21	0.00	1230.87	1204.84
Movement LOS	A	A	B	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.33	0.33	30.86	30.86
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.20	8.20	771.39	771.39
d_A, Approach Delay [s/veh]	0.00		1.37		1229.50	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	162.92					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	5	2	2	305	0	280	470	410	10	5	495	880
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.00	0.00	0.00	2.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	2	305	0	280	470	410	10	5	495	880
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	83	0	76	128	111	3	1	135	239
Total Analysis Volume [veh/h]	5	2	2	332	0	304	511	446	11	5	538	957
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.56	1.13	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	19.49	112.64	0.00	0.00	8.24	0.00	0.00
Movement LOS	F	F	F	F	F	C	F	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.48	2.48	2.48	44.31	44.31	3.38	18.03	18.03	18.03	0.01	0.01	0.00
95th-Percentile Queue Length [ft/ln]	62.10	62.10	62.10	1107.74	1107.74	84.40	450.75	450.75	450.75	0.34	0.34	0.00
d_A, Approach Delay [s/veh]	10000.00			5229.44			59.46			0.03		
Approach LOS	F			F			F			A		
d_I, Intersection Delay [s/veh]	1115.81											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 18: E-4: Groton-Harvard Road at Central Avenue

Control Type:	Two-way stop	Delay (sec / veh):	260.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Base Volume Input [veh/h]	45	220	25	70	115	30	25	180	40	30	335	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	5.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	220	25	70	115	30	25	180	40	30	335	90
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	60	7	19	31	8	7	49	11	8	91	24
Total Analysis Volume [veh/h]	49	239	27	76	125	33	27	196	43	33	364	98
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.79	0.03	0.89	0.40	0.05	0.02	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	129.45	121.38	113.76	260.62	230.00	224.02	8.32	0.00	0.00	7.82	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	12.80	12.80	12.80	13.83	13.83	13.83	0.07	0.07	0.07	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	319.96	319.96	319.96	345.79	345.79	345.79	1.87	1.87	1.87	1.94	1.94	1.94
d_A, Approach Delay [s/veh]	121.98			239.10			0.84			0.52		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	72.41											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 19: E-5: King Street at I-495 NB Off-Ramp

Control Type:	Two-way stop	Delay (sec / veh):	261.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.311

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	135	245	585	425	30	780
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	16.00	1.00	1.00	6.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	245	585	425	30	780
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	67	159	115	8	212
Total Analysis Volume [veh/h]	147	266	636	462	33	848
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.31	0.55	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	261.26	21.45	0.00	0.00	8.90	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	9.91	3.32	0.00	0.00	0.11	0.00
95th-Percentile Queue Length [ft/ln]	247.85	83.05	0.00	0.00	2.68	0.00
d_A, Approach Delay [s/veh]	106.81		0.00		0.33	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	18.56					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 20: E-6: King Street at I-495 SB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	4,218.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	9.817

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	275	70	940	115	195	730
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	0.00	3.00	21.00	2.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	70	940	115	195	730
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	19	255	31	53	198
Total Analysis Volume [veh/h]	299	76	1022	125	212	793
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	9.82	0.26	0.01	0.00	0.31	0.01
d_M, Delay for Movement [s/veh]	4218.21	21.84	0.00	0.00	12.69	0.00
Movement LOS	F	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	36.63	1.03	0.00	0.00	1.33	0.00
95th-Percentile Queue Length [ft/ln]	915.72	25.75	0.00	0.00	33.28	0.00
d_A, Approach Delay [s/veh]	3367.75		0.00		2.68	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	500.83					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)**

Control Type:	All-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	85	290	15	40	235	150	15	105	2	60	30	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	290	15	40	235	150	15	105	2	60	30	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	79	4	11	64	41	4	29	1	16	8	11
Total Analysis Volume [veh/h]	92	315	16	43	255	163	16	114	2	65	33	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	635	666	536	546
Degree of Utilization, x	0.67	0.69	0.25	0.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.04	5.55	0.96	1.02
95th-Percentile Queue Length [ft]	125.88	138.71	24.05	25.56
Approach Delay [s/veh]	19.26	19.66	11.90	11.86
Approach LOS	C	C	B	B
Intersection Delay [s/veh]	17.68			
Intersection LOS	C			

Intersection Level Of Service Report**Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)**

Control Type:	Signalized	Delay (sec / veh):	128.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.065

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	410	0	10	0	0	0	0	730	365	5	1385	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	410	0	10	0	0	0	0	730	365	5	1385	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	0	3	0	0	0	0	198	99	1	376	0
Total Analysis Volume [veh/h]	446	0	11	0	0	0	0	793	397	5	1505	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	10	10	0	0	5	0	0	55	10	5	55	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	15	0	0	10	0	0	60	15	9	60	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	81	81	81	81	81	81
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	10	0	55	71	55	55
g / C, Green / Cycle	0.12	0.00	0.68	0.87	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.25	0.00	0.44	0.25	0.01	0.81
s, saturation flow rate [veh/h]	1804	1900	1788	1602	478	1855
c, Capacity [veh/h]	224	4	1264	1400	95	1265
d1, Uniform Delay [s]	35.33	0.00	7.15	0.85	39.81	12.83
k, delay calibration	0.50	0.04	0.20	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	484.57	0.00	0.93	0.11	0.23	93.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.04	0.00	0.63	0.28	0.05	1.19
d, Delay for Lane Group [s/veh]	519.90	0.00	8.09	0.96	40.03	106.38
Lane Group LOS	F	A	A	A	D	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	34.38	0.00	6.17	0.04	0.10	49.66
50th-Percentile Queue Length [ft/ln]	859.52	0.00	154.36	1.07	2.58	1241.41
95th-Percentile Queue Length [veh/ln]	54.22	0.00	10.25	0.08	0.19	70.56
95th-Percentile Queue Length [ft/ln]	1355.38	0.00	256.23	1.92	4.64	1763.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	519.90	519.90	519.90	0.00	0.00	0.00	8.09	8.09	0.96	40.03	106.38	106.38
Movement LOS	F	F	F	A	A	A	A	A	A	D	F	F
d_A, Approach Delay [s/veh]	519.90			0.00			5.71			106.16		
Approach LOS	F			A			A			F		
d_I, Intersection Delay [s/veh]	128.19											
Intersection LOS	F											
Intersection V/C	1.065											

Emissions

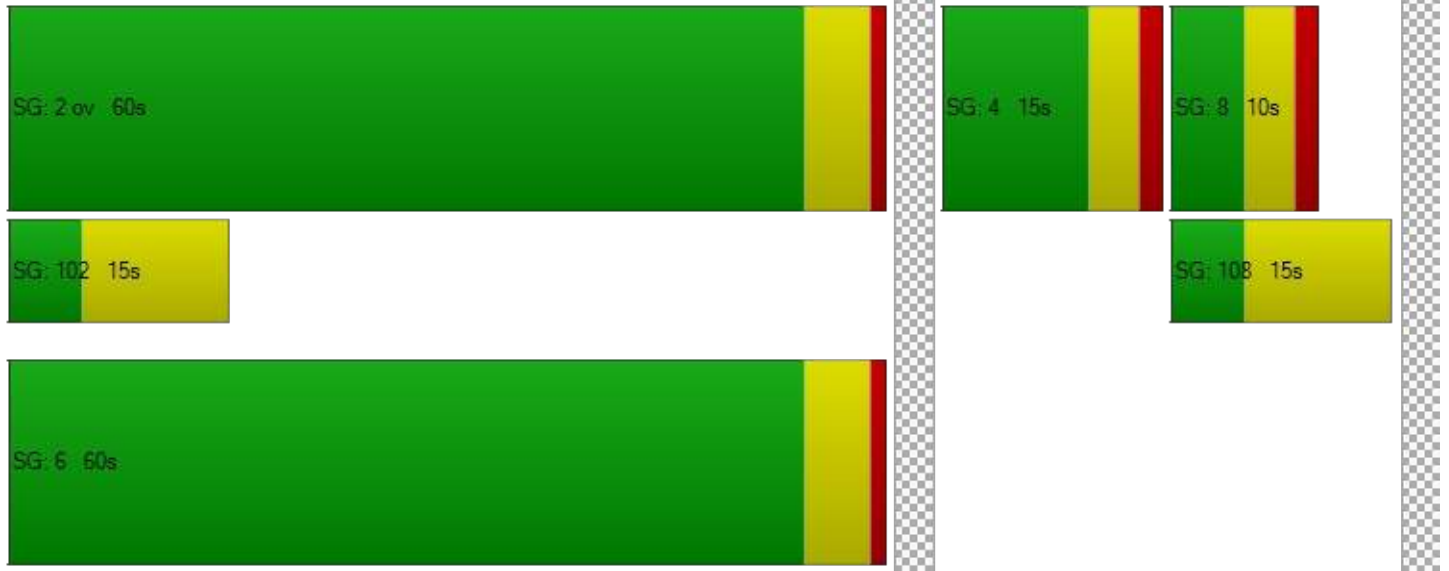
Vehicle Miles Traveled [mph]	25.87	0.00	218.53	109.40	29.55	8895.23
Stops [stops/h]	1536.03	0.00	275.85	1.91	4.61	2218.51
Fuel consumption [US gal/h]	57.89	0.00	11.83	4.59	1.28	411.02
CO [g/h]	4046.59	0.00	826.57	320.96	89.67	28730.22
NOx [g/h]	787.32	0.00	160.82	62.45	17.45	5589.86
VOC [g/h]	937.84	0.00	191.57	74.39	20.78	6658.50

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.79	0.00	31.79	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.137	0.000	2.957	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	124	1353	1353
d_b, Bicycle Delay [s]	30.91	35.44	4.22	4.22
I_b,int, Bicycle LOS Score for Intersection	2.314	1.560	3.523	4.051
Bicycle LOS	B	A	D	D

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	84.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	445	85	55	650	1090	665
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	7.00	0.00	3.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	445	85	55	650	1090	665
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	23	15	177	296	181
Total Analysis Volume [veh/h]	484	92	60	707	1185	723
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	25	25	50	50	41	41
g / C, Green / Cycle	0.29	0.29	0.59	0.59	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.27	0.06	0.13	0.38	0.64	0.45
s, saturation flow rate [veh/h]	1781	1526	457	1855	1855	1589
c, Capacity [veh/h]	525	450	282	1090	895	767
d1, Uniform Delay [s]	29.02	22.49	18.22	11.69	21.99	20.88
k, delay calibration	0.30	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.49	0.22	1.72	2.99	153.63	21.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.20	0.21	0.65	1.32	0.94
d, Delay for Lane Group [s/veh]	45.51	22.71	19.94	14.68	175.62	42.09
Lane Group LOS	D	C	B	B	F	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.56	1.38	0.56	8.73	54.29	16.86
50th-Percentile Queue Length [ft/ln]	288.98	34.40	13.99	218.26	1357.26	421.59
95th-Percentile Queue Length [veh/ln]	17.13	2.48	1.01	13.58	80.14	23.60
95th-Percentile Queue Length [ft/ln]	428.37	61.92	25.19	339.41	2003.50	589.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.51	22.71	19.94	14.68	175.62	42.09
Movement LOS	D	C	B	B	F	D
d_A, Approach Delay [s/veh]	41.87		15.09		125.02	
Approach LOS	D		B		F	
d_I, Intersection Delay [s/veh]	84.35					
Intersection LOS	F					
Intersection V/C	0.927					

Emissions

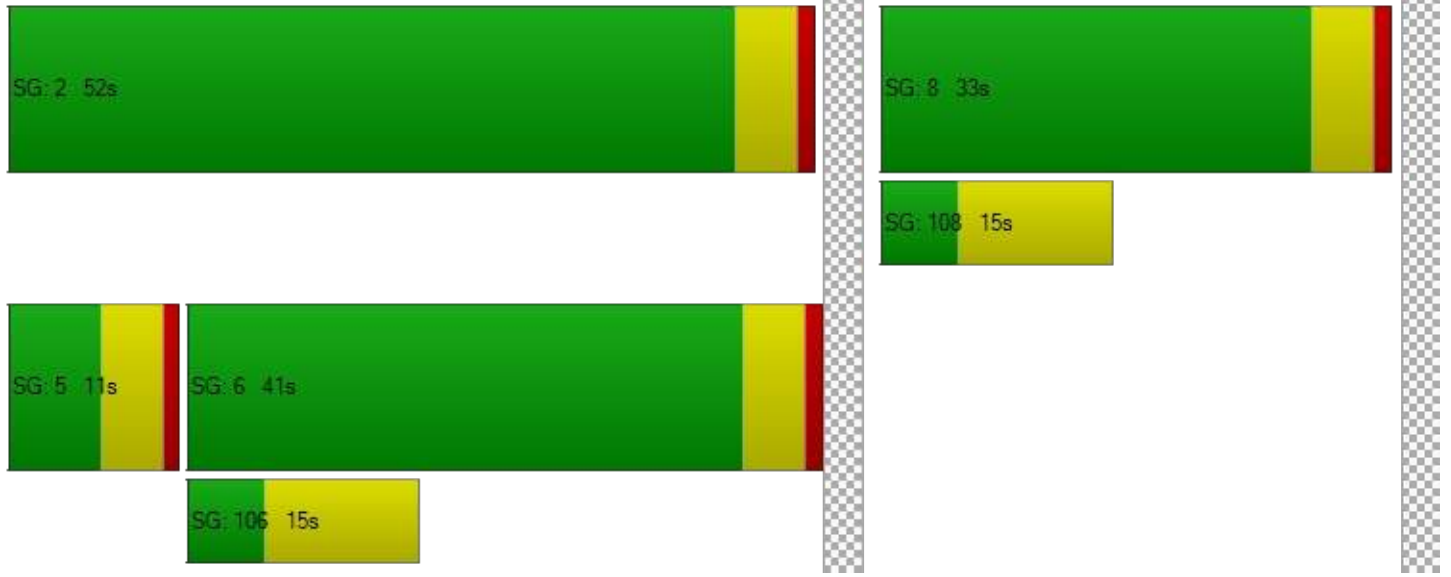
Vehicle Miles Traveled [mph]	1661.63	315.85	5.12	60.33	326.55	199.24
Stops [stops/h]	489.56	58.28	23.71	369.76	2299.36	714.22
Fuel consumption [US gal/h]	75.59	13.75	0.59	6.64	68.49	18.34
CO [g/h]	5283.76	961.08	40.91	464.04	4787.44	1281.95
NOx [g/h]	1028.03	186.99	7.96	90.28	931.46	249.42
VOC [g/h]	1224.56	222.74	9.48	107.55	1109.54	297.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0	
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	33.98		33.98		33.98	
I_p,int, Pedestrian LOS Score for Intersectio	2.424		2.603		2.946	
Crosswalk LOS	B		B		C	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	659		1106		847	
d_b, Bicycle Delay [s]	19.11		8.49		14.12	
I_b,int, Bicycle LOS Score for Intersection	1.560		2.825		4.708	
Bicycle LOS	A		C		E	

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	232.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.142

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	310	660	10	165	335	180	280	440	5	105	440	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	1.00	2.00	2.00	0.00	1.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	660	10	165	335	180	280	440	5	105	440	260
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	179	3	45	91	49	76	120	1	29	120	71
Total Analysis Volume [veh/h]	337	717	11	179	364	196	304	478	5	114	478	283
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	19	39	11	31	23	23	23	23
g / C, Green / Cycle	0.21	0.43	0.12	0.34	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.19	0.39	0.10	0.32	0.42	0.26	0.12	0.43
s, saturation flow rate [veh/h]	1795	1865	1795	1761	716	1882	927	1755
c, Capacity [veh/h]	376	799	221	604	80	488	80	455
d1, Uniform Delay [s]	34.65	24.10	38.42	28.51	45.00	33.22	45.00	33.33
k, delay calibration	0.23	0.24	0.11	0.21	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.41	8.95	6.88	11.93	1282.49	38.40	245.79	312.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.91	0.81	0.93	3.78	0.99	1.42	1.67
d, Delay for Lane Group [s/veh]	49.06	33.05	45.29	40.44	1327.49	71.62	290.79	345.62
Lane Group LOS	D	C	D	D	F	E	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.51	15.59	4.21	13.12	30.40	15.36	7.27	49.06
50th-Percentile Queue Length [ft/ln]	212.75	389.64	105.25	328.12	759.95	384.05	181.78	1226.62
95th-Percentile Queue Length [veh/ln]	13.29	22.06	7.57	19.07	52.55	21.79	13.09	76.26
95th-Percentile Queue Length [ft/ln]	332.35	551.50	189.37	476.66	1313.63	544.74	327.20	1906.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.06	33.05	33.05	45.29	40.44	40.44	1327.49	71.62	71.62	290.79	345.62	345.62
Movement LOS	D	C	C	D	D	D	F	E	E	F	F	F
d_A, Approach Delay [s/veh]	38.12			41.62			556.73			338.47		
Approach LOS	D			D			F			F		
d_I, Intersection Delay [s/veh]	232.45											
Intersection LOS	F											
Intersection V/C	1.142											

Emissions

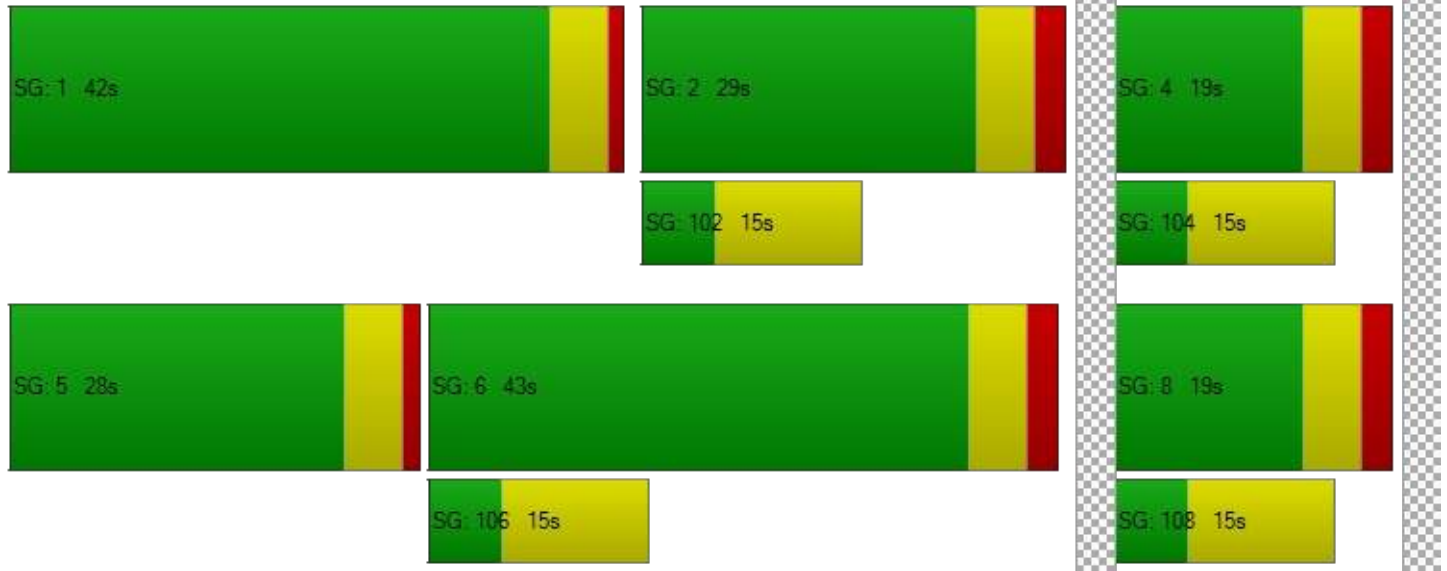
Vehicle Miles Traveled [mph]	17.91	38.69	9.25	28.93	17.69	28.10	5.41	36.09
Stops [stops/h]	340.40	623.43	168.39	525.00	1215.92	614.47	290.85	1962.59
Fuel consumption [US gal/h]	5.98	9.93	2.96	8.70	89.55	11.59	8.57	65.84
CO [g/h]	418.16	694.31	206.96	608.12	6259.46	810.18	599.34	4602.27
NOx [g/h]	81.36	135.09	40.27	118.32	1217.86	157.63	116.61	895.43
VOC [g/h]	96.91	160.91	47.97	140.94	1450.69	187.77	138.90	1066.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.607	3.038	2.526	2.443
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	3.317	2.779	2.858	3.003
Bicycle LOS	C	C	C	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street

Control Type:	Two-way stop	Delay (sec / veh):	1,226.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.805

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	5	510	210	90	25	150	760	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	7.00	9.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	5	510	210	90	25	150	760	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	1	139	57	24	7	41	207	1
Total Analysis Volume [veh/h]	0	0	0	0	5	554	228	98	27	163	826	2
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.04	0.22	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.46	0.00	0.00	0.00	11.49	11.54	0.00	0.00
Movement LOS					A	A	A	A	B	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	1.02	1.02	1.02	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	25.51	25.51	25.51	25.51
d_A, Approach Delay [s/veh]	0.00				0.05				2.15			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	178.38											
Intersection LOS	F											

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	75	0	205	30	10	5	10	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	205	30	10	5	10	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	56	8	3	1	3	3
Total Analysis Volume [veh/h]	82	0	223	33	11	5	11	11
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.80	0.00	0.42	0.11	0.65	0.30	0.38	0.03
d_M, Delay for Movement [s/veh]	1226.63	1181.85	1110.22	1115.78	593.29	593.29	504.19	388.90
Movement LOS	F	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	33.37	33.37	33.37	33.37	4.46	4.46	4.46	4.46
95th-Percentile Queue Length [ft/ln]	834.33	834.33	834.33	834.33	111.47	111.47	111.47	111.47
d_A, Approach Delay [s/veh]	1139.01				508.33			
Approach LOS	F				F			
d_I, Intersection Delay [s/veh]	178.38							
Intersection LOS	F							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	937.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.787

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	190	2	380	10	0	0	0	425	70	210	510	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	2	380	10	0	0	0	425	70	210	510	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	1	103	3	0	0	0	115	19	57	139	1
Total Analysis Volume [veh/h]	207	2	413	11	0	0	0	462	76	228	554	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.79	0.02	0.72	0.54	0.00	0.00	0.00	0.00	0.00	0.22	0.01	0.00
d_M, Delay for Movement [s/veh]	937.87	933.00	26.06	310.14	179.22	140.03	8.51	0.00	0.00	9.46	0.00	0.00
Movement LOS	F	F	D	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	20.63	20.63	6.02	1.53	1.53	1.53	0.00	0.00	0.00	0.84	0.84	0.84
95th-Percentile Queue Length [ft/ln]	515.78	515.78	150.42	38.22	38.22	38.22	0.00	0.00	0.00	21.01	21.01	21.01
d_A, Approach Delay [s/veh]	332.43			310.14			0.00			2.75		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	108.61											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	148.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.005

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	165	90	385	45	45	645
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	6.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	90	385	45	45	645
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	24	105	12	12	175
Total Analysis Volume [veh/h]	179	98	418	49	49	701
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.00	0.16	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	148.43	134.04	0.00	0.00	8.41	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	12.50	12.50	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	312.39	312.39	0.00	0.00	3.48	3.48
d_A, Approach Delay [s/veh]	143.34		0.00		0.55	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	26.85					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	225.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.316

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	290	30	280	85	30	590
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	30	280	85	30	590
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	8	76	23	8	160
Total Analysis Volume [veh/h]	315	33	304	92	33	641
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.32	0.05	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	225.62	215.74	0.00	0.00	8.16	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	18.61	18.61	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	465.15	465.15	0.00	0.00	2.17	2.17
d_A, Approach Delay [s/veh]	224.68		0.00		0.40	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	55.33					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	5	30	0	2	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	50.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	30	0	2	70
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	8	0	1	19
Total Analysis Volume [veh/h]	0	5	33	0	2	76
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.11	3.97	0.00	0.00	2.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.41	0.41	0.00	0.00	0.09	0.09
d_A, Approach Delay [s/veh]	3.97		0.00		0.06	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	245	5	0	205	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	50.00	0.00	7.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	5	0	205	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	1	0	56	0	0
Total Analysis Volume [veh/h]	266	5	0	223	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	2.76	0.00	6.67	4.65
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		5.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	245	2	30	180	25	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	8.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	2	30	180	25	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	1	8	49	7	11
Total Analysis Volume [veh/h]	266	2	33	196	27	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.36	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.52	11.58	0.00	0.00	7.72	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.64	1.64	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	40.95	40.95	0.00	0.00	1.53	1.53
d_A, Approach Delay [s/veh]	12.51		0.00		2.98	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 151: E-1a: Lancaster Road at Leominster Road

