Devens Recycling Center, LLC

Request for Level 2 – Unified Permit Modification
&
Request For Minor Modification to Site Assignment

45 Independence Drive
Devens, Massachusetts 01434

December 3, 2025

Prepared For:

Devens Recycling Center, LLC.
45 Independence Drive
Devens, Massachusetts 01434

Green Seal Environmental, Inc.

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MassDOT Certified

December 3, 2025

Neil Angus, Director/Land Use Administrator
Devens Enterprise Commission
33 Andrews Parkway
Devens, MA 01434

RE: **Minor Site Assignment Modification Request and**
Request for Level 2 – Unified Permit Modification
Devens Recycling Center, LLC
45 Independence Drive
Devens, Massachusetts 01434

Dear Chairman Marshall and Devens Enterprise Commission Members:

On behalf of Devens Recycling Center, LLC (DRC, the Facility) Green Seal Environmental, LLC (GSE) respectfully requests a modification to DRC's existing Unified Permit(s) and a minor modification to their existing Site Assignment. Please refer Exhibit 1 and 2 for copies of DRC's Site Assignment and Exhibit 3 for copies of DRC's existing Unified Permits. This Unified Permit modification is being considered simultaneously with DRC's Minor Site Assignment Modification request to the Devens Enterprise Commission's (DEC) [DEC acting as the Board of Health] Site Assignment(s) dated January 1, 2006 (Exhibit 1) and April 4, 2009 (Exhibit 2) for the above referenced facility. This letter and supporting Exhibits provide the necessary information for the Commission to modify the existing Site Assignment and Unified Permit(s) to allow for the proposed changes requested below. Please note that this request and supporting exhibits have been compiled together to support both the Unified Permit modification and Minor Site Assignment modification request(s) so that the information presented is consistent between both aforementioned applications.

Changes to Conditions Set Forth in Unified Permits

1. **Original Unified Permit - March 28, 2006**
    - Condition 17 – ***Condition 17 states the hours of operation for receiving and processing materials shall be limited to 7 AM to 5PM Monday through Friday outside of rail related operations***. To align with the proposed modification, DRC is requesting that the Unified Permit language be revised to align with DRC's proposed waste acceptance hours of 5:00 am to 9:00 pm Monday through Friday and maintain Saturday's waste acceptance hours at 7:00 am to 1:00 pm. DRC is also requesting that the decision be modified to allow for internal processing of waste materials from 5:00 am to midnight Monday through Saturday. Additionally, the facility is requesting that internal facility maintenance (doors closed condition outside of waste acceptance hours) be allowed 24/6 Monday through Saturday. The facility will continue to remain closed on Sundays.

2. **Minor Correction to an Approved Unified Permit - May 30, 2006**
    - ***Condition 17 states the hours of operation for receiving and processing materials shall be limited to 7 AM to 5PM Monday through Friday outside of rail-related operations***. To align with the proposed modification, DRC is requesting that condition 17 of this Unified Permit language be revised to align with DRC's proposed waste acceptance hours of 5:00 am to 9:00 pm Monday through Friday and maintain Saturday's waste acceptance hours at 7:00 am to 1:00 pm. DRC is requesting that the decision be modified to allow for internal processing of waste materials from 5:00 am to midnight Monday through Saturday. Additionally, the facility is requesting that internal facility maintenance (doors closed condition outside of waste acceptance hours) be allowed 24/6 Monday through Saturday. The facility will continue to remain closed on Sundays.

3. **Modification of an Approved Unified Permit – July 9, 2009**. Section 2 of this approval references Condition 17 or previous Unified Permit approvals. This should be noted within the proposed modification.

4. **Modification of an Approved Unified Permit – December 9, 2010**. Within the Unified Permit Modification, Saturday's waste acceptance hours of 7:00 am to 1:00 pm are noted within Section 2 of the approval. DRC is not requesting a modification to the previously approved Saturday waste acceptance hours. However, DRC is requesting that the decision be modified to allow for internal processing of waste materials from 5:00 am to midnight Monday through Saturday. Additionally, the facility is requesting that internal facility maintenance (doors closed condition outside of waste acceptance hours) be allowed 24/6 Monday through Saturday. The facility will continue to remain closed on Sundays.

5. **Permanent Saturday Operational Hours Approval Letter – June 16, 2011.** The letter acknowledges that DRC Unified Permit permanently allows for Saturday operations from 7AM to 1PM. DRC is not requesting a modification to the previously approved Saturday waste acceptance hours. However, DRC is requesting that the decision be modified to allow for internal processing of waste materials from 5:00 am to midnight Monday through Saturday. Additionally, the facility is requesting that internal facility maintenance (doors closed condition outside of waste acceptance hours) be allowed 24/6 Monday through Saturday. The facility will continue to remain closed on Sundays.

Changes to Conditions Set Forth in Existing Site Assignment Approvals

1. **Condition 23** of the 2006 "original" Site Assignment (Exhibit 1) states: *"Hours of operation for receiving and processing materials in the facility and on the site of the Facility shall be from 7 AM to 5 PM Monday to Friday with no deliveries accepted outside of these hours. The loading or unloading of railroad cars shall be limited to the same hours of operation as vehicles. Delivery of railroad cars is not restricted by these conditions. These hours of operation shall not be increased without the advance written approval of the DEC."* Exhibit 1 has been appended to this modification request with Condition 23 highlighted for ease of reference.

DRC is proposing to extend waste acceptance hours from 5:00 am to 9:00 pm Monday through Friday and maintain Saturday's waste acceptance operational hours from 7:00 am to 1:00 pm. DRC is requesting that the decision be modified to allow internal processing of waste materials (i.e., kick sorting, operating the processing line and recycling equipment within the confines of the building) Monday through Saturday until midnight . The Facility will continue to remain closed on Sundays. Extending the waste acceptance

time will allow DRC to temper the incoming waste materials and by extending the internal processing ability to midnight (12:00 am) Monday through Saturday, it will allow DRC to run two shifts to process waste materials so they can meet the current and future process separation rates (PSR) required by MassDEP. Please note that the PSR rate has increased from 15% to 20% (effective January 1, 2025) and will continue to increase (23% in 2027 and 25% in 2030) over the next several years. Additionally, the facility is requesting that internal facility maintenance (doors closed condition) be allowed 24/6 Monday through Saturday. This request will allow the Facility to perform on-going maintenance, when necessary, which is a key component for achieving higher recycling rates.

2. **Preamble of the 2009 Site Assignment approving MSW states on page 1:** *"The facility will continue to operate from 7:00 am to 5:00 pm, Monday through Friday as set forth in Condition 23 of the Decision (Site Assignment)."* Exhibit 2 has been appended to this modification request with the preamble highlighted for ease of reference.

   To align with the modification, DRC is requesting that the language in the preamble be revised to align with DRC's proposed waste acceptance hours of 5:00 am to 9:00 pm Monday through Friday and maintain Saturday's waste acceptance hours at 7:00 am to 1:00 pm. DRC is requesting that the decision be modified to allow for internal processing of waste materials (i.e., kick sorting, operating the processing line and recycling equipment) from 5:00 am to midnight Monday through Saturday. Additionally, the facility is requesting that internal facility maintenance (doors closed condition outside of waste acceptance hours) be allowed 24/6 Monday through Saturday. The facility will continue to remain closed on Sundays.

3. **Saturday Operating Hours:** On June 16, 2011, the DEC granted DRC the ability to allow for Saturday operational hours from 7am to 1pm. Note that

   DRC is not requesting changes to the Saturday's "waste acceptance" operational hours. However, internal processing operations would be changed to 5:00 am to Midnight. DRC is requesting that this approval be incorporated in the DEC's final decision as requested above. Exhibit 3 [Unified Permit Dated June 16, 2011] has been appended to this modification request which provides a copy of the DEC's determination with respect to Saturday operational hours.

Other Exhibits and Synopsis:

In addition to the above-referenced Exhibits, GSE has also appended the following:

- **Exhibit 4** – MassDEP Authorization to Operate (ATO) dated April 7, 2023: This permit is the most recent ATO issued by the MassDEP. As with the Site Assignment(s) modification, this permit will need to be modified prior to incorporating the operational changes at the DRC facility as modified by Site Assignment. GSE, upon a receiving a positive outcome from the DEC, will modify the ATO by filing a "Modification of a Large Handling Facility" [BWP SW 07] with the MassDEP.

- **Exhibit 5** – Sound Study: DRC commissioned Cavanaugh Tocci to perform a sound/acoustical study at the Facility and in the vicinity of the site at surrounding receptors (e.g., residential receptors to the west and northeast of the Facility). The study took into consideration the DEC's Industrial Performance Standards (IPS) with respect to noise as described 974 CMR 4.05 Noise and Vibration 1, which establishes sound limits intended to preclude or significantly mitigate conditions that could cause nuisances to any receptor. Based on these regulations, Cavanaugh Tocci was contracted to determine whether the proposed changes to operational hours would be acceptable based on existing and

potential increase background sound in the vicinity of the Facility. The appended report summarizes the applicable regulations and associated requirements the Facility must meet with respect to sound and applicable regulations. The report further describes the methodology used by Cavanaugh Tocci to determine if the changes in waste acceptance hours as well as the internal 24/6 processing operations would present impacts that would be considered a "nuisance" to surrounding receptors. This study concluded the following… *"Cavanaugh Tocci measured background sound levels at industrial and residential receptors nearest to the Republic Services facility located at 45 Independence Drive in Devens, MA. Cavanaugh Tocci has also measured sound emissions from the Republic Services building and modeled facility sound propagation to nearest receptors. It has been determined that Republic Services sound complies with applicable DEC IPS limits at all nearby residential and industrial receptors 24 hours/day, Monday through Saturday."*

- *Devens, MA. Cavanaugh Tocci has also measured sound emissions from the Republic Services building and modeled facility sound propagation to nearest receptors. It has been determined that Republic Services sound complies with applicable DEC IPS limits at all nearby residential and industrial receptors 24 hours/day, Monday through Saturday".* Please refer to Exhibit 5 for a copy of the Cavanaugh Tocci report and Exhibit 5B that provides additional detail with respect to sound and operational activities that will occur during various timeframes as presented below:

  5:00 AM to 9:00 PM (Monday-Saturday only).
  - Building doors open.
  - Trucks enter, deposit construction waste onto the tipping floor, then exit the site.
  - Waste processing (screening, picking, grinding and consolidating on the tipping floor).
  - Rail car loading inside building
  - Rail car movement in and out of the building
  - Building maintenance (inside and outside)

  9:00 PM to 12:00 AM (Monday-Saturday only).
  - Building doors closed
  - No truck activity outdoors
  - Waste processing (screening, picking, grinding and consolidating on the tipping floor)
  - Rail car loading (indoors)
  - Rail car movement in and out of building (infrequently)
  - (While doors are open for rail car movement or any other reason, all indoor processing and rail car loading to stop)
  - Building maintenance (inside only).

  12:00 AM to 5:00 AM (Monday-Saturday)
  - **Building doors closed.**
  - No truck activity outdoors
  - No waste processing
  - No rail car loading
  - No rail car movement
  - Building maintenance (inside only)

  All Day Sunday and Legal Holidays
  - Closed.

- **Exhibit 6 – Traffic Study:** Greenman-Pedersen, Inc. (GPI) has prepared a Traffic Impact Study (TIS) to assess an expansion of operational hours for the DRC facility. The traffic study scope that GPI followed was per communications between DRC and the DEC. As described in the introduction of the TIS… *"The Applicant proposes to expand the weekday waste acceptance hours of operation to 5:00 AM – 9:00 PM on weekdays and remain at 7:00 AM – 1:00 PM on Saturdays."* Additionally, within GPI's introduction, GPI stated the following… *"It should also be noted that in an effort to present a highly conservative report, all traffic impacts were assessed using the typical hourly distribution of traffic based on the existing hours of operation and not the proposed expanded hours. As such, the traffic impact could be reduced by the expanded hours by spreading the traffic out throughout the day." Although outside the scope of this traffic study, the facility has also requested an expansion of their processing times to 24-hours, which will allow the facility to meet the MassDEP's minimum performance standards (MPS) that prescribes the amount of recyclables that must be extracted from the inbound construction and demolition debris (C&D) waste. The expanded hours of operation for processing are not anticipated to increase the total daily vehicle trips generated by the facility, but instead allow for more efficient loading of vehicles and spreading of vehicle trips throughout the day."*

  GPI Conclusions: – GPI presented the following with the body of the report and conclusion within the TIS:

  - The existing Devens Recycling Center is currently permitted to accept up to 1,500 tons per day (TPD) of solid waste, which is a combination of municipal solid waste (500 TPD) and construction and demolition debris (1,000 TPD). Presently, the facility's operational hours are Monday through Fridays between 7:00 AM and 5:00 PM and Saturdays between 7:00 AM and 1:00 PM. The Applicant proposes to expand the weekday waste acceptance hours of operation to 5:00 AM –9:00 PM on weekdays and remain at 7:00 AM – 1:00 PM on Saturdays, while maintaining the current maximum acceptance of 1,500 TPD. The Applicant is also proposing the ability to process materials 24 hours per day, 6 days per week. However, as noted above, inbound and outbound deliveries would only occur during the waste acceptance hours. As such, only employee trips would increase, which would be outside of any identified peak hours.

  - The proposed expanded hours of operation at the Devens Recycling Facility at 1,500 TPD is expected to generate 17 new vehicle trips (9 entering and 8 exiting) during the weekday AM peak hour, 15 additional vehicle trips (6 entering and 9 exiting) during the weekday PM peak hour and 68 additional vehicle trips (34 entering and 34 exiting) during the Saturday midday peak hour. Traffic-volume increases on Barnum Road east of Saratoga Boulevard are expected to be 8 to 39 vehicle trips during the peak hours with the expanded hours and maximum acceptance of 1,500 TPD. These increases represent, on average, one additional vehicle trip approximately every one to seven minutes during the peak hours. Traffic volume increases on all other roadways leading beyond the study area are expected to be 1 to 23 vehicle trips during the peak hours. This represents one additional vehicle every three to 60 minutes during the peak hours. It should be noted that the increase in traffic, although tipping hours are extended, is due to GPI using actual scale ticket data. As such, based on the analysis of the scale ticket data, the tons per inbound load were reduced as part of this study.

  - The Patton Road westbound left-turn movement onto Jackson Road currently operates over capacity at LOS E during the weekday PM peak hour and is anticipated to operate at LOS F under

2032 No-Build and Build conditions, causing the overall intersection to exceed capacity. The additional traffic generated by the proposed expanded hours of operation at the DRC is not anticipated to increase delay on this movement by more than three seconds per vehicle or increase queues by more than one vehicle. Although not impacted by the proposed expanded hours of operations at the DRC, GPI recommends the Town of Devens consider implementing signal timing modifications to optimize the operations of the intersection and reduce delay on the Patton Road WB left-turn during the weekday PM peak hour. This could be accomplished either by programming a separate time of day plan for the weekday PM peak period with a longer maximum green time on Phase 8 (Patton Road WB), or by increasing the maximum green time on Phase 8 (Patton Road WB) for all time periods. With the recommended signal timing modifications, all movements at this intersection will operate at LOS D or better, with V/C ratios not exceeding 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

- All other movements at the Jackson Road / Patton Road / Lake George Street intersection are anticipated to operate at LOS D or better under all analysis conditions. The additional traffic generated by the proposed expanded hours of operation at the DRC is not anticipated to increase delay on any movement by more than two seconds per vehicle or increase queues by more than one vehicle. No project-specific mitigation is warranted at this intersection based on the minimal impact to operations generated by the project.

- All movements at the Independence Drive intersections with Saratoga Boulevard / DPW Driveway / Buena Vista Street and Cook Street are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding one vehicle. The additional traffic generated by the expanded hours of operation at the DRC is not expected to increase delay on any movement by more than one second per vehicle and will have negligible impacts to queues.

- All movements at the intersection of Patton Road / Saratoga Boulevard / Barnum Road are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding four vehicles on any approach. The additional traffic generated by the expanded hours of operation at the DRC is not expected to increase delay on any movement by more than two seconds per vehicle or increase queues by more than one vehicle.

- **Exhibit 7 – Conceptual Processing Line Retrofit:** During our conversations with MassDEP and DEC, it was requested that if the facility intended to perform any facility upgrades as part of this permitting process that they be identified and presented to the DEC and MassDEP as part of this process. The facility has no intention of submitting for any type of facility improvements as part of this process. However, DRC does plan to upgrade their processing line in 2026/2027. The following steps will be taken by DRC over the next 18-months:

    - Seek conceptual processing lines layout from multiple vendors
    - Seek 2026 budgetary approval for retrofitting the processing line
    - Select a vendor
    - Place order with selected manufacturer
    - Install processing line.

GSE has attached a proposed layout of a conceptual process line, subject to change. The intent of the new processing line is to is the create a “b-line” and update the preexisting processing equipment. A

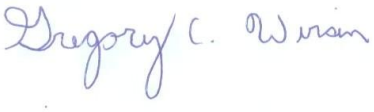
b-line will increase the facility's processing separation rate (PSR) to meet MassDEP's recycling objectives. It should be noted that any equipment retrofits should not increase the ambient sound as all equipment will all be electrically powered. DRC intends to share plans/concepts with both the DEC and MassDEP as the future upgrades become more refined and DRC is willing to commit to a sound study if/when a new processing line is installed.

GSE trusts that this letter and supporting exhibits provide adequate information for the DEC to consider and approve the requested minor modifications to the Site Assignment at a future public hearing. GSE will be in contact with respect to next steps and schedule.

Please do not hesitate to contact me at (o) 508-888-6034, (c) 508-280-8488, or via email at g.wirsen@gseenv.com if you have any questions or need additional information.

Sincerely,

GREEN SEAL ENVIRONMENTAL, LLC



Gregory C. Wirsen, MSc.
Vice President

Enclosures

- Unified Permit Application
- Exhibits 1-7

cc: Angelo Liquori, DRC
Mike Green, DRC
James McQuade, MassDEP

DEVENS ENTERPRISE COMMISSION

DEC NO. _____
DATE: _____
FEE: _____

DEVENS REGIONAL ENTERPRISE ZONE
PERMIT APPLICATION **LEVEL 2**

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ESTIMATED COST OF CONSTRUCTION / IMPROVEMENTS _____

OWNER Devens Recycling Center, LLC
ADDRESS 45 Independence Drive
CITY/STATE/ZIP Devens, MA 01434
PHONE _____
FAX _____

SIGNATURE
Angelo Liguori
Type or print name and title

APPLICANT Devens Recycling Center, LLC
ADDRESS 45 Indepdence Drive
CITY/STATE/ZIP Devens, MA 01434
PHONE _____
FAX _____

SIGNATURE
Angelo Liguori
Type or print name and title

If appropriate, attach a separate sheet with the name(s), address(es), and telephone/fax numbers for the project engineer, attorney, or other "development team" personnel. (See Attached)

SITE / LOCATION / STREET 45 Independence Drive, Devens, MA 01434

LOT SIZE / TOTAL PARCEL / ZONING DISTRICT: 11.1 Acres, Parcel ID 45 LT 9A - Independence Drive, LUC 400

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STATEMENT OF PROPOSED WORK OR ACTIVITY: See Attached Narrative

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SCOPE OF WORK (pick the actions that best fit your project or application)

___ Site Plan
___ Wetlands NOI
___ Minor amendment or modification of an approved plan
___ Historic District renovations/addition/alternations
X Other (Specify) Changes to approved operational hours

___ Reconsideration
___ Zoning Variance

Explain work to be performed: See Attached Narrative

Comments from Notifying Agencies: _____

EXHIBIT 1

ORIGINAL SITE ASSIGNMENT SECISION
JANUARY 31, 2006

DEVENS ENTERPRISE COMMISSION
SERVING AS THE DEVENS BOARD OF HEALTH

In the Matter of:	Site Assignment Application
W.K. MACNAMARA CORPORATION Lot 9A, Independence Drive	DECISION

INTRODUCTION

The Devens Enterprise Commission acting as the Board of Health of the Devens Regional Enterprise Zone ("the DEC"), held a public hearing, upon due notice, on the application of W.K. Macnamara Corporation ("Applicant") for a site assignment for a Construction & Demolition Material Recycling Facility ("the Facility") to be located at Lot 9A, Independence Drive, Devens, Massachusetts (the "Application"). By a vote taken on January 31, 2006 and after considering the record of the hearing, and subject to the conditions set forth below, the DEC has determined that the siting of the Facility on property located at Lot 9A, Independence Drive, in the Devens Regional Enterprise Zone ("the Site") will not constitute a danger to the public health, safety or the environment and therefore grants the site assignment. The DEC finds that it is necessary to impose certain conditions as set forth in this decision to ensure the protection of public health, safety, and the environment, taking into account the specific siting criteria which the DEC applied in this proceeding.

THE PROPOSED FACILITY

The Applicant proposes to develop a construction and demolition material recycling facility, with both truck and rail service. The Facility will be located on an approximately 11-acre parcel on Independence Drive in the West Rail Industrial Park which is in the Devens Regional Enterprise Zone. The project will involve the construction of approximately 90,000 square feet of structures, which structures will include material processing and office space, an educational center and associated parking areas and a railroad spur line from the Boston and Maine rail line to the Site. Access to the Site will be via paved roads from Independence Drive. ESS, Site Suitability Report Application, DEP Transmittal No. W 066335, p. 1 (the Application").

The Facility, will be able to receive up to 1500 tons per day. It will receive construction and demolition materials from Devens and the surrounding region, which materials will be transported to the Facility by trucks or rail and sorted in the Facility to facilitate the recycling of the materials. All processing will take place within the enclosed Facility. The Application, p.1. The plans for the Facility, including the Site Layout Plan, the Land Use Site Plan, and the Water Resources Site Plan are part of the Application. Application, Figures 2, 3 and 4. The Facility

will accept construction and demolition material for sorting and recycling, including wood, asphalt shingles, corrugated paper, metals, brick and concrete. The Facility will not accept putrescible materials. Application, p.5.

PROCEDURES

On July 20, 2005 the Applicant submitted to the Department of Environmental Protection ("DEP") a Site Suitability Report Application DEP Transmittal #W 066335 for the development of the Facility (which report is dated July 18, 2005). On September 29, 2005 the Applicant filed its Single Environmental Impact report EOEA File No. 9116, which report was approved by the Secretary of the Executive Office of Environmental Affairs on November 14, 2005. The DEP issued its Notice of Administrative Completeness on August 1, 2005. The DEP issued its determination of technical completeness and positive site suitability report on December 12, 2005.

The DEC hired attorney Ed Selig as the hearing officer for the hearing, caused the hearing to be duly posted and published in accordance with 310 CMR 16.20(7). The site assignment hearing commenced on January 10, 2006 and closed that same night, except that the hearing officer ordered the record to be held open for seven days for purposes of allowing the Applicant to submit a list of site suitability conditions which it found acceptable. The DEC heard testimony from the Applicant and its consultants and from the DEC's consultants.

On January 31, 2006, at a duly posted meeting, the DEC deliberated on the Application and voted to issue the site assignment, subject to the conditions listed below.

STANDARD FOR DECISION

As set forth in 310 CMR16.20(10(k)(2) a board of health shall determine that a site is suitable for assignment as a site for a new solid waste facility unless it makes a finding, supported by the record of the hearing, that the siting thereof would constitute a danger to the public health, safety or environment, based on the siting criteria set forth and established under 310 CMR 16.40.

FINDINGS CONCERNING SITE SUITABILITY CRITERIA

In the following section, the DEC sets forth its findings, based upon the Application and the evidence in the Record of this proceeding, with respect to the compliance of the Site with the specific site suitability criteria for a solid waste handling facility set forth in 310 CMR 16.40(3)(d), the general site suitability criteria set forth in 310 CMR 16.40(4), the DEC siting criteria set forth at 974 CMR 8.03(2) and the siting criteria set forth in MGL c. 150A ½.

I. Compliance with Specific Site Suitability Criteria for Solid Waste Handing Facilities (310 CMR 16.40(3)(d))

A. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Zone I of a public water supply.**

The Record contains evidence demonstrating that the Zone I of the closest public water supply well to the Site, Grove Pond Well #1, is approximately 2,300 feet to the east-northeast of the Site, placing it far outside the waste handing area of the proposed facility. *See, e.g.,* Application at p. 8 and Figure 3; Vollmer Report at p. 2. Both the Applicant and DEC's consultant agree that the waste handling area would be outside any Zone I of a public water supply. As a result, the DEC finds that the Site complies with this siting criterion.

B. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Interim Wellhead Protection Area (IWPA) or a Zone II of an existing public water supply well within a proposed drinking water source area, provided that the documentation necessary to obtain a source approval has been submitted prior to the earlier of either the site assignment application, or if the MEPA process does apply, the Secretary's Certificate on the Environmental Notification Form or Notice of Project Change, or where applicable, the Secretary's Certificate on the EIR or Final EIR, unless restrictions are imposed to minimize the risk of an adverse impact to the groundwater; and either (a) the proponent can demonstrate to the satisfaction of the Department that the facility cannot reasonably be sited outside the IWPA or Zone II; or (b) there would be a net environmental benefit to the groundwater by siting the facility within the Zone II or the IWPA where the site has been previously used for solid waste management activities.**

The Record contains evidence demonstrating that the Zone II for the Grove Pond Wells is located no less than 390 feet from the entrance to the Site, placing the waste handling area of the Site outside the Zone II for the Grove Pond Wells and any other nearby wells. *See, e.g.,* Application at p. 8 and Figure 3; Vollmer Report at p. 2. Both the Applicant and the DEC's consultant agree that the waste handling area would be outside any Zone II or Interim Wellhead Protection Areas of a public water supply. As a result, the DEC finds that the Site complies with this siting criterion.

C. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Zone A of a surface drinking water supply.**

The Record contains evidence demonstrating that the closest surface drinking water supply to the Site is Nagog Pond located almost 8 miles to the southeast of the Site. *See, e.g.,* Application at p. 8 and Figure 3. Both the Applicant and the DEC's consultant agree that the waste handling area would not be within the Zone A of that drinking water supply. *See* Vollmer Report at p. 2. As a result, the DEC finds that the Site compiles with this siting criterion.

D. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within 500 feet upgradient, and where not upgradient, within 250 feet, of an existing or potential private water supply well existing or established as a Potential Private Water Supply at the time of submittal of the application, provided however, the applicant may show a valid option to purchase the restricted area including the well and a guarantee not to use the well as a drinking water source, the exercise of which shall be a condition of any site assignment.**

The Record contains evidence demonstrating that the solid waste handling area is not located within 500 feet upgradient, or otherwise within 250 feet, of an existing or potential private water supply well existing or established as a Potential Private Water Supply at the time this decision was written. The closest known private drinking water supply well is at Red Tail Golf Course, located approximately 4,500 feet from the proposed entrance to the Site. See, Water Resources Protection District CAD drawing, VA Report, page 2. Both the Applicant and the DEC's consultant have agreed that the waste handling area of the Site is not within 500 feet upgradient or otherwise within 250 feet of that well. *See* Vollmer Report at p. 4. As a result, the DEC finds that the Site complies with this siting criterion.

E. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area of a transfer station that proposes to receive more than 50 tons per day of solid waste is 500 feet from (i) an occupied residential dwelling or (ii) a prison, health care facility, elementary school, middle school or high school, children's preschool, licensed day care center, or senior center or youth center, excluding equipment storage or maintenance structures.**

The Record contains evidence demonstrating that there is no prison, health care facility, licensed day care center, senior center or youth center within one-half mile of the Site. *See, e.g.,* Application at p. 9; Vollmer Report at pp. 2-3. The closest school is the Francis W. Parker Charter School located approximately 2,000 feet to the west of the Site. *Id.* The closest residences are located a similar distance to the west. *Id.* The Applicant and the DEC's consultant agreed that the prison-owned maintenance facility at Devens is not operated as a prison. *See* Vollmer Report at p. 3. The Applicant and the DEC's consultant agree that there are no such facilities within 500 feet of the waste handling area of the Site. As a result, the DEC finds that the Site complies with this siting criterion.

F. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Riverfront Area as defined at 310 CMR 10.00.**

The Record contains evidence demonstrating that the closest Riverfront Area is associated with Willow Branch and is located nearly one-half mile to the west of the Site. *See, e.g.,* Application at p. 9 and Figure 3. Both the Applicant and the DEC's consultant agree that the waste handling area of the Site would not be within a Riverfront Area. *See id.;* Vollmer Report at p. 3. As a result, the DEC finds that the Site complies with this siting criterion.

G. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the maximum high groundwater table would be within two feet of the ground surface in areas where waste handling is to occur unless it is demonstrated that a two-foot separation can be designed to the satisfaction of the Department.**

The Record contains evidence demonstrating that the Applicant performed sub-surface investigations of the Site, including the installation of monitoring wells, and determined that the depth to groundwater was in excess of 25 feet. *See, e.g.,* Application at pp. 9-10. Both the Applicant and the DEC's consultant agree that the maximum high groundwater table will not be within two feet of the ground surface on the Site. *See* Vollmer Report at p. 3. Consequently, the DEC finds that the Site complies with this siting criterion.

II. Compliance with General Site Suitability Criteria for Solid Waste Management Facilities (310 CMR 16.40(4))

A. **Agricultural Lands. No site shall be determined to be suitable or be assigned as a solid waste management facility where:**

1. **the land is classified as Prime, Unique, or of State and Local Importance by the United States Department of Agriculture, Natural Resources Conservation Service; or**
2. **the land is deemed Land Actively Devoted to Agricultural or Horticultural Uses, except where the facility is an agricultural composting facility; and**
3. **a 100-foot buffer would not be present between the facility and those lands classified at 310 CMR 16.40(4)(a)1. or 2.**

The Record contains evidence demonstrating that the Site is not classified as Prime, Unique, or of Local Importance by the U.S. Department of Agriculture, Natural Resources Conservation Service or deemed Land Actively Devote to Agricultural or Horticultural Uses, and that the closest private agricultural land is located 1.3 miles to the east of the Site, while the closest designated horticultural lands are Holy Hill and Westward Orchards, each approximately 2 miles from the Site. *See, e.g.,* Application at p. 10. The Site is not within (or within 100 feet of) the designated agricultural lands. Both the Applicant and the DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 3. As a result, the DEC finds that the Site complies with this siting criterion.

B. **Traffic and Access to the Site. No site shall be determined to be suitable or be assigned as a solid waste management facility where traffic impacts from the facility operation would constitute a danger to the public health, safety, or the environment taking into consideration the following factors:**

1. **traffic congestion;**
2. **pedestrian and vehicular safety;**

3. **road configurations;**

4. **alternate routes; and**

5. **vehicle emissions**

The Record contains evidence demonstrating that the Site will not create traffic impacts that will constitute a danger to the public health, safety, or the environment taking into consideration each of the factors listed above, (*See, e.g.,* Application at pp. 10-13; Single Environmental Impact Report at §§ 5.1, 5.2, and 9.4; Affidavit of Eric B. Eby, P.E.; Affidavit of Peter H. Guldberg, CCM at ¶6(a)), and contains evidence of an analysis of traffic impacts from the proposed project that identifies no significant concerns with traffic congestion, pedestrian or vehicular safety, road configurations, haul routes, and vehicle emissions. *See id.* Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at pp. 3-7. As a result, the DEC finds that the Site complies with this siting criterion.

C. **Wildlife and Wildlife Habitat. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting would:**

1. **have an adverse impact on Endangered, Threatened, or Special Concern species listed by the Natural Heritage and Endangered Species Program of the Division of Fisheries and Wildlife in its database;**

2. **have an adverse impact on an Ecologically Significant Natural Community as documented by the Natural Heritage and Endangered Species Program in its database; or**

3. **have an adverse impact on the wildlife habitat of any state Wildlife Management Area.**

The Record contains evidence demonstrating, through review of the 2003 Natural Heritage Atlas and the Botanical Survey Report and consultations with staff at the Massachusetts Natural Heritage and Endangered Species Program and U.S. Fish and Wildlife Service, that the siting would not have an adverse impact on (i) Endangered, Threatened, or Special Concern species listed by the Natural Heritage and Endangered Species Program of the Division of Fisheries and Wildlife in its database and (ii) an Ecologically Significant Natural Community as documented by the Natural Heritage and Endangered Special Program in its database, or (iii) the wildlife habitat of any state Wildlife Management Area. *See, e.g.,* Application at pp. 13-15; Single Environmental Impact Report at Appendix D. Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 7. As a result, the DEC finds that the Site complies with this siting criterion.

D. **Areas of Critical Environmental Concern. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting:**

1. **would be located within an Area of Critical Environmental Concern (ACEC), as designated by the Secretary of the Executive Office of Environmental Affairs; or**

2. **would fail to protect the outstanding resources of an ACEC as identified in the Secretary's designation if the solid waste management facility is to be located outside, but adjacent to the ACEC.**

The Record contains evidence demonstrating that the nearest ACEC to the Site is the Squannassit ACEC, which is located approximately 1,300 feet to the north and northeast. *See, e.g.,* Application at p. 15 and Figure 4. As a result, the Applicant and the DEC's consultant agree that the Site is not within an ACEC. The Record contains evidence that the only potential adverse impact of the Facility and the Site on the ACEC is associated with stormwater runoff and contamination. These potential impacts should be mitigated in the Storm Water Pollution Prevention Plan and the design and implementation of stormwater best management practices. *See* Application at pp. 15-16. Both the Applicant and the DEC's consultant agree that the Site is not within an ACEC and will not fail to protect the Squannassit ACEC's outstanding resources. *See* Vollmer Report at p. 8. Consequently, the DEC finds that the Site complies with this siting criterion.

E. **Protection of Open Space. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting would have an adverse impact on the physical environment of, or on the use and enjoyment of:**

1. **state forests;**

2. **state or municipal parklands or conservation land, or other open space held for natural resource purposes in accordance with Article 97 of the Massachusetts Constitution;**

3. **MDC reservations;**

4. **lands with conservation, preservation, agricultural, or watershed protection restrictions approved by the Secretary of the Executive Office of Environmental Affairs; or**

5. **conservation land owned by private non-profit land conservation organizations and open to the public.**

The Record contains evidence demonstrating that the closest areas to the Site that fall within the categories specified above are Pirone Park (which is located more than one-half mile to the northeast of the Site on the opposite side of Grove Pond), Phelps Park (which is located more than one-half mile to the east of the Site on the southern shore of Grove Pond), and the Nashua River Conservation Land (which is located more than one-half mile to the northwest of the Site). *See, e.g.,* Application at pp. 16-17, Table 1, and Figure 4. Record evidence also indicates that the facility and its operations will not have impacts to the environment or enjoyment of these protected areas. *Id.* The Applicant and the DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 8. As a result, the DEC finds that the Site complies with this siting criterion.

F. **Potential Air Quality Impacts. No site shall be determined to be suitable or be assigned as a solid waste management facility where the anticipated emissions from the facility would not meet required state and federal air quality standards or criteria or would otherwise constitute a danger to the public health, safety or the environment, taking into consideration:**

1. **the concentration and dispersion of emissions**
2. **the number and proximity of sensitive receptors; and**
3. **the attainment status of the area.**

The Record contains evidence demonstrating that the anticipated emissions from the Site will meet state and federal air quality standards or criteria, taking into account each of the factors listed above. *See, e.g.,* Application at pp. 17-19; Affidavit of Peter H. Guldberg, CCM; Air Quality Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (dated December 5, 2005) ("Air Quality Study"). The Record also contains evidence demonstrating that the Air Quality Study was performed in accordance with the DEP requirements and industry standards. Both the Applicant and the DEC's consultant agree that the anticipated emissions from the Facility will meet applicable standards and will not constitute a danger to public health, safety, or the environment. *See* Vollmer Report at pp. 8-11. Consequently, the DEC finds that the Site complies with this siting criterion.

G. **Potential for the Creation of Nuisances. No site shall be determined to be suitable or be assigned as a solid waste management facility where the establishment or operation of the facility would result in nuisance conditions which would constitute a danger to the public health, safety or the environment taking into consideration the following factors:**

1. **noise;**
2. **litter;**
3. **vermin such as rodents and insects;**
4. **odors;**
5. **bird hazards to air traffic; and**
6. **other nuisance problems.**

The Record contains evidence demonstrating that neither the establishment nor operation of the Facility will result in nuisance conditions that would constitute a danger to the public health, safety, or the environment taking into the factors detailed above. *See, e.g.,* Application at p. 19; Sound Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (dated November 21, 2005) ("Sound Study"); Affidavit of Peter Guldberg, CCM. With respect to noise, the Record contains the Sound Study performed by Applicant's consultants. The Applicant and the DEC's consultant have agreed that the Facility will not cause a nuisance that would constitute a danger to the public health, safety, or the environment with respect to noise. The Record also contains evidence relative to the other five factors demonstrating that no nuisance conditions that would constitute a danger to the public health,

safety, or the environment will be created with respect to these concerns. *See, e.g.,* Application at p. 19. Both the Applicant and the DEC's consultant have determined that with respect to these factors the Facility will not result in nuisance conditions that constitute a danger to the public health, safety, or environment. *See* Vollmer Report at pp. 13-14. As a result, the DEC finds that the Site complies with this siting criterion.

H. **Size of Facility. No site shall be determined to be suitable or be assigned as a solid waste management facility if the size of the proposed site is insufficient to properly operate and maintain the proposed facility. The minimum distance between the waste handling area or deposition area and the property boundary shall be 100 feet, provided that a shorter distance may be suitable for that portion of the waste handling or deposition area which borders a separate solid waste management facility.**

The Record contains evidence demonstrating that the size of the Site is sufficient to properly operate and maintain the Facility and that the minimum distance between the waste handling area and the property boundary shall be at least 100 feet. *See, e.g.,* Application at p. 20. The Record demonstrates that the 90,000-square-foot Facility is proposed for a Site of approximately 11 acres. The Applicant and the DEC's consultant have agreed that the size of the Site is sufficient to properly operate and maintain the Facility. In addition, the Record contains evidence demonstrating that the distance between the property boundary and the waste handling area shall be at least 100 feet. *See, e.g.,* Application at pp. 19-20; Correspondence from ESS Group, Inc. regarding Vollmer Associates Report (dated December 30, 2005 and marked as Exhibit 13 at the Hearing). Both the Applicant and the DEC's consultant agree that the required 100-foot distance will be maintained. *See* Vollmer Report at p. 14. As a result, the DEC finds that the Site complies with this siting criterion.

I. **Areas Previously Used for Solid Waste Disposal. Where an area adjacent to the site of a proposed facility has been previously used for solid waste disposal the following factors shall be considered by the Department in determining whether a site is suitable and by the board of health in determining whether to assign a site:**

1. **the nature and extent to which the prior solid waste activities on the adjacent site currently adversely impact or threaten to adversely impact the proposed site;**
2. **the nature and extent to which the proposed site may impact the site previously used for solid waste disposal; and**
3. **the nature and extent to which the combined impacts of the proposed site and the previously used adjacent site adversely impact on the public health, safety and the environment; taking into consideration:**
   a. **whether the proposed site is an expansion of or constitutes beneficial integration of the solid waste activities with the adjacent site;**

b. whether the proposed facility is related to the closure and/or remedial activities at the adjacent site; and

c. the extent to which the design and operation of the proposed facility will mitigate existing or potential impacts from the adjacent site.

The Record contains evidence demonstrating that the Shepley's Hill Landfill located adjacent to the Site will not adversely affect the Site, the Facility will not adversely affect the landfill, and the combined impacts of the Facility and Shepley's Landfill will not adversely impact public health, safety, and the environment. Record evidence demonstrates that the Site is bordered on the north by the now-closed and capped Shepley's Hill Landfill, *see, e.g.,* Application at p. 20, groundwater from the landfill flows away from the Site toward the north, any Site runoff will be contained and channeled in the stormwater detention basin and conveyance system, which has been designed not to impact the groundwater flow of the area, and the construction and operation of the facility will not impact Shepley's Hill Landfill in any way. Record evidence also demonstrates that the Site is also sufficiently distant from the landfill to not impede any landfill remediation activities, including improvements to the landfill cap. Both the Applicant and the DEC's consultant agree that Shepley's Landfill will not adversely impact the Site, the Site will not adversely impact Shepley's Landfill, and the combined impacts of the proposed facility and Shepley's Landfill will not adversely impact public health, safety, and the environment. *See* Vollmer Report at pp. 14-15. As a result, the DEC finds that the Site complies with this siting criterion.

J. **Existing Facilities. In evaluating proposed sites for new solid waste management facilities the Department and the board of health shall give preferential consideration to sites located in municipalities in which no existing landfill or solid waste combustion facilities are located. This preference shall be applied only to new facilities which will not be for the exclusive use of the municipality in which the site is located. The Department and the board of health shall weigh such preference against the following considerations when the proposed site is located in a community with an existing disposal facility:**

1. the extent to which the municipality's or region's solid waste needs will be met by the proposed facility; and

2. the extent to which the proposed facility incorporates recycling, composting or waste diversion activities.

The Record contains evidence that there are no currently operating landfills or waste incinerators in the communities surround the proposed project. *See, e.g.,* Application at p. 20. In addition, Record demonstrates that there are no construction and demolition material recycling facilities within any of the communities around Devens. Both the Applicant and the DEC's consultant agree that the Site meets the requirements of this criterion. *See* Vollmer Report at p. 15. As a result, the DEC finds that the Site meets this siting criterion in that the DEC has given preferential consideration to the siting of this Facility.

K. **Consideration of Other Sources of Contamination or Pollution. The determination of whether a site is suitable and should be assigned as a solid waste management facility shall consider whether the projected impacts of the proposed facility pose a threat to public health, safety or the environment, taking into consideration the impacts of existing sources of pollution or contamination as defined by the Department, and whether the proposed facility will mitigate or reduce those sources of pollution or contamination.**

The Record contains evidence that the projected impacts from the proposed use of the Facility will not pose a threat to public health, safety, or the environment, taking into consideration the impacts of existing sources of pollution or contamination. The Record demonstrates that the closed Shepley's Hill Landfill will not adversely impact the Site and that the Site and its operations will not adversely impact Shepley's Hill Landfill. *See, e.g.,* Application at p. 20. Both the Applicant and the DEC's consultant agree that impacts from the the Facility will not pose a threat to public health, safety, or the environment, taking into consideration the impacts of existing sources of pollution or contamination. *See* Vollmer Report at pp. 15-17. As a result, the DEC finds that the projected impacts of the Facility do not pose a threat to public health, safety, or the environment taking into consideration the impacts of existing sources of pollution or contamination and that the Site meets this siting criterion.

L. **Regional Participation. The Department and the board of health shall give preferential consideration to sites located in municipalities not already participating in a regional disposal facility. The Department and the board of health shall weigh such preference against the following considerations when the proposed site is located in a community participating in a regional disposal facility:**

1. **the extent to which the proposed facility meets the municipality's and the region's solid waste management needs; and**
2. **the extent to which the proposed facility incorporates recycling, composting, or waste diversion activities.**

The Record contains evidence that the proposed project is necessary for the management of the Devens area's future construction and demolition recycling needs as well as the broader needs of the community as regulations regarding waste separation and recycling are implemented. Record evidence demonstrates that the community does not participate in a regional disposal facility. Both the Applicant and the DEC's consultant agree that the Site meets the requirements of this criterion. *See* Vollmer Report at p. 17. As a result, DEC finds that the Site meets this siting criterion and must be granted preferential consideration for site assignment.

III. Compliance with DEC Siting Criteria (974 CMR 8.03(2))[1]

A. **If the DEC finds that topography, vegetation, or other natural features, or existing structures do not produce sufficiently protective conditions, including visual screening and/or necessary environmental mitigation, the DEC may require separation (from the solid waste facility to sensitive receptors) or other dimensional requirements that are more stringent than those set forth in 310 CMR 16.00.**

The Record contains evidence that the topographical, vegetative, and other natural features as well as the existing structures provide sufficiently protective conditions, including visual screening; with respect to sensitive receptors. *See* Vollmer Report at p. 18. As a result, the DEC finds that the Site meets this siting criterion.

Minimum separation or other dimensional requirements shall be measured from the closest edge of a waste deposition area, in the case of a landfill, to the closest point of the sensitive receptor. In the case of a processing or combustion facility, the measurement shall be from the closest edge of the principal structure to the closest point of the sensitive receptor.

The Record contains evidence that the Facility meets this criterion using the measurement methodology required by 310 CMR 16.40. *See, e.g.,* Application at pp. 8-21. Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 18. As a result, the DEC finds that the Site meets this siting criterion.

B. **The criteria set forth on Chapter 111, Section 150A ½,**

The Record contains evidence that the criteria set forth in G.L. c. 111, § 150A ½, are met. Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at pp. 17-18. As a result, DEC finds that the Site meets this siting criterion.

CONDITIONS FOR SITE ASSIGNMENT

As used in the conditions set forth below:

"Applicant" means W. K. Macnamara Corporation, its successors and assigns. Applicant also includes a designee, so that a condition that requires that the Applicant perform, means that the Applicant, while retaining responsibility for that performance, may cause someone else to perform it.

[1] The Applicant has filed an Objection to Consideration of DEC Site Suitability Criteria. The DEC notes the Applicant's objection, overrules it and requires compliance with the DEC regulations. The DEC also notes that the Applicant is seeking to preserve its right to make this objection in subsequent proceedings concerning this Site Assignment.

"DEC" includes the Devens Enterprise Commission, and its successors.

1. The Facility shall be completely enclosed with all recycling operations being conducted within the building.

2. The Applicant shall maintain the Facility in compliance with 974 CMR 8.03 (3) of the DEC Regulations.

3. The Applicant shall obtain all necessary permits, approvals and modifications prior to the commencement of operations.

4. Prior to commencement of operations and thereafter, the Facility shall comply with all applicable OSHA requirements.

5. The Applicant shall train employees as necessary, on the safe operation of the equipment that they operate or maintain on the Facility.

6. The DEC shall have the right to perform unscheduled inspections of the Facility during operational hours or at any reasonable time requested by the DEC, for purposes of confirming compliance with the conditions of this Site Assignment.

7. The Facility shall have fire suppression systems that meet the applicable Massachusetts Building Code and the requirements of the Devens Fire Department in existence upon the issuance of the building permit.

8. The Facility shall accept no more than 1500 tons per day of solid waste materials.

9. The Facility shall not knowingly accept hazardous, chemical, medical, radioactive, or other special waste as defined by the Department of Environmental Protection. The Applicant shall provide or cause to be provided prompt (no more than within 24-hours of discovery) notification to the DEC and the DEP of receipt of any prohibited material in accordance with this Site Assignment and 310 CMR 19.207(9).

10. This Facility shall not accept septage waste.

11. This Facility shall follow and enforce all stormwater management conditions approved as part of this Application or as required by law.

12. As described in the Application, all doors to the Facility shall be closed except when it is necessary for a truck to enter or leave the building, for maintenance purposes, or for pedestrian and rail access and egress.

13. The Applicant shall promptly repair any building damage that compromises the performance or ability of the Facility to contain noise and fugitive dust.

14. High performance particulate filters shall be maintained and replaced in accordance with manufacturer's specifications and/or Facility test demonstrations.

15. The Applicant shall take or cause to be taken, those measures necessary to prevent littering and/or the accumulation of debris on the site, any sidewalk, public way, or adjacent property including but not limited to maintaining adequate staff to ensure compliance with this condition.

16. The contents of any truck or other vehicle (including rail cars) using the Facility to deliver or remove solid waste and recyclables shall be covered either by a canvas tarpaulin or other equivalent method to ensure that all materials are covered.

17. Prior to commencement of operations the Applicant shall retain the services of a professional pest controller or other such professional licensed in the Commonwealth of Massachusetts and provide a copy of the contract to the DEC. The contract shall require the firm to inspect the site for vermin, including but not limited to birds, rats, and insects at least once per year and if evidence of same exists, to notify the DEC and to undertake appropriate actions to eliminate the vermin immediately.

18. The Applicant shall not store recyclables on-site for more than one hundred and eighty (180) consecutive days.

19. The Applicant shall instruct all truck traffic traveling to and from the Facility to use the preferred truck route (Jackson Gate from Route Two shall be the primary means of truck access to and from the site on a permanent basis, with other gates to be used only in an emergency situation when Jackson is unavailable). The Applicant shall use Jackson Gate to the maximum degree feasible and shall take measures to monitor and control truck access/egress, except to the extent modified by the DEC, or by any public safety agency (e.g., in an emergency).

20. In accordance to 974 CMR 8.03, vehicular traffic shall not be allowed to park or queue outside the bounds of the Site.

21. Overnight queuing of trucks is not permitted on the Site access road.

22. In accordance to 974 CMR 8.03, no vehicle shall be left in an idling state within the Site for more than one (1) hour, with (ten) 10 minutes being typical.

23. Hours of operation for receiving and processing materials in the facility and on the site of the Facility shall be from 7 AM to 5 PM Monday-Friday with no deliveries accepted outside of these hours. The loading or unloading of railroad cars shall be limited to the same hours of operation as vehicles. Delivery of railroad cars is not restricted by these conditions. These hours of operation shall not be increased without the advance written approval of the DEC.

24. All floor drains in the Facility and on the Site shall be kept free and clear of debris.

25. The DEC may modify, suspend or terminate this Site Assignment in accordance with the provisions of M.G.L. c. 111, Section 150 A, 310 CMR 16.22 and 974 CMR 8.03 for failure

to comply with the conditions described herein, and further, in its discretion, may take any other enforcement or remedial action available in law or equity.

26. The Applicant shall submit for review and approval by the DEC both the operations and maintenance plan and the Facility's Asbestos and Hazardous Materials Inspection Protocol prior to issuance of a certificate of occupancy.

27. Prior to issuance of a certificate of occupancy, the Applicant shall provide the DEC with sample (they may be redacted) hauling (truck) contract(s) language demonstrating that the haulers have been advised of the Devens designated truck route and said contract(s) are subject to revocation upon repeated non-use of said route.

28. This Site Assignment shall take effect when executed by all signatories and recorded in the Middlesex County Registry of Deeds and after a certified copy of the same from the Registry of Deeds is provided to the DEC, with all recording fees and charges paid by the Applicant.

29. Prior to the grant of a Unified Permit, the Applicant shall demonstrate, to the satisfaction of the DEC, compliance with 310 CMR 16.40(4)(h).

RIGHT OF APPEAL

Any person aggrieved by this decision may, within thirty (30) days of publication of the Notice of Decision, appeal under the provisions of G.L. c. 30A, § 14.