Control Type:	Two-way stop	Delay (sec / veh):	96.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.237

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	10	310	245	5	395	650
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	10.00	3.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	310	245	5	395	650
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	84	67	1	107	177
Total Analysis Volume [veh/h]	11	337	266	5	429	707
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.45	0.00	0.00	0.33	0.01
d_M, Delay for Movement [s/veh]	96.80	23.89	0.00	0.00	9.16	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.20	5.20	0.00	0.00	1.47	0.00
95th-Percentile Queue Length [ft/ln]	129.94	129.94	0.00	0.00	36.76	0.00
d_A, Approach Delay [s/veh]	26.20		0.00		3.46	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.43					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street

Control Type:	Two-way stop	Delay (sec / veh):	97.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	10	180	165	395	865	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	180	165	395	865	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	49	45	107	235	7
Total Analysis Volume [veh/h]	11	196	179	429	940	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.62	0.25	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	97.46	53.60	11.64	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
95th-Percentile Queue Length [veh/ln]	6.02	6.02	0.98	0.98	0.00	0.00
95th-Percentile Queue Length [ft/ln]	150.61	150.61	24.44	24.44	0.00	0.00
d_A, Approach Delay [s/veh]	55.93		3.43		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	7.67					
Intersection LOS	F					

Devens 5-Year Traffic Monitoring Study

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10/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	25	530	120	25	1090	0	10	10	75	590	10	115	2600

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	10	0	0	70	0	180	10	150	2	0	355	10	787

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	190	705	2	5	690	45	45	2	180	10	15	10	1899

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	10	585	570	45	30	15	1255

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	220	30	10	85	30	25	400

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	350	160	45	245	165	75	1040

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	2	25	150	2	30	260	469

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	2	0	10	0	0	0	0	10	10	10	15	0	57

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	15	325	10	15	245	10	25	5	10	45	10	105	820

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	2	410	25	15	265	2	5	0	10	10	2	10	756

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	10	15	75	0	10	2	5	30	15	145	15	2	324

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	15	30	145	115	130	30	15	150	10	175	210	55	1080

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	120	485	600	15	10	15	1245

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	870	555	40	370	265	15	2115

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	5	2	2	305	0	280	470	410	10	5	495	880	2864

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	45	220	25	70	115	30	25	180	40	30	335	90	1205

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	135	245	585	425	30	780	2200

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	275	70	940	115	195	730	2325

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	85	290	15	40	235	150	15	105	2	60	30	40	1067

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	410	0	10	0	0	0	0	730	365	5	1385	0	2905

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	445	85	55	650	1090	665	2990

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	310	660	10	165	335	180	280	440	5	105	440	260	3190

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	5	510	210	90	25	150	760	2	75	0	205	30

Southeastbound				Total Volume
2	Left	Thru	Right	
10	5	10	10	2097

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	190	2	380	10	0	0	0	425	70	210	510	2	1799

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	165	90	385	45	45	645	1375

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	290	30	280	85	30	590	1305

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	5	30	0	2	70	107

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	245	5	0	205	0	0	455

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	245	2	30	180	25	40	522

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	10	310	245	5	395	650	1615

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	10	180	165	395	865	25	1640

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	25	530	120	25	1090	0	10	10	75	590	10	115	2600
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	25	530	120	25	1090	0	10	10	75	590	10	115	2600

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	10	0	0	70	0	180	10	150	2	0	355	10	787
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	0	0	70	0	180	10	150	2	0	355	10	787

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	190	705	2	5	690	45	45	2	180	10	15	10	1899
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	190	705	2	5	690	45	45	2	180	10	15	10	1899

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	10	585	570	45	30	15	1255
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	585	570	45	30	15	1255

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	220	30	10	85	30	25	400
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	220	30	10	85	30	25	400

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	350	160	45	245	165	75	1040
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	350	160	45	245	165	75	1040

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	2	25	150	2	30	260	469
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	2	25	150	2	30	260	469

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	2	0	10	0	0	0	0	10	10	10	15	0	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	10	0	0	0	0	10	10	10	15	0	57

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	15	325	10	15	245	10	25	5	10	45	10	105	820
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	15	325	10	15	245	10	25	5	10	45	10	105	820

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	2	410	25	15	265	2	5	0	10	10	2	10	756
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	410	25	15	265	2	5	0	10	10	2	10	756

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	10	15	75	0	10	2	5	30	15	145	15	2	324
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	15	75	0	10	2	5	30	15	145	15	2	324

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	15	30	145	115	130	30	15	150	10	175	210	55	1080
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	15	30	145	115	130	30	15	150	10	175	210	55	1080

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	120	485	600	15	10	15	1245
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	120	485	600	15	10	15	1245

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	870	555	40	370	265	15	2115
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	870	555	40	370	265	15	2115

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	5	2	2	305	0	280	470	410	10	5	495	880	2864
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	2	2	305	0	280	470	410	10	5	495	880	2864

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	45	220	25	70	115	30	25	180	40	30	335	90	1205
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	45	220	25	70	115	30	25	180	40	30	335	90	1205

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	Final Base	135	245	585	425	30	780	2200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	135	245	585	425	30	780	2200

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	Final Base	275	70	940	115	195	730	2325
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	275	70	940	115	195	730	2325

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	85	290	15	40	235	150	15	105	2	60	30	40	1067
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	85	290	15	40	235	150	15	105	2	60	30	40	1067

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	410	0	10	0	0	0	0	730	365	5	1385	0	2905
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	410	0	10	0	0	0	0	730	365	5	1385	0	2905

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	445	85	55	650	1090	665	2990
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	445	85	55	650	1090	665	2990

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	310	660	10	165	335	180	280	440	5	105	440	260	3190
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	310	660	10	165	335	180	280	440	5	105	440	260	3190

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	5	510	210	90	25	150	760	2	75	0	205	30
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	510	210	90	25	150	760	2	75	0	205	30

Southeastbound				Total Volume
2	Left	Thru	Right	
10	5	10	10	2097
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
10	5	10	10	2097

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	190	2	380	10	0	0	0	425	70	210	510	2	1799
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	190	2	380	10	0	0	0	425	70	210	510	2	1799

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	165	90	385	45	45	645	1375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	165	90	385	45	45	645	1375

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	290	30	280	85	30	590	1305
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	290	30	280	85	30	590	1305

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	5	30	0	2	70	107
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	5	30	0	2	70	107

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	245	5	0	205	0	0	455
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	245	5	0	205	0	0	455

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	245	2	30	180	25	40	522
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	245	2	30	180	25	40	522

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	10	310	245	5	395	650	1615
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	310	245	5	395	650	1615

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	10	180	165	395	865	25	1640
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	180	165	395	865	25	1640

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Devens 5-Year Traffic Monitoring Study

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Scenario 6 BD_AM

Report File: \\...\\BD_AM_v2_10.3.2025.pdf

10/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	NB Thru	1.444	272.1	F
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.053	23.2	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	EB Right	0.389	10,000.0	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.701	101.5	F
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	SB Thru	0.357	9.2	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.756	74.4	F
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.022	12.7	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.049	7.1	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	WB Left	1.212	334.3	F
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	WB Left	1.176	388.0	F
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Left	0.158	25.0	D
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	SB Left	0.882	32.0	C
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.056	47.2	E
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	3.338	1,141.7	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	SB Left	22.322	9,992.7	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	SB Left	0.462	77.0	F
	E-5: King Street at I-495 NB		HCM 6th				

19	E-5: King Street at I-495 NB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	1.541	338.1	F
20	E-6: King Street at I-495 SB Ramps	Two-way stop	HCM 6th Edition	NB Left	7.116	2,984.7	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	1.309	92.1	F
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	0.788	54.0	D
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	SB Left	0.879	42.0	D
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	EB Left	0.985	122.8	F
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	NWB Left	0.542	90.5	F
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	NB Left	3.544	1,546.2	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	0.375	47.8	E
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	0.662	73.6	F
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.078	4.4	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.003	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.395	12.8	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.025	58.2	F
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.240	43.0	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street

Control Type:	Signalized	Delay (sec / veh):	272.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.444

Intersection Setup

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	90	1335	590	40	455	15	5	10	25	135	10	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	5.00	4.00	6.00	13.00	0.00	0.00	0.00	20.00	33.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	448	85	0	206	0	0	0	0	41	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	1783	675	40	661	15	5	10	25	176	10	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	485	183	11	180	4	1	3	7	48	3	11
Total Analysis Volume [veh/h]	98	1938	734	43	718	16	5	11	27	191	11	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	20	0	0	20	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	40	0	0	40	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		Yes			Yes			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	19

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	11	11	11
g / C, Green / Cycle	0.62	0.62	0.62	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	1.28	0.47	0.95	0.03	0.16	0.04
s, saturation flow rate [veh/h]	1590	1551	819	1684	1172	1232
c, Capacity [veh/h]	1053	962	575	410	304	247
d1, Uniform Delay [s]	11.10	7.73	16.83	18.48	21.64	18.85
k, delay calibration	0.50	0.23	0.50	0.04	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	423.68	2.66	169.21	0.04	0.80	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.93	0.76	1.35	0.10	0.63	0.22
d, Delay for Lane Group [s/veh]	434.78	10.39	186.05	18.52	22.44	19.01
Lane Group LOS	F	B	F	B	C	B
Critical Lane Group	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	132.50	4.94	32.53	0.43	2.27	0.56
50th-Percentile Queue Length [ft/ln]	3312.58	123.48	813.18	10.74	56.84	13.88
95th-Percentile Queue Length [veh/ln]	216.08	8.58	51.36	0.77	4.09	1.00
95th-Percentile Queue Length [ft/ln]	5402.01	214.60	1283.92	19.33	102.32	24.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	434.78	434.78	10.39	186.05	186.05	186.05	18.52	18.52	18.52	22.44	19.01	19.01
Movement LOS	F	F	B	F	F	F	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	322.33			186.05			18.52			21.68		
Approach LOS	F			F			B			C		
d_I, Intersection Delay [s/veh]	272.10											
Intersection LOS	F											
Intersection V/C	1.444											

Emissions

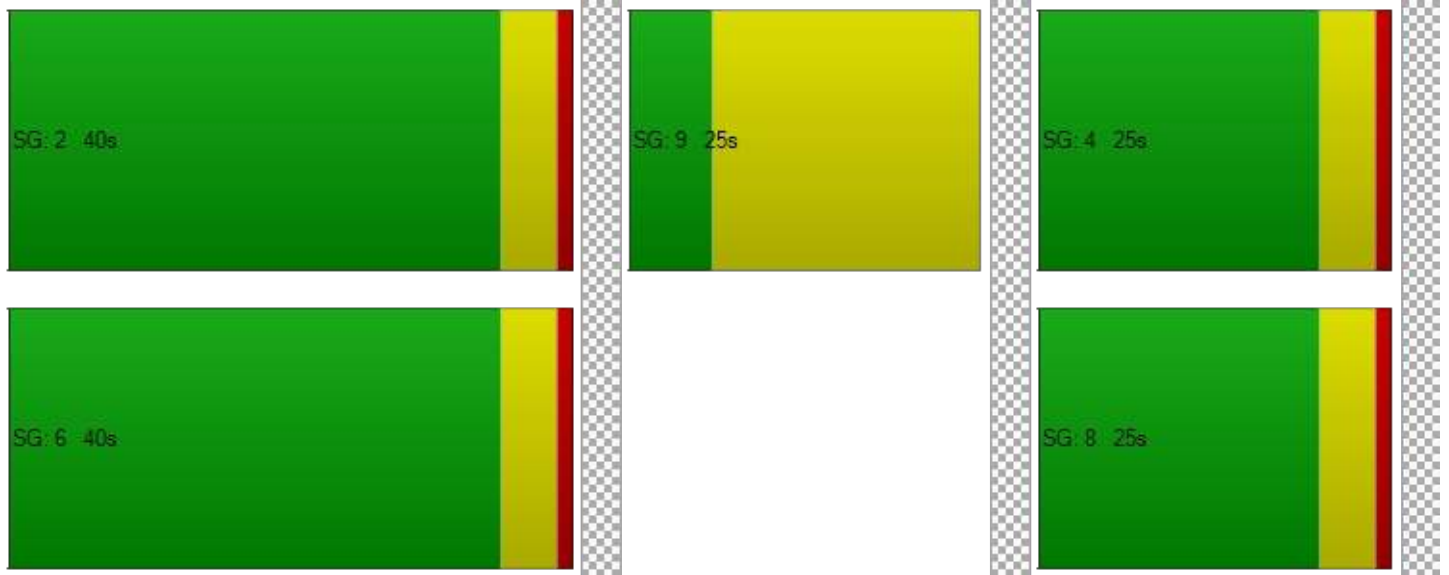
Vehicle Miles Traveled [mph]	821.83	296.28	364.57	3.48	111.51	31.53
Stops [stops/h]	8471.65	315.79	2079.64	27.46	145.37	35.49
Fuel consumption [US gal/h]	260.74	15.49	55.91	0.46	6.27	1.70
CO [g/h]	18226.04	1083.00	3908.18	31.96	437.99	119.02
NOx [g/h]	3546.12	210.71	760.39	6.22	85.22	23.16
VOC [g/h]	4224.06	251.00	905.76	7.41	101.51	27.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.04	0.00	19.04
I_p,int, Pedestrian LOS Score for Intersectio	0.000	3.044	0.000	2.313
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1243	1243	710	710
d_b, Bicycle Delay [s]	4.03	4.03	11.71	11.71
I_b,int, Bicycle LOS Score for Intersection	6.130	2.842	1.631	1.964
Bicycle LOS	F	C	A	A

Sequence

Ring 1	2	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	23.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	10	0	2	10	0	25	160	275	10	5	100	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	23.00	2.00	11.00	0.00	0.00	26.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	85	0	0	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	2	10	0	25	160	360	10	5	141	30
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	7	43	98	3	1	38	8
Total Analysis Volume [veh/h]	11	0	2	11	0	27	174	391	11	5	153	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.05	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	23.20	22.16	11.39	22.16	21.72	10.09	7.96	0.00	0.00	8.10	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	0.27	0.27	0.27	0.43	0.43	0.43	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	4.41	4.41	4.41	6.76	6.76	6.76	10.72	10.72	10.72	0.32	0.32	0.32
d_A, Approach Delay [s/veh]	21.38			13.58			2.41			0.21		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	275	880	5	10	555	75	45	10	115	0	10	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	3.00	50.00	0.00	4.00	31.00	29.00	0.00	8.00	0.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	196	75	26	140	0	0	5	20	36	2	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	1076	80	36	695	75	45	15	135	36	12	13
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	292	22	10	189	20	12	4	37	10	3	4
Total Analysis Volume [veh/h]	320	1170	87	39	755	82	49	16	147	39	13	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.01	0.00	0.07	0.01	0.00	0.00	0.00	0.39	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	12.79	0.00	0.00	11.91	0.00	0.00	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	2.02	2.02	2.02	0.22	0.22	0.22	29.22	29.22	29.22	10.59	10.59	10.59
95th-Percentile Queue Length [ft/ln]	50.40	50.40	50.40	5.59	5.59	5.59	730.52	730.52	730.52	264.69	264.69	264.69
d_A, Approach Delay [s/veh]	2.59			0.53			10000.00			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	1019.61											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	101.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	10	730	500	40	55	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	4.00	4.00	8.00	14.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	177	99	3	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	907	599	43	61	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	246	163	12	17	3
Total Analysis Volume [veh/h]	11	986	651	47	66	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.70	0.02
d_M, Delay for Movement [s/veh]	9.38	0.00	0.00	0.00	101.49	71.12
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	3.80	3.80
95th-Percentile Queue Length [ft/ln]	1.00	1.00	0.00	0.00	94.99	94.99
d_A, Approach Delay [s/veh]	0.10		0.00		97.15	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	4.28					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	90	45	30	175	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	14.00	0.00	4.00	12.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	6	0	71	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	51	30	246	28	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	14	8	67	8	3
Total Analysis Volume [veh/h]	133	55	33	267	30	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	838	840	706
Degree of Utilization, x	0.22	0.36	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.86	1.63	0.18
95th-Percentile Queue Length [ft]	21.46	40.70	4.61
Approach Delay [s/veh]	8.53	9.65	8.41
Approach LOS	A	A	A
Intersection Delay [s/veh]	9.16		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type:	Two-way stop	Delay (sec / veh):	74.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	380	150	75	355	90	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	10.00	16.00	1.00	5.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	168	15	2	78	24	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	548	165	77	433	114	46
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	45	21	118	31	13
Total Analysis Volume [veh/h]	596	179	84	471	124	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.11	0.00	0.76	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	10.16	0.00	74.36	13.20
Movement LOS	A	A	B	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.36	0.36	4.76	0.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.99	8.99	118.99	8.49
d_A, Approach Delay [s/veh]	0.00		1.54		56.79	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	7.14					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	10	40	235	0	25	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	7.00	0.00	0.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	40	252	0	25	191
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	68	0	7	52
Total Analysis Volume [veh/h]	11	43	274	0	27	208
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.69	10.19	0.00	0.00	7.83	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	6.39	6.39	0.00	0.00	1.59	1.59
d_A, Approach Delay [s/veh]	10.70		0.00		0.90	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	5	0	5	0	0	0	0	2	5	10	30	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	5	0	0	0	0	2	5	10	30	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	0	0	0	0	1	1	3	8	0
Total Analysis Volume [veh/h]	5	0	5	0	0	0	0	2	5	11	33	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	946	897	1019	906
Degree of Utilization, x	0.01	0.00	0.01	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.03	0.00	0.02	0.15
95th-Percentile Queue Length [ft]	0.80	0.00	0.52	3.83
Approach Delay [s/veh]	6.85	0.00	6.56	7.18
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.05			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	334.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.212

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	10	225	210	210	305	15	10	10	5	100	15	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	2.00	1.00	5.00	13.00	0.00	0.00	50.00	3.00	11.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	43	0	0	99	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	268	210	210	404	15	10	10	5	100	15	85
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	73	57	57	110	4	3	3	1	27	4	23
Total Analysis Volume [veh/h]	11	291	228	228	439	16	11	11	5	109	16	92
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.22	0.00	0.00	0.15	0.12	0.01	1.21	0.16	0.14
d_M, Delay for Movement [s/veh]	8.26	0.00	0.00	9.37	0.00	0.00	69.80	57.82	26.07	334.31	329.38	299.88
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	F
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.82	0.82	0.82	1.05	1.05	1.05	14.71	14.71	14.71
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	20.58	20.58	20.58	26.28	26.28	26.28	367.83	367.83	367.83
d_A, Approach Delay [s/veh]	0.17			3.13			56.82			319.35		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	50.14											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 10: I-12: Jackson Road at Buena Vista Street

Control Type:	Two-way stop	Delay (sec / veh):	388.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.176

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	10	395	15	45	350	10	2	5	2	45	10	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	8.00	0.00	4.00	0.00	100.00	0.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	1	122	74	2	23	9	13	23	55	31	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	396	137	119	352	33	11	18	25	100	41	48
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	108	37	32	96	9	3	5	7	27	11	13
Total Analysis Volume [veh/h]	61	430	149	129	383	36	12	20	27	109	45	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.13	0.00	0.00	0.27	0.17	0.04	1.18	0.36	0.09
d_M, Delay for Movement [s/veh]	8.30	0.00	0.00	9.11	0.00	0.00	110.68	61.50	35.59	387.98	378.20	355.45
Movement LOS	A	A	A	A	A	A	F	F	E	F	F	F
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.17	0.44	0.44	0.44	2.20	2.20	2.20	15.08	15.08	15.08
95th-Percentile Queue Length [ft/ln]	4.19	4.19	4.19	11.00	11.00	11.00	55.05	55.05	55.05	376.89	376.89	376.89
d_A, Approach Delay [s/veh]	0.79			2.14			59.64			377.63		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	57.12											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	10	15	180	0	10	2	0	30	40	90	45	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	22.00	0.00	0.00	100.00	0.00	5.00	4.00	52.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	36	0	78	0	0	0	0	183	26	34	83	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	15	258	0	10	2	0	213	66	124	128	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	4	70	0	3	1	0	58	18	34	35	0
Total Analysis Volume [veh/h]	50	16	280	0	11	2	0	232	72	135	139	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.05	0.39	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.00	0.00
d_M, Delay for Movement [s/veh]	25.03	24.78	18.60	28.71	17.11	10.55	7.47	0.00	0.00	9.07	0.00	0.00
Movement LOS	D	C	C	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.88	3.88	3.88	0.12	0.12	0.12	0.00	0.00	0.00	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	97.03	97.03	97.03	3.00	3.00	3.00	0.00	0.00	0.00	11.39	11.39	11.39
d_A, Approach Delay [s/veh]	19.82			16.10			0.00			4.47		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	8.85											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.882

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	10	105	115	75	40	15	40	190	10	70	180	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	17.00	9.00	37.00	65.00	45.00	17.00	5.00	0.00	13.00	6.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	5	57	47	13	0	0	13	4	48	24	109
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	110	172	122	53	15	40	203	14	118	204	274
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	30	47	33	14	4	11	55	4	32	55	74
Total Analysis Volume [veh/h]	13	120	187	133	58	16	43	221	15	128	222	298
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	51	51	51	51	51	51	51
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	16	16	16	17	17	17	17
g / C, Green / Cycle	0.31	0.31	0.31	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.35	0.57	0.02	0.06	0.13	0.12	0.32
s, saturation flow rate [veh/h]	923	337	1041	775	1805	1043	1644
c, Capacity [veh/h]	362	225	325	141	599	337	546
d1, Uniform Delay [s]	15.77	20.77	12.29	25.60	13.14	19.25	16.71
k, delay calibration	0.36	0.50	0.04	0.04	0.04	0.04	0.26
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.82	31.06	0.02	0.45	0.16	0.26	18.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.85	0.05	0.31	0.39	0.38	0.95
d, Delay for Lane Group [s/veh]	35.59	51.83	12.31	26.05	13.30	19.51	35.08
Lane Group LOS	D	D	B	C	B	B	D
Critical Lane Group	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.79	4.10	0.11	0.50	1.81	1.28	7.80
50th-Percentile Queue Length [ft/ln]	119.69	102.48	2.84	12.60	45.37	32.12	194.91
95th-Percentile Queue Length [veh/ln]	8.38	7.38	0.20	0.91	3.27	2.31	12.38
95th-Percentile Queue Length [ft/ln]	209.41	184.47	5.11	22.68	81.66	57.82	309.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.59	35.59	35.59	51.83	51.83	12.31	26.05	13.30	13.30	19.51	35.08	35.08
Movement LOS	D	D	D	D	D	B	C	B	B	B	D	D
d_A, Approach Delay [s/veh]	35.59			48.77			15.26			32.00		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	31.97											
Intersection LOS	C											
Intersection V/C	0.882											

Emissions

Vehicle Miles Traveled [mph]	104.83	142.72	11.96	27.49	150.89	20.52	83.36
Stops [stops/h]	337.30	288.80	8.01	35.51	127.85	90.52	549.26
Fuel consumption [US gal/h]	8.50	9.49	0.58	1.56	7.56	1.85	10.18
CO [g/h]	593.92	663.03	40.30	108.76	528.21	129.53	711.48
NOx [g/h]	115.56	129.00	7.84	21.16	102.77	25.20	138.43
VOC [g/h]	137.65	153.66	9.34	25.21	122.42	30.02	164.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	15.73	15.73	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.186	2.099	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	744	744	744	744
d_b, Bicycle Delay [s]	10.08	10.08	10.08	10.08
I_b,int, Bicycle LOS Score for Intersection	2.088	1.901	2.020	2.629
Bicycle LOS	B	A	B	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: I-15: Jackson Road at Sherman Avenue

Control Type:	Two-way stop	Delay (sec / veh):	47.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	25	760	515	2	5	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	183	102	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	943	617	2	5	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	256	168	1	1	7
Total Analysis Volume [veh/h]	27	1025	671	2	5	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.06	0.06
d_M, Delay for Movement [s/veh]	9.00	0.00	0.00	0.00	47.22	14.52
Movement LOS	A	A	A	A	E	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	2.25	2.25	0.00	0.00	9.63	9.63
d_A, Approach Delay [s/veh]	0.23		0.00		19.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	1,141.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.338

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	290	295	25	660	415	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	6.00	0.00	2.00	2.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	132	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	349	295	25	792	415	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	80	7	215	113	7
Total Analysis Volume [veh/h]	379	321	27	861	451	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	3.34	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	9.09	0.00	1141.67	1121.76
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.09	46.01	46.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.30	2.30	1150.35	1150.35
d_A, Approach Delay [s/veh]	0.00		0.28		1140.55	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	264.00					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street

Control Type:	Two-way stop	Delay (sec / veh):	9,992.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	22.322

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	5	10	15	530	10	340	235	525	10	10	320	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	25.00	13.00	0.00	3.00	33.00	8.00	6.00	0.00	25.00	8.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	14	0	118	53	15	0	0	32	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	15	544	10	458	288	540	10	10	352	361
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	4	148	3	124	78	147	3	3	96	98
Total Analysis Volume [veh/h]	5	11	16	591	11	498	313	587	11	11	383	392
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.12	0.52	0.03	22.32	0.26	0.83	0.38	0.01	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	3874.99	1798.29	1635.73	9992.69	9942.04	33.37	12.15	0.00	0.00	9.16	0.00	0.00
Movement LOS	F	F	F	F	F	D	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.21	5.21	5.21	74.93	74.93	8.66	1.82	1.82	1.82	0.04	0.04	0.00
95th-Percentile Queue Length [ft/ln]	130.32	130.32	130.32	1873.27	1873.27	216.43	45.48	45.48	45.48	0.95	0.95	0.00
d_A, Approach Delay [s/veh]	2041.50			5483.32			4.17			0.13		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2156.55											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 18: E-4: Groton-Harvard Road at Central Avenue

Control Type:	Two-way stop	Delay (sec / veh):	77.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Base Volume Input [veh/h]	10	150	15	105	160	15	10	245	15	10	135	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	3.00	0.00	0.00	1.00	0.00	0.00	4.00	0.00	0.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	2	0	29	0	0	0	0	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	162	17	105	189	15	10	245	15	20	135	100
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	44	5	29	51	4	3	67	4	5	37	27
Total Analysis Volume [veh/h]	11	176	18	114	205	16	11	266	16	22	147	109
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.44	0.02	0.46	0.48	0.02	0.01	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	30.34	22.89	18.64	76.98	70.74	66.66	7.75	0.00	0.00	7.83	0.00	0.00
Movement LOS	D	C	C	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.80	2.80	2.80	10.29	10.29	10.29	0.03	0.03	0.03	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	70.09	70.09	70.09	257.31	257.31	257.31	0.63	0.63	0.63	1.30	1.30	1.30
d_A, Approach Delay [s/veh]	22.92			72.67			0.29			0.62		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	26.37											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 19: E-5: King Street at I-495 NB Off-Ramp

Control Type:	Two-way stop	Delay (sec / veh):	338.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.541

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	100	265	730	575	25	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	36.00	6.00	4.00	8.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	86	1	1	39	2	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	266	731	614	27	478
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	72	199	167	7	130
Total Analysis Volume [veh/h]	202	289	795	667	29	520
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.54	0.76	0.01	0.01	0.03	0.01
d_M, Delay for Movement [s/veh]	338.10	38.62	0.00	0.00	9.46	0.00
Movement LOS	F	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	14.20	6.13	0.00	0.00	0.11	0.00
95th-Percentile Queue Length [ft/ln]	354.94	153.29	0.00	0.00	2.69	0.00
d_A, Approach Delay [s/veh]	161.83		0.00		0.50	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	31.87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 20: E-6: King Street at I-495 SB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	2,984.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.116

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	205	105	1190	145	115	455
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	21.00	0.00	6.00	26.00	4.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	40	6	0	94
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	105	1230	151	115	549
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	29	334	41	31	149
Total Analysis Volume [veh/h]	238	114	1337	164	125	597
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	7.12	0.60	0.01	0.00	0.25	0.01
d_M, Delay for Movement [s/veh]	2984.74	49.27	0.00	0.00	14.35	0.00
Movement LOS	F	E	A	A	B	A
95th-Percentile Queue Length [veh/ln]	28.68	3.35	0.00	0.00	0.96	0.00
95th-Percentile Queue Length [ft/ln]	717.02	83.77	0.00	0.00	23.92	0.00
d_A, Approach Delay [s/veh]	2034.05		0.00		2.48	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	278.75					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)

Control Type:	All-way stop	Delay (sec / veh):	92.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.309

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	30	290	30	60	440	70	135	85	100	85	30	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	5.00	3.00	4.00	0.00	0.00	0.00	5.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	0	2	10	18	38	0	0	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	315	30	62	450	88	173	85	100	87	30	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	86	8	17	122	24	47	23	27	24	8	1
Total Analysis Volume [veh/h]	33	342	33	67	489	96	188	92	109	95	33	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	486	652	481	406
Degree of Utilization, x	0.84	1.31	0.81	0.33

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	8.44	27.99	7.61	1.40
95th-Percentile Queue Length [ft]	210.94	699.78	190.37	35.10
Approach Delay [s/veh]	38.47	175.26	35.01	16.13
Approach LOS	E	F	E	C
Intersection Delay [s/veh]	92.12			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)

Control Type:	Signalized	Delay (sec / veh):	54.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	325	0	10	0	0	0	0	915	525	10	645	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	2.00	2.00	2.00	7.00	4.00	14.00	6.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	0	0	0	0	0	0	20	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	371	0	10	0	0	0	0	915	545	10	645	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	0	3	0	0	0	0	249	148	3	175	0
Total Analysis Volume [veh/h]	403	0	11	0	0	0	0	995	592	11	701	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	10	10	0	0	5	0	0	55	10	5	55	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	15	0	0	10	0	0	60	15	9	60	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	67	67	67	67	67	67
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	10	0	42	57	42	42
g / C, Green / Cycle	0.15	0.00	0.62	0.85	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.23	0.00	0.55	0.38	0.04	0.39
s, saturation flow rate [veh/h]	1775	1870	1795	1564	291	1810
c, Capacity [veh/h]	264	0	1167	1331	143	1123
d1, Uniform Delay [s]	28.61	0.00	10.86	1.20	26.92	7.90
k, delay calibration	0.50	0.04	0.22	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	273.13	0.00	3.64	0.23	0.23	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.57	0.00	0.85	0.44	0.08	0.62
d, Delay for Lane Group [s/veh]	301.74	0.00	14.50	1.43	27.15	8.47
Lane Group LOS	F	A	B	A	C	A
Critical Lane Group	Yes	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	24.06	0.00	10.56	0.09	0.16	4.98
50th-Percentile Queue Length [ft/ln]	601.61	0.00	263.93	2.16	4.09	124.62
95th-Percentile Queue Length [veh/ln]	38.00	0.00	15.89	0.16	0.29	8.65
95th-Percentile Queue Length [ft/ln]	949.91	0.00	397.15	3.89	7.36	216.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	301.74	301.74	301.74	0.00	0.00	0.00	14.50	14.50	1.43	27.15	8.47	8.47
Movement LOS	F	F	F	A	A	A	B	B	A	C	A	A
d_A, Approach Delay [s/veh]	301.74			0.00			9.62			8.76		
Approach LOS	F			A			A			A		
d_I, Intersection Delay [s/veh]	53.97											
Intersection LOS	D											
Intersection V/C	0.788											

Emissions

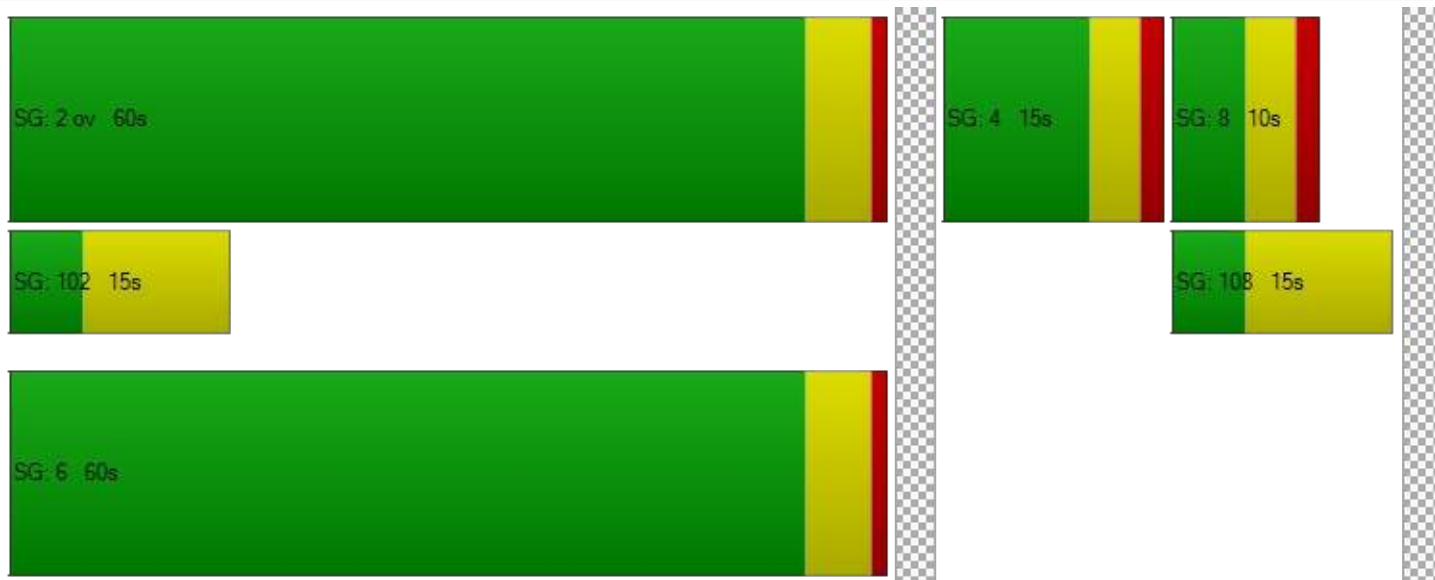
Vehicle Miles Traveled [mph]	23.44	0.00	274.19	163.14	65.02	4143.23
Stops [stops/h]	1290.01	0.00	565.94	4.63	8.76	267.21
Fuel consumption [US gal/h]	33.51	0.00	17.35	6.91	2.79	173.25
CO [g/h]	2342.28	0.00	1212.74	483.28	194.71	12109.96
NOx [g/h]	455.72	0.00	235.96	94.03	37.88	2356.16
VOC [g/h]	542.85	0.00	281.07	112.01	45.13	2806.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	25.18	0.00	25.18	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.213	0.000	2.801	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	298	149	1623	1623
d_b, Bicycle Delay [s]	24.32	28.76	1.19	1.19
I_b,int, Bicycle LOS Score for Intersection	2.243	1.560	4.178	2.734
Bicycle LOS	B	A	D	B

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	42.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	530	85	100	880	605	370
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	8.00	6.00	6.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	0	0	46
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	550	85	100	880	605	416
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	23	27	239	164	113
Total Analysis Volume [veh/h]	598	92	109	957	658	452
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	28	28	47	47	37	37
g / C, Green / Cycle	0.33	0.33	0.55	0.55	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.35	0.06	0.16	0.53	0.36	0.29
s, saturation flow rate [veh/h]	1709	1513	696	1810	1825	1538
c, Capacity [veh/h]	563	498	351	1001	799	673
d1, Uniform Delay [s]	28.50	20.35	14.79	18.02	21.01	19.02
k, delay calibration	0.47	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.24	0.18	2.30	19.67	9.41	5.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.06	0.18	0.31	0.96	0.82	0.67
d, Delay for Lane Group [s/veh]	82.74	20.53	17.09	37.69	30.42	24.29
Lane Group LOS	F	C	B	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.36	1.29	1.12	21.05	12.76	7.62
50th-Percentile Queue Length [ft/ln]	483.95	32.32	27.91	526.14	318.90	190.52
95th-Percentile Queue Length [veh/ln]	27.63	2.33	2.01	28.57	18.61	12.15
95th-Percentile Queue Length [ft/ln]	690.75	58.18	50.24	714.23	465.33	303.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	82.74	20.53	17.09	37.69	30.42	24.29
Movement LOS	F	C	B	D	C	C
d_A, Approach Delay [s/veh]	74.44		35.58		27.92	
Approach LOS	E		D		C	
d_I, Intersection Delay [s/veh]	41.97					
Intersection LOS	D					
Intersection V/C	0.879					

Emissions

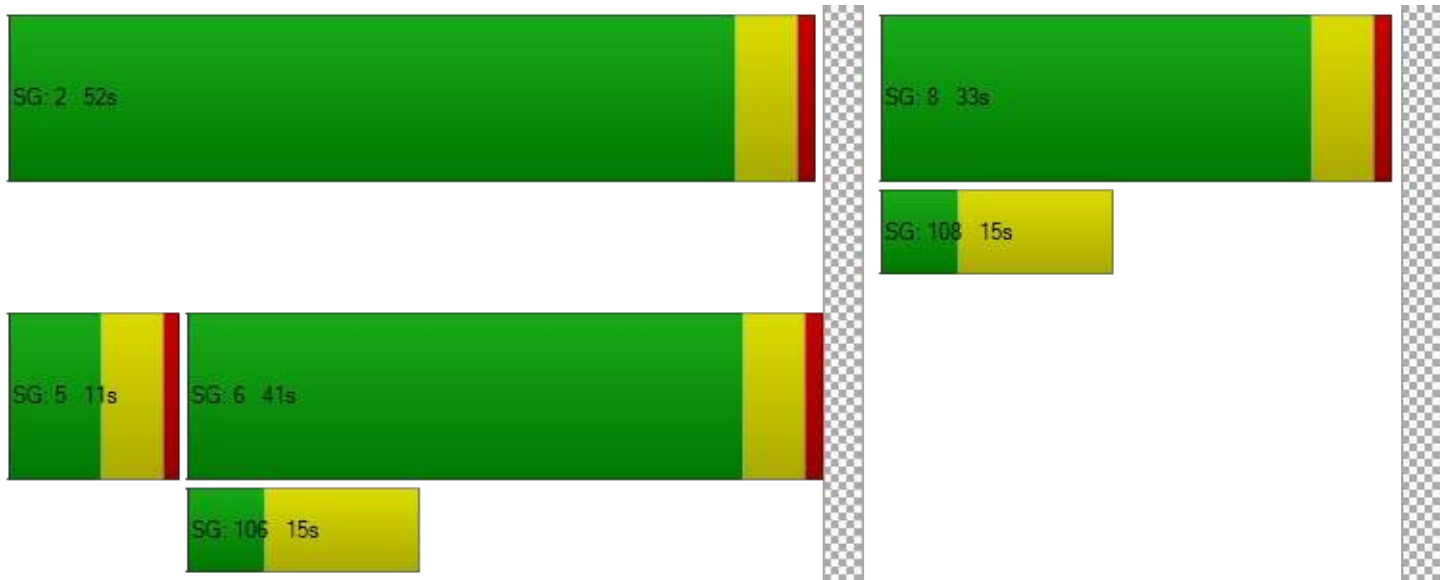
Vehicle Miles Traveled [mph]	2053.00	315.85	9.30	81.66	181.32	124.56
Stops [stops/h]	819.86	54.76	47.28	891.34	540.25	322.77
Fuel consumption [US gal/h]	99.11	13.69	1.02	15.63	14.52	9.15
CO [g/h]	6927.91	956.87	71.52	1092.26	1015.13	639.26
NOx [g/h]	1347.92	186.17	13.91	212.51	197.51	124.38
VOC [g/h]	1605.61	221.76	16.57	253.14	235.27	148.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0	
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	33.98		33.98		33.98	
I_p,int, Pedestrian LOS Score for Intersectio	2.417		2.529		2.805	
Crosswalk LOS	B		B		C	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	659		1106		847	
d_b, Bicycle Delay [s]	19.11		8.49		14.12	
I_b,int, Bicycle LOS Score for Intersection	1.560		3.319		3.391	
Bicycle LOS	A		C		C	

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	122.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	145	350	10	195	560	120	295	410	0	70	190	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	25.00	5.00	3.00	5.00	2.00	4.00	0.00	2.00	5.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	350	10	195	560	120	295	410	0	70	190	130
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	95	3	53	152	33	80	111	0	19	52	35
Total Analysis Volume [veh/h]	158	380	11	212	609	130	321	446	0	76	207	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	10	36	13	39	24	24	24	24
g / C, Green / Cycle	0.11	0.40	0.15	0.44	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.22	0.12	0.41	0.31	0.24	0.08	0.20
s, saturation flow rate [veh/h]	1795	1816	1738	1799	1033	1840	944	1703
c, Capacity [veh/h]	198	724	256	784	132	488	86	452
d1, Uniform Delay [s]	39.07	20.72	37.28	24.31	44.12	32.08	44.98	30.54
k, delay calibration	0.11	0.11	0.11	0.25	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.22	0.63	6.79	12.78	670.72	24.18	70.00	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.54	0.83	0.94	2.44	0.91	0.89	0.77
d, Delay for Lane Group [s/veh]	46.28	21.35	44.07	37.10	714.84	56.26	114.98	42.54
Lane Group LOS	D	C	D	D	F	E	F	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.75	6.17	4.94	16.86	27.41	12.38	3.34	8.27
50th-Percentile Queue Length [ft/ln]	93.84	154.33	123.49	421.40	685.31	309.62	83.60	206.79
95th-Percentile Queue Length [veh/ln]	6.76	10.25	8.58	23.59	47.29	18.16	6.02	12.99
95th-Percentile Queue Length [ft/ln]	168.92	256.20	214.62	589.72	1182.22	453.90	150.48	324.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.28	21.35	21.35	44.07	37.10	37.10	714.84	56.26	56.26	114.98	42.54	42.54
Movement LOS	D	C	C	D	D	D	F	E	E	F	D	D
d_A, Approach Delay [s/veh]	28.53			38.65			331.88			55.52		
Approach LOS	C			D			F			E		
d_I, Intersection Delay [s/veh]	122.82											
Intersection LOS	F											
Intersection V/C	0.985											

Emissions

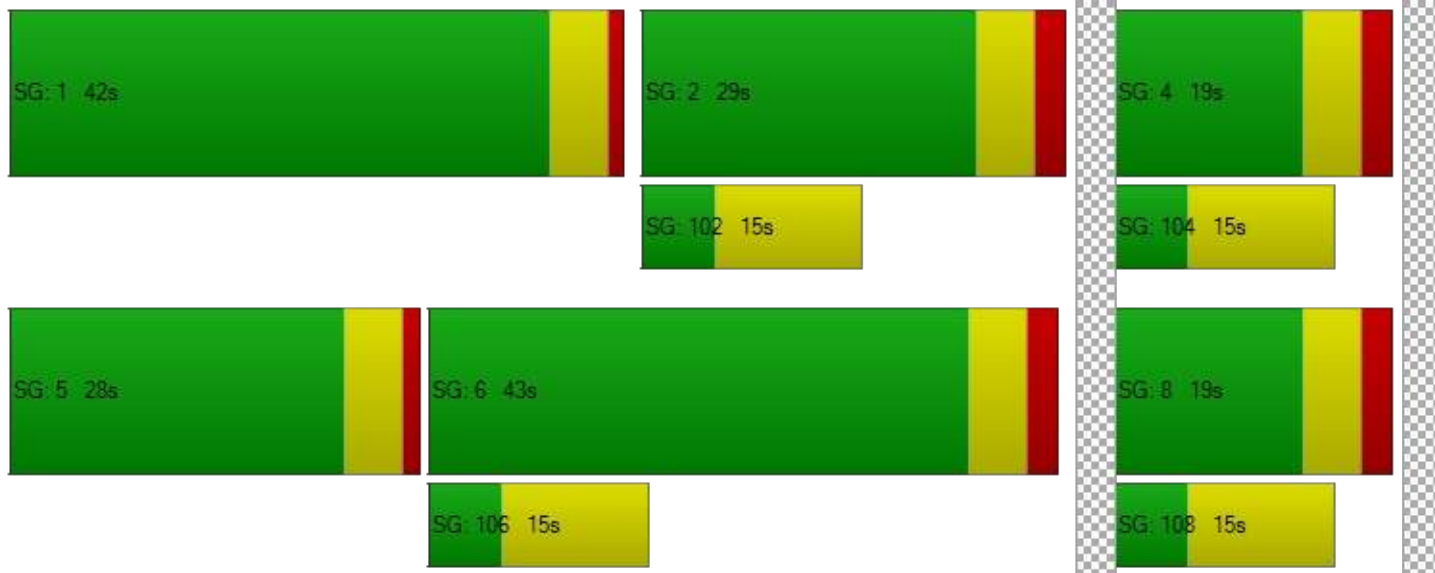
Vehicle Miles Traveled [mph]	8.40	20.78	10.95	38.18	18.68	25.95	3.60	16.50
Stops [stops/h]	150.15	246.93	197.59	674.23	1096.49	495.39	133.76	330.87
Fuel consumption [US gal/h]	2.66	3.92	3.44	10.88	53.51	8.91	2.67	5.52
CO [g/h]	186.16	273.91	240.71	760.21	3740.46	622.85	186.31	385.83
NOx [g/h]	36.22	53.29	46.83	147.91	727.76	121.18	36.25	75.07
VOC [g/h]	43.14	63.48	55.79	176.19	866.89	144.35	43.18	89.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.451	2.981	2.352	2.297
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	2.465	3.129	2.825	2.259
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street

Control Type:	Two-way stop	Delay (sec / veh):	90.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	0	545	320	90	10	115	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	4.00	4.00	3.00	25.00	3.00	4.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	545	320	90	10	115	335	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	148	87	24	3	31	91	0
Total Analysis Volume [veh/h]	0	0	0	0	0	592	348	98	11	125	364	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.19	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	7.99	0.00	0.00	0.00	12.53	11.82	0.00	0.00
Movement LOS					A	A	A	A	B	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.77
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.28	19.28	19.28	19.28
d_A, Approach Delay [s/veh]	0.00				0.00				3.23			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	11.09											
Intersection LOS	F											

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	60	0	150	15	0	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	0	150	15	0	2	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	41	4	0	1	0	0
Total Analysis Volume [veh/h]	65	0	163	16	0	2	0	0
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.54	0.00	0.32	0.04	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	90.53	87.37	67.65	69.99	70.04	70.04	57.20	12.51
Movement LOS	F	F	F	F	F	F	F	B
95th-Percentile Queue Length [veh/ln]	8.11	8.11	8.11	8.11	0.11	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	202.67	202.67	202.67	202.67	2.67	2.67	2.67	2.67
d_A, Approach Delay [s/veh]	73.90				70.04			
Approach LOS	F				F			
d_I, Intersection Delay [s/veh]	11.09							
Intersection LOS	F							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	1,546.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.544