DEVENS ENTERPRISE COMMISSION Signatures

William P. Marshall, Chairman

Paul von Loesecke, Vice Chairman

Bonnie Biocchi

William Castro

James DeZutter

Ed Hamilton

Martin Poutry

Lisa McLaughlin

Paul Johnston

Dated this 31st day of January, 2006

RECORD OF EXHIBITS*

Exhibit #	Document
1	Notice of Project Change for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (February 15, 2005)
2	Correspondence from ESS Group, Inc. Regarding Proof of Public Notifications (September 27, 2005)
3	Single Environmental Impact Report for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (September 29, 2005)
4	Site Suitability Report Application for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (July 18, 2005)
5	Certificate of the Secretary of Environmental Affairs on the Supplemental/Single Environmental Impact Report (November 14, 2005)
6	Determination of Technical Completeness/Site Suitability Report for the W.K. Macnamara Corporation Construction & Demolition Material Recycling Facility (December 12, 2005)
7	Proof of Public Notice of Site Assignment Hearing Under 310 CMR 16.20(7)(b) (various dates)
8	Affidavit of Dammon M. Frecker (December 30, 2005)
9	Affidavit of Peter H. Guldberg, CCM (December 13, 2005)
10	Affidavit of Eric B. Eby, P.E. (December 21, 2005)
11	Sound Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (November 21, 2005)
12	Air Quality Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (December 5, 2005)
13	Correspondence from ESS Group, Inc. regarding Vollmer Associates Report (December 30, 2005)
14	Correspondence from Southern Container Corp. (November 17, 2005)
15	Affidavit of John T. Hannigan, P.E. (January 3, 2006)
16	Affidavit of Douglas L. Sheadel (January 3, 2006)
17	Report of Vollmer Associates LLP – C&D Material Recycling Facility - Lot 9A, Independence Drive (January 3, 2006)
18	Applicant's Response to Proposed Conditions (January 13, 2006)

*Exhibits 1-17 were submitted during the hearing, # 18 was submitted after the hearing and pursuant to the order of the Hearing Officer.

EXHIBIT 2

MODIFIED SITE ASSIGNMENT DECISION (MSW)
APRIL 21, 2009

DEVENS ENTERPRISE COMMISSION
SERVING AS THE DEVENS BOARD OF HEALTH

In the Matter of: DEVENS RECYCLING CENTER, LLC 45 Independence Drive, Devens	Major Modification to Site Assignment DEP Site Suitability Report #X224311 DECISION

INTRODUCTION

The Devens Enterprise Commission acting as the Board of Health of the Devens Regional Enterprise Zone (the "DEC") held a public hearing, upon due notice, on the application of Devens Recycling Center, LLC ("Applicant") for a Major Modification to Site Assignment to change its current transfer operations at 45 Independence Drive, Devens, Massachusetts in the West Rail Industrial Park (the "Site") from handling exclusively construction and demolition ("C&D") waste to a combination of C&D and municipal solid waste ("MSW"). (See pp. 13-14 of this Modified Decision for definitions). By a vote taken on April 21, 2009 and after considering the record of the hearing, and subject to the conditions set forth below, the DEC approves the requested Major Modification to Site Assignment, subject to the conditions listed below.

THE PROPOSED MODIFICATION

The Site is currently authorized to handle up to 1,500 tons per day of C&D pursuant to a decision of the DEC on January 31, 2006 approving the original request for Site Assignment. The Applicant has proposed to modify the existing Site Assignment to allow the handling of a combination of C&D and MSW without increasing the maximum authorized capacity of the Site. During the course of the hearing, the Applicant reduced its requested modification from 1,000 tons per day of MSW to 500 tons per day of MSW. The handling of MSW does not require any physical modifications to the existing facility building (the "Building") other than the placement of concrete barriers on the tipping floor and an impermeable berm along the rail/truck loading area to confine the MSW handling area, in addition to a high-speed roll-up egress door on the northwest side of the building. All operations will continue to take place within the Building. The Facility will continue to operate from 7:00 am to 5:00 pm, Monday through Friday as set forth in Condition 23 of the Decision (Site Assignment). The Facility will continue to be authorized to accept C&D waste for sorting and recycling.

PROCEDURES

On June 2, 2008, the Applicant submitted a Notice of Project Change to the MEPA Office of the Executive Office of Energy and Environmental Affairs (EOEA File No. 9116), which was approved by Certificate of the Secretary of Energy and Environmental Affairs on July 11, 2008. The Applicant submitted its Application for Major Modification of Site Suitability Report and Major Modification of Site Assignment ("Application") to the Department of Environmental Protection ("DEP") on October 29, 2008. The DEP issued its Determination of Administrative Completeness on November 24, 2008. The DEP issued its determination of technical completeness and positive site suitability report on February 27, 2009.

The DEC hired attorney John F. Shea as the hearing officer for the hearing, and caused the hearing to be duly posted and published in accordance with 310 CMR 16.20(7). The site assignment hearing commenced on March 25, 2009 and was continued on April 7, 2009. On April 7, 2009, following receipt of testimony, the hearing officer closed the hearing. The DEC heard testimony from the Applicant and its consultants, and from the DEC's consultants, and from members of the public who requested and were granted status as participants. A list of the documents entered into the record of the proceeding is attached to this Decision.

On April 21, 2009, at a duly posted meeting, the DEC deliberated on the Application and voted to approve the requested Major Modification to Site Assignment.

STANDARD FOR DECISION

As set forth in 310 CMR16.20 (10(k)(2) a board of health shall determine that a site is suitable for assignment for a solid waste facility unless it makes a finding supported by the record of the hearing, that the siting thereof would constitute a danger to the public health, safety or environment, based on the siting criteria set forth and established under 310 CMR 16.40 and 974 CMR 8.03(2).

FINDINGS CONCERNING SITE SUITABILITY CRITERIA

In the following section, the DEC sets forth its findings, based upon the Application and the evidence in the Record of this proceeding, with respect to the compliance of the Site with the specific site suitability criteria for a solid waste handling facility set forth in 310 CMR 16.40(3)(d), the general site suitability criteria set forth in 310 CMR 16.40(4) and the DEC siting criteria set forth at 974 CMR 8.03(2). The DEC's findings have been reached on the basis of, and are subject to, the conditions listed below.

I. Compliance with Specific Site Suitability Criteria for Solid Waste Handing Facilities (310 CMR 16.40(3)(d))

A. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Zone I of a public water supply.**

The Record contains evidence demonstrating that the Zone I of the closest public water supply well to the Site, Grove Pond Well #1, is approximately 2,300 feet to the east-northeast of the Site, placing it far outside the waste handling area of the proposed facility. *See, e.g.,* Vollmer Report at p. 2 (Exhibit 39); reconfirmed by Stantec Memo at p. 2 (Exhibit 40). Both the Applicant and DEC's consultant agree that the waste handling area would be outside any Zone I of a public water supply. As a result, the DEC finds that the Site complies with this siting criterion.

B. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Interim Wellhead Protection Area (IWPA) or a Zone II of an existing public water supply well within a proposed drinking water source area, provided that the documentation necessary to obtain a source approval has been submitted prior to the earlier of either the site assignment application, or if the MEPA process does apply, the Secretary's Certificate on the Environmental Notification Form or Notice of Project Change, or where applicable, the Secretary's Certificate on the EIR or Final EIR, unless restrictions are imposed to minimize the risk of an adverse impact to the groundwater; and either (a) the proponent can demonstrate to the satisfaction of the Department that the facility cannot reasonably be sited outside the IWPA or Zone II; or (b) there would be a net environmental benefit to the groundwater by siting the facility within the Zone II or the IWPA where the site has been previously used for solid waste management activities.**

The Record contains evidence demonstrating that the Zone II for the Grove Pond Wells is located no less than 390 feet from the entrance to the Site, placing the waste handling area of the Site outside the Zone II for the Grove Pond Wells and any other nearby wells. *See, e.g.,* Vollmer Report at p. 2 (Exhibit 39); confirmed in Stantec Memo (Exhibit 40). Both the Applicant and the DEC's consultant agree that the waste handling area would be outside any Zone II or Interim Wellhead Protection Areas of a public water supply. As a result, the DEC finds that the Site complies with this siting criterion.

C. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Zone A of a surface drinking water supply.**

The Record contains evidence demonstrating that the closest surface drinking water supply to the Site is Nagog Pond located almost 8 miles to the southeast of the Site.

See, e.g., Stantec Memo at p. 2 (Exhibit 40). Both the Applicant and the DEC's consultant agree that the waste handling area would not be within the Zone A of that drinking water supply. *See* Vollmer Report at p. 2 (Exhibit 39). As a result, the DEC finds that the Site compiles with this siting criterion.

D. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within 500 feet upgradient, and where not upgradient, within 250 feet, of an existing or potential private water supply well existing or established as a Potential Private Water Supply at the time of submittal of the application, provided however, the applicant may show a valid option to purchase the restricted area including the well and a guarantee not to use the well as a drinking water source, the exercise of which shall be a condition of any site assignment.**

The Record contains evidence demonstrating that the solid waste handling area is not located within 500 feet upgradient, or otherwise within 250 feet, of an existing or potential private water supply well existing or established as a Potential Private Water Supply at the time this Modified Decision was written. The closest known private drinking water supply well is at Red Tail Golf Course, located approximately 4,500 feet from the proposed entrance to the Site. See, Water Resources Protection District CAD drawing, Vollmer Report, page 2 (Exhibit 39); confirmed in Stantec Memo at p. 2 (Exhibit 40). Both the Applicant and the DEC's consultant have agreed that the waste handling area of the Site is not within 500 feet upgradient or otherwise within 250 feet of that well. *See* Vollmer Report at p. 4 (Exhibit 39). As a result, the DEC finds that the Site complies with this siting criterion.

E. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area of a transfer station that proposes to receive more than 50 tons per day of solid waste is 500 feet from (i) an occupied residential dwelling or (ii) a prison, health care facility, elementary school, middle school or high school, children's preschool, licensed day care center, or senior center or youth center, excluding equipment storage or maintenance structures.**

The Record contains evidence demonstrating that there is no prison, health care facility, licensed day care center, senior center or youth center within one-half mile of the Site. *See, e.g.,* Vollmer Report at pp. 2-3 (Exhibit 39); confirmed in the Stantec Memo (Exhibit 40). The Applicant and the DEC's consultant agree that there are no such facilities within 500 feet of the waste handling area of the Site. The closest school is the Francis W. Parker Charter School located approximately 2,000 feet to the west of the Site. *Id.* The closest residences are located a similar distance to the west. *Id.* The Applicant and the DEC's consultant agreed that the prison-owned maintenance facility at Devens is not operated as a prison. *See* Vollmer Report at p. 3 (Exhibit 39); Stantec Memo at p. 2 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

F. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the waste handling area would be within the Riverfront Area as defined at 310 CMR 10.00.**

The Record contains evidence demonstrating that the closest Riverfront Area is associated with Willow Branch and is located nearly one-half mile to the west of the Site. Both the Applicant and the DEC's consultant agree that the waste handling area of the Site would not be within a Riverfront Area. Vollmer Report at p. 3 (Exhibit 39); confirmed by Stantec Memo at p. 3 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

G. **No site shall be determined to be suitable or be assigned as a solid waste handling facility where the maximum high groundwater table would be within two feet of the ground surface in areas where waste handling is to occur unless it is demonstrated that a two-foot separation can be designed to the satisfaction of the Department.**

The Record contains evidence demonstrating that the Applicant performed sub-surface investigations of the Site, including the installation of monitoring wells, and determined that the depth to groundwater was in excess of 25 feet. Both the Applicant and the DEC's consultant agree that the maximum high groundwater table will not be within two feet of the ground surface on the Site. *See* Vollmer Report at p. 3 (Exhibit 39) and confirmed by Stantec Memo at p. 3 (Exhibit 40). Consequently, the DEC finds that the Site complies with this siting criterion.

II. Compliance with General Site Suitability Criteria for Solid Waste Management Facilities (310 CMR 16.40(4))

A. **Agricultural Lands. No site shall be determined to be suitable or be assigned as a solid waste management facility where:**

1. **the land is classified as Prime, Unique, or of State and Local Importance by the United States Department of Agriculture, Natural Resources Conservation Service; or**
2. **the land is deemed Land Actively Devoted to Agricultural or Horticultural Uses, except where the facility is an agricultural composting facility; and**
3. **a 100-foot buffer would not be present between the facility and those lands classified at 310 CMR 16.40(4)(a)1. or 2.**

The Record contains evidence demonstrating that the Site is not classified as Prime, Unique, or of Local Importance by the U.S. Department of Agriculture, Natural Resources Conservation Service or deemed Land Actively Devote to Agricultural or Horticultural Uses, and that the closest private agricultural land is located 1.3 miles to the east of the Site, while the closest designated horticultural lands are Holy Hill and

Westward Orchards in Harvard, MA, each approximately 2 miles from the Site. The Site is not within (or within 100 feet of) the designated agricultural lands. Both the Applicant and the DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 3 (Exhibit 39) and confirmation in Stantec Memo at p. 3 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

B. **Traffic and Access to the Site. No site shall be determined to be suitable or be assigned as a solid waste management facility where traffic impacts from the facility operation would constitute a danger to the public health, safety, or the environment taking into consideration the following factors:**

1. **traffic congestion;**
2. **pedestrian and vehicular safety;**
3. **road configurations;**
4. **alternate routes; and**
5. **vehicle emissions**

The Record contains evidence demonstrating that the Site will not create traffic impacts that will constitute a danger to the public health, safety, or the environment taking into consideration each of the factors listed above. The Applicant has agreed to take certain measures to monitor and control traffic coming to and from the Facility (*See, e.g.,* Single Environmental Impact Report at §§ 5.1, 5.2, and 9.4; Affidavit of Eric B. Eby, P.E. (Exhibit 36). The Record contains evidence of an analysis of traffic impacts from the proposed project that identifies no significant concerns with traffic congestion, pedestrian or vehicular safety, road configurations, haul routes, and vehicle emissions. *See id.* Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at pp. 3-7 (Exhibit 39) and additional analysis in Stantec Memo at pp. 3-6 (Exhibit 40). As a result, the DEC finds that, with conditions, the Site will comply with this siting criterion.

C. **Wildlife and Wildlife Habitat. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting would:**

1. **have an adverse impact on Endangered, Threatened, or Special Concern species listed by the Natural Heritage and Endangered Species Program of the Division of Fisheries and Wildlife in its database;**
2. **have an adverse impact on an Ecologically Significant Natural Community as documented by the Natural Heritage and Endangered Species Program in its database; or**
3. **have an adverse impact on the wildlife habitat of any state Wildlife Management Area.**

The Record contains evidence demonstrating, through review of the 2003 Natural Heritage Atlas and the Botanical Survey Report and consultations with staff at the Massachusetts Natural Heritage and Endangered Species Program and U.S. Fish and Wildlife Service, that the siting would not have an adverse impact on (i) Endangered, Threatened, or Special Concern species listed by the Natural Heritage and Endangered Species Program of the Division of Fisheries and Wildlife in its database and (ii) an Ecologically Significant Natural Community as documented by the Natural Heritage and Endangered Special Program in its database, or (iii) the wildlife habitat of any state Wildlife Management Area. Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 7 (Exhibit 39); confirmed in Stantec Memo at pp.6-7 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

D. **Areas of Critical Environmental Concern. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting:**

1. **would be located within an Area of Critical Environmental Concern (ACEC), as designated by the Secretary of the Executive Office of Environmental Affairs; or**

2. **would fail to protect the outstanding resources of an ACEC as identified in the Secretary's designation if the solid waste management facility is to be located outside, but adjacent to the ACEC.**

The Record contains evidence demonstrating that the nearest ACEC to the Site is the Squannassit ACEC, which is located approximately 1,300 feet to the north and northeast. As a result, the Applicant and the DEC's consultant agree that the Site is not within an ACEC. The Record contains evidence that the only potential adverse impact of the Facility and the Site on the ACEC is associated with stormwater runoff and contamination. These potential impacts should be mitigated in the Storm Water Pollution Prevention Plan and the design and implementation of stormwater best management practices. Both the Applicant and the DEC's consultant agree that the Site is not within an ACEC and will not fail to protect the Squannassit ACEC's outstanding resources. *See* Vollmer Report at p. 8 (Exhibit 39); confirmed in Stantec Memo at p. 7-8 (Exhibit 40). Consequently, the DEC finds that the Site complies with this siting criterion.

E. **Protection of Open Space. No site shall be determined to be suitable or be assigned as a solid waste management facility where such siting would have an adverse impact on the physical environment of, or on the use and enjoyment of:**

1. **state forests;**

2. **state or municipal parklands or conservation land, or other open space held for natural resource purposes in accordance with Article 97 of the Massachusetts Constitution;**

3. **MDC reservations;**

4. **lands with conservation, preservation, agricultural, or watershed protection restrictions approved by the Secretary of the Executive Office of Environmental Affairs; or**

5. **conservation land owned by private non-profit land conservation organizations and open to the public.**

The Record contains evidence demonstrating that the closest areas to the Site that fall within the categories specified above are Pirone Park (which is located more than one-half mile to the northeast of the Site on the opposite side of Grove Pond), Phelps Park (which is located more than one-half mile to the east of the Site on the southern shore of Grove Pond), and the Nashua River Conservation Land (which is located more than one-half mile to the northwest of the Site). Record evidence also indicates that the Facility and its operations will not have adverse impacts to the environment or enjoyment of these protected areas. *Id.* The Applicant and the DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 8 (Exhibit 39); confirmed by Stantec Memo at p.8 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

F. **Potential Air Quality Impacts. No site shall be determined to be suitable or be assigned as a solid waste management facility where the anticipated emissions from the facility would not meet required state and federal air quality standards or criteria or would otherwise constitute a danger to the public health, safety or the environment, taking into consideration:**

1. **the concentration and dispersion of emissions**

2. **the number and proximity of sensitive receptors; and**

3. **the attainment status of the area.**

The Record contains evidence demonstrating that the anticipated emissions from the Site will meet state and federal air quality standards or criteria, taking into account each of the factors listed above. Both the Applicant and the DEC's consultant agree that the anticipated emissions from the Facility will meet applicable standards and will not constitute a danger to public health, safety, or the environment. *See* Vollmer Report at pp. 8-11 (Exhibit 39); confirmed by Stantec Memo at p. 8 (Exhibit 40); and Affidavit of Dammon Frecker (Exhibit #34B p. 3 (Air Quality Study prepared by Tech Environmental). Consequently, the DEC finds that the Site complies with this siting criterion.

G. **Potential for the Creation of Nuisances. No site shall be determined to be suitable or be assigned as a solid waste management facility where the establishment or operation of the facility would result in nuisance conditions which would constitute a danger to the public health, safety or the environment taking into consideration the following factors:**

1. **noise;**
2. **litter;**
3. **vermin such as rodents and insects;**
4. **odors;**
5. **bird hazards to air traffic; and**
6. **other nuisance problems.**

The Record contains evidence demonstrating that neither the establishment nor operation of the Facility will result in nuisance conditions that would constitute a danger to the public health, safety, or the environment taking into the factors detailed above. More specifically:

1. **Noise:** The DEC's consultant stated that so long as Doors 1 and 2 of the Facility mask noise emanating from machinery inside the Facility, the Facility will not cause a nuisance that would constitute a danger to the public health, safety, or the environment with respect to noise. See, e.g., Affidavit of Douglas Sheadel (Exhibit #43).

2. **Litter:** The Applicant has committed to controlling litter by ensuring all trucks are covered until just before they enter the Facility, all waste handling to be conducted within the Building, daily litter patrol of Facility grounds and MSW to be unloaded sufficiently far from the Facility doors to ensure materials unloaded shall not leave the Building. See e.g., Affidavit of John Manning (Exhibit #35)

3. **Vermin**: The Applicant has agreed to increase the level of pest control for the Facility. See e.g., Stantec Memo (Exhibit #40, page 10)

4. **Odors:** The Applicant has committed to controlling odor by expanding the existing water misting system, installing a high speed door on the west side of the building and manual shut-down of the Facility upon occurrence of a malodorous event. See e.g., Affidavit of Michael T. Lannon and Odor Modeling Report by Tech Environmental, Inc. dated March 9, 2009 (Exhibit #37 and 37B)

5. **Bird hazards to air traffic:** The Applicant has committed to conducting all waste handling within the Building. See e.g., Affidavit of John Manning (Exhibit #35)

6. **Other nuisance problems:** Consideration of airborne pests. See e.g., Stantec Memo (Exhibit #40, p. 16) and Affidavit from Dammon Frecker (Exhibit#34)

Both the Applicant and the DEC's consultant have determined that with respect to these factors the Facility will not result in nuisance conditions that constitute a danger to the public health, safety, or environment. *See* Stantec Memo at pp.8-16 (Exhibit 40). As a result, the DEC finds that, with conditions, the Site complies with this siting criterion.

H. **Size of Facility. No site shall be determined to be suitable or be assigned as a solid waste management facility if the size of the proposed site is insufficient to properly operate and maintain the proposed facility. The minimum distance between the waste handling area or deposition area and the property boundary shall be 100 feet, provided that a shorter distance may be suitable for that portion of the waste handling or deposition area which borders a separate solid waste management facility.**

The Record contains evidence demonstrating that the size of the Site is sufficient to properly operate and maintain the Facility and that the minimum distance between the waste handling area and the property boundary is at least 100 feet. Both the Applicant and the DEC's consultant agree that the required 100-foot distance will be maintained. *See* Vollmer Report at p. 14 Exhibit 39), confirmed in Stantec Memo (Exhibit 40). The Record demonstrates that the existing 90,000-square-foot Facility is located on a Site of approximately 11 acres. The Applicant and the DEC's consultant have agreed that the size of the Site is sufficient to properly operate and maintain the Facility. As a result, the DEC finds that the Site complies with this siting criterion.

I. **Areas Previously Used for Solid Waste Disposal. Where an area adjacent to the site of a proposed facility has been previously used for solid waste disposal the following factors shall be considered by the Department in determining whether a site is suitable and by the board of health in determining whether to assign a site:**

1. **the nature and extent to which the prior solid waste activities on the adjacent site currently adversely impact or threaten to adversely impact the proposed site;**
2. **the nature and extent to which the proposed site may impact the site previously used for solid waste disposal; and**
3. **the nature and extent to which the combined impacts of the proposed site and the previously used adjacent site adversely**

impact on the public health, safety and the environment; taking into consideration:

a. whether the proposed site is an expansion of or constitutes beneficial integration of the solid waste activities with the adjacent site;

b. whether the proposed facility is related to the closure and/or remedial activities at the adjacent site; and

c. the extent to which the design and operation of the proposed facility will mitigate existing or potential impacts from the adjacent site.

The Record contains evidence demonstrating that the Shepley's Hill Landfill located adjacent to the Site will not adversely affect the Site, the Facility will not adversely affect the landfill, and the combined impacts of the Facility and Shepley's Landfill will not adversely impact public health, safety, and the environment. Record evidence demonstrates that the Site is bordered on the north by the now-closed and capped Shepley's Hill Landfill, groundwater from the landfill flows away from the Site toward the north, any Site runoff will be contained and channeled in the stormwater detention basin and conveyance system, which has been designed not to impact the groundwater flow of the area, and the construction and operation of the facility will not impact Shepley's Hill Landfill in any way. Record evidence also demonstrates that the Site is also sufficiently distant from the landfill to not impede any landfill remediation activities, including improvements to the landfill cap. Both the Applicant and the DEC's consultant agree that Shepley's Landfill will not adversely impact the Site, the Site will not adversely impact Shepley's Landfill, and the combined impacts of the proposed facility and Shepley's Landfill will not adversely impact public health, safety, and the environment. *See* Vollmer Report at pp. 14-15 (Exhibit 39); confirmed in Stantec Memo at pp. 16-17 (Exhibit 40). As a result, the DEC finds that the Site complies with this siting criterion.

J. **Existing Facilities. In evaluating proposed sites for new solid waste management facilities the Department and the board of health shall give preferential consideration to sites located in municipalities in which no existing landfill or solid waste combustion facilities are located. This preference shall be applied only to new facilities which will not be for the exclusive use of the municipality in which the site is located. The Department and the board of health shall weigh such preference against the following considerations when the proposed site is located in a community with an existing disposal facility:**

1. the extent to which the municipality's or region's solid waste needs will be met by the proposed facility; and

2. the extent to which the proposed facility incorporates recycling, composting or waste diversion activities.

The Record contains evidence that there are no currently operating landfills or waste incinerators in the communities surrounding the proposed project. In addition, the Record demonstrates that there are no construction and demolition material recycling facilities within any of the communities around Devens. Both the Applicant and the DEC's consultant agree that the Site meets the requirements of this criterion. *See* Vollmer Report at p. 15 (Exhibit 39) and confirmed in Stantec Memo at p. 17 (Exhibit 40) . As a result, the DEC finds that the Site meets this siting criterion in that the DEC has given preferential consideration to the siting of this Facility.

K. **Consideration of Other Sources of Contamination or Pollution. The determination of whether a site is suitable and should be assigned as a solid waste management facility shall consider whether the projected impacts of the proposed facility pose a threat to public health, safety or the environment, taking into consideration the impacts of existing sources of pollution or contamination as defined by the Department, and whether the proposed facility will mitigate or reduce those sources of pollution or contamination.**

The Record contains evidence that the projected impacts from the proposed use of the Facility will not pose a threat to public health, safety, or the environment, taking into consideration the impacts of existing sources of pollution or contamination. The Record demonstrates that the closed Shepley's Hill Landfill will not adversely impact the Site and that the Site and its operations will not adversely impact Shepley's Hill Landfill. Both the Applicant and the DEC's consultant agree that impacts from the Facility will not pose a threat to public health, safety, or the environment, taking into consideration the impacts of existing sources of pollution or contamination. *See* Vollmer Report at pp. 15-17 (Exhibit 39) and Stantec Memo at pp. 17-18 (Exhibit 40). As a result, the DEC finds that the projected impacts of the Facility do not pose a threat to public health, safety, or the environment taking into consideration the impacts of existing sources of pollution or contamination and that the Site meets this siting criterion.

L. **Regional Participation. The Department and the board of health shall give preferential consideration to sites located in municipalities not already participating in a regional disposal facility. The Department and the board of health shall weigh such preference against the following considerations when the proposed site is located in a community participating in a regional disposal facility:**

1. **the extent to which the proposed facility meets the municipality's and the region's solid waste management needs; and**
2. **the extent to which the proposed facility incorporates recycling, composting, or waste diversion activities.**

The Record contains evidence that the proposed project is necessary for the management of the Devens area's future construction and demolition recycling needs as well as the broader needs of the community as regulations regarding waste separation and recycling are implemented. Record evidence demonstrates that the community does not

participate in a regional disposal facility. Both the Applicant and the DEC's consultant agree that the Site meets the requirements of this criterion. *See* Vollmer Report at p. 17 (Exhibit 39); confirmed by Stantec Memo at p. 18 (Exhibit 40). As a result, DEC finds that the Site meets this siting criterion and must be granted preferential consideration for site assignment.

III. Compliance with DEC Siting Criteria [974 CMR 8.03(2)][1]

A. **If the DEC finds that topography, vegetation, or other natural features, or existing structures do not produce sufficiently protective conditions, including visual screening and/or necessary environmental mitigation, the DEC may require separation (from the solid waste facility to sensitive receptors) or other dimensional requirements that are more stringent than those set forth in 310 CMR 16.00.**

The Record contains evidence that the topographical, vegetative, and other natural features as well as the existing structures provide sufficiently protective conditions, including visual screening; with respect to sensitive receptors. *See* Vollmer Report at p. 18 (Exhibit 39) and confirmed by Stantec Memo at pp. 19-20 (Exhibit 40). As a result, the DEC finds that the Site meets this siting criterion so long as the Facility is operated and maintained as set forth in the Conditions below and the commitments made by the Applicant during the course of the public hearing..

Minimum separation or other dimensional requirements shall be measured from the closest edge of a waste deposition area, in the case of a landfill, to the closest point of the sensitive receptor. In the case of a processing or combustion facility, the measurement shall be from the closest edge of the principal structure to the closest point of the sensitive receptor.

The Record contains evidence that the Facility meets this criterion using the measurement methodology required by 310 CMR 16.40. Both the Applicant and DEC's consultant agree that the Site meets this criterion. *See* Vollmer Report at p. 18 (Exhibit 39) and confirmed by Stantec memo pp19-20 (Exhibit 40). As a result, the DEC finds that the Site meets this siting criterion.

[1] The Applicant filed an objection to the applicability of the DEC Site Suitability Criteria to this proceeding. The Hearing Officer issued an Advisory Ruling stating that the DEC may apply its Site Suitability Criteria to this Major Modification to Site Assignment. (Exhibit 46).

CONDITIONS

As used in this Major Modification to Site Assignment, the words below are defined as follows:

"Applicant" means Devens Recycling LLC, its successors and assigns. Applicant also includes a designee, so that a condition that requires that the Applicant perform, means that the Applicant, while retaining responsibility for that performance, may cause someone else to perform it.

"C&D" means Construction and Demolition waste as defined in 310 CMR 16.02 (waste building materials and rubble resulting from the construction, remodeling, repair or demolition of buildings, pavements, roads or other structures. Construction and demolition waste includes but is not limited to, concrete, bricks, lumber, masonry, road paving materials, rebar and plaster.)

"DEC" means the Devens Enterprise Commission, and its successors.

"Decision" means the Site Assignment Decision in the matter of W.K. Macnamara Corporation, Lot 9A, and Independence Drive dated January 31, 2006 .

"Facility" means the Devens Recycling Center, including the site, the buildings and all other improvements.

"Modified Decision" means this Major Modification to Site Assignment dated April 21, 2009.

"MSW" means useless, unwanted or discarded solid, liquid or contained gaseous material resulting from industrial, commercial, municipal or household activities that is abandoned by being disposed or incinerated or is stored, treated or transferred pending such disposal, incineration or other treatment, but does not include:

(a) hazardous wastes as defined and regulated pursuant to 310 CMR 30.000;
(b) sludge or septage which is land applied in compliance with 310 CMR 32.00;
(c) wastewater treatment facility residuals and sludge ash from either publicly or privately owned wastewater treatment facilities that treat only sewage, which is treated and/or disposed at a site regulated pursuant to M.G.L. c. 83, §§ 6 & 7 and/or M.G.L. c. 21, §§ 26 through 53 and the regulations promulgated thereunder, unless the waste-water treatment residuals and/or sludge ash are co-disposed with solid waste;
(d) septage and sewage as defined and regulated pursuant to 314 CMR 5.00, as may be amended, and regulated pursuant to either M.G.L. c. 21, §§ 26 through 53 or 310 CMR 15.00, as may be amended, provided that 310 CMR 16.00 does apply to solid waste management facilities which co-dispose septage and sewage with solid waste;

(e) ash produced from the combustion of coal when reused as prescribed pursuant to M.G.L. c. 111, § 150A;
(f) solid or dissolved materials in irrigation return flows;
(g) source, special nuclear or by-product material as defined by the Atomic Energy Act of 1954, as amended;
(h) those materials and by-products generated from and reused within an original manufacturing process;
(i) compostable or recyclable materials when composted or recycled in an operation not required to be assigned pursuant to 310 CMR 16.05(2) through (6); and
(j) waste from restaurants and grocery stores and wastes containing large concentrations of food waste from other businesses.

1. All conditions in the Decision shall apply unless otherwise modified herein. In the event of any conflict between the conditions of this Modified Decision and the conditions of the Decision, the conditions of this Modified Decision shall prevail.

2. The Facility may receive MSW subject to the conditions in this Modified Decision. All MSW operations, handling and storage shall be conducted within the building of the Facility (the building). No burning or processing of MSW is permitted.

3. The Applicant shall notify the DEC as soon as practicable, but in no event more than the end of the next business day, after receipt of any correspondence from a federal or state agency, alleging that the Facility is not in compliance with applicable law or regulations.

4. The Applicant shall train all employees on the safe operation of all equipment within the Facility and maintain records of such training.

5. Condition #8 of the Decision is modified to allow the Facility to receive a maximum of 500 tons of MSW per day of the 1500 tons per day total allowed.

6. The Applicant shall separate the MSW and C&D tipping, handling and storage areas with an 8' high concrete block wall that runs the entire length of the MSW handling area. The Applicant shall place and maintain sorbent media (e.g., filter sock) along the base of the wall to prevent liquids from migrating into the C&D tipping, handling and storage area. The Applicant shall also install an impermeable curb or berm along the entire length of the rail/truck loading area to prevent liquids and material from escaping into the truck/rail loading area. MSW shall be unloaded and loaded in areas that are sufficiently deep in the building to reduce to the extent feasible the likelihood that windblown material will leave the building. Any liquids observed shall be contained by the use of sorbent media (i.e. Speedi-Dry) or by directing the liquids into the Facility's trench drain by manual methods (brooms, squeegees) or using the Facility's front end loader equipped with a rubber blade on the bucket. The Applicant shall maintain the truck/rail loading area free and clear of debris and liquids at all times. The Operation and Maintenance Plan for the Facility shall be updated to address these requirements. A copy shall be provided to the DEC prior to receipt by the Facility of MSW.

7. Condition #12 of the Decision is deleted and replaced with the following: The Facility shall maintain truck loading Doors 1, 6 and a third door closed at all times except when necessary for loading, unloading or maintenance activities. The Applicant shall make all reasonable efforts to include Door 2 as the third door referenced above, consistent with its operational needs. Other doors shall be closed to the maximum extent possible given that the normal operations of the Facility require consistent entrance, unloading and exiting of trucks.

8. Prior to the Facility receiving MSW the Applicant shall install a high speed roll-up door on the northwest truck egress doorway of the rail/truck loading area for purposes of loading C&D and MSW. This door shall remain closed at all times except when vehicles are leaving the building.

9. The Applicant shall continue to operate security video cameras at the Facility and preserve their images for a minimum of one week and shall allow the DEC to view these images at the Facility upon request.

10. The Applicant shall take all measures necessary to control odor from Facility operations to ensure compliance with 974 CMR 4.02, including, but not limited to augmenting the existing misting system to include odor control solutions, manual shutdown of the Facility doors and ventilation system in the event of an odorous incoming load, and maintaining a supply of odor control liquids and crystals on-site at all times for manual application. Prior to receipt by the Facility of MSW, the Applicant shall submit for review and comment by the DEC, an updated Operations and Maintenance Plan that specifically addresses these and any other additional odor control mechanisms and procedures.

11. Condition #14 of the Decision is modified to also require the Applicant to provide the DEC, prior to the Facility receiving MSW, written confirmation that the air handling and ventilation system within the Facility is properly functioning as per manufacturer's specifications. Such confirmation shall be in the form of a copy of the most recent service record and completion of any required maintenance. The Applicant shall maintain ongoing service records for the air handling and ventilation system.

12. Condition #17 of the Decision is modified to also require the Applicant to modify its current professional pest control contract to address the addition of MSW to its operations and to provide a copy of the contract to the DEC prior to receipt by the Facility of MSW. The contract shall require trained personnel who hold Pesticide Certifications/Licenses to inspect the site for vermin, including but not limited to birds, rodents, and insects at least once per week for the first three months of receipt by the Facility of MSW, and then will establish a frequency of inspection necessary to adequately control pests and take appropriate actions to eliminate the vermin immediately, to the maximum extent practicable. After the first three months, the Applicant shall submit to the DEC for its review and comment, a long-term pest control plan for MSW and C&D operations, prepared by a professional pest control

firm licensed by the Commonwealth of Massachusetts. The Applicant shall closely monitor the effectiveness of the plan and shall periodically adjust its inspection schedule and pest control activities to respond to changing MSW throughput levels and to ensure adequate pest control.

13. The Applicant shall provide to the DEC a copy of each semi-annual Facility solid waste inspection report that is completed by a registered professional engineer and submitted to the DEP as required by the Facility's DEP solid waste permit at the same time it submits such report to DEP. If the DEC hires a licensed Sanitarian to inspect the Facility to ensure compliance with the requirements of this Modified Decision, the Applicant shall reimburse the DEC for such expense up to a maximum amount of ten thousand dollars.

14. A. The Applicant shall use a first in/first out system of inventory control for MSW to ensure that each delivery of MSW is moved through the Facility as quickly as possible.
    B. To the maximum extent feasible and necessary to control odors and vermin, MSW that remains in the Facility overnight shall be stored within a covered, leak and vector-proof truck or container.
    C. The Applicant shall sweep and clean the portions of the tipping floor used for MSW management on at least a weekly basis, and more frequently if necessary for odor or vector control.

15. Condition #19 of the Decision shall be modified to require the Applicant to notify haulers of the preferred truck route by providing them with maps and periodically corresponding with them. For those instances when truck trips originate in the surrounding communities and utilize Verbeck Gate, the preferred route shall be Sherman Avenue to Antietam Street to Jackson Road to Barnum Road to Saratoga Boulevard to Independence Drive. An alternative route from the Ayer Traffic Circle is Barnum Road to Saratoga to Independence. The Applicant shall notify its haulers that they are to stay out of the residential areas of Devens unless making pickups on those residential streets.

16. The Applicant shall periodically (at least on a semi-annual basis) contact the State Police (for Devens) and the police departments in the three Devens communities to discuss Facility traffic patterns and any traffic concerns, and agrees to participate in any meetings that the police departments may recommend to discuss any Facility traffic concerns with residents.

17. Condition #22 of the Decision is replaced with the following: the Applicant shall enforce compliance with the Massachusetts Anti-Idling Law. The Anti-Idling Law provides that subject to certain exceptions, no vehicle may idle for more than 5 minutes.

18. All MSW handling areas in the building shall drain to the existing industrial wastewater holding tank and shall be operated in accordance with the applicable portions of 314 CMR 18.00. Under no circumstances shall interior drainage be permitted to flow outside the building. The Applicant shall ensure the industrial

wastewater holding tank vent(s) are properly equipped with all necessary odor control.

19. If the Applicant identifies haulers entering the Facility with high organic load contents of 25% or more, such loads shall be either refused or, in the case of a hauler who is already in the tipping process, the Applicant shall notify the hauler that such loads will not be accepted in the future. Applicant shall maintain records of all such actions.

20. Every calendar quarter for the first two years after accepting MSW at the Facility, the Applicant shall have an odor engineer conduct a site visit to the Facility to observe MSW operations and make written recommendations to the Applicant as to any improvements that are advisable to prevent nuisance odor conditions at the Facility. Every calendar quarter for the first two years of the Facility receiving MSW, the Applicant shall provide the DEC with a copy of such written recommendations, and shall implement those recommendations that are reasonable and feasible.

21. The Applicant shall continue to provide a designated phone line (888-399-1322) on a 24-hour basis, seven days a week, for any concerns of either customers and/or Devens residents and take immediate corrective action to address any concerns within one business day. All calls and resolutionary actions shall be recorded in a phone log, maintained by the Applicant. Such phone log shall be made available for inspection by the DEC.

22. The Applicant shall participate in any meetings with residents concerning the Facility that are held by the Devens Committee and other duly constituted Devens resident organizations and to which the Applicant is invited for purposes of ensuring there is a clear line of communication between Devens residents and the Facility.

23. Condition #16 of the Decision is modified to require the Applicant to inspect waste storage compartment(s) of all vehicles carrying MSW, to ensure all trucks entering and exiting the Facility have fully contained, leak-proof, covered storage compartments.

24. The Applicant shall conduct daily litter patrol for the Facility grounds. The Applicant is also responsible for clean-up of any off-site waste, generated from the Facility or haulers accessing the Facility.

25. The Applicant shall periodically monitor access routes that are not acceptable as per Condition #15 of this Modified Decision, to ensure that trucks accessing the Facility stay out of residential areas in Devens. A summary report shall be submitted to the DEC after the first year of MSW operations, including monitoring dates, results, list of infractions and any action(s) taken. The frequency of ongoing monitoring will be determined by the DEC based on the Applicant's initial monitoring and the complaints (if any) about the Facility operations.

26. This Modified Decision shall take effect when executed by all signatories and recorded in the Middlesex County Registry of Deeds and after a certified copy of the same from the Registry of Deeds is provided to the DEC, with all recording fees and charges paid by the Applicant. This Modified Decision may only be transferred if advance (at least thirty days) written notice is first provided to the DEC.

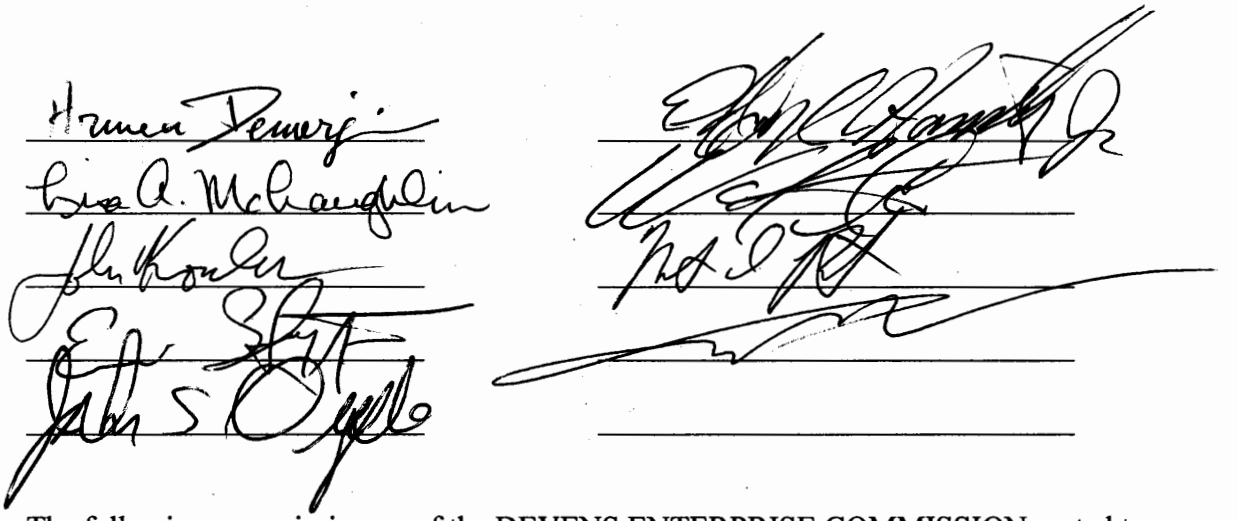
27. The DEC may modify, suspend or terminate this Modified Decision in accordance with the provisions of M.G.L. c. 111, Section 150 A, and 310 CMR 16.22 and further, in its discretion, may take any other enforcement or remedial action available in law or equity.

28. Prior to receipt of MSW by the Facility and throughout the operation of the Facility, the Applicant shall provide the DEC with a redacted copy of a sample pricing agreement which includes language (a) advising the haulers of the preferred Devens designated truck route (Jackson Gate from Route Two to Patton Road to Saratoga Boulevard, to Independence Drive) and (b) assures adequate availability of trucks to remove MSW from the Facility and minimizes the duration of stockpiling in accordance with this Modified Decision.

RIGHT OF APPEAL

Any person aggrieved by this decision may, within thirty (30) days of publication of the Notice of Decision, appeal under the provisions of G.L. c. 30A, § 14.

The following commissioners of the DEVENS ENTERPRISE COMMISSION, voted to APPROVE the Major Modification to Site Assignment:



The following commissioners of the DEVENS ENTERPRISE COMMISSION, voted to DENY the Major Modification to Site Assignment:

Dated this 28th day of April, 2009

RECORD OF EXHIBITS

Exh #	Document	Date
1.	Decision of Devens Enterprise Commission on Site Assignment Application of W.K. Macnamara Corporation	January 31, 2006
2.	Notice of Decision for Solid Waste Facility Site Assignment by Devens Enterprise Commission	February 1, 2006
3.	Memorandum from Peter Lowitt, Devens Enterprise Commission, to W.K. Macnamara memorializing DEC's approval of name change for Site Assignment Decision and Unified Permit Record of Decision	May 31, 2006
4.	Assignment of Permits	June 9, 2006
5.	Notice of Project Change for Devens Recycling Center by ESS Group, Inc.	June 2, 2008
6.	Certificate of the Secretary of Energy and Environmental Affairs on the Notice of Project Change	July 11, 2008
7.	Letter from John Regan, Department of Environmental Protection, to W. Kurt Macnamara	October 28, 2008
8.	Application for Major Modification of Site Suitability Report and Major Modification of Site Assignment by ESS Group Inc.	October 29, 2008
9.	Letter from John Regan, Department of Environmental Protection, to W. Kurt Macnamara	August 8, 2008
10.	Determination of Administrative Completeness/Application for Site Suitability Report for a Major Modification of an Existing Site Assignment -- Devens Recycling Center	November 24, 2008
11.	Letter from Devens Enterprise Commission to John Regan, Department of Environmental Protection	December 5, 2008
12.	"Back at Junk Value, Recyclables Are Piling Up," New York Times, p. A1	December 8, 2008
13.	"Lack of green for recycling spurs some drastic steps," Boston Globe, p. 1	December 14, 2008
14.	"Recycling Firms Deal with Price Collapse," Metrowest Daily News	December 28, 2008
15.	Memorandum from Stantec Consulting Services, Inc. to Peter Lowitt, Devens Enterprise Commission	December 15, 2008
16.	Letter from ESS Group, Inc. Regarding Proof of Public Notifications	December 24, 2008

17.	Abutter letter of support from Kenco Logistic Services	January 13, 2009
18.	Letter from People of Ayer Concerned About the Environment to John Regan, Department of Environmental Protection	January 20, 2009
19.	Customer letter of support from Mitrano Removal Service LLC	January 26, 2009
20.	Abutter letter of support from Integra Companies	January 30, 2009
21.	Letter from ESS Group, Inc. to John Regan, Department of Environmental Protection	February 3, 2009
22.	Letter from Tech Environmental, Inc. to Kurt Macnamara	February 12, 2009
23.	Abutter letter of support from NFI	February 16, 2009
24.	Abutter letter of support from Equity Industrial Partners Corp. to Peter Lowitt, Devens Enterprise Commission	February 18, 2009
25.	Abutter letter of support from RockTenn	date unknown
26.	Customer letter of support from All State Waste, Inc.	date unknown
27.	Prehearing Order	February 20, 2009
28.	Memorandum from ESS Group, Inc. to Ronald Headrick, Stantec Consulting Services	February 24, 2009
29.	Devens Recycling Center, LLC's Objection To Use Of DEC Site Assignment Rules	February 24, 2009
30.	Customer letter of support from G.W. Shaw & Son, Inc.	February 24, 2009
31.	Report on Suitability – Devens Recycling Center, Transmittal No. X224311, BWP SW 38, Application for Site Suitability Report for a Major Modification of an Existing Site Assignment	February 27, 2009
32.	Devens Enterprise Commission Response to Devens Recycling Center, LLC's Objection to Application of 974 CMR 8.03	March 6, 2009
33.	Proof of Public Notice of Site Assignment Hearing Under 310 CMR 16.20(7)(b)	Various
34.	Affidavit of Dammon M. Frecker Exh. A: Resume Exh. B: Air Quality Study for W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts, by Tech Environmental, Inc. (December, 2005) Exh. C: Noise Data	March 17, 2009

35.	Affidavit of John J. Manning Exh. A: Resume	March 17, 2009
36.	Affidavit of Eric B. Eby, P.E. Exh. A: Resume Exh. B: Sections 3.2.2, 3.2.2.1, and 3.2.2.2 of Site Suitability Report Application dated July 18, 2005 Exh. C: Sections 5.1, 5.2, and 9.4 of Single Environmental Impact Report for Construction & Demolition Material Recycling Facility dated September 29, 2005	March 17, 2009
37.	Affidavit of Michael T. Lannan, P.E. Exh. A: Resume Exh. B: Odor Modeling Report by Tech Environmental, Inc. dated March 9, 2009	March 17, 2009
38.	Notice of Appearance of Beveridge & Diamond, P.C. on behalf of Devens Recycling Center, LLC	March 18, 2009
39.	Memorandum from Vollmer Associates LLP to Peter Lowitt, Devens Enterprise Commission	January 3, 2006
40.	Memorandum to Peter Lowitt, Director-Devens Enterprise Commission, from Ronald Headrick, Stantec, Joseph Uglevich, Stantec, and Douglas Sheadel, CCM, Modeling Specialties	March 20, 2009
41.	Affidavit of Ronald Headrick Exh. A: Resume	March 20, 2009
42.	Affidavit of Joseph Uglevich Exh. A: Resume	March 20, 2009
43.	Affidavit of Douglas L. Sheadel Exh. A: Resume Enclosed: Memo re: Noise Analysis Support in the Matter of Devens Recycling Center, LLC dated March 20, 2009; Noise Data DVD/Noise Data CD March 20, 2009	March 20, 2009
44.	Letter from Judy Cohen to Peter Lowitt, Devens Enterprise Commission	December 30, 2008
45.	Stipulation Concerning Expert Qualifications	March 24, 2009
46.	Advisory Ruling	March 25, 2009
47.	Letter from Devens Recycling Center, LLC to John F. Shea, Hearing Officer	March 31, 2009

48.	Memorandum and Order	March 31, 2009
49.	Letter from Peter Lowitt, Devens Enterprise Commission, to Kurt Macnamara	April 3, 2009
50.	Applicant's Proposed Conditions for Site Assignment Modification	April 6, 2009
51.	Order on Status of Participants	April 7, 2009
52.	Letter from Christopher and Rachele Brown ***[Accepted into the record but not as evidence by order of the Hearing Officer]***	April 7, 2009
53.	Materials submitted by Denise Saroff during public participation comments	Submitted April 7, 2009

EXHIBIT 3

UNIFIED PERMIT APPROVALS

2006 00130842
Bk: 47797 Pg: 490 Doc: DECIS
Page: 1 of 10 07/13/2006 11:18 AM

RECORD OF DECISION
W.K. Macnamara C&D Facility
Lot 9A, Independence Drive
Devens, MA 01434
March 28, 2006

1. Applicant

The Applicant is W.K. Macnamara, Corporation, PO Box 1363, Waltham, MA 02454 and Mass Development is the owner. 47318-446

2. Premises and Proposed Project

The Applicant has requested the DEC review a site plan for the project. The site is located on an 11.10 acre site within the Rail, Industrial and Trade Related District and utilizes rail. The Applicant proposes to develop a construction and demolition material recycling facility, with both truck and rail service. The facility will be located on an approximately 11-acre parcel on Independence Drive in the West Rail Industrial Park which is in the Devens Regional Enterprise Zone. The project will involve the construction of approximately 90,000 square feet of structures, which structures will include material processing and office space, an educational center and associated parking areas and a railroad spur line from the Boston and Maine rail line to the Site. Access to the Site will be via paved roads from Independence Drive. The facility will be able to receive up to 1500 tons per day. It will receive construction and demolition materials from Devens and the surrounding region, which materials will be transported to the Facility by trucks or rail and sorted in the Facility to facilitate the recycling of the materials. All processing will take place within the enclosed Facility. The Facility will accept construction and demolition material for sorting and recycling, including wood, asphalt shingles, corrugated paper, metals, brick and concrete. The Facility will not accept putrescible materials.