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	55	0	225	10	0	0	10	475	235	325	275	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	0.00	5.00	0.00	0.00	0.00	0.00	6.00	1.00	3.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	34	0	0	0	0	34	20	79	72	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	0	259	10	0	0	10	509	255	404	347	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	70	3	0	0	3	138	69	110	94	0
Total Analysis Volume [veh/h]	70	0	282	11	0	0	11	553	277	439	377	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.54	0.00	0.64	1.50	0.00	0.00	0.01	0.01	0.00	0.55	0.00	0.00
d_M, Delay for Movement [s/veh]	1546.24	1554.27	26.77	1193.73	935.66	708.57	8.05	0.00	0.00	14.90	0.00	0.00
Movement LOS	F	F	D	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	9.15	9.15	4.40	2.27	2.27	2.27	0.03	0.03	0.03	3.41	3.41	3.41
95th-Percentile Queue Length [ft/ln]	228.75	228.75	109.97	56.82	56.82	56.82	0.70	0.70	0.70	85.32	85.32	85.32
d_A, Approach Delay [s/veh]	328.94			1193.73			0.11			8.01		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	67.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	47.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	40	30	675	120	55	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	5.00	4.00	3.00	3.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	22	0	71	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	62	697	120	126	290
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	17	189	33	34	79
Total Analysis Volume [veh/h]	43	67	758	130	137	315
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.18	0.01	0.00	0.18	0.00
d_M, Delay for Movement [s/veh]	47.79	26.15	0.00	0.00	10.79	0.00
Movement LOS	E	D	A	A	B	A
95th-Percentile Queue Length [veh/ln]	2.16	2.16	0.00	0.00	0.66	0.66
95th-Percentile Queue Length [ft/ln]	54.02	54.02	0.00	0.00	16.39	16.39
d_A, Approach Delay [s/veh]	34.61		0.00		3.27	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.64					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	73.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	115	105	415	220	105	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	7.00	1.00	10.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	22	24	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	105	437	244	105	215
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	29	119	66	29	58
Total Analysis Volume [veh/h]	136	114	475	265	114	234
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.66	0.23	0.00	0.00	0.14	0.00
d_M, Delay for Movement [s/veh]	73.62	63.30	0.00	0.00	10.02	0.00
Movement LOS	F	F	A	A	B	A
95th-Percentile Queue Length [veh/ln]	7.95	7.95	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	198.63	198.63	0.00	0.00	11.86	11.86
d_A, Approach Delay [s/veh]	68.91		0.00		3.28	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	13.73					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	4.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	70	55	0	2	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.00	21.00	0.00	100.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	70	62	0	2	47
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	17	0	1	13
Total Analysis Volume [veh/h]	0	76	67	0	2	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.81	4.38	0.00	0.00	3.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	6.31	6.31	0.00	0.00	0.14	0.14
d_A, Approach Delay [s/veh]	4.38		0.00		0.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	260	60	0	175	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	10.00	0.00	12.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	0	0	25	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	60	0	200	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	16	0	54	0	0
Total Analysis Volume [veh/h]	305	65	0	217	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	3.00	0.00	7.25	5.08
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		6.16	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	260	10	45	175	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	33.00	20.00	12.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	0	7	25	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	10	52	200	0	47
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	3	14	54	0	13
Total Analysis Volume [veh/h]	305	11	57	217	0	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.85	12.66	0.00	0.00	7.77	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.00	2.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	50.12	50.12	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.33					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 151: E-1a: Lancaster Road at Leominster Road

Control Type:	Two-way stop	Delay (sec / veh):	58.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	2	290	400	5	365	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	4.00	0.00	5.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	46	0	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	290	446	5	365	230
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	79	121	1	99	63
Total Analysis Volume [veh/h]	2	315	485	5	397	250
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.56	0.00	0.00	0.38	0.00
d_M, Delay for Movement [s/veh]	58.19	20.22	0.00	0.00	10.43	0.00
Movement LOS	F	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	3.71	3.71	0.00	0.00	1.76	0.00
95th-Percentile Queue Length [ft/ln]	92.69	92.69	0.00	0.00	44.11	0.00
d_A, Approach Delay [s/veh]	20.45		0.00		6.40	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.31					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street

Control Type:	Two-way stop	Delay (sec / veh):	43.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	30	195	100	585	380	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	8.00	12.00	5.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	46	20	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	195	100	631	400	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	53	27	171	109	3
Total Analysis Volume [veh/h]	33	212	109	686	435	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.35	0.10	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	42.99	22.75	8.77	0.00	0.00	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.69	3.69	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	92.29	92.29	8.54	8.54	0.00	0.00
d_A, Approach Delay [s/veh]	25.47		1.20		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.84					
Intersection LOS	E					

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	90	1783	675	40	661	15	5	10	25	176	10	40	3530

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	10	0	2	10	0	25	160	360	10	5	141	30	753

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	294	1076	80	36	695	75	45	15	135	36	12	13	2512

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	10	907	599	43	61	10	1630

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	122	51	30	246	28	10	487

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	548	165	77	433	114	46	1383

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	10	40	252	0	25	191	518

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	5	0	5	0	0	0	0	2	5	10	30	0	57

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	10	268	210	210	404	15	10	10	5	100	15	85	1342

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	56	396	137	119	352	33	11	18	25	100	41	48	1336

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	46	15	258	0	10	2	0	213	66	124	128	0	862

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	12	110	172	122	53	15	40	203	14	118	204	274	1337

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	25	943	617	2	5	25	1617

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	349	295	25	792	415	25	1901

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	5	10	15	544	10	458	288	540	10	10	352	361	2603

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	10	162	17	105	189	15	10	245	15	20	135	100	1023

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	186	266	731	614	27	478	2302

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	219	105	1230	151	115	549	2369

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	30	315	30	62	450	88	173	85	100	87	30	5	1455

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	371	0	10	0	0	0	0	915	545	10	645	0	2496

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	550	85	100	880	605	416	2636

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	145	350	10	195	560	120	295	410	0	70	190	130	2475

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	0	545	320	90	10	115	335	0	60	0	150	15

Southeastbound				Total Volume
2	Left	Thru	Right	
0	2	0	0	1642

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	64	0	259	10	0	0	10	509	255	404	347	0	1858

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	40	62	697	120	126	290	1335

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	125	105	437	244	105	215	1231

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	70	62	0	2	47	181

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	281	60	0	200	0	0	541

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	281	10	52	200	0	47	590

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	2	290	446	5	365	230	1338

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	30	195	100	631	400	10	1366

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	90	1335	590	40	455	15	5	10	25	135	10	40	2750
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	448	85	0	206	0	0	0	0	41	0	0	780
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	90	1783	675	40	661	15	5	10	25	176	10	40	3530

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	10	0	2	10	0	25	160	275	10	5	100	30	627
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	85	0	0	41	0	126
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	0	2	10	0	25	160	360	10	5	141	30	753

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	275	880	5	10	555	75	45	10	115	0	10	2	1982
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	19	196	75	26	140	0	0	5	20	36	2	11	530
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	294	1076	80	36	695	75	45	15	135	36	12	13	2512

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	10	730	500	40	55	10	1345
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	177	99	3	6	0	285
		Other	0	0	0	0	0	0	0
		Future Total	10	907	599	43	61	10	1630

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	90	45	30	175	25	10	375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	32	6	0	71	3	0	112
		Other	0	0	0	0	0	0	0
		Future Total	122	51	30	246	28	10	487

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	380	150	75	355	90	45	1095
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	168	15	2	78	24	1	288
		Other	0	0	0	0	0	0	0
		Future Total	548	165	77	433	114	46	1383

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	10	40	235	0	25	165	475
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	17	0	0	26	43
		Other	0	0	0	0	0	0	0
		Future Total	10	40	252	0	25	191	518

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	5	0	5	0	0	0	0	2	5	10	30	0	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	5	0	0	0	0	2	5	10	30	0	57

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	10	225	210	210	305	15	10	10	5	100	15	85	1200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	43	0	0	99	0	0	0	0	0	0	0	142
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	268	210	210	404	15	10	10	5	100	15	85	1342

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	10	395	15	45	350	10	2	5	2	45	10	15	904
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	46	1	122	74	2	23	9	13	23	55	31	33	432
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	56	396	137	119	352	33	11	18	25	100	41	48	1336

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	10	15	180	0	10	2	0	30	40	90	45	0	422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	36	0	78	0	0	0	0	183	26	34	83	0	440
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	46	15	258	0	10	2	0	213	66	124	128	0	862

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	10	105	115	75	40	15	40	190	10	70	180	165	1015
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	5	57	47	13	0	0	13	4	48	24	109	322
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	12	110	172	122	53	15	40	203	14	118	204	274	1337

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	25	760	515	2	5	25	1332
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	183	102	0	0	0	285
		Other	0	0	0	0	0	0	0
		Future Total	25	943	617	2	5	25	1617

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	290	295	25	660	415	25	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	59	0	0	132	0	0	191
		Other	0	0	0	0	0	0	0
		Future Total	349	295	25	792	415	25	1901

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	5	10	15	530	10	340	235	525	10	10	320	355	2365
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	14	0	118	53	15	0	0	32	6	238
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	10	15	544	10	458	288	540	10	10	352	361	2603

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	10	150	15	105	160	15	10	245	15	10	135	100	970
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	12	2	0	29	0	0	0	0	10	0	0	53
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	162	17	105	189	15	10	245	15	20	135	100	1023

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	Final Base	100	265	730	575	25	470	2165
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	86	1	1	39	2	8	137
		Other	0	0	0	0	0	0	0
		Future Total	186	266	731	614	27	478	2302

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	Final Base	205	105	1190	145	115	455	2215
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	14	0	40	6	0	94	154
		Other	0	0	0	0	0	0	0
		Future Total	219	105	1230	151	115	549	2369

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	30	290	30	60	440	70	135	85	100	85	30	5	1360
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	25	0	2	10	18	38	0	0	2	0	0	95
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	30	315	30	62	450	88	173	85	100	87	30	5	1455

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	325	0	10	0	0	0	0	915	525	10	645	0	2430
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	46	0	0	0	0	0	0	0	20	0	0	0	66
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	371	0	10	0	0	0	0	915	545	10	645	0	2496

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	530	85	100	880	605	370	2570
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	20	0	0	0	0	46	66
		Other	0	0	0	0	0	0	0
		Future Total	550	85	100	880	605	416	2636

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	145	350	10	195	560	120	295	410	0	70	190	130	2475
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	145	350	10	195	560	120	295	410	0	70	190	130	2475

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	0	545	320	90	10	115	335	0	60	0	150	15
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	545	320	90	10	115	335	0	60	0	150	15

Southeastbound				Total Volume
2	Left	Thru	Right	
0	2	0	0	1642
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	1642

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	55	0	225	10	0	0	10	475	235	325	275	0	1610
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	9	0	34	0	0	0	0	34	20	79	72	0	248
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	64	0	259	10	0	0	10	509	255	404	347	0	1858

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	40	30	675	120	55	280	1200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	32	22	0	71	10	135
		Other	0	0	0	0	0	0	0
		Future Total	40	62	697	120	126	290	1335

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	115	105	415	220	105	205	1165
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	10	0	22	24	0	10	66
		Other	0	0	0	0	0	0	0
		Future Total	125	105	437	244	105	215	1231

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	70	55	0	2	40	167
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	7	0	0	7	14
		Other	0	0	0	0	0	0	0
		Future Total	0	70	62	0	2	47	181

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	260	60	0	175	0	0	495
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	21	0	0	25	0	0	46
		Other	0	0	0	0	0	0	0
		Future Total	281	60	0	200	0	0	541

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	260	10	45	175	0	40	530
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	21	0	7	25	0	7	60
		Other	0	0	0	0	0	0	0
		Future Total	281	10	52	200	0	47	590

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	2	290	400	5	365	210	1272
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	46	0	0	20	66
		Other	0	0	0	0	0	0	0
		Future Total	2	290	446	5	365	230	1338

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	30	195	100	585	380	10	1300
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	46	20	0	66
		Other	0	0	0	0	0	0	0
		Future Total	30	195	100	631	400	10	1366

Devens 5-Year Traffic Monitoring Study

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Scenario 6 BD_AM

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10/3/2025

Fair Share Volumes

Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	45	0	0	0	0	0	0	21	0	0	66
2: Zone 2	0	122	0	0	55	0	0	0	0	0	0	0	177
3: Zone 3	0	46	0	0	23	0	0	0	0	0	0	0	69
4: Zone 4	0	0	40	0	0	0	0	0	0	20	0	0	60
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	192	0	0	85	0	0	0	0	0	0	0	277
8: Zone 8	0	75	0	0	36	0	0	0	0	0	0	0	111
9: Zone 9	0	13	0	0	7	0	0	0	0	0	0	0	20
Site-Generated Trips	0	448	85	0	206	0	0	0	0	41	0	0	
Future Total Volume	90	1783	675	40	661	15	5	10	25	176	10	40	

Intersection 2: I-2: Patton Road at Queenstown Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	45	0	0	21	0	66
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	40	0	0	20	0	60
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	85	0	0	41	0	
Future Total Volume	10	0	2	10	0	25	160	360	10	5	141	30	

Intersection 3: I-4: Jackson Road at Givry Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	122	0	0	55	0	0	0	0	0	0	0	177
3: Zone 3	0	46	0	0	23	0	0	0	0	0	0	0	69
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	6	28	0	0	62	0	0	0	13	0	0	0	109
8: Zone 8	0	0	75	26	0	0	0	5	0	36	2	11	155
9: Zone 9	13	0	0	0	0	0	0	0	7	0	0	0	20
Site-Generated Trips	19	196	75	26	140	0	0	5	20	36	2	11	
Future Total Volume	294	1076	80	36	695	75	45	15	135	36	12	13	

Intersection 4: I-6: Jackson Road at Pine Road							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone 1	0	0	0	1	3	0	4
2: Zone 2	0	122	55	0	0	0	177
3: Zone 3	0	46	23	0	0	0	69
4: Zone 4	0	0	0	1	2	0	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	6	14	0	0	0	20
8: Zone 8	0	3	7	0	0	0	10
9: Zone 9	0	0	0	1	1	0	2
Site-Generated Trips	0	177	99	3	6	0	
Future Total Volume	10	907	599	43	61	10	

Intersection 5: I-7: Grant Road at Pine Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	3	0	0	1	0	4
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	2	0	0	1	0	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	22	0	0	48	0	0	70
8: Zone 8	8	0	0	19	0	0	27
9: Zone 9	2	1	0	4	1	0	7
Site-Generated Trips	32	6	0	71	3	0	
Future Total Volume	122	51	30	246	28	10	

Intersection 6: I-8: Jackson Road and Barnum Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	3	0	0	1	0	4
2: Zone 2	122	0	0	55	0	0	177
3: Zone 3	46	0	0	23	0	0	69
4: Zone 4	0	2	2	0	1	1	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	6	0	0	14	0	20
8: Zone 8	0	3	0	0	7	0	10
9: Zone 9	0	1	0	0	1	0	2
Site-Generated Trips	168	15	2	78	24	1	
Future Total Volume	548	165	77	433	114	46	

Intersection 7: I-9: Barnum Road at Queenstown Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	3	0	0	1	4
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	4	0	0	2	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	6	0	0	14	20
8: Zone 8	0	0	3	0	0	7	10
9: Zone 9	0	0	1	0	0	1	2
Site-Generated Trips	0	0	17	0	0	26	
Future Total Volume	10	40	252	0	25	191	

Intersection 8: I-10: Sherman Avenue at Antietam Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	5	0	5	0	0	0	0	2	5	10	30	0	

Intersection 9: I-11: Jackson Road at Antietam Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	28	0	0	61	0	0	0	0	0	0	0	89
3: Zone 3	0	9	0	0	23	0	0	0	0	0	0	0	32
4: Zone 4	0	6	0	0	15	0	0	0	0	0	0	0	21
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	43	0	0	99	0	0	0	0	0	0	0	
Future Total Volume	10	268	210	210	404	15	10	10	5	100	15	85	

Intersection 10: I-12: Jackson Road at Buena Vista Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	122	61	0	0	0	0	0	55	0	28	266
3: Zone 3	46	0	0	0	0	23	9	13	23	0	31	0	145
4: Zone 4	0	1	0	13	2	0	0	0	0	0	0	5	21
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	46	1	122	74	2	23	9	13	23	55	31	33	
Future Total Volume	56	396	137	119	352	33	11	18	25	100	41	48	

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	78	0	0	0	0	183	0	34	83	0	378
3: Zone 3	31	0	0	0	0	0	0	0	13	0	0	0	44
4: Zone 4	5	0	0	0	0	0	0	0	13	0	0	0	18
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	36	0	78	0	0	0	0	183	26	34	83	0	
Future Total Volume	46	15	258	0	10	2	0	213	66	124	128	0	

Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	45	0	0	0	0	3	0	21	1	0	70
2: Zone 2	0	0	0	34	0	0	0	0	0	0	0	78	112
3: Zone 3	0	0	0	13	0	0	0	0	0	0	0	31	44
4: Zone 4	2	5	12	0	13	0	0	0	4	27	0	0	63
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	6	0	0	14	0	20
8: Zone 8	0	0	0	0	0	0	0	3	0	0	7	0	10
9: Zone 9	0	0	0	0	0	0	0	1	0	0	1	0	2
Site-Generated Trips	2	5	57	47	13	0	0	13	4	48	24	109	
Future Total Volume	12	110	172	122	53	15	40	203	14	118	204	274	

Intersection 13: I-15: Jackson Road at Sherman Avenue							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone 1	0	3	1	0	0	0	4
2: Zone 2	0	122	55	0	0	0	177
3: Zone 3	0	46	23	0	0	0	69
4: Zone 4	0	2	1	0	0	0	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	6	14	0	0	0	20
8: Zone 8	0	3	7	0	0	0	10
9: Zone 9	0	1	1	0	0	0	2
Site-Generated Trips	0	183	102	0	0	0	
Future Total Volume	25	943	617	2	5	25	

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	6	0	0	14	0	0	20
2: Zone 2	17	0	0	37	0	0	54
3: Zone 3	6	0	0	14	0	0	20
4: Zone 4	5	0	0	12	0	0	17
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	17	0	0	37	0	0	54
8: Zone 8	7	0	0	15	0	0	22
9: Zone 9	1	0	0	3	0	0	4
Site-Generated Trips	59	0	0	132	0	0	
Future Total Volume	349	295	25	792	415	25	

Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	14	0	0	0	2	0	0	1	6	23
2: Zone 2	0	0	0	0	0	37	17	5	0	0	11	0	70
3: Zone 3	0	0	0	0	0	14	6	1	0	0	4	0	25
4: Zone 4	0	0	0	0	0	12	5	0	0	0	1	0	18
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	37	17	5	0	0	11	0	70
8: Zone 8	0	0	0	0	0	15	7	1	0	0	4	0	27
9: Zone 9	0	0	0	0	0	3	1	1	0	0	1	0	6
Site-Generated Trips	0	0	0	14	0	118	53	15	0	0	32	6	
Future Total Volume	5	10	15	544	10	458	288	540	10	10	352	361	

Intersection 18: E-4: Groton-Harvard Road at Central Avenue													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	1	0	0	3	0	0	0	0	1	0	0	5
2: Zone 2	0	4	1	0	8	0	0	0	0	3	0	0	16
3: Zone 3	0	1	0	0	3	0	0	0	0	1	0	0	5
4: Zone 4	0	1	0	0	3	0	0	0	0	1	0	0	5
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	4	1	0	8	0	0	0	0	3	0	0	16
8: Zone 8	0	1	0	0	3	0	0	0	0	1	0	0	5
9: Zone 9	0	0	0	0	1	0	0	0	0	0	0	0	1
Site-Generated Trips	0	12	2	0	29	0	0	0	0	10	0	0	
Future Total Volume	10	162	17	105	189	15	10	245	15	20	135	100	

Intersection 19: E-5: King Street at I-495 NB Off-Ramp							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	12	0	0	5	0	1	18
2: Zone 2	32	0	1	14	0	3	50
3: Zone 3	12	0	0	5	0	1	18
4: Zone 4	10	0	0	5	0	1	16
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	13	1	0	6	2	1	22
8: Zone 8	7	0	0	3	1	1	11
9: Zone 9	1	0	0	1	0	0	2
Site-Generated Trips	86	1	1	39	2	8	
Future Total Volume	186	266	731	614	27	478	

Intersection 20: E-6: King Street at I-495 SB Ramps							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	4	0	5	2	0	13	23
2: Zone 2	4	0	15	2	0	35	55
3: Zone 3	4	0	5	2	0	13	24
4: Zone 4	3	0	5	1	0	11	20
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	6	0	0	14	20
8: Zone 8	0	0	3	0	0	7	10
9: Zone 9	0	0	1	0	0	1	2
Site-Generated Trips	14	0	40	6	0	94	
Future Total Volume	219	105	1230	151	115	549	

Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	2	0	0	1	2	4	0	0	0	0	0	10
2: Zone 2	0	7	0	0	3	5	11	0	0	0	0	0	25
3: Zone 3	0	2	0	0	1	2	4	0	0	0	0	0	10
4: Zone 4	0	2	0	0	1	2	3	0	0	0	0	0	7
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	8	0	0	4	5	11	0	0	0	0	0	28
8: Zone 8	0	4	0	2	0	2	4	0	0	2	0	0	13
9: Zone 9	0	1	0	0	1	0	1	0	0	0	0	0	2
Site-Generated Trips	0	25	0	2	10	18	38	0	0	2	0	0	
Future Total Volume	30	315	30	62	450	88	173	85	100	87	30	5	

Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	5	0	0	0	0	0	0	0	2	0	0	0	7
2: Zone 2	13	0	0	0	0	0	0	0	6	0	0	0	19
3: Zone 3	5	0	0	0	0	0	0	0	2	0	0	0	7
4: Zone 4	4	0	0	0	0	0	0	0	2	0	0	0	6
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	13	0	0	0	0	0	0	0	6	0	0	0	19
8: Zone 8	5	0	0	0	0	0	0	0	2	0	0	0	7
9: Zone 9	1	0	0	0	0	0	0	0	0	0	0	0	1
Site-Generated Trips	46	0	0	0	0	0	0	0	20	0	0	0	
Future Total Volume	371	0	10	0	0	0	0	915	545	10	645	0	

Intersection 23: E-9: Main Street at Lunenburg Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone 1	2	0	0	0	0	5	7
2: Zone 2	6	0	0	0	0	13	19
3: Zone 3	2	0	0	0	0	5	7
4: Zone 4	2	0	0	0	0	4	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	6	0	0	0	0	13	19
8: Zone 8	2	0	0	0	0	5	7
9: Zone 9	0	0	0	0	0	1	1
Site-Generated Trips	20	0	0	0	0	46	
Future Total Volume	550	85	100	880	605	416	

Intersection 24: E-10: King Street at Great Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	145	350	10	195	560	120	295	410	0	70	190	130	

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street																	
Zone ID: Name	Northeastbound				Southwestbound				Northwestbound				Southeastbound				Total
	Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2	2	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	0	545	320	90	10	115	335	0	60	0	150	15	0	2	0	0	

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	2	0	0	1	0	3
2: Zone 2	6	0	22	0	0	0	0	0	13	48	0	0	89
3: Zone 3	2	0	7	0	0	0	0	0	5	18	0	0	32
4: Zone 4	1	0	5	0	0	0	0	0	2	13	0	0	21
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	22	0	0	48	0	70
8: Zone 8	0	0	0	0	0	0	0	8	0	0	19	0	27
9: Zone 9	0	0	0	0	0	0	0	2	0	0	4	0	6
Site-Generated Trips	9	0	34	0	0	0	0	34	20	79	72	0	
Future Total Volume	64	0	259	10	0	0	10	509	255	404	347	0	

Intersection 27: E-13: West Main Street at Grant Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	2	0	0	1	3
2: Zone 2	0	0	13	0	0	6	19
3: Zone 3	0	0	5	0	0	2	7
4: Zone 4	0	0	2	0	0	1	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	22	0	0	48	0	70
8: Zone 8	0	8	0	0	19	0	27
9: Zone 9	0	2	0	0	4	0	6
Site-Generated Trips	0	32	22	0	71	10	
Future Total Volume	40	62	697	120	126	290	

Intersection 28: E-14: Front Street at Hospital Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	1	0	2	3	0	1	7
2: Zone 2	0	0	13	0	0	6	19
3: Zone 3	0	0	5	0	0	2	7
4: Zone 4	1	0	2	2	0	1	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	6	0	0	13	0	0	19
8: Zone 8	2	0	0	5	0	0	7
9: Zone 9	0	0	0	1	0	0	1
Site-Generated Trips	10	0	22	24	0	10	
Future Total Volume	125	105	437	244	105	215	

Intersection 141: I-16b: Hospital at Givry Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	3	0	0	1	4
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	2	0	0	1	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0
9: Zone 9	0	0	2	0	0	5	7
Site-Generated Trips	0	0	7	0	0	7	
Future Total Volume	0	70	62	0	2	47	