3. Application:

The submission included thirty seven sheets (37), entitled Site Plans, Proposed Improvements Lot 9a Independence Drive, Devens, MA dated February 9, 2006 revised March 16, 2006 (Landscaping Plans LL1-LL4, DS9, DS10 revised March 20, 2006) Plans Accompanying Application for Level Two Unified Permit Devens Enterprise Commission prepared for W. K. Macnamara, PO Box 1363, Waltham, MA 02454 prepared by ESS Group, Inc. 888 Worcester Street, Suite 240, Wellesley, MA 02482. Rail Design – Edwards and Kelcey, 343 Congress Street, Boston, MA 02210; Process Engineer, ET Environmental, 36 St. John Street, Suite 103, Goshen, NY 10954; Land Surveyor, Chas H. Sells, Inc., 155 Main Dunstable Road, Suites 120 & 125, Nashua, NH 03060 and Landscape and Lighting Design, Paul Finger Associates, 281 Winter Street, Waltham, MA 02451 consisting of the following sheets:

Stephen M. Richmond, Esq.
BEVERIDGE & DIAMOND, P.C.
45 William Street, Suite 120
Wellesley, Massachusetts 02481-4004

Site Plans

- Cover Sheet
- N-1 General Notes and Legend
- K-1 Key Plan
- Ex-1-Ex-2 Existing Condition Plans
- LM-1-LM-2 Layout and Materials Plans
- GD-1-GD-2 Site Grading and Drainage Plans
- UT-1-UT-2 Utility Layout Plans
- LL-1-LL-4 Landscaping, Lighting, and Irrigation Plans
- EC-1-EC-2 Erosion Control Plans
- DS-1 Cross Sections & Details
- DS-2 Scale House Sections and Details
- DS-3-DS-6 Construction Details
- DS-7-DS-8 Stormwater Treatment Details
- DS-9 Landscaping & Lighting Details
- DS-10 Irrigation Details

Rail Design

- T-101-T102 Track Plan and Profile
- T301-T302 Typical Track Sections and Details
- T-501 Curve Standard Detail Sheet
- T-502 Track Alignment Data Sheet

Building Design

- B1 North and South Elevations
- B2 East and West Elevations

Survey

- 1 of 1 Level 1 Subdivision Lot 9A Independence Drive
- 1 of 1 Existing Conditions Survey Lot 9

The Applicant also submitted a "Report to Accompany Level Two Unified Permit Application consisting of application form and letter, unified permit fee, unified permit checklist, abutters list, and Revised Stormwater Drainage Calculations, Geotechnical Engineering Report, Pavement Design Geotechnical Calculations, and LEED Green Building Checklist. Other explanatory material was submitted after the Determination of Completeness was issued. These included Responses to Vollmer Associates comments dated 3/20/2006 including Infiltration Calculations, Proposed Hydrologic Model, Proposed Hydraulic Calculations, Roadway standards were submitted to the DEC on March 20, 2006, additional documentation received from Paul Finger Associates on March 20 included lighting specifications and Lawn Maintenance Guidelines.

All materials submitted for the Site Assignment issued by the Devens Enterprise Commission for this Facility are included by reference as part of the submission materials [a list of which is attached hereto as Exhibit 1].

Ron Headrick, L.A. of Vollmer Associates of Boston reviewed the submission and made written comments dated March 3, 2006. A response letter from ESS Environmental addressed the issues raised by the Mr. Headrick and his colleagues was received on March 20, 2006. Mr. Headrick then wrote a letter dated March 23, 2006 to respond to the ESS letter.

Also submitted to the Commission were:

- A letter approving the design and citing compliance with the Mass Development Design Guidelines signed by Mika Brewer dated March 27, 2006.
- Written comments dated March 15, 2006 from Chief Garrity, Devens Fire Chief.
- Written comments from John Marc Aurelle, P.E. Mass Development Engineering dated March 24, 2006.
- Written comments from Jim Moore, P.E. Mass Development Utilities providing access to sanitary sewer, water, gas, and electric utilities dated February 9, 2006.
- Letter from Mr. Stephen Hill of Southern Container Corp., asking that the DEC address screening and buffering issues to assure compliance with the DEC Regulations, dated February 13, 2006.letter from the Department of the Army regarding installation of a rail spur over Army property to access the Site, dated February 17, 2006

4. Unified Permit Components and Actions:

The Applicant seeks approval of a Site Plan and issuance of a Building Permit.

5. Process:

a. Dammon Frecker of ESS Group submitted the application on February 10, 2006.
b. The Land Use Administrator determined that the application was complete and issued a Determination of Completeness on February 10, 2006.
c. The DEC transmitted the application packets by certified mail to the Towns on February 13, 2006.
d. This transmission began a comment period that ended on Monday, March 20, 2006.
e. The Public Hearing was advertised in Nashoba Publications on March 3, and March 10, 2006.
f. Abutters to the premises were duly notified in writing of the Public Hearing by certified mail on March 7, 2006.
g. The Public Hearing was held on March 28, 2006 in the Conference Room at 33 Andrews Parkway, Devens, MA and concluded that evening with the DEC voting to approve the Site Plan for the Project with conditions as set forth below.

6. Waivers:

The Applicant requested waivers from the following:

- 974 CMR 3.04 (3)(a)(2).a. parking lot construction specifications to use 3" of pavement top course instead of 3-1/2".

- 974 CMR 3.04 (3)(a)(2).b. heavy duty parking lot construction specifications to allow 4" of pavement top course instead of 6".
- 974 CMR 3.04 (3)(a)(4).d. driveway widths to allow 22' driveway width instead of 24'.
- 974 CMR 3.04(8)(I) (l) screening requirements within 50' of the building front as the area is already sufficiently screened as shown on the landscaping plan.
- 974 CMR 3.02 (3)(a) to allow a scale of 1"=50' instead of 1" = 40'.

The DEC granted the first four waivers; the Land Use Administrator (the "LUA") granted the last waiver. A notation citing the waivers granted shall be placed on the final plans.

7. Findings:

The DEC made the following findings:

1. The proposed principal use is an allowed environmental business and rail related industrial use and is an allowed use in the Rail, Industrial and Trade Related zoning district.

2. The lot has a minimum of 2 acres and a minimum of 100 feet of frontage on a public way (Independence Drive).

3. 96 parking spaces are needed to satisfy the total number of parking spaces required by zoning. The Applicant proposes to construct seventy-six parking spaces at this time and to reserve for future needs an additional 20 spaces as shown on the plan (the "Reserve Area").

4. The site is not located within the Viewshed Overlay District.

5. The Applicant agrees to participate in the Devens transportation management association when it comes into being.

6. Regarding the approval criteria listed in 974 CMR 3.03(2):
   (a) The Site Plan complies with 974 CMR 3.00 and with the applicable provisions of the By-Laws.
   (b) The development lies on a lot that will be recorded at the Registry of Deeds.
   (c) The application is Complete.
   (d) All drives, parking lots, loading areas, paths, sidewalks, and streets are designed to provide for safe vehicular and pedestrian travel.
   (e) Access and site circulation enables prompt fire, police, and emergency response.
   (f) Adequate capture and discharge of stormwater and surface water runoff and compliance with applicable portions of the "Devens Stormwater Pollution Prevention Plan" has been achieved.
   (g) Connections with utility, power and communication systems available in the abutting infrastructure have been shown on the Plans and approved by the Mass Development Manager of Engineering and Utilities.

(h) Facilities required under the Water Resources Protection Bylaw and the related Design Standards have been included.
(i) The Project meets the Landscaping Design Standards for plant materials, planting strips, screening, and preservation of existing specimen trees and wooded areas.
(j) No Wetlands Order of Conditions is required.
(k) Applicable Industrial Performance Standards have been adhered to.
(l) Sufficient parking for current needs has been provided.
(m) Adequate traffic mitigation and control measures have been proposed.
(n) The Applicant agrees to participate in the Devens traffic management association.
(o) Adequate water supply exists in terms of quantity, quality, and water pressure for commercial and/or domestic needs and fire protection.
(p) Connection to sanitary sewers will be made.

8. Conditions:

The DEC voted to impose the following conditions, which conditions apply to the Project, the Site, and the Applicant, its successors and assigns:

1) Jackson Gate from Route Two shall be the means of truck access to and from the site, unless there is an emergency and Jackson Gate is unavailable.

2) The construction or expansion of a parking lot, structure or loading dock shall require the submission of a new application for site plan approval pursuant to 974 CMR 3.02(1)(c).

3) There shall be a minimum of seventy-six (76) parking spaces and a "Reserve Area" for twenty (20) additional spaces. No building or permanent structure may be erected in the Reserve Area.

4) Prior to plan endorsement the Applicant shall certify, in writing, that no building or structure will be placed in the Reserved Area and shall execute a covenant providing that it shall build additional parking spaces when the DEC determines this is required.

5) The final endorsed site plan shall include preferred parking places for employees using car pools and driving high efficiency/hybrid vehicles. It shall also designate bicycle storage areas and shower/changing facilities.

6) There is no approval of signs implicitly or explicitly granted in this Unified Permit and any erection of signs of any type will require subsequent approval. Signs shall be designed and erected in accordance with the Sign Regulations 974 CMR 6.00.

7) Prior to plan endorsement by the DEC, the Applicant shall demonstrate compliance with the DEC's Rules and Regulations by submitting its final plans to Vollmer Associates for review and approval.

8) Landscaping shall be maintained in good condition. Any dead or damaged landscaping must be replaced prior to the issuance of a certificate of occupancy for the Facility.

9) A night-time (between 11 p.m. and 7 a.m.) program of reduced illumination must be submitted to the DEC before plans are endorsed. This program will designate which lights may remain on overnight to ensure safety on the Site.

10) The Applicant shall file reports to the DEC in February of each year indicating how they are maintaining their on-site stormwater management facilities.

11) The Applicant, its successors and assigns, shall ensure that the Facility remains in compliance with Mass Development's Devens Design Guidelines as they may be amended.

12) All applicable federal, state, and local permits necessary for the construction and operation of the Facility must be obtained and copies filed with the DEC prior to the issuance of a Certificate of Occupancy.

13) There shall be no parking, standing or queuing on Independence Drive or any public way within Devens.

14) The Applicant shall maintain insurance coverage for property damage and liability in the aggregate amount of $1,000,000, naming the DEC as an additional insured party.

15) Prior to issuance of a certificate of occupancy, the Applicant shall provide the DEC with sample (they may be redacted) hauling (truck) contract(s) language demonstrating that the haulers have been advised of the Devens designated truck route and said contract(s) are subject to revocation upon repeated non-use of said route.

16) All trucks using the Facility shall comply with the laws and regulations of the Devens Regional Enterprise Zone and all applicable federal and state highway regulations. All vehicle operators shall be instructed and monitored by the Applicant to cover incoming and outgoing waste loads and to restrict access/egress to the designated truck route from Route 2 at Jackson Gate (via Jackson Road to Patton Road, to Saratoga Boulevard to Independence Drive) as requested by the DEC.

17) Hours of operation for receiving and processing materials shall be limited to 7 AM to 5 PM Monday-Friday. This does not apply to deliveries made by rail.

18) In accordance to 974 CMR 8.03 (3)(b)(6c), no vehicle shall be left in an idling state within the site for more than 1 hour, with 10 minutes being typical.

19) The Applicant shall submit to the DEC for review and approval to determine compliance with the applicable DEC's Rules and Regulations, the Operations and Maintenance Manual and any changes thereto.

20) When a Devens transportation management association is established, the Applicant shall participate in it.

21) The Applicant shall cause this Permit to be recorded in the Registry of Deeds and shall provide the DEC with the book and page reference thereto.

9. Decision:

The DEC voted on March 28, 2006, after the Public Hearing was closed, to grant certain waivers, to issue findings, including that the application complied with Approval Criteria in 974 CMR 3.03(2), to impose Conditions, and to approve the Site Plan Application for W.K. Macnamara Corporation.

10. Building Permit

The Building Commissioner, along with the Electrical and Plumbing Inspectors, must review architectural/structural drawings and specifications and approve them in writing, prior to issuance of a building permit. All requirements in the Massachusetts Building Code, the Massachusetts Sanitary Code, and the Devens Fire Chief must be met. When this approval is obtained, the building permit may then be integrated with this Site Plan Record of Decision; together they will constitute the Unified Permit for W.K. Macnamara Corporation, which will, in turn, allow construction to commence.

11. Permit Duration

In accordance with 974 CMR 1.10, unified permits shall remain in effect so long as the approved activities are commenced within six months of the date of the DEC or the LUA produces a written decision and completed within two years. It is further noted that a thirty-day "reconsideration period" during which an applicant, a Town, or an aggrieved person may request the DEC reconsider its action (By-Laws, Article IV, Sections C through F). Work performed during this period, which begins on March 29, 2006 and terminates April 28, 2006, is "at risk". Final plans must be submitted for endorsement by the Commission by September 29, 2006.

Approved by:

Date: 3-29-2006

Peter C. Lowitt, AICP, Director
Devens Enterprise Commission

Certification

Middlesex,SS

I certify the above is a true action and record of the Devens Enterprise Commission and that Peter C. Lowitt, Devens Land Use Administrator/Director, is empowered by the Devens Enterprise Commission to sign this Record of Decision on its behalf.

3/29/06
Date

Mary Quinn, Notary
My Commission expires

MARY E. QUINN
Notary Public
Commonwealth of Massachusetts
My Commission Expires
June 25, 2010

Appendix A
Site Assignment Exhibits incorporated into Unified Permit
RECORD OF EXHIBITS*

Exhibit #	Document
1	Notice of Project Change for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (February 15, 2005)
2	Correspondence from ESS Group, Inc. Regarding Proof of Public Notifications (September 27, 2005)
3	Single Environmental Impact Report for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (September 29, 2005)
4	Site Suitability Report Application for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (July 18, 2005)
5	Certificate of the Secretary of Environmental Affairs on the Supplemental/Single Environmental Impact Report (November 14, 2005)
6	Determination of Technical Completeness/Site Suitability Report for the W.K. Macnamara Corporation Construction & Demolition Material Recycling Facility (December 12, 2005)
7	Proof of Public Notice of Site Assignment Hearing Under 310 CMR 16.20(7)(b) (various dates)
8	Affidavit of Dammon M. Frecker (December 30, 2005)
9	Affidavit of Peter H. Guldberg, CCM (December 13, 2005)
10	Affidavit of Eric B. Eby, P.E. (December 21, 2005)
11	Sound Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (November 21, 2005)
12	Air Quality Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (December 5, 2005)
13	Correspondence from ESS Group, Inc. regarding Vollmer Associates Report (December 30, 2005)
14	Correspondence from Southern Container Corp. (November 17, 2005)
15	Affidavit of John T. Hannigan, P.E. (January 3, 2006)
16	Affidavit of Douglas L. Sheadel (January 3, 2006)
17	Report of Vollmer Associates LLP – C&D Material Recycling Facility - Lot 9A, Independence Drive (January 3, 2006)
18	Applicant's response to Proposed Conditions (January 13, 2006)

*Exhibits 1-17 were submitted during the hearing, # 18 was submitted after the hearing and pursuant to the order of the Hearing Officer.

Re: Record of Decision
W.K. Macnamara C&D Facility
Lot 9A, Independence Drive
Devens, MA 01434
March 28, 2006

CERTIFICATE OF NO APPEAL

The undersigned, being the Director of the Devens Enterprise, hereby certifies that the foregoing decision was filed with the Director of the Devens Enterprise Commission on March 29, 2006, that twenty (20) days have elapsed after filing of the decision, and that no notice of any action appealing that decision has been filed with this office during this twenty (20) day period.

Certified this 19 day of June, 2006.

Peter C. Lowitt, AICP, Director
Devens Enterprise Commission

Attest. Middlesex S. Registry

DEVENS ENTERPRISE COMMISSION
Boston 01466 33 Andrews Parkway • Devens, MA 01434 • Phone: (978) 772-8831 • Fax: (978) 772-1529

Minor Correction to an Approved Unified Permit
RECORD OF DECISION
Devens Recycling Center LLC
Lot 9A, Independence Drive
Devens, MA 01434
May 30, 2006

1. **Applicant**
The Applicant is W. K. Macnamara C&D Facility / Devens Recycling Center LLC, PO Box 1363, Waltham, MA 02454 and Mass Development is the owner.

2. **Premises and Proposed Project**
The Applicant has requested the DEC review a site plan for the project. The site 11.10 acre site is located within the Rail, Industrial and Trade Related District (the "Site"). The Applicant proposes to develop a construction and demolition material recycling facility, with both truck and rail service (the "Facility") The Facility will be located on Independence Drive in the West Rail Industrial Park which is in the Devens Regional Enterprise Zone. The project will involve the construction of approximately 90,000 square feet of structures, which structures will include material processing and office space, an educational center and associated parking areas and a railroad spur line from the Boston and Maine rail line to the Site (the "Project"). Access to the Site will be via paved roads from Independence Drive. The Facility will be able to receive up to 1500 tons per day. It will receive construction and demolition materials from Devens and the surrounding region, which materials will be transported to the Facility by trucks or rail and sorted in the Facility to facilitate the recycling of the materials. All processing will take place within the enclosed Facility. The Facility will accept construction and demolition material for sorting and recycling, including wood, asphalt shingles, corrugated paper, metals, brick and concrete. The Facility will not accept putrescible materials.

3. **Application:**
The submission included thirty seven sheets (37), entitled Site Plans, Proposed Improvements Lot 9a Independence Drive, Devens, MA dated February 9, 2006 revised March 16, 2006 (Landscaping Plans LL1-LL4, DS9, DS10 revised March 20, 2006) Plans Accompanying Application for Level Two Unified Permit Devens Enterprise Commission prepared for W. K. Macnamara, PO Box 1363, Waltham, MA 02454 prepared by ESS Group, Inc. 888 Worcester Street, Suite 240, Wellesley, MA 02482. Rail Design – Edwards and Kelcey, 343 Congress Street, Boston, MA 02210; Process Engineer, ET Environmental, 36 St. John Street, Suite 103, Goshen, NY 10954; Land Surveyor, Chas H. Sells, Inc., 155 Main Dunstable Road, Suites 120 & 125, Nashua, NH 03060 and Landscape and Lighting Design, Paul Finger Associates, 281 Winter Street, Waltham, MA 02451 consisting of the following sheets (all of which are referred to in the conditions as the "Site Plan"):

Site Plans

- Cover Sheet
- N-1 General Notes and Legend
- K-1 Key Plan
- Ex-1-Ex-2 Existing Condition Plans
- LM-1-LM-2 Layout and Materials Plans
- GD-1-GD-2 Site Grading and Drainage Plans
- UT-1-UT-2 Utility Layout Plans
- LL-1-LL-4 Landscaping, Lighting, and Irrigation Plans
- EC-1-EC-2 Erosion Control Plans
- DS-1 Cross Sections & Details
- DS-2 Scale House Sections and Details
- DS-3-DS-6 Construction Details
- DS-7-DS-8 Stormwater Treatment Details
- DS-9 Landscaping & Lighting Details
- DS-10 Irrigation Details

Rail Design

- T-101-T102 Track Plan and Profile
- T301-T302 Typical Track Sections and Details
- T-501 Curve Standard Detail Sheet
- T-502 Track Alignment Data Sheet

Building Design

- B1 North and South Elevations
- B2 East and West Elevations

Survey

- 1 of 1 Level 1 Subdivision Lot 9A Independence Drive
- 1 of 1 Existing Conditions Survey Lot 9

The Applicant also submitted a "Report to Accompany Level Two Unified Permit Application consisting of application form and letter, unified permit fee, unified permit checklist, abutters list, and Revised Stormwater Drainage Calculations, Geotechnical Engineering Report, Pavement Design Geotechnical Calculations, and LEED Green Building Checklist. Other explanatory material was submitted after the Determination of Completeness was issued. These included Responses to Vollmer Associates comments dated 3/20/2006 including Infiltration Calculations, Proposed Hydrologic Model, Proposed Hydraulic Calculations, Roadway standards were submitted to the DEC on March 20, 2006, additional documentation received from Paul Finger Associates on March 20 included lighting specifications and Lawn Maintenance Guidelines.

All materials submitted for the Site Assignment issued by the Devens Enterprise Commission for this Facility are included by reference as part of the submission materials [a list of which is attached hereto as Exhibit 1].

Ron Headrick, L.A. of Vollmer Associates of Boston reviewed the submission and made written comments dated March 3, 2006. A response letter from ESS Environmental addressed the issues raised by the Mr. Headrick and his colleagues was received on March 20, 2006. Mr. Headrick then wrote a letter dated March 23, 2006 to respond to the ESS letter.

Also submitted to the Commission were:

- A letter approving the design and citing compliance with the Mass Development Design Guidelines signed by Mika Brewer dated March 27, 2006.
- Written comments dated March 15, 2006 from Chief Garrity, Devens Fire Chief.
- Written comments from John Marc Aurelle, P.E. Mass Development Engineering dated March 24, 2006.
- Written comments from Jim Moore, P.E. Mass Development Utilities providing access to sanitary sewer, water, gas, and electric utilities dated February 9, 2006.
- Letter from Mr. Stephen Hill of Southern Container Corp., asking that the DEC address screening and buffering issues to assure compliance with the DEC Regulations, dated February 13, 2006.letter from the Department of the Army regarding installation of a rail spur over Army property to access the Site, dated February 17, 2006.
- Letter dated May 25, 2006 changing the name for the recycling Center from W.K. Macnamara Corporation to Devens Recycling Center, LLC.

4. Unified Permit Components and Actions:

The Applicant seeks approval of a Site Plan and issuance of a Building Permit.

5. Process:

a. Dammon Frecker of ESS Group submitted the application on February 10, 2006.

b. The Land Use Administrator determined that the application was complete and issued a Determination of Completeness on February 10, 2006.

c. The DEC transmitted the application packets by certified mail to the Towns on February 13, 2006.

d. This transmission began a comment period that ended on Monday, March 20, 2006.

e. The Public Hearing was advertised in Nashoba Publications on March 3, and March 10, 2006.

f. Abutters to the premises were duly notified in writing of the Public Hearing by certified mail on March 7, 2006.

g. The Public Hearing was held on March 28, 2006 in the Conference Room at 33 Andrews Parkway, Devens, MA and concluded that evening with the DEC voting to approve the Site Plan for the Project with conditions as set forth below.

h. The DEC held a public meeting on May 30, 2006 and determined the change of name from W.K. Macnamara Corporation to Devens Recycling Center LLC is a minor correction or alteration to an approved unified permit per 974 CMR 1.12(3).

6. Waivers:

The Applicant requested waivers from the following:

- 974 CMR 3.04 (3)(a)(2).a. parking lot construction specifications to use 3" of pavement top course instead of 3-1/2".
- 974 CMR 3.04 (3)(a)(2).b. heavy duty parking lot construction specifications to allow 4" of pavement top course instead of 6".
- 974 CMR 3.04 (3)(a)(4).d. driveway widths to allow 22' driveway width instead of 24'.
- 974 CMR 3.04(8)(I) (l) screening requirements within 50' of the building front as the area is already sufficiently screened as shown on the landscaping plan.
- 974 CMR 3.02 (3)(a) to allow a scale of 1"=50' instead of 1" = 40'.

The DEC granted the first four waivers; the Land Use Administrator (the "LUA") granted the last waiver. A notation citing the waivers granted shall be placed on the final plans.

7. Findings:

The DEC made the following findings:

1. The proposed principal use is an allowed environmental business and rail related industrial use and is an allowed use in the Rail, Industrial and Trade Related zoning district.

2. The lot has a minimum of 2 acres and a minimum of 100 feet of frontage on a public way (Independence Drive).

3. 96 parking spaces are needed to satisfy the total number of parking spaces required by zoning. The Applicant proposes to construct seventy-six parking spaces at this time and to reserve for future needs an additional 20 spaces as shown on the plan (the "Reserve Area").

4. The site is not located within the Viewshed Overlay District.

5. The Applicant agrees to participate in the Devens transportation management association when it comes into being.

6. Regarding the approval criteria listed in 974 CMR 3.03(2):
   (a) The Site Plan complies with 974 CMR 3.00 and with the applicable provisions of the By-Laws.
   (b) The development lies on a lot that will be recorded at the Registry of Deeds.
   (c) The application is Complete.
   (d) All drives, parking lots, loading areas, paths, sidewalks, and streets are designed to provide for safe vehicular and pedestrian travel.
   (e) Access and site circulation enables prompt fire, police, and emergency response.

(f) Adequate capture and discharge of stormwater and surface water runoff and compliance with applicable portions of the "Devens Stormwater Pollution Prevention Plan" has been achieved.
(g) Connections with utility, power and communication systems available in the abutting infrastructure have been shown on the Plans and approved by the Mass Development Manager of Engineering and Utilities.
(h) Facilities required under the Water Resources Protection Bylaw and the related Design Standards have been included.
(i) The Project meets the Landscaping Design Standards for plant materials, planting strips, screening, and preservation of existing specimen trees and wooded areas.
(j) No Wetlands Order of Conditions is required.
(k) Applicable Industrial Performance Standards have been adhered to.
(l) Sufficient parking for current needs has been provided.
(m) Adequate traffic mitigation and control measures have been proposed.
(n) The Applicant agrees to participate in the Devens traffic management association.
(o) Adequate water supply exists in terms of quantity, quality, and water pressure for commercial and/or domestic needs and fire protection.
(p) Connection to sanitary sewers will be made.

8. Conditions:

The DEC voted to impose the following conditions, which conditions apply to the Project, the Site, and the Applicant, its successors and assigns:

1) Jackson Gate from Route Two shall be the means of truck access to and from the site, unless there is an emergency and Jackson Gate is unavailable.

2) The construction or expansion of a parking lot, structure or loading dock shall require the submission of a new application for site plan approval pursuant to 974 CMR 3.02(1)(c).

3) There shall be a minimum of seventy-six (76) parking spaces and a "Reserve Area" for twenty (20) additional spaces. No building or permanent structure may be erected in the Reserve Area.

4) Prior to plan endorsement the Applicant shall certify, in writing, that no building or structure will be placed in the Reserved Area and shall execute a covenant providing that it shall build additional parking spaces when the DEC determines this is required.

5) The final endorsed site plan shall include preferred parking places for employees using car pools and driving high efficiency/hybrid vehicles. It shall also designate bicycle storage areas and shower/changing facilities.

6) There is no approval of signs implicitly or explicitly granted in this Unified Permit and any erection of signs of any type will require subsequent approval. Signs shall be designed and erected in accordance with the Sign Regulations 974 CMR 6.00.

7) Prior to plan endorsement by the DEC, the Applicant shall demonstrate compliance with the DEC's Rules and Regulations by submitting its final plans to Vollmer Associates for review and approval.

8) Landscaping shall be maintained in good condition. Any dead or damaged landscaping must be replaced prior to the issuance of a certificate of occupancy for the Facility.

9) A night-time (between 11 p.m. and 7 a.m.) program of reduced illumination must be submitted to the DEC before plans are endorsed. This program will designate which lights may remain on overnight to ensure safety on the Site.

10) The Applicant shall file reports to the DEC in February of each year indicating how they are maintaining their on-site stormwater management facilities.

11) The Applicant, its successors and assigns, shall ensure that the Facility remains in compliance with Mass Development's Devens Design Guidelines as they may be amended.

12) All applicable federal, state, and local permits necessary for the construction and operation of the Facility must be obtained and copies filed with the DEC prior to the issuance of a Certificate of Occupancy.

13) There shall be no parking, standing or queuing on Independence Drive or any public way within Devens.

14) The Applicant shall maintain insurance coverage for property damage and liability in the aggregate amount of $1,000,000, naming the DEC as an additional insured party.

15) Prior to issuance of a certificate of occupancy, the Applicant shall provide the DEC with sample (they may be redacted) hauling (truck) contract(s) language demonstrating that the haulers have been advised of the Devens designated truck route and said contract(s) are subject to revocation upon repeated non-use of said route.

16) All trucks using the Facility shall comply with the laws and regulations of the Devens Regional Enterprise Zone and all applicable federal and state highway regulations. All vehicle operators shall be instructed and monitored by the Applicant to cover incoming and outgoing waste loads and to restrict access/egress to the designated truck route from Route 2 at Jackson Gate (via

Jackson Road to Patton Road, to Saratoga Boulevard to Independence Drive) as requested by the DEC.

17) Hours of operation for receiving and processing materials shall be limited to 7 AM to 5 PM Monday-Friday. This does not apply to deliveries made by rail.

18) In accordance to 974 CMR 8.03 (3)(b)(6c), no vehicle shall be left in an idling state within the site for more than 1 hour, with 10 minutes being typical.

19) The Applicant shall submit to the DEC for review and approval to determine compliance with the applicable DEC's Rules and Regulations, the Operations and Maintenance Manual and any changes thereto.

20) When a Devens transportation management association is established, the Applicant shall participate in it.

21) The Applicant shall cause this Permit to be recorded in the Registry of Deeds and shall provide the DEC with the book and page reference thereto.

9. Decision:

The DEC voted on March 28, 2006, after the Public Hearing was closed, to grant certain waivers, to issue findings, including that the application complied with Approval Criteria in 974 CMR 3.03(2), to impose Conditions, and to approve the Site Plan Application for W.K. Macnamara Corporation.

10. Building Permit

The Building Commissioner, along with the Electrical and Plumbing Inspectors, must review architectural/structural drawings and specifications and approve them in writing, prior to issuance of a building permit. All requirements in the Massachusetts Building Code, the Massachusetts Sanitary Code, and the Devens Fire Chief must be met. When this approval is obtained, the building permit may then be integrated with this Site Plan Record of Decision; together they will constitute the Unified Permit for W.K. Macnamara Corporation, which will, in turn, allow construction to commence.

11. Permit Duration

In accordance with 974 CMR 1.10, unified permits shall remain in effect so long as the approved activities are commenced within six months of the date of the DEC or the LUA produces a written decision and completed within two years. It is further noted that a thirty-day "reconsideration period" during which an applicant, a Town, or an aggrieved person may request the DEC reconsider its action (By-Laws, Article IV, Sections C through F). Work performed during this period, which begins on March 29, 2006 and

terminates April 28, 2006, is "at risk". Final plans must be submitted for endorsement by the Commission by September 29, 2006.

Approved by:

Date: 6/7/06

Peter C. Lowitt, AICP, Director
Devens Enterprise Commission

Certification

Middlesex,SS

I certify the above is a true action and record of the Devens Enterprise Commission and that Peter C. Lowitt, Devens Land Use Administrator/Director, is empowered by the Devens Enterprise Commission to sign this Record of Decision on its behalf.

6/7/06
Date

Mary Quinn, Notary
My Commission Expires

MARY E. QUINN
Notary Public
Commonwealth of Massachusetts
My Commission Expires
June 25, 2010

Appendix A
Site Assignment Exhibits incorporated into Unified Permit
RECORD OF EXHIBITS*

Exhibit #	Document
1	Notice of Project Change for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (February 15, 2005)
2	Correspondence from ESS Group, Inc. Regarding Proof of Public Notifications (September 27, 2005)
3	Single Environmental Impact Report for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (September 29, 2005)
4	Site Suitability Report Application for Construction & Demolition Material Recycling Facility by ESS Group, Inc. (July 18, 2005)
5	Certificate of the Secretary of Environmental Affairs on the Supplemental/Single Environmental Impact Report (November 14, 2005)
6	Determination of Technical Completeness/Site Suitability Report for the W.K. Macnamara Corporation Construction & Demolition Material Recycling Facility (December 12, 2005)
7	Proof of Public Notice of Site Assignment Hearing Under 310 CMR 16.20(7)(b) (various dates)
8	Affidavit of Dammon M. Frecker (December 30, 2005)
9	Affidavit of Peter H. Guldberg, CCM (December 13, 2005)
10	Affidavit of Eric B. Eby, P.E. (December 21, 2005)
11	Sound Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (November 21, 2005)
12	Air Quality Study for the W.K. Macnamara C&D Material Recycling Facility, Devens, Massachusetts (December 5, 2005)
13	Correspondence from ESS Group, Inc. regarding Vollmer Associates Report (December 30, 2005)
14	Correspondence from Southern Container Corp. (November 17, 2005)
15	Affidavit of John T. Hannigan, P.E. (January 3, 2006)
16	Affidavit of Douglas L. Sheadel (January 3, 2006)
17	Report of Vollmer Associates LLP – C&D Material Recycling Facility - Lot 9A, Independence Drive (January 3, 2006)
18	Applicant's response to Proposed Conditions (January 13, 2006)

*Exhibits 1-17 were submitted during the hearing, # 18 was submitted after the hearing and pursuant to the order of the Hearing Officer.

Memorandum

To: Mr. Kurt Macnamara, Devens Recycling Center

From: Peter Lowitt, Devens Enterprise Commission

Date: July 10, 2009

Sub: ROD - Modification to an Approved Unified Permit

Mr. Macnamara,

Enclosed is the original copy of the Record of Decision (ROD) for the Modification to an Approved Unified Permit. The public hearing was held on June 30, 2009 and the DEC Members voted on July 9, 2009. The ROD will have to be registered at the Registry of Deeds.

Please contact me if you need additional information.

Modification to an Approved Unified Permit
RECORD OF DECISION
Devens Recycling Center LLC
Lot 9A, Independence Drive
Devens, MA 01434
July 9, 2009

1. **Applicant**
The Applicant is Devens Recycling Center, 45 Independence Drive, Devens, MA 01434, its successors and assigns.

2. **Premises and Proposed Modifications**
The Applicant has requested a modification to the original Unified Permit for the Devens Recycling Center, located at 45 Independence Drive, Devens, MA. The 11.10 acre site is located within the Rail, Industrial and Trade Related District (the "Site"). The existing Facility consists of a 90,000 square foot building and associated truck and rail service fo the handling of construction and demolition material recycling(the "Facility"). The Original Unified Permit was issued by the DEC on May 30, 2006 with 21 conditions. On April 21, 2009 the Applicant received approval for a modification to their current site assignment to allow the Facility to accept up to 500 tons per day of Municipal Solid Waste (MSW). The following proposed modifications to the original Unified Permit conditions are requested by the Applicant to facilitate the handling of Construction and Demolition Debris and MSW at this Site and to be consistent with the recent modification to the original site assignment decision:

- Condition #4 required a reserve parking area for additional parking should it be necessary. The Applicant has requested they be allowed to place outdoor storage containers in this location.
- Condition #15 required specific language to be added to hauling contracts. The Applicant has requested this language be added to a sample pricing agreements instead of hauling contracts.
- Condition #17 restricted the hours of operation of the Facility to 7AM-5PM, Monday through Friday. The Applicant has requested an extension of operating hours to 6AM-5PM, Monday through Friday, and 7AM-12PM on Saturdays.
- Condition#18 restricts idling of vehicles on-site to no more than 1 hour, with 10 minutes being typical. The Applicant has requested to further restrict idling of vehicles on this Site to be consistent with the Massachusetts Anti-Idling Law.

In addition, the Applicant has requested a number of operational modifications to provide consistency with the recent site assignment modification and, in the Applicant's opinion, will allow the Facility to operate in a manner that is consistent with industry standards:

- Permitting of outdoor storage containers
- Permitting of an outdoor roll-off container storage area
- Modification to the operational requirements for tipping bay doors under 974 CMR 8.03(3)(b)2.h.

3. Application:

The submission included the following items, which serve as the list of exhibits for this Application:

a. A completed Level Two Unified Permit Application dated May 1, 2009 (DEC No. D09-037), 1 page;
b. Accompanying letter dated May 6, 2009 to Peter Lowitt, from W. Kurt Macnamara; 3 pages.
c. Site Plan entitled "General Plan: Devens Recycling Center Outside Container Storage Plan"; Prepared by ESS Group, Inc. 888 Worcester Street, Suite 240, Wellesley, MA 02482; dated April 29, 2009; Drawing No. GP-1; Scale 1"=40'.
d. Memo from Peter Lowitt to Towns of Ayer, Harvard and Shirley Board of Selectman and Planning Offices; Subject: Devens Recycling Center, LLC – 45 Independence Dr., Devens Amendment to existing Unified Permit; dated May 21, 2009. (notification of Public Hearing on June 30, 2009);
e. 5/26/09 Certified List of Abutters, from Norma Frost, Assistant Assessor, Devens Board of Assessors.
f. Memo from Peter Lowitt to Abutters and Interested Parties; Subject: Devens Recycling Center, LLC – 45 Independence Dr., Devens Amendment to existing Unified Permit; dated May 21, 2009. (notification of Public Hearing on June 30, 2009);
g. Public Hearing Legal Notice Fax to Nashoba Publications, from Peter Lowitt/Mary Quinn, dated May 28, 2009 – to be published June 5 & 12, 2009
h. Copies of Legal notices from June 5 and 12, 2009
i. Public Hearing Notice Fax to Town Clerks of Ayer, Harvard, Shirley, Lancaster and MassDevelopment, from Peter Lowitt/Mary Quinn, dated May 28, 2009
j. Public Hearing Notice Fax to Community Service Cable Committee, from Peter Lowitt/Mary Quinn, dated May 28, 2009
k. Public Hearing Notice Fax to Secretary of State, from Mary Quinn, dated May 28, 2009
l. E-mail correspondence as follows:

Date	From	To	Subject
5-8-09	Lynn Welsh	Peter Lowitt	Formal Request for guidance on changes of hours for Devens Recycling LLC
6-18-09	Judy Cohen	Neil Angus	Re: DRC Unified Permit Modification

m. Staff Report to the Devens Enterprise Commission, from Peter Lowitt and Neil Angus, dated June 30, 2009. Re: Devens Recycling Center, LLC Unified Permit Amendment Application.
n. Letter dated July 1, 2009 from W. Kurt Macnamarra to Peter Lowitt (3 pages).
o. Mullin Rule Affidavit from DEC Commissioner Paul von Loesecke, dated July 7, 2009.
p. Letter dated June 26, 2009 from Mika Brewer to Peter Lowitt re: Devens Recycling: Review of outside container storage areas.
q. A letter from Kurt Macnamarra of Devens Recycling Center dated July 1, 2009 clarifying the major three elements of the plan amendment.

4. **Unified Permit Components and Actions:**
The Applicant seeks a modification to the May 30, 2006 Unified Permit approval conditions, along with additional waiver requests as stated herein.

5. **Process:**
   a. Judy Cohen from Devens Recycling, LLC. Submitted the Application and supporting materials on May 6, 2009.
   b. The Land Use Administrator determined that the application was complete and issued a Determination of Completeness on May 11, 2009.
   c. The DEC transmitted the application packets by certified mail to the Towns on May 21, 2009. The Towns received the application packets on May 26, 2009.
   d. The 30-day comment period commenced on May 26, 2009 and expired on June 25, 2009. No comments were received.
   e. The Public Hearing was advertised in Nashoba Publications on June 5 and 12, 2009.
   f. Abutters to the premises were duly notified in writing of the Public Hearing by certified mail on May 28, 2009.
   g. The Public Hearing was held on June 30, 2009 in the Conference Room at 33 Andrews Parkway, Devens, MA and concluded that evening with the DEC voting to approve the Unified Permit Modification with additional conditions as set forth below.

6. **Waivers:**
The Applicant requested the following waivers from the DEC Development Rules and Regulations:
   a. **974 CMR 8.03(3)(b)2.h. – tipping bay doors are open for the minimum time required for vehicles to enter the Facility and shall be kept closed during the unloading process.** As part of the Site Assignment approval, the DEC required the Applicant to keep doors 1 and 6 and a third door closed at all times except when necessary for maintenance or loading activities. The Applicant will make every effort to make door #2 the third door closed at all times

   b. **974 CMR 3.02(2) – Plan Submission Requirements.** The Applicant submitted a completed application, required fee, abutters list, 3 copies of the site plan and an accompanying letter explaining the modifications and waivers being requested. Additional supporting information is contained within previous applications.

   c. **974 CMR 3.04(3)(a)2.b. - The portion of the parking lots, loading docks, and driveway subject to truck traffic, truck and container storage, and other railroad related vehicles, shall be constructed of bituminous concrete pavement. The construction specifications shall be the following:**
      1.Compacted subgrade, free of frost, roots, and debris.
      2.Eight inches of compacted gravel subbase conforming to Massachusetts Highway Department Standard Specifications for Highway and Bridges (MHDSSHB) M.1.03.0 Type A.

3.Four inches of compacted gravel base conforming to MHDSSHB M.1.03.0 Type B.
4.Three inches of bituminous concrete base course.
5.1½ inches of bituminous concrete binder course.
6.1½ inches of bituminous concrete top course.

The Applicant requests the DEC deem the existing pavement suitable.

d. 974 CMR 3.04(3)(a)3. - ...Landscape treatments may also be required to screen parking lot lots or elements of parking lots (such as dumpsters or loading docks). The Applicant is requesting the existing screening plantings along the westerly property boundary satisfy the screening requirements.

The DEC granted waiver requests a, b, and c. (door operations , submission requirements and pavement thickness); the DEC denied waiver request d (landscape screening). A notation citing the waivers granted shall be placed on the final plans.

All previously approved waivers as granted in the May 30, 2006 still apply to this project.

7. Findings:
The DEC made the following findings:

1. The proposed principal use and associated activities are an environmental business and rail related industrial uses which are allowed uses in the Rail, Industrial and Trade Related zoning district.

2. The existing seventy-six parking spaces are adequate to service the Facility.

3. MassDevelopment has reviewed and approved the outdoor container storage areas from a design review standpoint, with 5 conditions as listed in their June 26, 2009 letter to Peter Lowitt (Exhibit p.).

4. Regarding the approval criteria listed in 974 CMR 3.03(2):
   (a) The modified Site Plan complies with 974 CMR 3.00 and with the applicable provisions of the By-Laws.
   (b) The development lies on a lot that is recorded at the Registry of Deeds.
   (c) The application is Complete.
   (d) All drives, parking lots, loading areas, paths, sidewalks, and streets are designed to provide for safe vehicular and pedestrian travel.
   (e) Access and site circulation enables prompt fire, police, and emergency response.
   (f) Adequate capture and discharge of stormwater and surface water runoff and compliance with applicable portions of the "Devens Stormwater Pollution Prevention Plan" has been achieved.
   (g) Connections with utility, power and communication systems are in place and have been approved by the Mass Development Manager of Engineering and Utilities.

(h) Facilities required under the Water Resources Protection Bylaw and the related Design Standards have been included.
(i) The Project meets the Landscaping Design Standards for plant materials, planting strips, screening, and preservation of existing specimen trees and wooded areas.
(j) No Wetlands Order of Conditions is required.
(k) Applicable Industrial Performance Standards have been adhered to.
(l) Sufficient parking for current needs has been provided.
(m) Adequate traffic mitigation and control measures are in place.
(n) The Applicant agrees to participate in the Devens traffic management association.
(o) Adequate water supply exists in terms of quantity, quality, and water pressure for commercial and/or domestic needs and fire protection.
(p) Connection to sanitary sewers has been made.

8. Conditions:

The DEC voted to modify the following conditions of the original Unified Permit granted on May 30, 2006:

Conditions #3 and #4 are modified to allow for the placement of four (4) temporary storage structures within area shown as reserved parking. The Applicant is not required to execute and file a reserve parking covenant.

Condition #15 is modified to require the Applicant to provide the DEC with sample (they may be redacted) hauling (truck) contract(s) language and sample pricing agreement language demonstrating that the haulers have been advised of the Devens designated truck route and said contract(s) are subject to revocation upon repeated non-use of said route.

Condition #18 is modified to correspond with the Massachusetts Anti-Idling Law (MGL Ch.90 Sec.16A), limiting idling to no more than 5 minutes, with some exceptions.

In addition, the DEC voted to impose the following new conditions to the Project, the Site, the Facility and the Applicant, its successors and assigns:

22) The Applicant shall expand their pest management program to specifically address the roll-off container storage area and enclosed storage containers.

23) Except for those areas designated on the Site Plan entitled "General Plan: Devens Recycling Center Outside Container Storage Plan"; Prepared by ESS Group, Inc. 888 Worcester Street, Suite 240, Wellesley, MA 02482; dated April 29, 2009; Drawing No. GP-1; Scale 1"=40', no outdoor storage of materials and or equipment is permitted. Processing of any materials is explicitly prohibited outside.

24) The roll-off container storage area is limited to empty construction and demolition debris recycling containers used at this facility. No MSW containers and/or materials

are permitted to be stored in this area or anywhere outside the Facility. The existing heavy-duty pavement in the proposed roll-off container storage area is suitable for dumpster storage.

25) No more than four fully enclosed storage containers are permitted to be stored outside in the areas previously reserved for overflow parking in the rear of the Facility. Such storage containers shall be placed on top of additional supports that will redistribute weight more evenly and reduce the likelihood of pavement damage. All materials and equipment to be stored shall be within the fully enclosed containers. No liquid or hazardous materials are permitted to be stored within these containers. Should this pavement area be damaged, the Applicant shall, at the discretion of the DEC, either repair such pavement or reconstruct the area with a cement concrete pad with the following minimum specifications:

Surface - 8" of Cement Concrete (4000psi)
Sub-base - 12" of Compacted Gravel MHDSSHB 3.103.0 Type A
Reinforcement - #4 bars (60ksi) 16" O.C. in both directions; or
4x4 W2.9 x W2.9 welded wire mesh (80ksi)

26) The Applicant shall install the required bike racks and employee car pooling spaces as per the May 30, 2006 approval and remove the up-lighting from the existing freestanding sign, prior to the Facility accepting any MSW.

27) The Facility operations and maintenance plan shall be modified to include monitoring and maintenance of the roll-off container storage area and the fully enclosed storage containers. A copy of the updated operations and maintenance plan for the Facility shall be submitted to the DEC for review and approval prior to the Facility accepting any MSW.

28) The Applicant shall provide additional screening in the form of a continuous, visually impermeable vegetative and/or fencing barrier or a combination thereof, a minimum of 6 feet in height around the roll-off container storage area. This screening shall be installed prior to the placement of any roll-off containers in this area.

29) All previously approved conditions within the May 30, 2006 Unified Permit and April 21, 2009 Site Assignment Modification continue to remain in force and effect. These modifications and new conditions apply to the Project, the Site, the Facility and the Applicant.

9. Decision:

The DEC closed the Public Hearing on June 30, 2009 and voted on July 9, 2009, at their Regular Meeting, to grant certain waivers, to issue findings, including that the application complied with Approval Criteria in 974 CMR 3.03(2), to modify previously approved conditions of the May 30, 2006 Unified Permit and impose new additional conditions and approve the modification to the original Unified Permit for the Devens Recycling Center, LLC..

10. Building Permit

The Building Commissioner, along with the Electrical and Plumbing Inspectors, must review architectural/structural drawings and specifications and approve them in writing, prior to issuance of a building permit for the storage containers. All requirements in the Massachusetts Building Code, the Massachusetts Sanitary Code, and the Devens Fire Chief must be met. When this approval is obtained, the building permit may then be integrated with this Site Plan Record of Decision; together they will constitute the Modified Unified Permit for Devens Recycling, LLC., which will, in turn, allow construction of the Facility/Site improvements to commence.

11. Permit Duration

In accordance with 974 CMR 1.10, unified permits shall remain in effect so long as the approved activities are commenced within six months of the date of the DEC or the LUA produces a written decision and completed within two years. It is further noted that a thirty-day "reconsideration period" during which an applicant, a Town, or an aggrieved person may request the DEC reconsider its action (By-Laws, Article IV, Sections C through F). Work performed during this period, which begins on July 10, 2009 and terminates August 9, 2009, is "at risk". Final plans must be submitted for endorsement by the Commission by January 10, 2010.

Approved by:

July 10, 2009
Date

Peter C. Lowitt, AICP, Director
Devens Enterprise Commission

Certification

Middlesex,SS

I certify the above is a true action and record of the Devens Enterprise Commission and that Peter C. Lowitt, Devens Land Use Administrator/Director, is empowered by the Devens Enterprise Commission to sign this Record of Decision on its behalf.

7/10/09
Date

Mary Quinn, Notary
My Commission expires

MARY E. QUINN
Notary Public
Commonwealth of Massachusetts
My Commission Expires
June 25, 2010

Devens Enterprise Commission
Devens Recycling Center Request for Reconsideration
October 7, 2010
Record of Decision

Request for Reconsideration:
Devens Recycling Center (DRC) has requested Reconsideration (the "Request") of the DEC's denial of its application to modify its Unified Permit to extend, on a six-month trial basis, its operating hours to include Saturday, 7:00am to 1:00pm. DRC claims that the decision "was outside the scope of the DEC's authority".

Procedural Background:
Condition 17 of the original Unified Permit Record of Decision for the recycling center (dated March 28, 2006) limits "hours of operation for receiving and processing materials" to weekdays from 7am to 5pm. This condition is also in the May 30, 2006 "Minor Correction to an Approved Unified Permit Devens Recycling Center, LLC Record of Decision", reflecting the name change from W.K. Macnamara Corporation to Devens Recycling Center, LLC . In its July 9, 2009 Record of Decision entitled "Modification to an Approved Unified Permit Devens Recycling Center" the DEC noted that DRC requested an extension of its operating hours. The DEC did not amend the condition limiting the hours of operation to weekdays.

On May 25, 2010 DRC submitted an application to the DEC to modify the Unified Permit to extend, on a six-month trial basis, its operating hours to include Saturday, 7:00am to 1:00pm (the "Application"). After holding a duly noticed public hearing commencing on July 27, 2010 and closing on August 5, 2010, the DEC voted on August 5, 2010 to deny DRC's application (the "Denial"). The DEC received the Request on August 20, 2010. On August 24, 2010 the DEC received a letter from DRC agreeing to extend the deadline for reconsideration from October 4, 2010 to October 8, 2010. A public hearing was scheduled for October 7, 2010 and the legal notice was published in the Ayer Public Spirit on September 10, 2010 and September 17, 2010. Notice of the hearing was also sent to all certified abutting property owners by certified mail. Notice was also sent to the Towns of Ayer, Harvard and Shirley and Lancaster Town Clerks, as well as the Secretary of the State and local cable channel. The public hearing was held on October 7, 2010.