Intersection 142: I-16c: Hospital at Givry Street							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	6	0	0	13	0	0	19
8: Zone 8	2	0	0	5	0	0	7
9: Zone 9	13	0	0	7	0	0	20
Site-Generated Trips	21	0	0	25	0	0	
Future Total Volume	281	60	0	200	0	0	

Intersection 143: I-16a: Hospital at Givry Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	3	0	0	1	4
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	2	0	0	1	3
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	6	0	0	13	0	0	19
8: Zone 8	2	0	0	5	0	0	7
9: Zone 9	13	0	2	7	0	5	27
Site-Generated Trips	21	0	7	25	0	7	
Future Total Volume	281	10	52	200	0	47	

Intersection 151: E-1a: Lancaster Road at Leominster Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	5	0	0	2	7
2: Zone 2	0	0	13	0	0	6	19
3: Zone 3	0	0	5	0	0	2	7
4: Zone 4	0	0	4	0	0	2	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	13	0	0	6	19
8: Zone 8	0	0	5	0	0	2	7
9: Zone 9	0	0	1	0	0	0	1
Site-Generated Trips	0	0	46	0	0	20	
Future Total Volume	2	290	446	5	365	230	

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone 1	0	0	0	5	2	0	7
2: Zone 2	0	0	0	13	6	0	19
3: Zone 3	0	0	0	5	2	0	7
4: Zone 4	0	0	0	4	2	0	6
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	0	13	6	0	19
8: Zone 8	0	0	0	5	2	0	7
9: Zone 9	0	0	0	1	0	0	1
Site-Generated Trips	0	0	0	46	20	0	
Future Total Volume	30	195	100	631	400	10	

Devens 5-Year Traffic Monitoring Study

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone 1					0.000	50.00	50.00	0.00	98	43	141	10.31
2: Zone 2					0.000	50.00	50.00	0.00	266	119	385	28.16
3: Zone 3					0.000	50.00	50.00	0.00	101	45	146	10.68
4: Zone 4					0.000	50.00	50.00	0.00	86	39	125	9.14
5: Zone 5					0.000	50.00	50.00	0.00	0	0	0	0.00
6: Zone 6					0.000	50.00	50.00	0.00	0	0	0	0.00
7: Zone 7					0.000	50.00	50.00	0.00	266	119	385	28.16
8: Zone 8					0.000	50.00	50.00	0.00	108	49	157	11.49
9: Zone 9					0.000	50.00	50.00	0.00	19	9	28	2.05
Added Trips Total									944	423	1367	100.00

Devens 5-Year Traffic Monitoring Study

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Trip Distribution summary

Zone / Gate	Zone 1: Zone 1			
	To Zone 1:		From Zone 1:	
	Share %	Trips	Share %	Trips
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	12	12.00	5
12: Gateway 2	1.00	1	1.00	0
13: Gateway 3	7.00	7	7.00	3
14: Gateway 4	1.00	1	1.00	0
15: Gateway 5	6.00	6	6.00	3
16: Gateway 6	4.00	4	4.00	2
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	40	41.00	19
19: Gateway 9	5.00	5	5.00	2
20: Gateway 10	14.00	14	14.00	6
21: Gateway 11	1.00	1	1.00	0
22: Gateway 12	3.00	3	3.00	1
23: Gateway 13	5.00	5	5.00	2
Total	100.00	99	100.00	43

Zone / Gate	Zone 2: Zone 2			
	To Zone 2:		From Zone 2:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	32	12.00	14
12: Gateway 2	1.00	3	1.00	1
13: Gateway 3	7.00	19	7.00	8
14: Gateway 4	1.00	3	1.00	1
15: Gateway 5	6.00	16	6.00	7
16: Gateway 6	4.00	11	4.00	5
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	109	41.00	49
19: Gateway 9	5.00	13	5.00	6
20: Gateway 10	14.00	37	14.00	17
21: Gateway 11	1.00	3	1.00	1
22: Gateway 12	3.00	8	3.00	4
23: Gateway 13	5.00	13	5.00	6
Total	100.00	267	100.00	119

Zone / Gate	Zone 3: Zone 3			
	To Zone 3:		From Zone 3:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	12	12.00	5
12: Gateway 2	1.00	1	1.00	0
13: Gateway 3	7.00	7	7.00	3
14: Gateway 4	1.00	1	1.00	0
15: Gateway 5	6.00	6	6.00	3
16: Gateway 6	4.00	4	4.00	2
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	41	41.00	21
19: Gateway 9	5.00	5	5.00	2
20: Gateway 10	14.00	14	14.00	6
21: Gateway 11	1.00	1	1.00	0
22: Gateway 12	3.00	3	3.00	1
23: Gateway 13	5.00	5	5.00	2
Total	100.00	100	100.00	45

Zone / Gate	Zone 4: Zone 4			
	To Zone 4:		From Zone 4:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	10	12.00	5
12: Gateway 2	1.00	1	1.00	0
13: Gateway 3	7.00	6	7.00	3
14: Gateway 4	1.00	1	1.00	0
15: Gateway 5	6.00	5	6.00	2
16: Gateway 6	4.00	3	4.00	2
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	35	41.00	17
19: Gateway 9	5.00	4	5.00	2
20: Gateway 10	14.00	12	14.00	5
21: Gateway 11	1.00	1	1.00	0
22: Gateway 12	3.00	3	3.00	1
23: Gateway 13	5.00	4	5.00	2
Total	100.00	85	100.00	39

Zone / Gate	Zone 5: Zone 5			
	To Zone 5:		From Zone 5:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	0.00	0	0.00	0
12: Gateway 2	0.00	0	0.00	0
13: Gateway 3	0.00	0	0.00	0
14: Gateway 4	0.00	0	0.00	0
15: Gateway 5	0.00	0	0.00	0
16: Gateway 6	0.00	0	0.00	0
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	0.00	0	0.00	0
19: Gateway 9	0.00	0	0.00	0
20: Gateway 10	0.00	0	0.00	0
21: Gateway 11	0.00	0	0.00	0
22: Gateway 12	0.00	0	0.00	0
23: Gateway 13	0.00	0	0.00	0
Total	0.00	0	0.00	0

Zone / Gate	Zone 6: Zone 6			
	To Zone 6:		From Zone 6:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	0	12.00	0
12: Gateway 2	1.00	0	1.00	0
13: Gateway 3	7.00	0	7.00	0
14: Gateway 4	1.00	0	1.00	0
15: Gateway 5	6.00	0	6.00	0
16: Gateway 6	4.00	0	4.00	0
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	0	41.00	0
19: Gateway 9	5.00	0	5.00	0
20: Gateway 10	14.00	0	14.00	0
21: Gateway 11	1.00	0	1.00	0
22: Gateway 12	3.00	0	3.00	0
23: Gateway 13	5.00	0	5.00	0
Total	100.00	0	100.00	0

Zone / Gate	Zone 7: Zone 7			
	To Zone 7:		From Zone 7:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	32	12.00	14
12: Gateway 2	1.00	3	1.00	1
13: Gateway 3	7.00	19	7.00	8
14: Gateway 4	1.00	3	1.00	1
15: Gateway 5	6.00	16	6.00	7
16: Gateway 6	4.00	11	4.00	5
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	109	41.00	49
19: Gateway 9	5.00	13	5.00	6
20: Gateway 10	14.00	37	14.00	17
21: Gateway 11	1.00	3	1.00	1
22: Gateway 12	3.00	8	3.00	4
23: Gateway 13	5.00	13	5.00	6
Total	100.00	267	100.00	119

Zone / Gate	Zone 8: Zone 8			
	To Zone 8:		From Zone 8:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	13	12.00	6
12: Gateway 2	1.00	1	1.00	0
13: Gateway 3	7.00	8	7.00	3
14: Gateway 4	1.00	1	1.00	0
15: Gateway 5	6.00	6	6.00	3
16: Gateway 6	4.00	4	4.00	2
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	44	41.00	23
19: Gateway 9	5.00	5	5.00	2
20: Gateway 10	14.00	15	14.00	7
21: Gateway 11	1.00	1	1.00	0
22: Gateway 12	3.00	3	3.00	1
23: Gateway 13	5.00	5	5.00	2
Total	100.00	106	100.00	49

Zone / Gate	Zone 9: Zone 9			
	To Zone 9:		From Zone 9:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0

3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
11: Gateway 1	12.00	2	12.00	1
12: Gateway 2	1.00	0	1.00	0
13: Gateway 3	7.00	1	7.00	1
14: Gateway 4	1.00	0	1.00	0
15: Gateway 5	6.00	1	6.00	1
16: Gateway 6	4.00	1	4.00	0
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	8	41.00	5
19: Gateway 9	5.00	1	5.00	0
20: Gateway 10	14.00	3	14.00	1
21: Gateway 11	1.00	0	1.00	0
22: Gateway 12	3.00	1	3.00	0
23: Gateway 13	5.00	1	5.00	0
Total	100.00	19	100.00	9

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Devens 5-Year Traffic Monitoring Study

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-1: Jackson Road at Patton Road & Lake George Street	Signalized	HCM 6th Edition	SB Thru	2.226	471.7	F
2	I-2: Patton Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.057	25.0	C
3	I-4: Jackson Road at Givry Street	Two-way stop	HCM 6th Edition	WB Left	363.419	10,000.0	F
4	I-6: Jackson Road at Pine Road	Two-way stop	HCM 6th Edition	EB Left	0.352	53.6	F
5	I-7: Grant Road at Pine Road	All-way stop	HCM 6th Edition	NB Thru	0.418	9.6	A
6	I-8: Jackson Road and Barnum Road	Two-way stop	HCM 6th Edition	WB Left	0.876	76.4	F
7	I-9: Barnum Road at Queenstown Street	Two-way stop	HCM 6th Edition	NB Left	0.004	12.8	B
8	I-10: Sherman Avenue at Antietam Street	All-way stop	HCM 6th Edition	WB Thru	0.030	7.0	A
9	I-11: Jackson Road at Antietam Street	Two-way stop	HCM 6th Edition	EB Left	0.143	27.3	D
10	I-12: Jackson Road at Buena Vista Street	Two-way stop	HCM 6th Edition	WB Left	0.989	208.4	F
11	I-13: Buena Vista Street at Saratoga Boulevard	Two-way stop	HCM 6th Edition	NB Left	0.229	30.5	D
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Signalized	HCM 6th Edition	SB Left	0.843	63.8	E
13	I-15: Jackson Road at Sherman Avenue	Two-way stop	HCM 6th Edition	EB Left	0.169	67.8	F
16	E-2: Park Street at Groton School Road & Fitchburg Road	Two-way stop	HCM 6th Edition	WB Left	4.971	1,967.4	F
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Two-way stop	HCM 6th Edition	NB Right	0.003	10,000.0	F
18	E-4: Groton-Harvard Road at Central Avenue	Two-way stop	HCM 6th Edition	SB Left	1.779	732.0	F
	E-5: King Street at I-495 NB		HCM 6th				

19	E-5: King Street at I-495 NB Off-Ramp	Two-way stop	HCM 6th Edition	NB Left	1.856	484.8	F
20	E-6: King Street at I-495 SB Ramps	Two-way stop	HCM 6th Edition	NB Left	13.674	6,034.6	F
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	All-way stop	HCM 6th Edition	SB Thru	0.843	24.8	C
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Signalized	HCM 6th Edition	NB Left	1.082	139.1	F
23	E-9: Main Street at Lunenburg Road	Signalized	HCM 6th Edition	WB Thru	0.958	102.0	F
24	E-10: King Street at Great Road	Signalized	HCM 6th Edition	EB Left	1.142	232.4	F
25	E-11: King Street at Goldsmith Street & Stevens Street	Two-way stop	HCM 6th Edition	NWB Left	2.805	1,226.6	F
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Two-way stop	HCM 6th Edition	SB Left	28.909	10,000.0	F
27	E-13: West Main Street at Grant Road	Two-way stop	HCM 6th Edition	NB Left	1.322	334.8	F
28	E-14: Front Street at Hospital Road	Two-way stop	HCM 6th Edition	NB Left	1.549	326.0	F
141	I-16b: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Right	0.006	4.0	A
142	I-16c: Hospital at Givry Street	Two-way yield	HCM 6th Edition	NB Thru	0.003	0.0	A
143	I-16a: Hospital at Givry Street	Two-way stop	HCM 6th Edition	NB Left	0.417	13.6	B
151	E-1a: Lancaster Road at Leominster Road	Two-way stop	HCM 6th Edition	NB Left	0.274	113.8	F
152	E-1b: Lancaster Road at Center Road & Main Street	Two-way stop	HCM 6th Edition	SB Left	0.198	122.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street

Control Type:	Signalized	Delay (sec / veh):	471.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.226

Intersection Setup

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Lake George Street			Patton Road		
Base Volume Input [veh/h]	25	530	120	25	1090	0	10	10	75	590	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	15.00	0.00	2.00	0.00	20.00	25.00	2.00	4.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	266	51	0	475	0	0	0	0	92	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	796	171	25	1565	0	10	10	75	682	10	115
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	216	46	7	425	0	3	3	20	185	3	31
Total Analysis Volume [veh/h]	27	865	186	27	1701	0	11	11	82	741	11	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	20	0	0	20	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	40	0	0	40	0	0	25	0	0	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		Yes			Yes			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	6
Pedestrian Clearance [s]	19

Lane Group Calculations

Lane Group	C	R	C	C	L	C
C, Calculated Cycle Length [s]	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	20	20	20
g / C, Green / Cycle	0.54	0.54	0.54	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.51	0.13	1.65	0.08	0.58	0.08
s, saturation flow rate [veh/h]	1755	1424	1049	1313	1282	1635
c, Capacity [veh/h]	999	764	619	464	387	502
d1, Uniform Delay [s]	13.77	8.04	17.32	16.99	24.34	17.09
k, delay calibration	0.38	0.04	0.50	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.59	0.06	810.48	0.09	420.17	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.24	2.79	0.22	1.91	0.27
d, Delay for Lane Group [s/veh]	23.35	8.10	827.80	17.08	444.51	17.19
Lane Group LOS	C	A	F	B	F	B
Critical Lane Group	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.16	1.18	146.89	1.10	50.91	1.45
50th-Percentile Queue Length [ft/ln]	303.99	29.61	3672.16	27.47	1272.78	36.13
95th-Percentile Queue Length [veh/ln]	17.88	2.13	245.38	1.98	82.16	2.60
95th-Percentile Queue Length [ft/ln]	446.96	53.31	6134.46	49.45	2053.96	65.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.35	23.35	8.10	827.80	827.80	827.80	17.08	17.08	17.08	444.51	17.19	17.19
Movement LOS	C	C	A	F	F	F	B	B	B	F	B	B
d_A, Approach Delay [s/veh]	20.72			827.80			17.08			378.25		
Approach LOS	C			F			B			F		
d_I, Intersection Delay [s/veh]	471.68											
Intersection LOS	F											
Intersection V/C	2.226											

Emissions

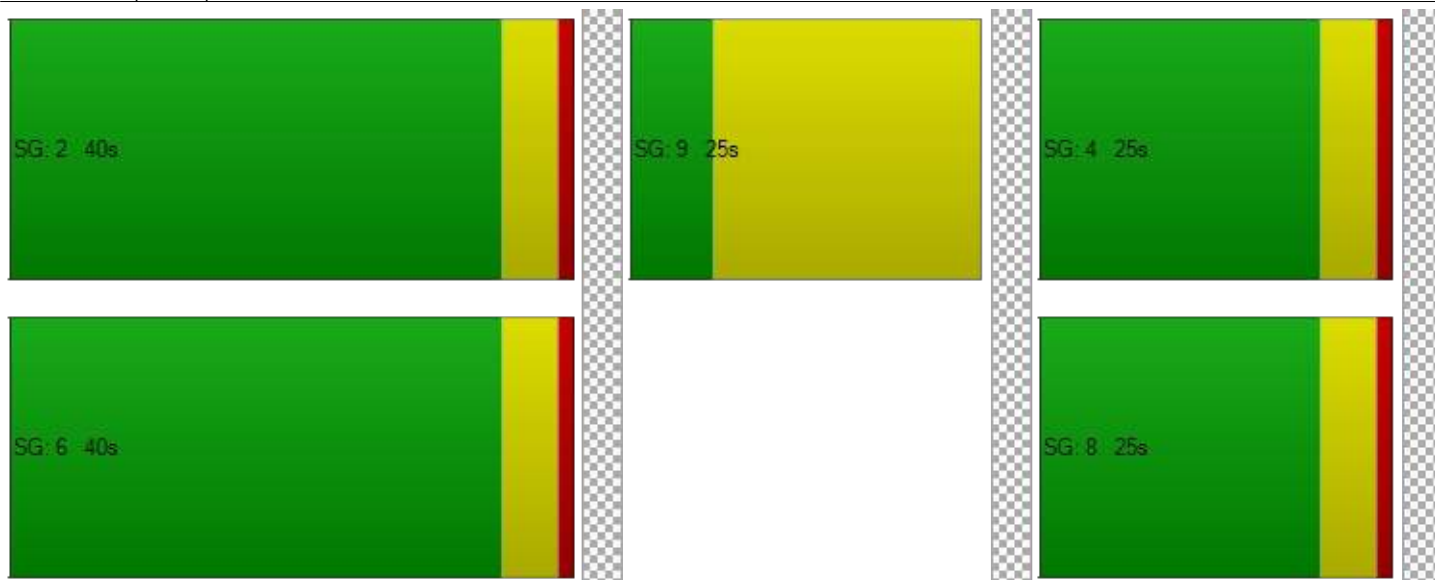
Vehicle Miles Traveled [mph]	360.06	75.08	810.77	8.43	432.61	79.40
Stops [stops/h]	672.44	65.51	8123.04	60.77	2815.46	79.93
Fuel consumption [US gal/h]	22.78	3.76	369.28	1.04	100.38	4.19
CO [g/h]	1592.08	262.79	25812.82	72.98	7016.58	292.61
NOx [g/h]	309.76	51.13	5022.24	14.20	1365.17	56.93
VOC [g/h]	368.98	60.90	5982.37	16.91	1626.16	67.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	10.0	0.0	10.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	23.32	0.00	23.32
I_p,int, Pedestrian LOS Score for Intersectio	0.000	3.044	0.000	2.320
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1075	1075	614	614
d_b, Bicycle Delay [s]	6.96	6.96	15.62	15.62
I_b,int, Bicycle LOS Score for Intersection	3.338	4.411	1.731	3.007
Bicycle LOS	C	E	A	C

Sequence

Ring 1	2	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-2: Patton Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.057

Intersection Setup

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Driveway			Queenstown Street			Patton Road			Patton Road		
Base Volume Input [veh/h]	10	0	0	70	0	180	10	150	2	0	355	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	51	0	0	92	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	70	0	180	10	201	2	0	447	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	19	0	49	3	55	1	0	121	3
Total Analysis Volume [veh/h]	11	0	0	76	0	196	11	218	2	0	486	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.23	0.00	0.34	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	24.95	16.61	10.50	24.90	24.60	20.38	8.38	0.00	0.00	7.64	0.00	0.00
Movement LOS	C	C	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	3.43	3.43	3.43	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.54	4.54	4.54	85.63	85.63	85.63	0.77	0.77	0.77	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.95			21.65			0.40			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	6.19											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: I-4: Jackson Road at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	363.419

Intersection Setup

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Givry Street			Givry Street		
Base Volume Input [veh/h]	190	705	2	5	690	45	45	2	180	10	15	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	0.00	100.00	2.00	11.00	25.00	0.00	3.00	0.00	67.00	20.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	164	46	17	216	0	0	3	21	81	6	28
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	869	48	22	906	45	45	5	201	91	21	38
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	236	13	6	246	12	12	1	55	25	6	10
Total Analysis Volume [veh/h]	232	945	52	24	985	49	49	5	218	99	23	41
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.01	0.00	0.06	0.01	0.00	0.00	0.94	0.75	363.42	7.06	0.14
d_M, Delay for Movement [s/veh]	13.15	0.00	0.00	14.06	0.00	0.00	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.54	1.54	1.54	0.18	0.18	0.18	36.77	36.77	36.77	22.98	22.98	22.98
95th-Percentile Queue Length [ft/ln]	38.46	38.46	38.46	4.51	4.51	4.51	919.34	919.34	919.34	574.50	574.50	574.50
d_A, Approach Delay [s/veh]	2.48			0.32			10000.00			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	1599.33											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: I-6: Jackson Road at Pine Road

Control Type:	Two-way stop	Delay (sec / veh):	53.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Jackson Road		Jackson Road		Pine Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jackson Road		Jackson Road		Pine Road	
Base Volume Input [veh/h]	10	585	570	45	30	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	3.00	7.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	121	192	6	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	706	762	51	34	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	192	207	14	9	4
Total Analysis Volume [veh/h]	11	767	828	55	37	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.35	0.04
d_M, Delay for Movement [s/veh]	9.71	0.00	0.00	0.00	53.62	29.33
Movement LOS	A	A	A	A	F	D
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	1.57	1.57
95th-Percentile Queue Length [ft/ln]	1.08	1.08	0.00	0.00	39.13	39.13
d_A, Approach Delay [s/veh]	0.14		0.00		46.29	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: I-7: Grant Road at Pine Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	Grant Road		Grant Road		Pine Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Grant Road		Grant Road		Pine Road	
Base Volume Input [veh/h]	220	30	10	85	30	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	5.00	0.00	6.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	75	4	0	43	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	34	10	128	36	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	9	3	35	10	7
Total Analysis Volume [veh/h]	321	37	11	139	39	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	857	791	722
Degree of Utilization, x	0.42	0.19	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.09	0.70	0.30
95th-Percentile Queue Length [ft]	52.13	17.39	7.52
Approach Delay [s/veh]	10.19	8.61	8.49
Approach LOS	B	A	A
Intersection Delay [s/veh]	9.58		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 6: I-8: Jackson Road and Barnum Road

Control Type:	Two-way stop	Delay (sec / veh):	76.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Jackson Road		Jackson Road		Barnum Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jackson Road		Jackson Road		Barnum Road	
Base Volume Input [veh/h]	350	160	45	245	165	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	6.00	0.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	99	27	2	179	19	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	449	187	47	424	184	78
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	51	13	115	50	21
Total Analysis Volume [veh/h]	488	203	51	461	200	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.88	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	9.18	0.00	76.45	12.39
Movement LOS	A	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	7.07	0.52
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.43	4.43	176.68	12.99
d_A, Approach Delay [s/veh]	0.00		0.91		57.34	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	11.30					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 7: I-9: Barnum Road at Queenstown Street

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Queenstown Street		Barnum Road		Barnum Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Queenstown Street		Barnum Road		Barnum Road	
Base Volume Input [veh/h]	2	25	150	2	30	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	5.00	0.00	0.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	28	0	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	25	178	2	30	282
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	48	1	8	77
Total Analysis Volume [veh/h]	2	27	193	2	33	307
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.76	9.39	0.00	0.00	7.65	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	2.79	2.79	0.00	0.00	1.82	1.82
d_A, Approach Delay [s/veh]	9.62		0.00		0.74	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.94					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: I-10: Sherman Avenue at Antietam Street

Control Type:	All-way stop	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Sherman Avenue			Sherman Avenue			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	2	0	10	0	0	0	0	10	10	10	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	10	0	0	0	0	10	10	10	15	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	0	0	0	0	3	3	3	4	0
Total Analysis Volume [veh/h]	2	0	11	0	0	0	0	11	11	11	16	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	1021	897	932	895
Degree of Utilization, x	0.01	0.00	0.02	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	0.00	0.07	0.09
95th-Percentile Queue Length [ft]	0.97	0.00	1.81	2.33
Approach Delay [s/veh]	6.57	0.00	6.96	7.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.96			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 9: I-11: Jackson Road at Antietam Street

Control Type:	Two-way stop	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Antietam Street			Antietam Street		
Base Volume Input [veh/h]	15	325	10	15	245	10	25	5	10	45	10	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	14.00	0.00	3.00	0.00	0.00	50.00	0.00	3.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	104	0	0	60	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	429	10	15	305	10	25	5	10	45	10	105
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	117	3	4	83	3	7	1	3	12	3	29
Total Analysis Volume [veh/h]	16	466	11	16	332	11	27	5	11	49	11	114
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.14	0.02	0.02	0.20	0.04	0.19
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	8.33	0.00	0.00	27.33	23.81	13.35	25.74	24.32	17.42
Movement LOS	A	A	A	A	A	A	D	C	B	D	C	C
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.04	0.04	0.04	0.64	0.64	0.64	2.08	2.08	2.08
95th-Percentile Queue Length [ft/ln]	0.99	0.99	0.99	1.11	1.11	1.11	16.04	16.04	16.04	51.98	51.98	51.98
d_A, Approach Delay [s/veh]	0.26			0.37			23.35			20.20		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.47											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 10: I-12: Jackson Road at Buena Vista Street

Control Type:	Two-way stop	Delay (sec / veh):	208.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.989

Intersection Setup

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jackson Road			Jackson Road			Buena Vista Street			Buena Vista Street		
Base Volume Input [veh/h]	2	410	25	15	265	2	5	0	10	10	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	27	3	72	45	2	14	24	32	51	128	19	78
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	413	97	60	267	16	29	32	61	138	21	88
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	112	26	16	73	4	8	9	17	38	6	24
Total Analysis Volume [veh/h]	32	449	105	65	290	17	32	35	66	150	23	96
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.06	0.00	0.00	0.23	0.17	0.09	0.99	0.11	0.18
d_M, Delay for Movement [s/veh]	7.92	0.00	0.00	8.74	0.00	0.00	42.19	34.39	21.62	208.37	201.20	191.47
Movement LOS	A	A	A	A	A	A	E	D	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.20	0.20	0.20	2.48	2.48	2.48	14.34	14.34	14.34
95th-Percentile Queue Length [ft/ln]	1.95	1.95	1.95	5.06	5.06	5.06	62.01	62.01	62.01	358.50	358.50	358.50
d_A, Approach Delay [s/veh]	0.43			1.53			29.93			201.72		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	43.43											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	30.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.229

Intersection Setup

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Saratoga Boulevard			Public Works Drive			Buena Vista Street			Independence Drive		
Base Volume Input [veh/h]	10	15	75	0	10	2	5	30	15	145	15	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	38.00	0.00	0.00	100.00	0.00	0.00	0.00	20.00	13.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	46	0	0	0	0	109	39	82	192	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	15	121	0	10	2	5	139	54	227	207	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	4	33	0	3	1	1	38	15	62	56	1
Total Analysis Volume [veh/h]	46	16	132	0	11	2	5	151	59	247	225	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.08	0.17	0.00	0.05	0.00	0.00	0.00	0.00	0.20	0.00	0.00
d_M, Delay for Movement [s/veh]	30.55	29.53	17.28	30.21	23.49	11.75	7.67	0.00	0.00	8.55	0.00	0.00
Movement LOS	D	D	C	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.47	2.47	2.47	0.18	0.18	0.18	0.01	0.01	0.01	0.73	0.73	0.73
95th-Percentile Queue Length [ft/ln]	61.78	61.78	61.78	4.49	4.49	4.49	0.28	0.28	0.28	18.17	18.17	18.17
d_A, Approach Delay [s/veh]	21.44			21.68			0.18			4.46		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	7.36											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road

Control Type:	Signalized	Delay (sec / veh):	63.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	120.00	200.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Patton Road			Saratoga Boulevard			Barnum Road			Barnum Road		
Base Volume Input [veh/h]	15	30	145	115	130	30	15	150	10	175	210	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	18.00	36.00	2.00	21.00	11.00	21.00	50.00	1.00	0.00	8.00	4.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	14	55	114	8	0	0	25	3	67	17	64
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	44	200	229	138	30	15	175	13	242	227	119
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	12	54	62	38	8	4	48	4	66	62	32
Total Analysis Volume [veh/h]	22	48	217	249	150	33	16	190	14	263	247	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	4	0	0	4	0	0	2	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	16	0	0	16	0	0	17	0	0	17	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	26	0	0	26	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	7
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	17

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Calculated Cycle Length [s]	51	51	51	51	51	51	51
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	16	16	16	17	17	17	17
g / C, Green / Cycle	0.31	0.31	0.31	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.45	0.61	0.02	0.03	0.11	0.23	0.22
s, saturation flow rate [veh/h]	643	656	1347	619	1862	1121	1735
c, Capacity [veh/h]	277	319	421	203	618	373	576
d1, Uniform Delay [s]	17.10	20.26	12.40	21.24	12.83	20.92	14.58
k, delay calibration	0.50	0.50	0.04	0.04	0.04	0.08	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	64.02	135.90	0.03	0.06	0.11	1.88	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	1.25	0.08	0.08	0.33	0.71	0.65
d, Delay for Lane Group [s/veh]	81.12	156.17	12.43	21.30	12.94	22.80	15.10
Lane Group LOS	F	F	B	C	B	C	B
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.39	15.66	0.24	0.17	1.53	3.07	3.25
50th-Percentile Queue Length [ft/ln]	184.81	391.47	5.89	4.14	38.22	76.72	81.13
95th-Percentile Queue Length [veh/ln]	12.09	24.99	0.42	0.30	2.75	5.52	5.84
95th-Percentile Queue Length [ft/ln]	302.34	624.68	10.61	7.45	68.80	138.09	146.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	81.12	81.12	81.12	156.17	156.17	12.43	21.30	12.94	12.94	22.80	15.10	15.10
Movement LOS	F	F	F	F	F	B	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	81.12			145.19			13.55			18.27		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	63.79											
Intersection LOS	E											
Intersection V/C	0.843											

Emissions

Vehicle Miles Traveled [mph]	94.02	298.14	24.66	10.23	130.43	42.16	60.28
Stops [stops/h]	520.79	1103.16	16.60	11.67	107.72	216.19	228.62
Fuel consumption [US gal/h]	11.49	31.05	1.19	0.55	6.50	4.15	4.90
CO [g/h]	802.82	2170.19	83.20	38.79	454.48	290.11	342.50
NOx [g/h]	156.20	422.24	16.19	7.55	88.43	56.44	66.64
VOC [g/h]	186.06	502.96	19.28	8.99	105.33	67.24	79.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	15.73	15.73	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.134	2.109	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	744	744	744	744
d_b, Bicycle Delay [s]	10.08	10.08	10.08	10.08
I_b,int, Bicycle LOS Score for Intersection	2.033	2.272	1.923	2.614
Bicycle LOS	B	B	A	B

Sequence

Ring 1	6	2	7	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: I-15: Jackson Road at Sherman Avenue

Control Type:	Two-way stop	Delay (sec / veh):	67.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Jackson Road		Jackson Road		Sherman Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Jackson Road		Jackson Road		Sherman Avenue	
Base Volume Input [veh/h]	120	485	600	15	10	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	126	198	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	611	798	15	10	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	166	217	4	3	4
Total Analysis Volume [veh/h]	130	664	867	16	11	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.01	0.00	0.17	0.05
d_M, Delay for Movement [s/veh]	10.58	0.00	0.00	0.00	67.75	22.85
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.60	0.60	0.00	0.00	0.77	0.77
95th-Percentile Queue Length [ft/ln]	15.01	15.01	0.00	0.00	19.23	19.23
d_A, Approach Delay [s/veh]	1.73		0.00		41.14	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	1.46					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road

Control Type:	Two-way stop	Delay (sec / veh):	1,967.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.971

Intersection Setup

Name	Park Street		Fitchburg Road		Groton School Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name	Park Street		Fitchburg Road		Groton School Road	
Base Volume Input [veh/h]	870	555	40	370	265	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	139	0	0	78	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1009	555	40	448	265	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	274	151	11	122	72	4
Total Analysis Volume [veh/h]	1097	603	43	487	288	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.11	0.00	4.97	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	15.69	0.00	1967.36	1925.90
Movement LOS	A	A	C	A	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.38	0.38	33.86	33.86
95th-Percentile Queue Length [ft/ln]	0.00	0.00	9.50	9.50	846.53	846.53
d_A, Approach Delay [s/veh]	0.00		1.27		1965.17	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	236.03					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Mill Street			Park Street			West Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mill Street			Park Street			West Main Street			Main Street		
Base Volume Input [veh/h]	5	2	2	305	0	280	470	410	10	5	495	880
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.00	0.00	0.00	2.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	70	125	34	0	0	23	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	2	313	0	350	595	444	10	5	518	894
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	85	0	95	162	121	3	1	141	243
Total Analysis Volume [veh/h]	5	2	2	340	0	380	647	483	11	5	563	972
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.72	1.48	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	27.20	253.74	0.00	0.00	8.35	0.00	0.00
Movement LOS	F	F	F	F	F	D	F	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.48	2.48	2.48	45.31	45.31	5.81	33.58	33.58	33.58	0.01	0.01	0.00
95th-Percentile Queue Length [ft/ln]	62.10	62.10	62.10	1132.84	1132.84	145.33	839.58	839.58	839.58	0.35	0.35	0.00
d_A, Approach Delay [s/veh]	10000.00			4736.58			143.88			0.03		
Approach LOS	F			F			F			A		
d_I, Intersection Delay [s/veh]	1074.65											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 18: E-4: Groton-Harvard Road at Central Avenue

Control Type:	Two-way stop	Delay (sec / veh):	732.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.779

Intersection Setup

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Groton Harvard Road			Groton Harvard Road			Central Avenue					
Base Volume Input [veh/h]	45	220	25	70	115	30	25	180	40	30	335	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	5.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	10	0	18	0	0	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	249	35	70	133	30	25	180	40	38	335	90
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	68	10	19	36	8	7	49	11	10	91	24
Total Analysis Volume [veh/h]	49	271	38	76	145	33	27	196	43	41	364	98
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.93	0.05	1.78	0.48	0.05	0.02	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	201.42	190.62	182.65	732.01	659.67	653.34	8.32	0.00	0.00	7.84	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	17.64	17.64	17.64	22.28	22.28	22.28	0.07	0.07	0.07	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	440.94	440.94	440.94	557.09	557.09	557.09	1.87	1.87	1.87	2.42	2.42	2.42
d_A, Approach Delay [s/veh]	191.25			680.49			0.84			0.64		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	175.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 19: E-5: King Street at I-495 NB Off-Ramp

Control Type:	Two-way stop	Delay (sec / veh):	484.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.856

Intersection Setup

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	180.00	250.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-495 NB Off-Ramp		King Street (Route 2A/110)		King Street (Route 2A-110)	
Base Volume Input [veh/h]	135	245	585	425	30	780
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	16.00	1.00	1.00	6.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	51	2	8	93	2	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	247	593	518	32	786
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	67	161	141	9	214
Total Analysis Volume [veh/h]	202	268	645	563	35	854
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.86	0.57	0.01	0.01	0.04	0.01
d_M, Delay for Movement [s/veh]	484.85	22.02	0.00	0.00	8.94	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	16.29	3.44	0.00	0.00	0.11	0.00
95th-Percentile Queue Length [ft/ln]	407.29	86.06	0.00	0.00	2.87	0.00
d_A, Approach Delay [s/veh]	220.94		0.00		0.35	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	40.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 20: E-6: King Street at I-495 SB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	6,034.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	13.674

Intersection Setup

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I495 SB ramp		King Street (Route 2A/110)		King Street (Route 2A/110)	
Base Volume Input [veh/h]	275	70	940	115	195	730
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	0.00	3.00	21.00	2.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	100	15	0	57
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	70	1040	130	195	787
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	19	283	35	53	214
Total Analysis Volume [veh/h]	309	76	1130	141	212	855
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	13.67	0.30	0.01	0.00	0.34	0.01
d_M, Delay for Movement [s/veh]	6034.61	25.54	0.00	0.00	13.83	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh/ln]	38.79	1.24	0.00	0.00	1.52	0.00
95th-Percentile Queue Length [ft/ln]	969.69	30.96	0.00	0.00	38.00	0.00
d_A, Approach Delay [s/veh]	4848.40		0.00		2.75	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	686.58					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)

Control Type:	All-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ma Av			Ayer Road (Route 110-111)			Still River Road (Route 110)			Old Littleton Road		
Base Volume Input [veh/h]	85	290	15	40	235	150	15	105	2	60	30	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	4	23	40	21	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	306	15	44	258	190	36	105	2	64	30	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	83	4	12	70	52	10	29	1	17	8	11
Total Analysis Volume [veh/h]	92	333	16	48	280	207	39	114	2	70	33	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	595	635	501	507
Degree of Utilization, x	0.74	0.84	0.31	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	6.44	9.24	1.31	1.18
95th-Percentile Queue Length [ft]	160.88	231.06	32.66	29.61
Approach Delay [s/veh]	24.35	31.64	13.39	12.97
Approach LOS	C	D	B	B
Intersection Delay [s/veh]	24.77			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)

Control Type:	Signalized	Delay (sec / veh):	139.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.082

Intersection Setup

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	110.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Main Street (Route 70)			Driveway			Main Street (Route 117)			Se Br		
Base Volume Input [veh/h]	410	0	10	0	0	0	0	730	365	5	1385	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	29	0	0	0	0	0	0	0	50	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	439	0	10	0	0	0	0	730	415	5	1385	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	0	3	0	0	0	0	198	113	1	376	0
Total Analysis Volume [veh/h]	477	0	11	0	0	0	0	793	451	5	1505	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	4	4	0	0	8	0	0	2	4	1	6	0
Auxiliary Signal Groups									2,4			
Maximum Green [s]	10	10	0	0	5	0	0	55	10	5	55	0
Amber [s]	3.5	3.5	0.0	0.0	3.5	0.0	0.0	4.5	3.5	3.0	4.5	0.0
All red [s]	1.5	1.5	0.0	0.0	1.5	0.0	0.0	1.0	1.5	1.0	1.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.5	3.0	2.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	30.0	30.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	15	0	0	10	0	0	60	15	9	60	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	10	10	0	0	5	0	0	10	10	5	10	0
Vehicle Extension [s]	2.0	2.0	0.0	0.0	0.2	0.0	0.0	3.0	2.0	3.0	3.0	0.0
Minimum Recall		No			No			Yes	No		Yes	
Maximum Recall		No			No			No	No		No	
Pedestrian Recall		No			No			No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C
C, Calculated Cycle Length [s]	81	81	81	81	81	81
L, Total Lost Time per Cycle [s]	5.00	5.00	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.50	0.00	3.50	3.50
g_i, Effective Green Time [s]	10	0	55	71	55	55
g / C, Green / Cycle	0.12	0.00	0.68	0.87	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.27	0.00	0.44	0.28	0.01	0.81
s, saturation flow rate [veh/h]	1805	1900	1788	1602	454	1855
c, Capacity [veh/h]	224	4	1264	1400	95	1265
d1, Uniform Delay [s]	35.33	0.00	7.15	0.89	39.83	12.83
k, delay calibration	0.50	0.04	0.20	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	545.95	0.00	0.93	0.13	0.23	93.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.18	0.00	0.63	0.32	0.05	1.19
d, Delay for Lane Group [s/veh]	581.28	0.00	8.09	1.02	40.06	106.38
Lane Group LOS	F	A	A	A	D	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	38.20	0.00	6.17	0.05	0.10	49.66
50th-Percentile Queue Length [ft/ln]	955.04	0.00	154.36	1.28	2.58	1241.41
95th-Percentile Queue Length [veh/ln]	60.08	0.00	10.25	0.09	0.19	70.56
95th-Percentile Queue Length [ft/ln]	1502.02	0.00	256.23	2.31	4.65	1763.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	581.28	581.28	581.28	0.00	0.00	0.00	8.09	8.09	1.02	40.06	106.38	106.38
Movement LOS	F	F	F	A	A	A	A	A	A	D	F	F
d_A, Approach Delay [s/veh]	581.28			0.00			5.53			106.16		
Approach LOS	F			A			A			F		
d_I, Intersection Delay [s/veh]	139.06											
Intersection LOS	F											
Intersection V/C	1.082											

Emissions

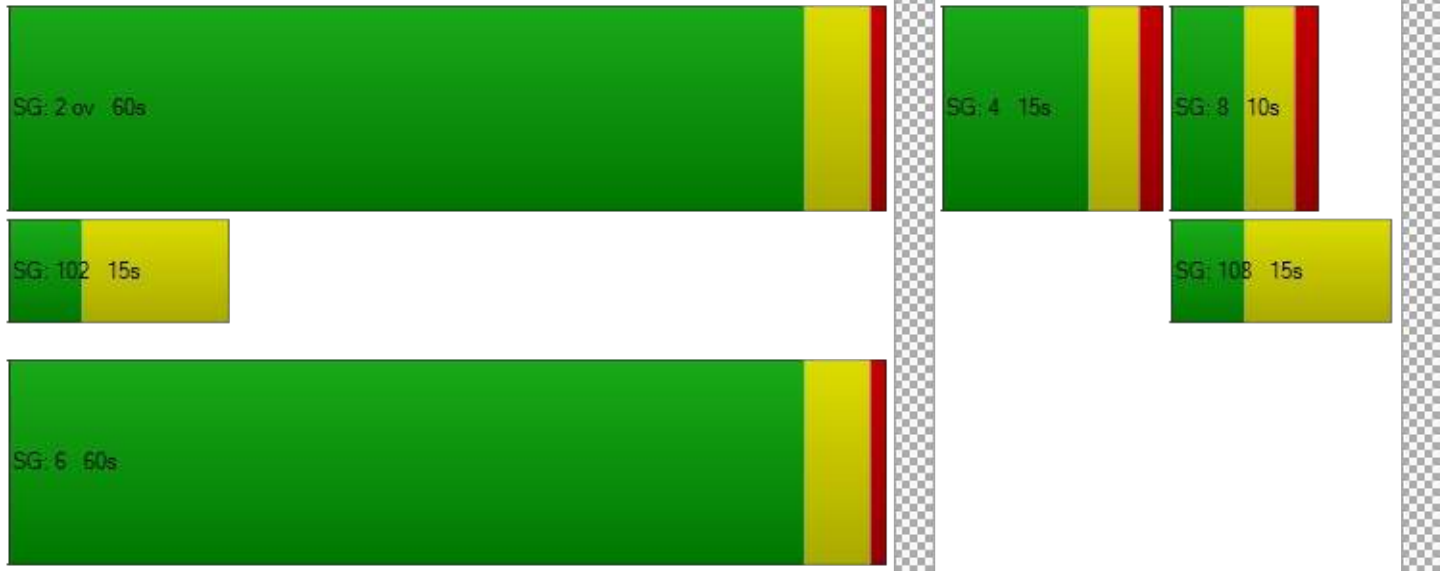
Vehicle Miles Traveled [mph]	27.62	0.00	218.53	124.28	29.55	8895.23
Stops [stops/h]	1706.74	0.00	275.85	2.29	4.61	2218.51
Fuel consumption [US gal/h]	68.28	0.00	11.83	5.22	1.28	411.02
CO [g/h]	4772.71	0.00	826.57	365.06	89.67	28730.22
NOx [g/h]	928.60	0.00	160.82	71.03	17.45	5589.86
VOC [g/h]	1106.12	0.00	191.57	84.61	20.78	6658.50

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.79	0.00	31.79	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.178	0.000	2.985	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	124	1353	1353
d_b, Bicycle Delay [s]	30.91	35.44	4.22	4.22
I_b,int, Bicycle LOS Score for Intersection	2.365	1.560	3.612	4.051
Bicycle LOS	B	A	D	D

Sequence

Ring 1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: E-9: Main Street at Lunenburg Road

Control Type:	Signalized	Delay (sec / veh):	102.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

Intersection Setup

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	290.00	150.00	100.00	100.00	220.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lunenburg Road (Route 70)		Main Street (Route 117)		Main Street (Route 117)	
Base Volume Input [veh/h]	445	85	55	650	1090	665
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	7.00	0.00	3.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	50	0	0	0	0	29
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	85	55	650	1090	694
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	23	15	177	296	189
Total Analysis Volume [veh/h]	538	92	60	707	1185	754
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	28	0	6	47	36	0
Amber [s]	4.0	0.0	4.0	4.0	4.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	3.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	33	0	11	52	41	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	Yes	Yes	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	0.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	27	27	48	48	39	39
g / C, Green / Cycle	0.32	0.32	0.56	0.56	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.30	0.06	0.13	0.38	0.64	0.47
s, saturation flow rate [veh/h]	1781	1526	461	1855	1855	1589
c, Capacity [veh/h]	571	489	281	1042	847	726
d1, Uniform Delay [s]	28.11	20.88	18.13	13.19	23.09	23.09
k, delay calibration	0.37	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.86	0.18	1.73	3.56	186.56	43.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.19	0.21	0.68	1.40	1.04
d, Delay for Lane Group [s/veh]	48.97	21.06	19.87	16.75	209.65	66.90
Lane Group LOS	D	C	B	B	F	F
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.45	1.31	0.60	9.55	59.38	22.09
50th-Percentile Queue Length [ft/ln]	336.29	32.83	14.96	238.85	1484.49	552.36
95th-Percentile Queue Length [veh/ln]	19.47	2.36	1.08	14.62	89.05	30.66
95th-Percentile Queue Length [ft/ln]	486.67	59.10	26.92	365.58	2226.21	766.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.97	21.06	19.87	16.75	209.65	66.90
Movement LOS	D	C	B	B	F	F
d_A, Approach Delay [s/veh]	44.89		16.99		154.14	
Approach LOS	D		B		F	
d_I, Intersection Delay [s/veh]	101.97					
Intersection LOS	F					
Intersection V/C	0.958					

Emissions

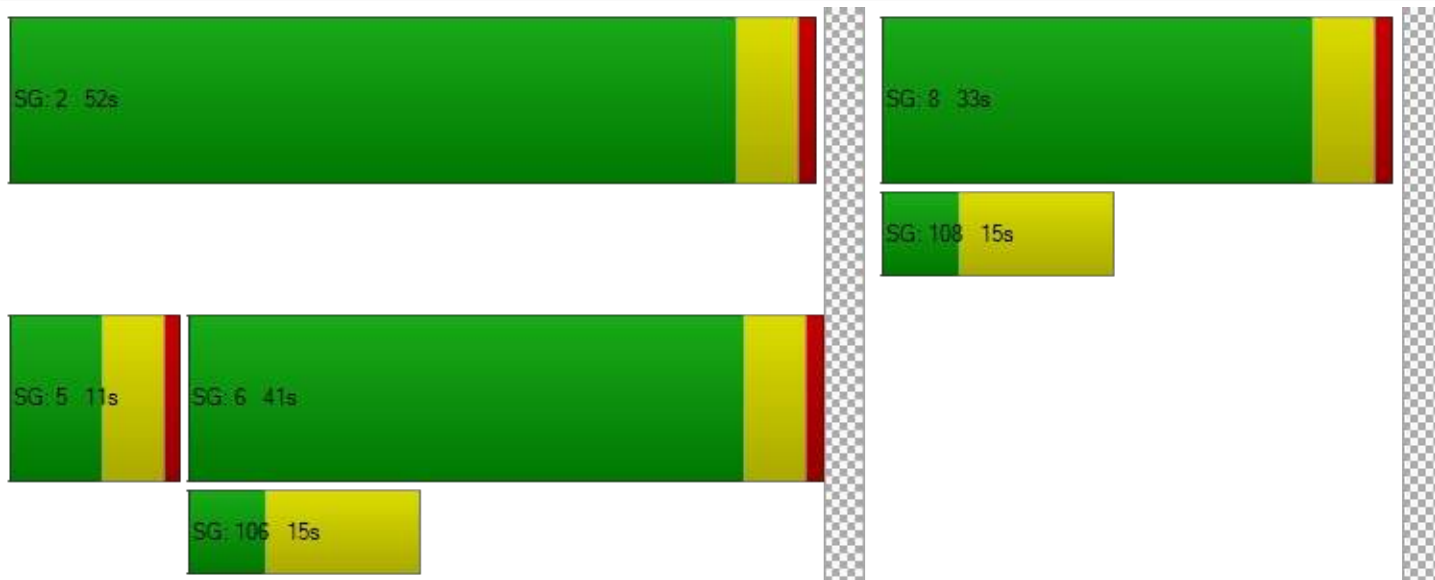
Vehicle Miles Traveled [mph]	1847.01	315.85	5.12	60.33	326.55	207.78
Stops [stops/h]	569.72	55.62	25.34	404.64	2514.89	935.76
Fuel consumption [US gal/h]	84.54	13.70	0.59	7.13	77.88	23.99
CO [g/h]	5909.56	957.90	41.47	498.29	5444.06	1676.72
NOx [g/h]	1149.79	186.37	8.07	96.95	1059.22	326.23
VOC [g/h]	1369.60	222.00	9.61	115.48	1261.71	388.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		9.0		9.0	
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	33.98		33.98		33.98	
I_p,int, Pedestrian LOS Score for Intersectio	2.449		2.603		2.974	
Crosswalk LOS	B		B		C	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	659		1106		847	
d_b, Bicycle Delay [s]	19.11		8.49		14.12	
I_b,int, Bicycle LOS Score for Intersection	1.560		2.825		4.759	
Bicycle LOS	A		C		E	