List of Exhibits:

The following exhibits are included in the record of this Reconsideration request:

a. Request for Reconsideration letter dated August 20, 2010, from W. Kurt Macnamara, Principal, Devens Recycling Center, to Peter Lowitt, Devens Enterprise Commission (2 pages);

b. Reconsideration public hearing extension agreement letter, dated August 23, 2010 from Judith L. Royce-Cohen, Facility Director, Devens Recycling Center, to Peter Lowitt, Devens Enterprise Commission (1 page);

c. Pest Control letter dated August 12, 2010 from Alan Bliss, President, Flynn Pest Control, to Judy Cohen, Facility Director, Devens Recycling Center (1 page);

d. Letter Re: Quarterly odor observations at Devens Recycling Center October 2009 to present, dated August 12, 2010 from Michael T. Lannan, PE, Tech Environmental, to Judy Cohen, Facility Director, Devens Recycling Center (1 page);

e. DEC Record of Decision entitled "Modification to an Approved Unified Permit Record of Decision, Devens Recycling Center, LLC, Lot 9A, Independence Drive, Devens MA 01434, August 5, 2010" (3 pages);

f. Notice of Public Hearing - Memo to abutters and interested parties, from Peter Lowitt, Devens Enterprise Commission, dated September 20, 2010, Subj: Amend Operating Hours – 45 Independence, DRC;

g. List of abutting property owners;

h. Notice of Public Hearing - Memo to Selectman and Planning Boards, towns of Ayer, Harvard and Shirley, from Peter Lowitt, Devens Enterprise Commission, dated September 7, 2010, Subj: Reconsideration - 45 Independence, DRC, Saturday Hours (including certified mail return receipts);

i. Notice of Public Hearing – Fax cover sheet to Nashoba Publications, from Peter Lowitt/Mary Quinn, dated September 3, 2010, Publication dated September 10 and 17th (including actual ads from newspaper);

j. Notice of Public Hearing – Fax cover sheets to Town Clerks of Ayer, Harvard, Shirley, Lancaster and MassDevelopment, as well as Community Service Cable Committee and Secretary of State, from Peter Lowitt/Mary Quinn, dated September 7, 2010;

k. Ayer Board of Selectman letter dated September 10, 2010, from Robert Pontbriand, Ayer Town Administrator to William Marshall, Chairman DEC, re: Devens Recycling Center's Request for Extended Operating Hours (including Town of Harvard letter as attachment (3 pages total);

l. Nashoba Associated Boards of Health letter from James Garreffi, Director, to Neil Angus, Environmental Planner, Devens Enterprise Commission, dated September 10, 2010, Re: Devens Recycling Center (2 pages);

m. Pictures of Truck Route Signage at Devens Recycling Center – submitted by Judy Cohen on 9/21/10;

n. Direct Mail campaign PDF file from Judy Cohen including September 23, 2010 e-mail from Ayer Police Department, August 11, 2010 direct mail campaign letter to customers, and August 18, 2010 letter to other haulers that use the facility re: enforcement of truck route;

o. Staff report from Edith Netter and Neil Angus, dated October 4, 2010, Re: Devens Recycling Center Request for Reconsideration (10 pages);

p. List of facility inspections entitled: Devens Recycling Inspections by Various Parties 2009-2010 September 29, 2010.

q. Letter Re: September 21 odor observations at Devens Recycling, dated September 21, 2010 from Michael T. Lannan, PE, Tech Environmental, to Judy Cohen, Facility Director, Devens Recycling Center (5 pages)

r. Truck Route Inspection Summary Report 8-11-09 through 10-1-2010, submitted by Judy Cohen, October 1, 2010.

s. Ayer Board of Selectman letter dated October 6, 2010, from Robert Pontbriand, Ayer Town Administrator to William Marshall, Chairman DEC, re: Devens Recycling Center's Request for Extended Operating Hours (1 page);

Procedural Findings:

1. The DEC received the Request for Reconsideration on 8/20/10. The Request was received within 30 days of the DEC's decision (8/5/10) [974 CMR 1.12];

2. DRC as the "Applicant", has standing (the right) to Request Reconsideration. [974 CMR 1.12(1)];

3. DRC has submitted the required fee of $1000.

4. The time period to act on the request was extended as per 974 CMR 1.08, to October 8, 2010

Substantive Findings:

1. When denying the DRC application to modify the Unified Permit to extend, on a six-month trial basis, its operating hours to include Saturday, 7:00am to 1:00pm, the DEC did not adequately and specifically consider the impact of traffic and odor [relevant Site Plan criteria under 974 CMR 3.03(2)] as they relate to Saturday hours of operation.

Decision:
Based on the testimony presented at the public hearing, including the findings above, the DEC during the public hearing, voted 9 in favor and 1 opposed, that it acted outside the scope of its authority when it denied DRC's Application for Modification of its Approved Unified Permit to extend, on a six-month trial basis, its operating hours to include Saturday, 7:00am to 1:00pm, and thereby grants the DRC's Request for Reconsideration.

REQUEST FOR RECONSIDERATION GRANTED:

Approved by:

_____ October 7, 2010

Peter C. Lowitt, AICP, Director Date
Devens Enterprise Commission

Certification Middlesex, SS

I certify the above is a true action and record of the Devens Enterprise Commission and that the above signatures are those of the Devens Enterprise Commission who voted for approval of this Record of Decision.

_____

Mary E. Quinn, Notary

_____

My Commission expires

_____

Date

Modification to an Approved Unified Permit
RECORD OF DECISION
Devens Recycling Center LLC
Lot 9A, Independence Drive
Devens, MA 01434
December 9, 2010

1. **Applicant:**
The Applicant is Devens Recycling Center, 45 Independence Drive, Devens, MA 01434, its successors and assigns.

2. **Premises and Proposed Modification:**
The Applicant has requested a modification to the Unified Permit for the Devens Recycling Center, located at 45 Independence Drive, Devens, MA to allow for Saturday operating hours from 7:00AM to 1:00PM for a six-month trial period. The 11.10 acre site is located within the Rail, Industrial and Trade Related District (the "Site"). The existing Facility consists of a 90,000 square foot building and associated truck and rail service for the handling of construction and demolition material recycling (the "Facility"). The Unified Permit was issued by the DEC on May 30, 2006 with 21 conditions. On April 21, 2009 the Applicant received approval for a modification to their current site assignment to allow the Facility to accept up to 500 tons per day of Municipal Solid Waste (MSW). The Unified Permit was subsequently modified on July 9, 2009 to facilitate the handling of MSW as well as Construction and Demolition Debris.

3. **Application:**
The following items serve as the list of exhibits for this Application:
   a. A completed Level Two Unified Permit Application dated October 12, 2010 (DEC No. D10-069), 1 page;
   b. Accompanying letter dated October 12, 2010 to Peter Lowitt, from Judith L. Royce-Cohen; 1 page.
   c. Odor report from Tech Environmental dated October 21, 2010 to Judy Cohen, from Michael T. Lannan, PE, re: Odor Assessment for Devens Transfer Station Change in Hours of Operation; 4 pages.
   d. Traffic Report from GPI dated October 21, 2010 from Heather L. Monticup, (GPI) to Judy Cohen, re: proposed extended hours of operation, Devens Recycling Center; 13 pages.
   e. Review of GPI Traffic Report dated November 2, 2010 from Sam Offei-Addo, PE (BSC Group) to Neil Angus, re: Review of GPI October 21, traffic study; 2 pages.
   f. Follow-up Traffic Report from GPI dated November 10, 2010 from Heather L. Monticup(GPI), to Judy Cohen, re: Response to BSC comments, proposed extended hours of operation, Devens Recycling Center; 73 pages.
   g. Review of GPI Follow-up Traffic Report dated November 12, 2010 from Sam Offei-Addo, PE (BSC Group) to Neil Angus, 4 pages.
   h. Determination of Completeness dated October 21, 2010
   i. Harvard Board of Selectman letter dated November 2, 2010 to the Devens Enterprise Commission.

j. DEC truck route inspection log (10-28-10 to 11-9-10);
k. DRC response to DEC Truck Route Inspection Log with accompanying DRC inspection logs (10-28-10 to 11-12-10) and 5 notices to trucking companies with maps of the designated truck route and noting their failure to use the designated truck route;
l. Memo dated October 20, 2010 from Peter Lowitt to Towns of Ayer, Harvard and Shirley Board of Selectman and Planning Offices; Subject: Amend Operating Hours - 45 Independence, DRC (copy of Application and notification of Public Hearing on November 16, 2010, along with certified mail return receipts);
m. Memo dated October 21, 2010 from Peter Lowitt to Abutters and Interested Parties; Subject: Amend Operating Hours - 45 Independence, DRC; (notification of Public Hearing on November 16, 2010), including mailing list of abutting property owners and certified mail return receipts;
n. Public Hearing Legal Notice Fax to Nashoba Publications, from Peter Lowitt/Mary Quinn, dated October 19, 2010 – to be published October 22 and 29, 2010.
o. Copies of Legal notices from October 22 and 29, 2010 newspapers.
p. Public Hearing Notice Fax to Town Clerks of Ayer, Harvard, Shirley, Lancaster and MassDevelopment, from Peter Lowitt/Mary Quinn, dated October 26, 2010.
q. Public Hearing Notice Fax to Community Service Cable Committee, from Peter Lowitt/Mary Quinn, dated October 26, 2010.
r. Public Hearing Notice Fax to Secretary of State and Attorney Generals Office, from Mary Quinn, dated October 21, 2010.
s. E-mail correspondence as follows:

Date	From	To	Subject
10-6-10	Judy Cohen	Neil Angus	RE: Truck Route
10-13-10	Edith Netter	Neil Angus	No Site Assignment notice is needed
10-22-10	Lynne Welsh	Neil Angus	DCR inspection memo
10-26-10	Michael Lannan	Neil Angus	Dispersion Modeling Summary Table
10-29-10	Judy Cohen	Jay Thompson	RE: Harvey Truck
10-29-10	Judy Cohen	Neil Angus	RE: Harvey Truck 11:43AM
11-16-10	Judy Cohen	Neil Angus	FW: Traffic Monitoring
11-17-10	Peter Lowitt	Neil Angus	FW: Bingo
11-17-10	Sam Offei-Addo	Neil Angus	Re: Devens Recycling Traffic Study
11-18-10	Judy Cohen	Neil Angus	Re:
11-23-10	Judy Cohen	Neil Angus	RE: Additional Info.
11-23-10	Neil Angus	Sam Offei-Addo	FW: Additional info.
11-23-10	Sam Offei-Addo	Neil Angus	Re: FW: Additional info.
11-26-10	Sam Offei-Addo	Neil Angus	Re: DRC
11-26-10	Sam Offei-Addo	Neil Angus	Re: DRC
12-8-10	Judy Cohen	Neil Angus	Truck trips

t. DEC Staff Report dated November 12, 2010 from Peter Lowitt and Neil Angus;
u. DEC Staff Report dated December 6, 2010 from Peter Lowitt and Neil Angus;

4. Unified Permit Components and Actions:

The Applicant seeks a modification to the July 9, 2009 Unified Permit to expand their current operating hours (7:00AM-5:00PM Monday through Friday) to allow for Saturday operating hours from 7:00AM to 1:00PM for a six-month trial period.

5. Process:

a. Judy Cohen from Devens Recycling, LLC. Submitted the Application and supporting materials on October 12, 2010.

b. The Determination of Completeness was issued on October 21, 2010.

c. The DEC transmitted the application by certified mail to the Towns on October 22, 2010. The Towns received the application packets on October 26, 2010.

d. The 30-day comment period expired on November 25, 2010. A letter was received from the Harvard Board of Selectman (included in record).

e. The Public Hearing was advertised in Nashoba Publications on October 22 and 29, 2010.

f. Abutters to the premises were duly notified in writing of the Public Hearing by certified mail on October 21, 2010.

g. The Public Hearing was opened on October 26, 2010 in Conference Room 1 at 33 Andrews Parkway, Devens, MA and was continued to the December 9, 2010 meeting at 7:30AM. The public hearing concluded on December 9, 2010 and the DEC voted at their regular meeting on December 9, 2010, to approve the Unified Permit Modification request with additional conditions as set forth below.

6. Waivers:

No waivers were requested as part of this modification request. All previously approved waivers as granted still apply to this project.

7. Findings:

The DEC made the following findings:

1. Odor and pest control are being adequately maintained and the Applicant has complied with all inspection reporting requirements as of the date of this decision.

2. Reports from the State police and the Devens public safety officer indicate there have been no confirmed complaints regarding the Facility operations in the last 6 months.

3. As of the date of this decision, the Applicant has complied with the truck route notification and enforcement requirements included in the conditions of the Site Assignment and Unified Permit, as amended. The truck route is properly signed/posted and the Applicant, DEC and State police continue to monitor residential streets and the designated truck route to ensure proper routes are followed.

4. This request for modification meets the "advance written approval" requirement of Condition #23 of the Site Assignment for any change in operating hours.

8. Review Criteria:

1. Regarding the review criteria listed in 974 CMR 3.03(2):
   (j) Applicable Industrial Performance Standards have been adhered to.
   (l) Adequate traffic mitigation and control measures are in place.

9. Conditions:

The DEC voted to modify the Unified Permit as amended on July 9, 2009, with the following additional conditions:

30. Hours of operation shall also include Saturdays from 7am to 1pm (for a six-month trial period).

31. Prior to June 6, 2011 the Applicant shall provide the DEC with a written report on truck traffic at the intersection of Saratoga/Barnum and Patton Roads occurring at the dates set forth below and including dates, times, total number of trucks, and number of DRC trucks using/not using the truck route. The number of trucks going to/from DRC where trips originate in Ayer, Harvard, Shirley, Littleton, Groton, Pepperell, Townsend and Lunenburg ("Area Towns") should be highlighted and then deleted from the number of DRC trucks that do not use the truck route. Additionally, DRC steps to respond to DRC drivers not using the truck route (to ensure future use of the truck route) should be listed and explained.

Date:	Time:
Saturday, December 18, 2010	7-8AM
Saturday, January 8, 2011	9-10AM
Saturday, February 26, 2011	12-1PM
Saturday, March 19, 2011	7-8AM
Saturday, April 9, 2011	8-9AM
Saturday May 21, 2011	10-11AM

32. Prior to June 6, 2011 the Applicant shall provide the DEC with the most recent odor monitoring report.

33. At its June 16, 2011 meeting, the DEC will determine whether the DRC truck traffic data and odor monitoring reports demonstrate that DRC meets the following criteria:
    a. The average number of truck trips on Saturdays is less than 200.
    b. With the exception of trucks originating in Area Towns, the majority of DRC trucks use the truck route and for trucks that do not use the truck route, DRC takes steps to notify them and inform them of the proper route.
    c. Odors from the Facility do not extend beyond the boundaries of the site on which the facility is located.

34. Interim reports shall be provided to the DEC on a monthly basis for informational purposes throughout the six-month trial period.

35. This extension of operating hours to include Saturdays from 7am until 1pm shall terminate on June 18, 2011 unless extended by the DEC at its June 16, 2011 meeting.

9. Decision:

The DEC closed the Public Hearing on December 9, 2010 and voted the same day, during the Regular Meeting, to issue findings, including that the application complied with

applicable Approval Criteria in 974 CMR 3.03(2), and to approve this modification to the Unified Permit for the Devens Recycling Center, LLC to allow the Facility to operate on Saturdays from 7:00AM-1:00PM for six-months, with conditions as referenced in this decision.

10. Building Permit

The proposed modification does not require a building permit.

11. Permit Duration

This modified record of decision shall terminate on June 18, 2011 unless extended by the DEC at its June 16, 2011 meeting. It is further noted that a thirty-day "reconsideration period" during which an applicant, a Town, or an aggrieved person may request the DEC reconsider its action (By-Laws, Article IV, Sections C through F). Work performed during this period, which begins on December 10, 2010 and terminates January 9, 2010, is "at risk".

Approved by:

12-9-2010
Date

Peter C. Lowitt, AICP, Director
Devens Enterprise Commission

Certification

Middlesex, SS

I certify the above is a true action and record of the Devens Enterprise Commission and that Peter C. Lowitt, Devens Land Use Administrator/Director, is empowered by the Devens Enterprise Commission to sign this Record of Decision on its behalf.

12/9/2010
Date

Mary Quinn, Notary
My Commission expires 6/2/2017

MARY E. QUINN
Notary Public
Commonwealth of Massachusetts
My Commission Expires

June 16, 2011

Certified Mail Return Receipt #7008 1140 0002 2802 5583

Kurt Macnamara
Devens Recycling Center, LLC
45 Independence Drive
Devens, MA 01434

Re: Saturday Operating Hours

Dear Mr. Macnamara,

At its June 16, 2011, regular meeting, the DEC reviewed your Saturday operating hours (7AM-1PM) 6-month trial period granted on December 9, 2010, and made the following motion:

The reports and supporting information submitted by Devens Recycling Center(DRC) demonstrate that, throughout the six month trial period, DRC has overall been operating within the parameters of conditions 30-35 imposed by the DEC. The DEC hereby grants DRC Saturday operating hours from 7AM-1PM on a permanent basis. All conditions of approval from both the site assignment and unified permit, as well as amendments thereto, shall remain in effect.

Please ensure you continue to operate within the parameters of your approvals. We appreciate your continued cooperation.

Sincerely,

Peter Lowitt, FAICP
Director/Land Use Administrator

cc: Judy Cohen, Director-Facility Operations, Devens Recycling
Chief Garrity, Devens Public Safety Officer
Lynne Welsh, MA DEP

DEVENS ENTERPRISE COMMISSION
33 Andrews Parkway • Devens, MA 01434 • Phone: (978) 772-8831 • Fax: (978) 772-1529

EXHIBIT 4

MASSDEP ATO APPROVAL (MOST CURRENT)
APRIL 7, 2023

Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection
Central Regional Office • 8 New Bond Street, Worcester MA 01606 • 508-792-7650

Maura T. Healey
Governor

Kimberley Driscoll
Lieutenant Governor

Rebecca L. Tepper
Secretary

Bonnie Heiple
Commissioner

BWP SW 06 – AUTHORIZATION TO OPERATE/RENEWAL
Devens Recycling Center
Authorization to Operate Renewal

Permit Issuance Date: April 7, 2023
Permit Expiration Date: April 7, 2033

Name of Permittee:	Devens Recycling Center, LLC (the "Permittee" or "Applicant") 45 Independence Drive Devens, MA 01434
Name of Facility:	Devens Recycling Center (the "Facility" or "DRC") 45 Independence Drive Devens, MA 01434
MassDEP Region:	Department of Environmental Protection ("Department" or "MassDEP") Central Regional Office (CERO), Worcester Solid Waste Management Program
Permit Application No.:	23-SW06-0001-APP
Authorization No.:	SW06-0000014

I. FACILITY DESCRIPTION AND OUTSTANDING APPROVAL STATUS

A. Facility

1. Owner: Devens Recycling Center, LLC
45 Independence Drive
Devens, MA 01434

Operator: Devens Recycling Center, LLC (the "Operator")
45 Independence Drive
Devens, MA 01434

Facility ID: 429156

MassDEP Classification: CDLG

2. Description:

(a) Type(s) of Waste Accepted: construction and demolition ("C&D") waste and municipal solid waste ("MSW") as defined in 310 CMR 19.006.

(b) Method of Management: off-site solid waste transfer, sorting and processing of materials for reuse and recycling.

(c) Approved Amount of Waste Acceptance: The facility may accept no more than one thousand five hundred (1,500) tons per day of C&D waste and MSW combined. No more than one thousand (1,000) tons per day (tpd) C&D waste, and no more than five hundred (500) tpd of MSW. The total allowable annual tonnage of materials accepted at this facility shall not exceed 390,000 tons of waste in any calendar year.

No mixing and/or comingling of waste between the MSW transfer station and C&D processing operations is allowed.

No C&D waste material is allowed to bypass the facility's processing line or operations directly for disposal.

B. Reviews and Approvals Affecting Current or Planned Operations

1. MEPA: MEPA review not required for this project.

2. Site Suitability Report: MassDEP issued a positive determination of suitability for site assignment on December 12, 2005

3. Site Assignment: The Devens Enterprise Commission serving as the Devens Board of Health granted a site assignment on January 31, 2006

4. Approvals/Permits:

BWP SW05 Authorization to Construct
Transmittal No. W084356
Approved by MassDEP-CERO: October 10, 2006

BWP SW 06 Authorization to Operate Permit, Large Handling Facility
Transmittal No. W143616
Approved by MassDEP-CERO: September 12, 2007

BWP SW 07 Modification of a Large Handling Facility
Transmittal No. X228043
Approved by MassDEP-CERO: July 7, 2009

BWP SW45 Any Facility- Alternative Review
Additional Saturday Hours
Transmittal No. X236014
Approved by MassDEP-CERO: December 10, 2010

BWP SW21 Modification of a Permitted Handling Facility
Waste Ban Compliance Plan
Transmittal No. X237507
Approved by MassDEP-CERO: July 18, 2012

BWP SW45 Any Facility- Alternative Review
Revised Waste Ban Compliance Plan
Transmittal No. X262070
Approved by MassDEP-CERO: October 9, 2014

BWP SW45 Any Facility- Alternative Review
Installation of waste compactor
Authorization No. SW45-0000095
Approved by MassDEP-CERP: December 16, 2020

BWP SW45 Any Facility – Alternative Review
Revised Waste Ban Compliance Plan
Authorization No. SW45-0000189
Approved by MassDEP-CERO: October 19, 2022

C. Renewal of Authorization to Operate Application (SW06)

1. Applicant Name: Devens Recycling Center

2. Permittee: Devens Recycling Center

3. Application No: 23-SW06-0001-APP

4. Consulting Registered Professional Engineer:

Laura A. Bugay (License No. 47599)
Green Seal Environmental, LLC
114 State Road, Building B
Sagamore Beach, MA 02562

5. Title of Plans and Reports Submission:

Permit Application BWP SW 06 Renewal of Authorization to Operate
Devens Recycling Center, LLC
Devens, Massachusetts
Dated: October, 2022
Filed on ePLACE (Received by MassDEP-CERO): February 9, 2023

D. Project Description:

The BWP SW 06 - Authorization to Operate a Large Handling Facility (Transmittal No. W143616), issued to DRC on September 12, 2007, did not include a permit expiration date. The BWP SW 21 - Modification of a Large Handling Facility with an Existing Waste Ban Compliance Plan permit (Permit No. X237507), issued on July 18, 2012 ("2012 permit"), included a permit expiration date five years from date of issuance. As required by 310 CMR 19.042(5): Renewal of an Authorization to Operate, DRC has submitted a BWP SW 06 - Renewal of Authorization to Operate permit application to continue to operate the Facility.

This permit also includes Asbestos Inspection Protocol in Attachment A and additional waste ban compliance requirements in Attachment B. The Applicant shall comply with these requirements as well as the Waste Ban Compliance Plan for the Facility approved by MassDEP on October 19, 2022 and any Waste Ban Compliance Plan for the Facility that may be approved by MassDEP in the future.

II. FACILITY PERMIT AND RENEWAL OF AN AUTHORIZATION TO OPERATE APPLICATION REVIEW AND APPROVAL

The permit application described in section I.C. above ("Application") complies with the application requirements set forth at 310 CMR 19.042(5): Renewal of Authorization to Operate. MassDEP has determined that the Permittee's Application shall be approved based on the information provided in the plans, reports, and supplemental material described in section I.C.5. above. MassDEP hereby approves the Permittee's request for a Renewal of an Authorization to Operate a large handling facility pursuant to the permit review and decision issuance process set forth in 310 CMR 19.033: Permit Procedure for an Application for a Permit Modification or Other Approval.

This document is a Permit, issued pursuant to M.G.L. c. 111, Section 150A, and 310 CMR 19.000 *et seq*., the "Solid Waste Management Facility Regulations," and it is subject to the conditions set forth below. In the event this Permit conflicts with all or parts of prior approvals or permits issued pursuant to M.G.L. c. 111, Section 150A, the terms and conditions of this Permit shall supersede the conflicting provisions of the prior

permits and/or approvals. This Permit does not convey property rights of any sort or any exclusive privilege.

III. GENERAL PERMIT CONDITIONS

A. Compliance with Other Approvals, Laws and Regulations: The Permittee shall conduct activities and operations of the Facility authorized under this Permit subject to any restrictions contained in the Facility's site assignment and in compliance with applicable local, state and federal laws and regulations.

B. Compliance with Plans: The Permittee shall conduct the operation, maintenance, and closure of the Facility in accordance with approved plans, reports, and other submissions described in Section I, except as may be modified by the conditions set forth in Section IV below. The Permittee shall not implement any material changes in the Facility design or activities described in the approved documents without prior written MassDEP approval.

C. Standard Conditions: The Permittee shall conduct all activities at the Facility in accordance with the provisions of 310 CMR 19.007-19.011 and 19.043(5).

D. Joint Liability: This Permit is issued subject to the conditions of joint liability of the Permittee in accordance with 310 CMR 19.043(3).

E. Right of Access: MassDEP and its agents and employees shall have the right to enter upon the Facility site at all reasonable times and without notice, to inspect the Facility and any equipment, structure, or land located thereon, take samples, recover materials or discharges, have access to and copy records, to perform tests and to otherwise monitor compliance with this approval, or any and all permits relative to the operation of the Facility, and all environmental laws and regulations. This right of entry and inspection shall be in addition to MassDEP's access authorities and rights under applicable federal and state laws and regulations, as well as any permits or other agreements between the Permittee and MassDEP.

F. Permit Modification: MassDEP reserves the right to rescind, suspend or modify this Permit by the imposition of additional conditions based upon a determination of actual or the threat of adverse impacts from the construction, operation, maintenance or closure of the Facility.