Sequence

Ring 1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: E-10: King Street at Great Road

Control Type:	Signalized	Delay (sec / veh):	232.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.142

Intersection Setup

Name	Great Road			Great Road			King Street			King Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Great Road			Great Road			King Street			King Street		
Base Volume Input [veh/h]	310	660	10	165	335	180	280	440	5	105	440	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	1.00	2.00	2.00	0.00	1.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	660	10	165	335	180	280	440	5	105	440	260
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	179	3	45	91	49	76	120	1	29	120	71
Total Analysis Volume [veh/h]	337	717	11	179	364	196	304	478	5	114	478	283
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	End of Lagging Red
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	27	0	0	27	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	2.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	28	29	0	42	43	0	0	19	0	0	19	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.00	6.00	5.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	19	39	11	31	23	23	23	23
g / C, Green / Cycle	0.21	0.43	0.12	0.34	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.19	0.39	0.10	0.32	0.42	0.26	0.12	0.43
s, saturation flow rate [veh/h]	1795	1865	1795	1761	716	1882	927	1755
c, Capacity [veh/h]	376	799	221	604	80	488	80	455
d1, Uniform Delay [s]	34.65	24.10	38.42	28.51	45.00	33.22	45.00	33.33
k, delay calibration	0.23	0.24	0.11	0.21	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.41	8.95	6.88	11.93	1282.49	38.40	245.79	312.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.91	0.81	0.93	3.78	0.99	1.42	1.67
d, Delay for Lane Group [s/veh]	49.06	33.05	45.29	40.44	1327.49	71.62	290.79	345.62
Lane Group LOS	D	C	D	D	F	E	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.51	15.59	4.21	13.12	30.40	15.36	7.27	49.06
50th-Percentile Queue Length [ft/ln]	212.75	389.64	105.25	328.12	759.95	384.05	181.78	1226.62
95th-Percentile Queue Length [veh/ln]	13.29	22.06	7.57	19.07	52.55	21.79	13.09	76.26
95th-Percentile Queue Length [ft/ln]	332.35	551.50	189.37	476.66	1313.63	544.74	327.20	1906.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.06	33.05	33.05	45.29	40.44	40.44	1327.49	71.62	71.62	290.79	345.62	345.62
Movement LOS	D	C	C	D	D	D	F	E	E	F	F	F
d_A, Approach Delay [s/veh]	38.12			41.62			556.73			338.47		
Approach LOS	D			D			F			F		
d_I, Intersection Delay [s/veh]	232.45											
Intersection LOS	F											
Intersection V/C	1.142											

Emissions

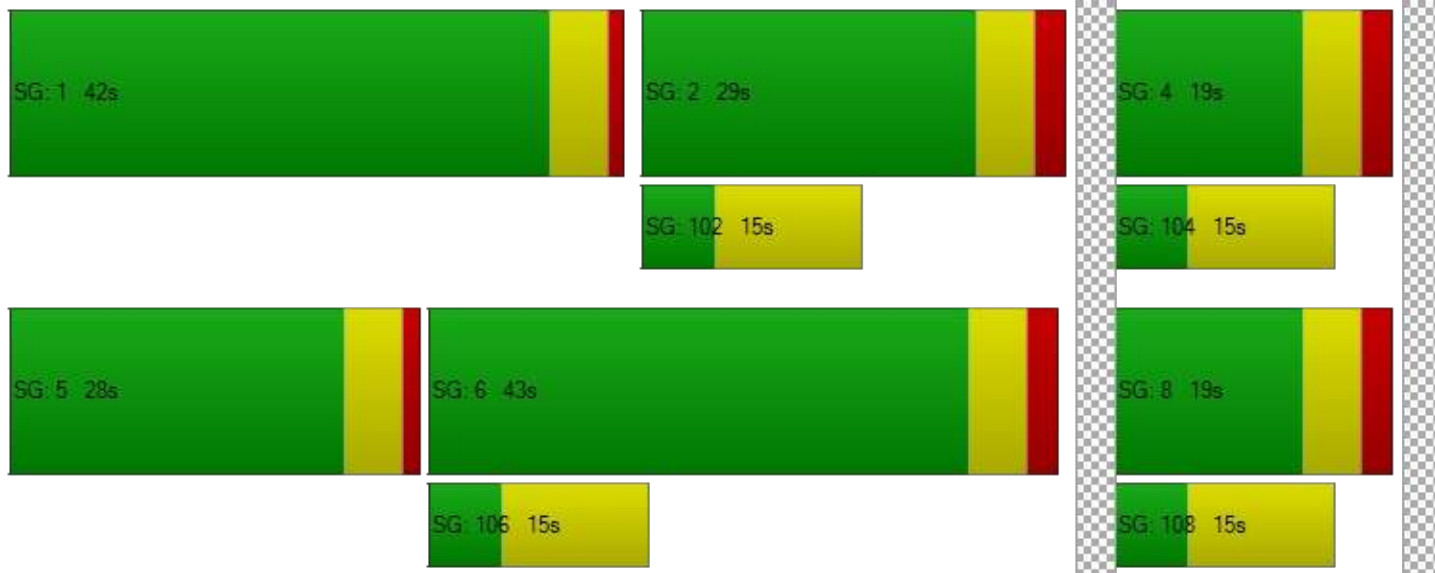
Vehicle Miles Traveled [mph]	17.91	38.69	9.25	28.93	17.69	28.10	5.41	36.09
Stops [stops/h]	340.40	623.43	168.39	525.00	1215.92	614.47	290.85	1962.59
Fuel consumption [US gal/h]	5.98	9.93	2.96	8.70	89.55	11.59	8.57	65.84
CO [g/h]	418.16	694.31	206.96	608.12	6259.46	810.18	599.34	4602.27
NOx [g/h]	81.36	135.09	40.27	118.32	1217.86	157.63	116.61	895.43
VOC [g/h]	96.91	160.91	47.97	140.94	1450.69	187.77	138.90	1066.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.607	3.038	2.526	2.443
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	822	289	289
d_b, Bicycle Delay [s]	24.94	15.61	32.94	32.94
I_b,int, Bicycle LOS Score for Intersection	3.317	2.779	2.858	3.003
Bicycle LOS	C	C	C	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street

Control Type:	Two-way stop	Delay (sec / veh):	1,226.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.805

Intersection Setup

Name	Stevens Street				King Street				King Street			
Approach	Westbound				Northeastbound				Southwestbound			
Lane Configuration												
Turning Movement	Left	Left	Right	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	Stevens Street				King Street				King Street			
Base Volume Input [veh/h]	0	0	0	0	5	510	210	90	25	150	760	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	7.00	9.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	5	510	210	90	25	150	760	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	1	139	57	24	7	41	207	1
Total Analysis Volume [veh/h]	0	0	0	0	5	554	228	98	27	163	826	2
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.04	0.22	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.46	0.00	0.00	0.00	11.49	11.54	0.00	0.00
Movement LOS					A	A	A	A	B	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	1.02	1.02	1.02	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	25.51	25.51	25.51	25.51
d_A, Approach Delay [s/veh]	0.00				0.05				2.15			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	178.38											
Intersection LOS	F											

Intersection Setup

Name	Goldsmith Street				Driveway			
Approach	Northwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Goldsmith Street				Driveway			
Base Volume Input [veh/h]	75	0	205	30	10	5	10	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	205	30	10	5	10	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	56	8	3	1	3	3
Total Analysis Volume [veh/h]	82	0	223	33	11	5	11	11
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Stop	Stop
Flared Lane	No	No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance	No	No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.80	0.00	0.42	0.11	0.65	0.30	0.38	0.03
d_M, Delay for Movement [s/veh]	1226.63	1181.85	1110.22	1115.78	593.29	593.29	504.19	388.90
Movement LOS	F	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	33.37	33.37	33.37	33.37	4.46	4.46	4.46	4.46
95th-Percentile Queue Length [ft/ln]	834.33	834.33	834.33	834.33	111.47	111.47	111.47	111.47
d_A, Approach Delay [s/veh]	1139.01				508.33			
Approach LOS	F				F			
d_I, Intersection Delay [s/veh]	178.38							
Intersection LOS	F							

Intersection Level Of Service Report

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	28.909

Intersection Setup

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Jackson Road			Machpherson Road			West Main Street			West Main Street		
Base Volume Input [veh/h]	190	2	380	10	0	0	0	425	70	210	510	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	0	83	0	0	0	0	76	13	48	45	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	2	463	10	0	0	0	501	83	258	555	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	1	126	3	0	0	0	136	23	70	151	1
Total Analysis Volume [veh/h]	230	2	503	11	0	0	0	545	90	280	603	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.28	0.04	0.99	28.91	0.00	0.00	0.00	0.01	0.00	0.29	0.01	0.00
d_M, Delay for Movement [s/veh]	2130.00	2122.40	66.37	10000.0	10000.0	10000.0	8.66	0.00	0.00	10.34	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	26.80	26.80	13.45	2.80	2.80	2.80	0.00	0.00	0.00	1.23	1.23	1.23
95th-Percentile Queue Length [ft/ln]	669.97	669.97	336.36	70.01	70.01	70.01	0.00	0.00	0.00	30.75	30.75	30.75
d_A, Approach Delay [s/veh]	717.73			10000.00			0.00			3.27		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	282.62											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 27: E-13: West Main Street at Grant Road

Control Type:	Two-way stop	Delay (sec / veh):	334.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.322

Intersection Setup

Name	Grant Road		Front Street		West Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Grant Road		Front Street		West Main Street	
Base Volume Input [veh/h]	165	90	385	45	45	645
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	6.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	75	14	0	43	24
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	165	399	45	88	669
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	45	108	12	24	182
Total Analysis Volume [veh/h]	179	179	434	49	96	727
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.32	0.30	0.00	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	334.84	314.18	0.00	0.00	8.62	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	22.56	22.56	0.00	0.00	0.29	0.29
95th-Percentile Queue Length [ft/ln]	563.94	563.94	0.00	0.00	7.23	7.23
d_A, Approach Delay [s/veh]	324.51		0.00		1.01	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	70.31					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: E-14: Front Street at Hospital Road

Control Type:	Two-way stop	Delay (sec / veh):	326.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.549

Intersection Setup

Name	Hospital Road		Main Street		Front Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Hospital Road		Main Street		Front Street	
Base Volume Input [veh/h]	290	30	280	85	30	590
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	27	0	14	15	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	30	294	100	30	614
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	8	80	27	8	167
Total Analysis Volume [veh/h]	345	33	320	109	33	667
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.55	0.05	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	326.00	315.16	0.00	0.00	8.25	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	23.67	23.67	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	591.63	591.63	0.00	0.00	2.23	2.23
d_A, Approach Delay [s/veh]	325.05		0.00		0.39	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	81.71					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 141: I-16b: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	0	5	30	0	2	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	50.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	39	0	2	78
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	11	0	1	21
Total Analysis Volume [veh/h]	0	5	42	0	2	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.20	4.02	0.00	0.00	2.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.42	0.42	0.00	0.00	0.10	0.10
d_A, Approach Delay [s/veh]	4.02		0.00		0.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 142: I-16c: Hospital at Givry Street

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Givry Street		Givry Street		Givry Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Givry Street		Givry Street	
Base Volume Input [veh/h]	245	5	0	205	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	50.00	0.00	7.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	29	0	0	24	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	5	0	229	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	1	0	62	0	0
Total Analysis Volume [veh/h]	298	5	0	249	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	2.84	0.00	7.20	4.84
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		6.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 143: I-16a: Hospital at Givry Street

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	Givry Street		Hospital Road		Hospital Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Givry Street		Hospital Road		Hospital Road	
Base Volume Input [veh/h]	245	2	30	180	25	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	8.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	29	0	9	24	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	2	39	204	25	48
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	1	11	55	7	13
Total Analysis Volume [veh/h]	298	2	42	222	27	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.42	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.63	12.59	0.00	0.00	7.80	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.08	2.08	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	52.08	52.08	0.00	0.00	1.58	1.58
d_A, Approach Delay [s/veh]	13.62		0.00		2.67	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 151: E-1a: Lancaster Road at Leominster Road

Control Type:	Two-way stop	Delay (sec / veh):	113.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name	Lancaster Road		Leominster Road		Main Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	65.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lancaster Road		Leominster Road		Main Street	
Base Volume Input [veh/h]	10	310	245	5	395	650
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	10.00	3.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	29	0	0	50
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	310	274	5	395	700
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	84	74	1	107	190
Total Analysis Volume [veh/h]	11	337	298	5	429	761
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.47	0.00	0.00	0.34	0.01
d_M, Delay for Movement [s/veh]	113.80	28.98	0.00	0.00	9.34	0.00
Movement LOS	F	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.14	6.14	0.00	0.00	1.53	0.00
95th-Percentile Queue Length [ft/ln]	153.48	153.48	0.00	0.00	38.25	0.00
d_A, Approach Delay [s/veh]	31.66		0.00		3.37	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.16					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street

Control Type:	Two-way stop	Delay (sec / veh):	122.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Center Road		Main Street		Main Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Center Road		Main Street		Main Street	
Base Volume Input [veh/h]	10	180	165	395	865	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	29	50	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	180	165	424	915	25
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	49	45	115	249	7
Total Analysis Volume [veh/h]	11	196	179	461	995	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.67	0.26	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	122.32	69.72	12.08	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
95th-Percentile Queue Length [veh/ln]	7.05	7.05	1.04	1.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	176.20	176.20	26.00	26.00	0.00	0.00
d_A, Approach Delay [s/veh]	72.51		3.38		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	9.19					
Intersection LOS	F					

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10/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	25	796	171	25	1565	0	10	10	75	682	10	115	3484

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	10	0	0	70	0	180	10	201	2	0	447	10	930

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	213	869	48	22	906	45	45	5	201	91	21	38	2504

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	10	706	762	51	34	15	1578

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	295	34	10	128	36	25	528

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	449	187	47	424	184	78	1369

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	2	25	178	2	30	282	519

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	2	0	10	0	0	0	0	10	10	10	15	0	57

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	15	429	10	15	305	10	25	5	10	45	10	105	984

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	29	413	97	60	267	16	29	32	61	138	21	88	1251

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	42	15	121	0	10	2	5	139	54	227	207	2	824

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	20	44	200	229	138	30	15	175	13	242	227	119	1452

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	120	611	798	15	10	15	1569

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	1009	555	40	448	265	15	2332

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	5	2	2	313	0	350	595	444	10	5	518	894	3138

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	45	249	35	70	133	30	25	180	40	38	335	90	1270

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	186	247	593	518	32	786	2362

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	284	70	1040	130	195	787	2506

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)	85	306	15	44	258	190	36	105	2	64	30	40	1175

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	439	0	10	0	0	0	0	730	415	5	1385	0	2984

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	495	85	55	650	1090	694	3069

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	310	660	10	165	335	180	280	440	5	105	440	260	3190

ID	Intersection Name	Northeastbound				Southwestbound				Northwestbound			
		Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	5	510	210	90	25	150	760	2	75	0	205	30

Southeastbound				Total Volume
2	Left	Thru	Right	
10	5	10	10	2097

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	212	2	463	10	0	0	0	501	83	258	555	2	2086

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	165	165	399	45	88	669	1531

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	317	30	294	100	30	614	1385

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	0	5	39	0	2	78	124

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	274	5	0	229	0	0	508

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	274	2	39	204	25	48	592

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	10	310	274	5	395	700	1694

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	10	180	165	424	915	25	1719

Devens 5-Year Traffic Monitoring Study

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Scenario 7 BD_PM

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10/3/2025

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	I-1: Jackson Road at Patton Road & Lake George Street	Final Base	25	530	120	25	1090	0	10	10	75	590	10	115	2600
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	266	51	0	475	0	0	0	0	92	0	0	884
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	25	796	171	25	1565	0	10	10	75	682	10	115	3484

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	I-2: Patton Road at Queenstown Street	Final Base	10	0	0	70	0	180	10	150	2	0	355	10	787
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	51	0	0	92	0	143
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	0	0	70	0	180	10	201	2	0	447	10	930

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	I-4: Jackson Road at Givry Street	Final Base	190	705	2	5	690	45	45	2	180	10	15	10	1899
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	23	164	46	17	216	0	0	3	21	81	6	28	605
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	213	869	48	22	906	45	45	5	201	91	21	38	2504

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	I-6: Jackson Road at Pine Road	Final Base	10	585	570	45	30	15	1255
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	121	192	6	4	0	323
		Other	0	0	0	0	0	0	0
		Future Total	10	706	762	51	34	15	1578

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	I-7: Grant Road at Pine Road	Final Base	220	30	10	85	30	25	400
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	75	4	0	43	6	0	128
		Other	0	0	0	0	0	0	0
		Future Total	295	34	10	128	36	25	528

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	I-8: Jackson Road and Barnum Road	Final Base	350	160	45	245	165	75	1040
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	99	27	2	179	19	3	329
		Other	0	0	0	0	0	0	0
		Future Total	449	187	47	424	184	78	1369

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
7	I-9: Barnum Road at Queenstown Street	Final Base	2	25	150	2	30	260	469
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	28	0	0	22	50
		Other	0	0	0	0	0	0	0
		Future Total	2	25	178	2	30	282	519

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	I-10: Sherman Avenue at Antietam Street	Final Base	2	0	10	0	0	0	0	10	10	10	15	0	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	10	0	0	0	0	10	10	10	15	0	57

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	I-11: Jackson Road at Antietam Street	Final Base	15	325	10	15	245	10	25	5	10	45	10	105	820
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	104	0	0	60	0	0	0	0	0	0	0	164
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	15	429	10	15	305	10	25	5	10	45	10	105	984

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	I-12: Jackson Road at Buena Vista Street	Final Base	2	410	25	15	265	2	5	0	10	10	2	10	756
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	27	3	72	45	2	14	24	32	51	128	19	78	495
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	29	413	97	60	267	16	29	32	61	138	21	88	1251

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	I-13: Buena Vista Street at Saratoga Boulevard	Final Base	10	15	75	0	10	2	5	30	15	145	15	2	324
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	32	0	46	0	0	0	0	109	39	82	192	0	500
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	42	15	121	0	10	2	5	139	54	227	207	2	824

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	I-14: Barnum Road at Saratoga Boulevard & Patton Road	Final Base	15	30	145	115	130	30	15	150	10	175	210	55	1080
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	5	14	55	114	8	0	0	25	3	67	17	64	372
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	20	44	200	229	138	30	15	175	13	242	227	119	1452

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
13	I-15: Jackson Road at Sherman Avenue	Final Base	120	485	600	15	10	15	1245
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	126	198	0	0	0	324
		Other	0	0	0	0	0	0	0
		Future Total	120	611	798	15	10	15	1569

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
16	E-2: Park Street at Groton School Road & Fitchburg Road	Final Base	870	555	40	370	265	15	2115
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	139	0	0	78	0	0	217
		Other	0	0	0	0	0	0	0
		Future Total	1009	555	40	448	265	15	2332

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	E-3: Park Street at West Main Street / Main Street & Mill Street	Final Base	5	2	2	305	0	280	470	410	10	5	495	880	2864
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	8	0	70	125	34	0	0	23	14	274
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	2	2	313	0	350	595	444	10	5	518	894	3138

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	E-4: Groton-Harvard Road at Central Avenue	Final Base	45	220	25	70	115	30	25	180	40	30	335	90	1205
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	29	10	0	18	0	0	0	0	8	0	0	65
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	45	249	35	70	133	30	25	180	40	38	335	90	1270

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
19	E-5: King Street at I-495 NB Off-Ramp	Final Base	135	245	585	425	30	780	2200
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	51	2	8	93	2	6	162
		Other	0	0	0	0	0	0	0
		Future Total	186	247	593	518	32	786	2362

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	E-6: King Street at I-495 SB Ramps	Final Base	275	70	940	115	195	730	2325
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	9	0	100	15	0	57	181
		Other	0	0	0	0	0	0	0
		Future Total	284	70	1040	130	195	787	2506

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route 111)	Final Base	85	290	15	40	235	150	15	105	2	60	30	40	1067
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	16	0	4	23	40	21	0	0	4	0	0	108
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	85	306	15	44	258	190	36	105	2	64	30	40	1175

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)	Final Base	410	0	10	0	0	0	0	730	365	5	1385	0	2905
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	29	0	0	0	0	0	0	0	50	0	0	0	79
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	439	0	10	0	0	0	0	730	415	5	1385	0	2984

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23	E-9: Main Street at Lunenburg Road	Final Base	445	85	55	650	1090	665	2990
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	50	0	0	0	0	29	79
		Other	0	0	0	0	0	0	0
		Future Total	495	85	55	650	1090	694	3069

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	E-10: King Street at Great Road	Final Base	310	660	10	165	335	180	280	440	5	105	440	260	3190
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	310	660	10	165	335	180	280	440	5	105	440	260	3190

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound				Northwestbound			
			Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2
25	E-11: King Street at Goldsmith Street & Stevens Street	Final Base	5	510	210	90	25	150	760	2	75	0	205	30
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	510	210	90	25	150	760	2	75	0	205	30

Southeastbound				Total Volume
2	Left	Thru	Right	
10	5	10	10	2097
1.00	1.00	1.00	1.00	-
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
10	5	10	10	2097

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)	Final Base	190	2	380	10	0	0	0	425	70	210	510	2	1799
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	22	0	83	0	0	0	0	76	13	48	45	0	287
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	212	2	463	10	0	0	0	501	83	258	555	2	2086

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
27	E-13: West Main Street at Grant Road	Final Base	165	90	385	45	45	645	1375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	75	14	0	43	24	156
		Other	0	0	0	0	0	0	0
		Future Total	165	165	399	45	88	669	1531

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
28	E-14: Front Street at Hospital Road	Final Base	290	30	280	85	30	590	1305
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	27	0	14	15	0	24	80
		Other	0	0	0	0	0	0	0
		Future Total	317	30	294	100	30	614	1385

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
141	I-16b: Hospital at Givry Street	Final Base	0	5	30	0	2	70	107
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	9	0	0	8	17
		Other	0	0	0	0	0	0	0
		Future Total	0	5	39	0	2	78	124

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
142	I-16c: Hospital at Givry Street	Final Base	245	5	0	205	0	0	455
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	29	0	0	24	0	0	53
		Other	0	0	0	0	0	0	0
		Future Total	274	5	0	229	0	0	508

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
143	I-16a: Hospital at Givry Street	Final Base	245	2	30	180	25	40	522
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	29	0	9	24	0	8	70
		Other	0	0	0	0	0	0	0
		Future Total	274	2	39	204	25	48	592

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
151	E-1a: Lancaster Road at Leominster Road	Final Base	10	310	245	5	395	650	1615
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	29	0	0	50	79
		Other	0	0	0	0	0	0	0
		Future Total	10	310	274	5	395	700	1694

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
152	E-1b: Lancaster Road at Center Road & Main Street	Final Base	10	180	165	395	865	25	1640
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	29	50	0	79
		Other	0	0	0	0	0	0	0
		Future Total	10	180	165	424	915	25	1719

Devens 5-Year Traffic Monitoring Study

Vistro File: \\...\Devens_V2.vistro

Scenario 7 BD_PM

Report File: \\...BD_PM_v2_10.3.2025.pdf

10/3/2025

Fair Share Volumes

Intersection 1: I-1: Jackson Road at Patton Road & Lake George Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	26	0	0	0	0	0	0	49	0	0	75
2: Zone 2	0	72	0	0	128	0	0	0	0	0	0	0	200
3: Zone 3	0	27	0	0	51	0	0	0	0	0	0	0	78
4: Zone 4	0	0	25	0	0	0	0	0	0	43	0	0	67
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	113	0	0	202	0	0	0	0	0	0	0	315
8: Zone 8	0	46	0	0	81	0	0	0	0	0	0	0	126
9: Zone 9	0	9	0	0	13	0	0	0	0	0	0	0	22
Site-Generated Trips	0	266	51	0	475	0	0	0	0	92	0	0	
Future Total Volume	25	796	171	25	1565	0	10	10	75	682	10	115	

Intersection 2: I-2: Patton Road at Queenstown Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	26	0	0	49	0	75
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	25	0	0	43	0	67
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	51	0	0	92	0	
Future Total Volume	10	0	0	70	0	180	10	201	2	0	447	10	

Intersection 3: I-4: Jackson Road at Givry Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	72	0	0	128	0	0	0	0	0	0	0	200
3: Zone 3	0	27	0	0	51	0	0	0	0	0	0	0	78
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	14	65	0	0	37	0	0	0	8	0	0	0	124
8: Zone 8	0	0	46	17	0	0	0	3	0	81	6	28	179
9: Zone 9	9	0	0	0	0	0	0	0	13	0	0	0	22
Site-Generated Trips	23	164	46	17	216	0	0	3	21	81	6	28	
Future Total Volume	213	869	48	22	906	45	45	5	201	91	21	38	

Intersection 4: I-6: Jackson Road at Pine Road							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone 1	0	0	0	3	2	0	5
2: Zone 2	0	72	128	0	0	0	200
3: Zone 3	0	27	51	0	0	0	78
4: Zone 4	0	0	0	3	2	0	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	15	8	0	0	0	23
8: Zone 8	0	8	5	0	0	0	12
9: Zone 9	0	0	0	1	1	0	2
Site-Generated Trips	0	121	192	6	4	0	
Future Total Volume	10	706	762	51	34	15	

Intersection 5: I-7: Grant Road at Pine Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	2	0	0	3	0	5
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	2	0	0	3	0	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	50	0	0	29	0	0	79
8: Zone 8	20	0	0	12	0	0	32
9: Zone 9	5	1	0	2	1	0	9
Site-Generated Trips	75	4	0	43	6	0	
Future Total Volume	295	34	10	128	36	25	

Intersection 6: I-8: Jackson Road and Barnum Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	2	0	0	3	0	5
2: Zone 2	72	0	0	128	0	0	200
3: Zone 3	27	0	0	51	0	0	79
4: Zone 4	0	2	2	0	3	3	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	15	0	0	8	0	23
8: Zone 8	0	8	0	0	5	0	12
9: Zone 9	0	1	0	0	1	0	2
Site-Generated Trips	99	27	2	179	19	3	
Future Total Volume	449	187	47	424	184	78	

Intersection 7: I-9: Barnum Road at Queenstown Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	2	0	0	3	5
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	1
4: Zone 4	0	0	3	0	0	5	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	15	0	0	8	23
8: Zone 8	0	0	8	0	0	5	12
9: Zone 9	0	0	1	0	0	1	2
Site-Generated Trips	0	0	28	0	0	22	
Future Total Volume	2	25	178	2	30	282	

Intersection 8: I-10: Sherman Avenue at Antietam Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	2	0	10	0	0	0	0	10	10	10	15	0	

Intersection 9: I-11: Jackson Road at Antietam Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	64	0	0	37	0	0	0	0	0	0	0	101
3: Zone 3	0	24	0	0	14	0	0	0	0	0	0	0	38
4: Zone 4	0	16	0	0	9	0	0	0	0	0	0	0	25
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	104	0	0	60	0	0	0	0	0	0	0	
Future Total Volume	15	429	10	15	305	10	25	5	10	45	10	105	

Intersection 10: I-12: Jackson Road at Buena Vista Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	72	37	0	0	0	0	0	128	0	64	301
3: Zone 3	27	0	0	0	0	14	24	32	51	0	19	0	167
4: Zone 4	0	3	0	8	2	0	0	0	0	0	0	14	25
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	27	3	72	45	2	14	24	32	51	128	19	78	
Future Total Volume	29	413	97	60	267	16	29	32	61	138	21	88	

Intersection 11: I-13: Buena Vista Street at Saratoga Boulevard													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	46	0	0	0	0	109	0	82	192	0	429
3: Zone 3	19	0	0	0	0	0	0	0	32	0	0	0	50
4: Zone 4	14	0	0	0	0	0	0	0	8	0	0	0	21
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	32	0	46	0	0	0	0	109	39	82	192	0	
Future Total Volume	42	15	121	0	10	2	5	139	54	227	207	2	

Intersection 12: I-14: Barnum Road at Saratoga Boulevard & Patton Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	26	0	0	0	0	2	0	49	3	0	80
2: Zone 2	0	0	0	82	0	0	0	0	0	0	0	46	128
3: Zone 3	0	0	0	32	0	0	0	0	0	0	0	19	51
4: Zone 4	5	14	29	0	8	0	0	0	3	18	0	0	76
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	15	0	0	8	0	23
8: Zone 8	0	0	0	0	0	0	0	8	0	0	5	0	12
9: Zone 9	0	0	0	0	0	0	0	1	0	0	1	0	2
Site-Generated Trips	5	14	55	114	8	0	0	25	3	67	17	64	
Future Total Volume	20	44	200	229	138	30	15	175	13	242	227	119	

Intersection 13: I-15: Jackson Road at Sherman Avenue							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone 1	0	2	3	0	0	0	5
2: Zone 2	0	72	128	0	0	0	200
3: Zone 3	0	27	51	0	0	0	78
4: Zone 4	0	2	3	0	0	0	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	15	8	0	0	0	23
8: Zone 8	0	8	5	0	0	0	12
9: Zone 9	0	1	1	0	0	0	2
Site-Generated Trips	0	126	198	0	0	0	
Future Total Volume	120	611	798	15	10	15	

Intersection 16: E-2: Park Street at Groton School Road & Fitchburg Road							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	14	0	0	8	0	0	22
2: Zone 2	39	0	0	22	0	0	61
3: Zone 3	15	0	0	8	0	0	23
4: Zone 4	13	0	0	7	0	0	20
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	39	0	0	22	0	0	61
8: Zone 8	16	0	0	9	0	0	25
9: Zone 9	3	0	0	2	0	0	5
Site-Generated Trips	139	0	0	78	0	0	
Future Total Volume	1009	555	40	448	265	15	

Intersection 17: E-3: Park Street at West Main Street / Main Street & Mill Street													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	8	0	0	0	1	0	0	2	14	25
2: Zone 2	0	0	0	0	0	22	39	11	0	0	7	0	79
3: Zone 3	0	0	0	0	0	8	15	4	0	0	3	0	30
4: Zone 4	0	0	0	0	0	7	13	1	0	0	1	0	21
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	22	39	11	0	0	7	0	79
8: Zone 8	0	0	0	0	0	9	16	4	0	0	3	0	32
9: Zone 9	0	0	0	0	0	2	3	2	0	0	0	0	7
Site-Generated Trips	0	0	0	8	0	70	125	34	0	0	23	14	
Future Total Volume	5	2	2	313	0	350	595	444	10	5	518	894	

Intersection 18: E-4: Groton-Harvard Road at Central Avenue													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	3	1	0	2	0	0	0	0	1	0	0	7
2: Zone 2	0	8	3	0	5	0	0	0	0	2	0	0	18
3: Zone 3	0	3	1	0	2	0	0	0	0	1	0	0	7
4: Zone 4	0	3	1	0	2	0	0	0	0	1	0	0	7
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	8	3	0	5	0	0	0	0	2	0	0	18
8: Zone 8	0	3	1	0	2	0	0	0	0	1	0	0	7
9: Zone 9	0	1	0	0	0	0	0	0	0	0	0	0	1
Site-Generated Trips	0	29	10	0	18	0	0	0	0	8	0	0	
Future Total Volume	45	249	35	70	133	30	25	180	40	38	335	90	

Intersection 19: E-5: King Street at I-495 NB Off-Ramp							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	7	0	1	12	0	1	21
2: Zone 2	19	0	3	34	0	2	58
3: Zone 3	7	0	1	13	0	1	22
4: Zone 4	6	0	1	11	0	1	19
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	8	2	1	14	1	1	26
8: Zone 8	4	1	1	7	1	1	13
9: Zone 9	1	0	0	2	0	0	3
Site-Generated Trips	51	2	8	93	2	6	
Future Total Volume	186	247	593	518	32	786	

Intersection 20: E-6: King Street at I-495 SB Ramps							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	2	0	13	4	0	8	27
2: Zone 2	2	0	37	4	0	21	64
3: Zone 3	3	0	14	4	0	8	29
4: Zone 4	2	0	12	3	0	7	24
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	15	0	0	8	23
8: Zone 8	0	0	8	0	0	5	12
9: Zone 9	0	0	2	0	0	1	3
Site-Generated Trips	9	0	100	15	0	57	
Future Total Volume	284	70	1040	130	195	787	

Intersection 21: E-7: Still River Road at Ayer Road & Massachusetts Avenue (Route 110/Route111)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	1	0	0	2	4	2	0	0	0	0	0	10
2: Zone 2	0	4	0	0	7	11	6	0	0	0	0	0	28
3: Zone 3	0	2	0	0	2	4	2	0	0	0	0	0	10
4: Zone 4	0	1	0	0	2	4	2	0	0	0	0	0	9
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	5	0	0	9	11	6	0	0	0	0	0	30
8: Zone 8	0	3	0	4	1	5	3	0	0	4	0	0	18
9: Zone 9	0	1	0	0	1	1	0	0	0	0	0	0	2
Site-Generated Trips	0	16	0	4	23	40	21	0	0	4	0	0	
Future Total Volume	85	306	15	44	258	190	36	105	2	64	30	40	

Intersection 22: E-8: Main Street (Route 70) at Main Street & Seven Bridge Road (Route 117)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	3	0	0	0	0	0	0	0	5	0	0	0	8
2: Zone 2	8	0	0	0	0	0	0	0	14	0	0	0	22
3: Zone 3	3	0	0	0	0	0	0	0	5	0	0	0	8
4: Zone 4	3	0	0	0	0	0	0	0	5	0	0	0	8
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	8	0	0	0	0	0	0	0	14	0	0	0	22
8: Zone 8	3	0	0	0	0	0	0	0	6	0	0	0	9
9: Zone 9	1	0	0	0	0	0	0	0	1	0	0	0	2
Site-Generated Trips	29	0	0	0	0	0	0	0	50	0	0	0	
Future Total Volume	439	0	10	0	0	0	0	730	415	5	1385	0	

Intersection 23: E-9: Main Street at Lunenburg Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone 1	5	0	0	0	0	3	8
2: Zone 2	14	0	0	0	0	8	22
3: Zone 3	5	0	0	0	0	3	8
4: Zone 4	5	0	0	0	0	3	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	14	0	0	0	0	8	22
8: Zone 8	6	0	0	0	0	3	9
9: Zone 9	1	0	0	0	0	1	2
Site-Generated Trips	50	0	0	0	0	29	
Future Total Volume	495	85	55	650	1090	694	

Intersection 24: E-10: King Street at Great Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	310	660	10	165	335	180	280	440	5	105	440	260	

Intersection 25: E-11: King Street at Goldsmith Street & Stevens Street																	
Zone ID: Name	Northeastbound				Southwestbound				Northwestbound				Southeastbound				Total
	Left	Thru	Right	2	2	Left	Thru	Right	Left	Thru	Right	2	2	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Zone 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	5	510	210	90	25	150	760	2	75	0	205	30	10	5	10	10	

Intersection 26: E-12: West Main Street at Jackson Road & Macpherson Road (Verbeck Gate)													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone 1	0	0	0	0	0	0	0	1	0	0	2	0	3
2: Zone 2	14	0	50	0	0	0	0	0	8	29	0	0	101
3: Zone 3	5	0	19	0	0	0	0	0	3	11	0	0	38
4: Zone 4	3	0	14	0	0	0	0	0	2	8	0	0	25
5: Zone 5	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0	50	0	0	29	0	79
8: Zone 8	0	0	0	0	0	0	0	20	0	0	12	0	32
9: Zone 9	0	0	0	0	0	0	0	5	0	0	2	0	7
Site-Generated Trips	22	0	83	0	0	0	0	76	13	48	45	0	
Future Total Volume	212	2	463	10	0	0	0	501	83	258	555	2	

Intersection 27: E-13: West Main Street at Grant Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	1	0	0	2	3
2: Zone 2	0	0	8	0	0	14	22
3: Zone 3	0	0	3	0	0	5	8
4: Zone 4	0	0	2	0	0	3	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	50	0	0	29	0	79
8: Zone 8	0	20	0	0	12	0	32
9: Zone 9	0	5	0	0	2	0	7
Site-Generated Trips	0	75	14	0	43	24	
Future Total Volume	165	165	399	45	88	669	

Intersection 28: E-14: Front Street at Hospital Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	3	0	1	2	0	2	8
2: Zone 2	0	0	8	0	0	14	22
3: Zone 3	0	0	3	0	0	5	8
4: Zone 4	3	0	2	2	0	3	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	14	0	0	8	0	0	22
8: Zone 8	6	0	0	3	0	0	9
9: Zone 9	1	0	0	1	0	0	2
Site-Generated Trips	27	0	14	15	0	24	
Future Total Volume	317	30	294	100	30	614	

Intersection 141: I-16b: Hospital at Givry Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	2	0	0	3	5
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	2	0	0	3	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	0	0	0	0	0
8: Zone 8	0	0	0	0	0	0	0
9: Zone 9	0	0	6	0	0	3	9
Site-Generated Trips	0	0	9	0	0	8	
Future Total Volume	0	5	39	0	2	78	

Intersection 142: I-16c: Hospital at Givry Street							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone 1	0	0	0	0	0	0	0
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	0	0	0	0	0
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	14	0	0	8	0	0	22
8: Zone 8	6	0	0	3	0	0	9
9: Zone 9	9	0	0	13	0	0	22
Site-Generated Trips	29	0	0	24	0	0	
Future Total Volume	274	5	0	229	0	0	

Intersection 143: I-16a: Hospital at Givry Street							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	2	0	0	3	5
2: Zone 2	0	0	0	0	0	0	0
3: Zone 3	0	0	0	0	0	0	0
4: Zone 4	0	0	2	0	0	3	4
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	14	0	0	8	0	0	22
8: Zone 8	6	0	0	3	0	0	9
9: Zone 9	9	0	6	13	0	3	30
Site-Generated Trips	29	0	9	24	0	8	
Future Total Volume	274	2	39	204	25	48	

Intersection 151: E-1a: Lancaster Road at Leominster Road							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone 1	0	0	3	0	0	5	8
2: Zone 2	0	0	8	0	0	14	22
3: Zone 3	0	0	3	0	0	5	8
4: Zone 4	0	0	3	0	0	5	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	8	0	0	14	22
8: Zone 8	0	0	3	0	0	6	9
9: Zone 9	0	0	1	0	0	1	2
Site-Generated Trips	0	0	29	0	0	50	
Future Total Volume	10	310	274	5	395	700	

Intersection 152: E-1b: Lancaster Road at Center Road & Main Street							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone 1	0	0	0	3	5	0	8
2: Zone 2	0	0	0	8	14	0	22
3: Zone 3	0	0	0	3	5	0	8
4: Zone 4	0	0	0	3	5	0	8
5: Zone 5	0	0	0	0	0	0	0
6: Zone 6	0	0	0	0	0	0	0
7: Zone 7	0	0	0	8	14	0	22
8: Zone 8	0	0	0	3	6	0	9
9: Zone 9	0	0	0	1	1	0	2
Site-Generated Trips	0	0	0	29	50	0	
Future Total Volume	10	180	165	424	915	25	

Devens 5-Year Traffic Monitoring Study

Vistro File: \...\Devens_V2.vistro

Scenario 7 BD_PM

Report File: \...\BD_PM_v2_10.3.2025.pdf

10/3/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone 1					0.000	50.00	50.00	0.00	57	103	160	10.35
2: Zone 2					0.000	50.00	50.00	0.00	155	280	435	28.14
3: Zone 3					0.000	50.00	50.00	0.00	59	107	166	10.74
4: Zone 4					0.000	50.00	50.00	0.00	50	91	141	9.12
5: Zone 5					0.000	50.00	50.00	0.00	0	0	0	0.00
6: Zone 6					0.000	50.00	50.00	0.00	0	0	0	0.00
7: Zone 7					0.000	50.00	50.00	0.00	155	281	436	28.20
8: Zone 8					0.000	50.00	50.00	0.00	63	114	177	11.45
9: Zone 9					0.000	50.00	50.00	0.00	11	20	31	2.01
Added Trips Total									550	996	1546	100.00

Devens 5-Year Traffic Monitoring Study

Vistro File: \\...\Devens_V2.vistro

Scenario 7 BD_PM

Report File: \\...\BD_PM_v2_10.3.2025.pdf

10/3/2025

Trip Distribution summary

Zone / Gate	Zone 1: Zone 1			
	To Zone 1:		From Zone 1:	
	Share %	Trips	Share %	Trips
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	7	12.00	12
12: Gateway 2	1.00	1	1.00	1
13: Gateway 3	7.00	4	7.00	7
14: Gateway 4	1.00	1	1.00	1
15: Gateway 5	6.00	3	6.00	6
16: Gateway 6	4.00	2	4.00	4
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	23	41.00	44
19: Gateway 9	5.00	3	5.00	5
20: Gateway 10	14.00	8	14.00	14
21: Gateway 11	1.00	1	1.00	1
22: Gateway 12	3.00	2	3.00	3
23: Gateway 13	5.00	3	5.00	5
Total	100.00	58	100.00	103

Zone / Gate	Zone 2: Zone 2			
	To Zone 2:		From Zone 2:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	19	12.00	34
12: Gateway 2	1.00	2	1.00	3
13: Gateway 3	7.00	11	7.00	20
14: Gateway 4	1.00	2	1.00	3
15: Gateway 5	6.00	9	6.00	17
16: Gateway 6	4.00	6	4.00	11
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	64	41.00	114
19: Gateway 9	5.00	8	5.00	14
20: Gateway 10	14.00	22	14.00	39
21: Gateway 11	1.00	2	1.00	3
22: Gateway 12	3.00	5	3.00	8
23: Gateway 13	5.00	8	5.00	14
Total	100.00	158	100.00	280

Zone / Gate	Zone 3: Zone 3			
	To Zone 3:		From Zone 3:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	7	12.00	13
12: Gateway 2	1.00	1	1.00	1
13: Gateway 3	7.00	4	7.00	7
14: Gateway 4	1.00	1	1.00	1
15: Gateway 5	6.00	4	6.00	6
16: Gateway 6	4.00	2	4.00	4
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	24	41.00	46
19: Gateway 9	5.00	3	5.00	5
20: Gateway 10	14.00	8	14.00	15
21: Gateway 11	1.00	1	1.00	1
22: Gateway 12	3.00	2	3.00	3
23: Gateway 13	5.00	3	5.00	5
Total	100.00	60	100.00	107

Zone / Gate	Zone 4: Zone 4			
	To Zone 4:		From Zone 4:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	6	12.00	11
12: Gateway 2	1.00	1	1.00	1
13: Gateway 3	7.00	4	7.00	6
14: Gateway 4	1.00	1	1.00	1
15: Gateway 5	6.00	3	6.00	5
16: Gateway 6	4.00	2	4.00	4
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	21	41.00	36
19: Gateway 9	5.00	3	5.00	5
20: Gateway 10	14.00	7	14.00	13
21: Gateway 11	1.00	1	1.00	1
22: Gateway 12	3.00	2	3.00	3
23: Gateway 13	5.00	3	5.00	5
Total	100.00	54	100.00	91

Zone / Gate	Zone 5: Zone 5			
	To Zone 5:		From Zone 5:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	0	12.00	0
12: Gateway 2	1.00	0	1.00	0
13: Gateway 3	7.00	0	7.00	0
14: Gateway 4	1.00	0	1.00	0
15: Gateway 5	6.00	0	6.00	0
16: Gateway 6	4.00	0	4.00	0
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	0	41.00	0
19: Gateway 9	5.00	0	5.00	0
20: Gateway 10	14.00	0	14.00	0
21: Gateway 11	1.00	0	1.00	0
22: Gateway 12	3.00	0	3.00	0
23: Gateway 13	5.00	0	5.00	0
Total	100.00	0	100.00	0

Zone / Gate	Zone 6: Zone 6			
	To Zone 6:		From Zone 6:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	0	12.00	0
12: Gateway 2	1.00	0	1.00	0
13: Gateway 3	7.00	0	7.00	0
14: Gateway 4	1.00	0	1.00	0
15: Gateway 5	6.00	0	6.00	0
16: Gateway 6	4.00	0	4.00	0
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	0	41.00	0
19: Gateway 9	5.00	0	5.00	0
20: Gateway 10	14.00	0	14.00	0
21: Gateway 11	1.00	0	1.00	0
22: Gateway 12	3.00	0	3.00	0
23: Gateway 13	5.00	0	5.00	0
Total	100.00	0	100.00	0

Zone / Gate	Zone 7: Zone 7			
	To Zone 7:		From Zone 7:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	19	12.00	34
12: Gateway 2	1.00	2	1.00	3
13: Gateway 3	7.00	11	7.00	20
14: Gateway 4	1.00	2	1.00	3
15: Gateway 5	6.00	9	6.00	17
16: Gateway 6	4.00	6	4.00	11
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	64	41.00	115
19: Gateway 9	5.00	8	5.00	14
20: Gateway 10	14.00	22	14.00	39
21: Gateway 11	1.00	2	1.00	3
22: Gateway 12	3.00	5	3.00	8
23: Gateway 13	5.00	8	5.00	14
Total	100.00	158	100.00	281

Zone / Gate	Zone 8: Zone 8			
	To Zone 8:		From Zone 8:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0
3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
9: Zone 9	0.00	0	0.00	0
11: Gateway 1	12.00	8	12.00	14
12: Gateway 2	1.00	1	1.00	1
13: Gateway 3	7.00	4	7.00	8
14: Gateway 4	1.00	1	1.00	1
15: Gateway 5	6.00	4	6.00	7
16: Gateway 6	4.00	3	4.00	5
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	26	41.00	46
19: Gateway 9	5.00	3	5.00	6
20: Gateway 10	14.00	9	14.00	16
21: Gateway 11	1.00	1	1.00	1
22: Gateway 12	3.00	2	3.00	3
23: Gateway 13	5.00	3	5.00	6
Total	100.00	65	100.00	114

Zone / Gate	Zone 9: Zone 9			
	To Zone 9:		From Zone 9:	
	Share %	Trips	Share %	Trips
1: Zone 1	0.00	0	0.00	0
2: Zone 2	0.00	0	0.00	0

3: Zone 3	0.00	0	0.00	0
4: Zone 4	0.00	0	0.00	0
5: Zone 5	0.00	0	0.00	0
6: Zone 6	0.00	0	0.00	0
7: Zone 7	0.00	0	0.00	0
8: Zone 8	0.00	0	0.00	0
11: Gateway 1	12.00	1	12.00	2
12: Gateway 2	1.00	0	1.00	0
13: Gateway 3	7.00	1	7.00	1
14: Gateway 4	1.00	0	1.00	0
15: Gateway 5	6.00	1	6.00	1
16: Gateway 6	4.00	0	4.00	1
17: Gateway 7	0.00	0	0.00	0
18: Gateway 8	41.00	5	41.00	9
19: Gateway 9	5.00	1	5.00	1
20: Gateway 10	14.00	2	14.00	3
21: Gateway 11	1.00	0	1.00	0
22: Gateway 12	3.00	0	3.00	1
23: Gateway 13	5.00	1	5.00	1
Total	100.00	12	100.00	20