G. Transfer: No transfer of this permit shall be permitted except in accordance with the requirements of 310 CMR 19.044.

IV. SPECIFIC PERMIT CONDITIONS

A. Type(s) of Waste Accepted:

1. Construction and Demolition ("C&D") Waste
    a. Category 1 C&D Waste

b. Category 2 Residuals
c. Category 3 Bulky Waste

2. Municipal Solid Waste ("MSW")
3. Source separated leaf and yard waste

The Permittee shall operate the Facility as necessary to maintain compliance with MassDEP's waste ban regulations at 310 CMR 19.017, the Facility's approved Waste Ban Compliance Plan, and the material acceptance limits specified in this approval. Since DRC is approved to accept Category 1 C&D waste materials, the Permittee shall comply with the C&D Minimum Performance Standard set forth at: https://www.mass.gov/doc/minimum-performance-standard-for-construction-demolition-handling-facilities/download and shall achieve a minimum process separation rate (PSR) of fifteen per cent (15%) of all inbound material accepted, less any MSW accepted. The process separation rate is defined as the ratio of the quantity (by weight) of materials recycled as feedstock, recycled as biomass fuel, or diverted as determined by the Department, compared to the quantity (by weight) of the total inbound material accepted. Diversion of a material means separation from the waste stream of a specific type of C&D material (e.g., C&D wood) that is then transferred for further processing (i.e., sent and received as a separated material; not as mixed C&D waste). Diverted material does **NOT** include material separated for any landfill-dependent uses (e.g., alternative daily cover, road-base stabilization and shaping & grading). MassDEP reserves the right to modify this approval should the Permittee not achieve this minimum process separation rate at the Facility. DRC is further advised that MassDEP is reviewing the process separation rate data for all C&D handling and processing facilities. MassDEP reserves the right to modify this approval to increase the required minimum process separation rate for the Facility based on the results of MassDEP's review. The Permittee is also required to comply with all other waste ban requirements applicable to the Facility including the separation of all waste ban materials to the greatest extent possible.

B. Method of Management:

The Permittee shall ensure that recycling and processing at the Facility take place as described in the 2007 BWP SW 06 Authorization to Operate Permit, as subsequently modified, that is referenced in section I.B.4. The Permittee shall handle Waste Ban Materials according to the most current Waste Ban Compliance Plan for the Facility that has been approved by MassDEP, as well as Attachment B of this Permit.

C. Approved Amount of Waste Acceptance: The Permittee is authorized to accept at the Facility one thousand five hundred (1,500) tons per day of the solid waste materials identified in section IV.A. above, combined as a yearly average based on operation for five and one half (5.5) days per week. No more than one thousand (1,000) tpd C&D waste, and no more than five hundred (500) tpd of MSW.

D. Monitoring: The Permittee shall provide routine daily monitoring of the Facility to ensure compliance with this Permit and applicable laws, regulations and bylaws. The

Permittee shall maintain records documenting the operations of the Facility. These records shall include, but not be limited to:

(a) A description of any operational problems or difficulties encountered or other deviations from the approved plans and operating procedures; and

(b) A description of actions taken, or to be taken, to mitigate and/or correct operational problems or difficulties encountered or other deviations from the approved plans and operating procedures.

The Permittee shall maintain these records at the Facility for a minimum of two (2) years and shall make them available to MassDEP personnel for review upon request.

E. Inspections: In accordance with the third-party inspection requirements at 310 CMR 19.018, the Permittee shall ensure that inspections are performed by a Third-Party Inspector who is registered with MassDEP in accordance with 310 CMR 19.018 at the Facility at least 20 days between consecutive inspections. The Permittee shall ensure that copies of the inspection reports are submitted to MassDEP-CERO, Solid Waste Section Chief, and the Devens Enterprise Commission within 30 days of the date of completion of the quarterly inspection. The inspection reports shall be submitted electronically to MassDEP at james.mcquade@mass.gov.

F. Compliance with Waste Bans: The Permittee shall comply with the provisions of 310 CMR 19.207(8) and 310 CMR 19.017 as well as the terms and conditions of MassDEP's Revised Guidance for Solid Waste Handling and Disposal Facilities on Compliance with Waste Bans (https://www.mass.gov/doc/waste-ban-guidance-for-operators-of-solid-waste-facilities-october-2021/download), Solid Waste Management Facility Regulations (including but not limited to the 310 CMR 19.017 Waste Bans revised October 2021), the Waste Ban Compliance Plan approvals referenced in section I.B.4. above, as well as Attachment B of this Permit.

G. Asbestos Inspection Protocol: The Permittee shall comply with the provisions of the Asbestos Inspection Protocol attached to this Permit as Attachment A at the Facility at all times.

H. Hours of Operation: The hours of operation for the acceptance and processing of waste material at DRC will be Monday through Friday 7:00 am to 5:00 pm and Saturday 7:00 am to 1:00 pm.

I. Notification: The Permittee shall notify MassDEP in writing within twenty-four (24) hours of any incidents or disruptions which occur at the Facility that could affect the public health, safety, environment, or operation of the Facility. Written 24-hour notification shall be sent via email to Solid Waste Section Chief James McQuade at james.mcquade@mass.gov. During emergency incidents at the Facility, the Permittee shall provide immediate notification to the Department by telephone to James McQuade, Solid

Waste Section Chief at 508-767-2759 or Douglas Fine, Deputy Regional Director at 508-767-2757 in the MassDEP Central Regional Office. At any other time, the Permittee shall call MassDEP's Emergency Hotline at (888) 304-1133.

J. Record Keeping: The Permittee shall maintain the following operating records:

(a) The total daily tonnage of material accepted at the Facility for processing each calendar month;
(b) The daily tonnage of material sent off-site from the Facility for disposal; and

(c) The daily tonnage of material sent off-site for recycling or further processing.

The Permittee shall maintain these records at the Facility for a minimum of two (2) years and shall make them available to MassDEP personnel for review upon request.

K. Stormwater Management and Wetlands Protection: DRC shall implement and maintain Best Management Practices (BMPs) for erosion and sedimentation control to adequately handle stormwater runoff and protect surface water adjacent to the facility, including but not limited to complying with the MassDEP Storm Water Management Policy, the NPDES Stormwater Multi Sector General Permit (MSGP) requirements, and any applicable conditions or requirements imposed by the Devens Enterprise Commission.

L. Financial Assurance Mechanism (FAM): DRC shall maintain an established FAM for the potential closure of the Facility in accordance with the requirements set forth at 310 CMR 19.051

M. Permit Expiration and Renewal:

1. This Permit shall be valid only for a fixed term of ten (10) years from the Permit Issuance Date, provided that MassDEP may amend the term as follows:

(a) In accordance with an approved modification in response to a permit modification application submitted by the Permittee pursuant to 310 CMR 19.033;
(b) In accordance with the presumptive approval provisions set forth at 310 CMR 19.034;
(c) Unilaterally, pursuant to 310 CMR 19.036, after an adjudicatory hearing conducted in accordance with M.G.L. c. 30A, § 11; or
(d) In order to coincide with the termination or renewal date of other MassDEP permits issued for the solid waste processing, treatment, or pollution control equipment located at the Facility.

2. The Permittee shall apply for a renewal of this Permit at least 180 days prior to the date of expiration, in accordance with 310 CMR 19.042(5)(a).

N. Other Approvals: DRC shall also comply with all other applicable local, federal and state permits and/or approvals regarding operation of the facility.

V. RIGHT OF APPEAL

A. Request for Provisional Decision: An applicant aggrieved by the Department's permit decision, within 21 days of the issuance of the Department's permit decision to the applicant, may file a written request, with the appropriate regional office of the Department, that the permit decision be deemed a provisional decision, and a written statement of the basis on which the applicant believes it is aggrieved, together with any supporting materials. Upon timely filing of such a request, the permit decision shall be deemed a provisional decision. Such a request shall reopen the administrative record, and the Department shall issue a final permit decision after the end of the comment period. **Failure by an applicant to exercise the right provided in 310 CMR 19.033(4)(b) shall constitute a waiver of the applicant's right to appeal.**

B. **Right to Appeal:** Any person aggrieved by the final permit decision, except as provided for under 310 CMR 19.033(4)(b), may file an appeal for judicial review of said decision in accordance with the provisions of M.G.L. c. 111, § 150A and M.G.L. c. 30A no later than thirty (30) days following the date of issuance of the final permit decision to the applicant. Unless the person requesting an appeal requests and is granted a stay of the terms and conditions of the final permit decision by a court of competent jurisdiction, the final permit decision shall be effective in accordance with 310 CMR 19.033(3).

C. Notice of Appeal: Any aggrieved person intending to appeal a final permit decision to the Superior Court shall first provide notice of intention to commence such action. Said notices of intention shall include the Department file number (Authorization No. SW06-0000014) and shall identify with particularity the issues and reason why it is believed the final permit decision was not proper. Such notice shall be provided to the Office of General Counsel of MassDEP and the Regional Director for the regional office which processed the permit application at least five (5) days prior to the filing of an appeal:

Office of General Counsel
Massachusetts Department of Environmental Protection
One Winter Street
Boston, MA 02108

and

Mary Jude Pigsley, Regional Director
Department of Environmental Protection
8 New Bond Street
Worcester, MA 01606

No allegation shall be made in any judicial appeal of a final permit decision unless the matter complained of was raised at the appropriate point in the administrative review

procedures established in 310 CMR 19.000, provided that a matter may be raised upon a showing that it is material and that it was not reasonably possible with due diligence to have been raised during such procedures or that matter sought to be raised is of critical importance to the environmental impact of the permitted activity.

James A. McQuade
Section Chief
Solid Waste Management Program

ATTACHMENT A

Asbestos Inspection Protocol for Construction & Demolition Debris Processing Facilities and Large Construction and Demolition Debris Transfer Station Facilities

(1) APPLICABILITY

This Asbestos Inspection Protocol ("Protocol") is applicable to all Construction & Demolition Debris Processing Facilities and to Large Construction and Demolition Debris Transfer Station Facilities that are permitted pursuant to 310 CMR 19.000 (Large Handling Facility or Facilities) to accept greater than fifty (50) tons per day of construction and demolition debris.

Devens Recycling Center (the "Facility", or "DRC") located at 45 Independence Drive, Devens, Massachusetts is a Large Construction and Demolition Debris Transfer Station and therefore shall comply with all the requirements of this Protocol.

Devens Recycling Center, LLC (the "Permittee", or "Applicant", "Operator" or "Owner") shall not grind, cut, shred, crush, abrade and/or sand any loads of construction and demolition debris that contain friable or non-friable asbestos containing material ("ACM"). The Permittee shall be fully responsible for compliance with all the requirements of this Protocol including any requirements delegated to other persons pursuant to the Protocol. To be in compliance with this Protocol and the handling facility operation and maintenance requirements at 310 CMR 19.207(1) (General) and 310 CMR 19.207(7) (Special Waste), the Applicant shall inspect and test incoming construction and demolition debris to prevent the acceptance, improper handling, or processing of ACM at the Facility. (http://www.mass.gov/eea/agencies/massdep/recycle/regulations/310-cmr-19-00.html).

For the purposes of this Protocol, the materials listed within Section (4)(a)2. of this Protocol shall be considered "suspect asbestos containing material" ("suspect ACM"). All suspect ACM observed within a waste load at the Facility shall either be tested for the presence of asbestos by an asbestos analytical laboratory certified by the Massachusetts Department of Labor Standards (DLS) and deemed "confirmed ACM" if the test results are positive for asbestos, or if not tested, the material shall be deemed "suspect ACM". For the purposes of this Protocol, "suspect ACM" shall mean all commercial products that have a reasonable likelihood of containing asbestos based on their appearance, composition and/or use, and that have not been tested for the presence of asbestos.

Note: This Protocol contains several deadlines pertaining to the sampling and storage of confirmed and suspect ACM. The Facility must adhere to these deadlines unless otherwise approved by the Massachusetts Department of Environmental Protection (MassDEP) on a case-by-case basis.

(2) C&D HANDLING FACILITY ASBESTOS INSPECTOR QUALIFICATIONS

As required herein, the Applicant shall engage the services of a qualified "C&D Handling Facility ("CDHF") Asbestos Inspector" to inspect inbound waste loads at the Facility for the presence of suspect ACM.

For each CDHF Asbestos Inspector whose job description includes inspecting inbound C&D waste loads to prevent the acceptance, improper handling, or processing of ACM at the C&D Handling Facility, the following documentation shall be maintained at the Facility and be readily available for inspection:

a) A Certificate of Completion issued by a DLS certified Asbestos Training Provider for having successfully completed the Initial Asbestos Inspector training as specified in 453 CMR 6.10(4)(d);

b) A Certificate of Completion for the current 12-month period issued by a DLS certified Asbestos Training Provider for having successfully completed the Annual Refresher Asbestos Inspector training as specified in 453 CMR 6.10(5); and

c) A record of having completed 40 hours of On-the-Job ("OTJ") training under an experienced incoming C&D waste load inspector at the C&D Handling Facility that covers (1) how to identify ACM and suspect ACM in incoming C&D waste loads, and (2) what actions must be taken under the facility-specific Asbestos Inspection Protocol after a Suspect ACM or ACM is identified.

(3) NOTIFICATION REQUIREMENTS

Unless exempted pursuant to Section (5) of this Protocol, for each load that is accepted at the Facility where ACM is suspected to be present or the load is rejected due to the presence of suspect ACM, the Applicant shall notify the MassDEP Central Regional Office, Solid Waste Management Section, by telephone (508-767-2759) within two (2) hours after identifying the load as containing suspect ACM.

The Applicant shall also complete a Suspect Asbestos Containing Material Form (see Attachment 1) that identifies:

- Facility name and address,
- asbestos inspector,
- hauler name,
- hauler's vehicle license number,
- generator name and address (if known),

- type and quantity of suspect ACM, and
- disposition of ACM.

The Applicant must submit the completed form to the MassDEP Central Regional Office, Solid Waste Management Section via email (James.McQuade@state.ma.us) within two (2) hours of observing the suspect ACM. If email is not available, the Applicant shall notify the MassDEP Central Regional Office, Solid Waste Management Section via telephone within two (2) hours (508-767-2759), and mail a completed Suspect ACM Form within twenty-four (24) hours of observing the suspect ACM.

In the circumstances identified below, the Applicant or their retained licensed asbestos contractor must also call the MassDEP Central Regional Office Asbestos Program (508-792-7650) to obtain an emergency approval and waiver number to manage the load and to waive the 310 CMR 7.15 requirement for 10 working day advance notification prior to handling asbestos-containing material. The Applicant or their retained licensed asbestos contractor will be required to file an Asbestos Notification Form (ANF-001) with MassDEP.

(http://www.mass.gov/eea/agencies/massdep/service/approvals/bwp-aq-04-anf-001.html).

For each load accepted at the Facility where ACM is suspected and such load is subsequently rejected due to the presence of suspect ACM, the on-site CDHF asbestos inspector or the Applicant shall inform the driver that the Applicant will notify MassDEP that the load has been rejected. Further, the Applicant shall inform the driver that, before such rejected load leaves the Facility, the suspect ACM must be properly abated and removed from the load or the entire load must be wetted, and the top of the container must be securely sealed with double 6-mil polyethylene sheeting and duct tape and labeled with applicable asbestos warnings before transport. The Applicant shall inform the driver that MassDEP recommends that the rejected load be returned to the site of generation for inspection, testing and abatement and that the hauling company should contact the MassDEP Central Regional Office Asbestos Program (508-792-7650) to discuss appropriate load handling options.

For each rejected load where samples are collected and tested for asbestos content, the Applicant shall notify MassDEP (508-792-7650) of the test results within two (2) hours of receiving confirmation that the sample does or does not contain asbestos.

(4) INCOMING LOAD ASBESTOS INSPECTION AND HANDLING REQUIREMENTS

a) Pre-tipping

1. The Applicant shall ensure that a sign is posted at the entrance to the Facility identifying materials that are acceptable and unacceptable at the Facility. The sign must clearly state that Asbestos Containing Material ("ACM ") is not accepted at the Facility.

2. A CDHF Asbestos Inspector shall visually examine the contents of each waste load container brought to the Facility for the presence of suspect ACM. Whenever practical, the CDHF Asbestos Inspector shall visually examine the contents from above the container and with the container's door open. The CDHF Asbestos Inspector shall make a best effort to identify all "suspect ACM" in the load. For the purposes of this Protocol, "suspect ACM" shall include, but not be limited to, the following materials that may contain asbestos:

    a. Suspect Friable ACM
        i. All non-fiberglass thermal insulation (e.g., pipe, boiler, duct work etc.);
        ii. Ceiling tiles (1'x1', 2'x2', 2'x4');
        iii. Plaster; and
        iv. Spray-on fire proofing.

    b. Suspect Non-Friable ACM (Note: non-friable material that is broken or in a deteriorated condition may become friable)
        i. Asphalt roofing or siding materials (shingles, roofing felts, tars, etc.);
        ii. Cement sheets (corrugated, decorative);
        iii. Cement/transite pipes;
        iv. Cement/transite shingles;
        v. Cloth vibration dampers or ductwork;
        vi. Mastic (flooring or cove base adhesive or damp proofing);
        vii. Vinyl floor and wall tiles; and
        viii. Vinyl sheet flooring.

    Note 1: Restricted materials that are banned from disposal, pursuant to 310 CMR 19.017: Waste Bans, should be culled from the load and properly handled, whenever this separation can be performed without causing a threat to worker safety and/or result in a release of asbestos to the environment. Restricted materials that are likely to be contaminated by exposure to asbestos containing materials do not need to be culled and may be sent for disposal in accordance with Sections (4)(c)3a. of this protocol and 310 CMR 19.017(5): Exceptions.

3. If any material in the load is suspect ACM, the Applicant must complete a Suspect ACM Form, provide notification to the driver and MassDEP (pursuant to Section 3), and take one of the actions in Sections (4)(a)3.a., b., c., or d. below.

a. If non-friable suspect ACM is identified and it is not commingled throughout the load, remove and properly manage the non-friable suspect ACM in accordance with 310 CMR 7.15 and 310 CMR 19.000;
b. Isolate the load, sample all suspect ACM materials, and conduct confirmatory analysis using a DOS licensed asbestos analytical laboratory to confirm there is no ACM;
c. Isolate and properly manage the entire load as ACM in accordance with 310 CMR 7.15 and 310 CMR 19.000; or
d. Reject the load.

(See Sections (4)(b), (4)(c) and (4)(d) of this Protocol for additional requirements.)

b) Tipped material

1. The Applicant shall ensure that every load that is tipped at the Facility is tipped in the presence of the CDHF Asbestos Inspector.
2. Once tipped, the load shall be spread to a height no greater than two (2) feet.
3. The CDHF Asbestos Inspector shall thoroughly inspect the contents of each tipped load to determine the presence of suspect ACM.
4. If the CDHF Asbestos Inspector determines that a load of specific waste materials (e.g., asphalt shingles or gypsum wallboard cut-offs) has been generated by a new construction project with no demolition waste, and does not otherwise contain suspect ACM, then the CDHF Asbestos Inspector may elect not to conduct confirmatory asbestos sampling.

c) Non-friable ACM in tipped loads

If a CDHF Asbestos Inspector observes non-friable suspect ACM (e.g. transite shingles, transite pipes and panels, mastics, etc.) that has not qualified as exempt in Section (5) in a tipped load, the Applicant shall take one or more of the following actions. (If friable suspect ACM is observed in the load, then Section (4)(d) of this Protocol must be followed.)

1. **Segregate Load and Sample Suspect Material(s):** If suspect non-friable ACM is identified in the load, the Applicant may choose to isolate the load and conduct confirmatory sampling and analysis of each suspect ACM, using a DLS certified asbestos analytical laboratory, to determine if the suspect material contains asbestos. Loads awaiting sampling results must be segregated from other waste materials and wetted, covered with 6-mil polyethylene sheet, and asbestos warning signs/barrier tape must be posted around them, which may be performed by a CDHF Asbestos Inspector. The Applicant must ensure that storage at the Facility of loads awaiting sampling does not exceed five (5) calendar days. The Applicant must ensure that storage at the Facility of loads that have been determined to be ACM by sampling do not exceed thirty (30) calendar days.

   If analytical results confirm the presence of ACM, then either the entire load must be deemed “asbestos containing waste material” (“ACWM”) and managed in accordance

with Sections (4)(c)3.a. or (4)(c)3.b. below or, if the non-friable ACM is intact and not mixed throughout the load and there is no friable ACM in the load, the non-friable ACM may be culled out in accordance with paragraph (4)(c)2. below. If analytical results indicate no asbestos is present, then the load may be processed or transferred to another appropriate solid waste facility. If the material is friable and analytical results indicate asbestos is present, then the Applicant must ensure that Section (4)(d)2 of this Protocol is followed.

Note: A CDHF Asbestos Inspector may isolate the load, cover the load, and sample the load. A CDHF Asbestos Inspector may cull suspect ACM from the load if only intact non-friable suspect ACM is present and no friable suspect ACM is present.

2. **Cull Load:** Provided that the non-friable suspect ACM is intact and not mixed throughout the load, and there is no friable suspect ACM in the load, the Applicant may arrange for a CDHF Asbestos Inspector to pull out intact non-friable suspect ACM from loads received at the Facility. The Applicant must ensure that non-friable suspect ACM is wetted prior to being culled and immediately placed while wet in leak-tight containers or packaging as required by 310 CMR 7.15 (i.e., placed while wet in leak tight containers and labeled with applicable asbestos warnings). Each container/package of culled non-friable ACM and non-friable suspect ACM shall be labeled with the date on which the material was culled.

   a. Storage of culled non-friable suspect ACM at the Facility:
      The Applicant shall ensure that:
      i. The Facility shall maintain a designated asbestos waste storage area for non-friable ACM and suspect non-friable ACM that has been culled from incoming waste loads.
      ii. Storage of culled non-friable ACM and suspect non-friable ACM at the Facility must not exceed thirty (30) calendar days.
      iii. The designated asbestos waste storage area at the Facility shall be secured at all times and be posted at all entrances with an asbestos warning sign and shall comply with all applicable federal, state, and local laws and regulations regarding these activities.
      iv. Culled material must be disposed of in accordance with 310 CMR 7.15 and 310 CMR 19.000.

   The Applicant shall ensure that loads waiting culling are segregated from other waste materials at the Facility and wetted and covered with 6-mil poly and asbestos warning signs/barrier tape shall be posted around them, which may be performed by a CDHF Asbestos Inspector. **Storage of loads waiting culling at the Facility shall not exceed five (5) calendar days.**

   The Applicant shall ensure that appropriate personal protective equipment ("PPE"), as determined by state and federal worker protection regulations (including DLS and OSHA), is worn during this process, since the workers will be handling presumed or

confirmed ACM. If all non-friable suspect ACM is culled, the load may only be processed at the Facility after a complete inspection for suspect friable and non-friable asbestos containing material and a determination that these materials are not present.

3. **Co-mingled non-friable suspect ACM:** If non-friable suspect ACM is co-mingled throughout the load and cannot therefore be reasonably culled, the entire load shall be deemed suspect ACWM. The Applicant shall ensure that the load is segregated, wetted, covered in 6-mil polyethylene, and access restricted by the use of asbestos warning signs/barrier tape, which may be performed by a CDHF Asbestos Inspector. The Applicant shall also either conduct confirmatory sampling and analysis pursuant to Paragraph (4)(c)1. above or either:

   a. **Manage the Load as ACWM:** Immediately contact a DLS licensed asbestos contractor to remove the entire load from the Facility as asbestos contaminated waste material. The Applicant or its retained DLS licensed asbestos contractor shall also immediately call the MassDEP Central Regional Office Asbestos Program (508-792-7650) to obtain an emergency waiver number to manage the load and shall file with MassDEP an Asbestos Notification Form (ANF-001). The Applicant shall ensure that the ACWM is properly removed from the Facility within thirty (30) calendar days and disposed of in accordance with all local, state and federal regulations including 310 CMR 7.15 (http://www.mass.gov/eea/agencies/massdep/air/programs/asbestos.html#4) and 310 CMR 19.061(3) or;

   b. **Reject and not Process the Load.** If the Applicant elects to reject the load, the Applicant shall thoroughly wet and reload the material in a manner that does not result in further breakage or dust generation, securely seal the top of the container with double 6-mil polyethylene plastic sheeting and duct tape, and label with applicable asbestos warnings before transport from the Facility. A CDHF Asbestos Inspector must oversee the handling and reloading and covering of the non-friable suspect waste material. Storage at the Facility of loads waiting transfer must not exceed thirty (30) calendar days.

d) Friable ACM in tipped loads

If the CDHF Asbestos Inspector discovers friable suspect ACM in the load after it is tipped, the Applicant shall take one of the following actions:

1. **Conduct Confirmatory Sampling**: Isolate the load and conduct confirmatory sampling and analysis of each suspect ACM, using a DLS certified asbestos analytical laboratory, to determine if the suspect material is asbestos containing. Loads awaiting analytical results must be segregated, wetted, and covered with 6-mil polyethylene, and asbestos warning signs/barrier tape must be posted around them. If sampling results confirm the presence of ACM, then the entire load is deemed ACWM and shall be managed in accordance with paragraph (4)(d)2. below. If sampling results indicate no asbestos is present, the load may be processed or transferred to an appropriate solid

waste facility. Storage of loads at the Facility awaiting sampling must not exceed five (5) calendar days of being received. **Storage of loads at the Facility awaiting friable ACM sample results shall not exceed ten (10) working days from the date of being received.**

2. **Manage the Load as ACWM**: The Applicant may assume that friable suspect ACM is asbestos containing material and designate the entire load ACWM. Such designation shall require that the load be segregated, wetted, covered in 6-mil polyethylene sheeting, and posted with asbestos warning signs/barrier tape. The Applicant shall immediately retain the services of a DLS licensed asbestos contractor to properly handle, package, label and dispose of the load as ACWM in accordance with 310 CMR 7.15. The Applicant or its retained asbestos contractor shall also immediately call the MassDEP Central Regional Office Asbestos Program (508-792-7650) to obtain an emergency waiver number to manage the load and shall file with MassDEP an Asbestos Notification Form (ANF-001). The Applicant shall ensure that the ACWM is properly removed from the Facility within thirty (30) calendar days and disposed of in accordance with all local, state and federal regulations including 310 CMR 7.15 and 310 CMR 19.061(3).

(5) ACTIVITIES EXEMPT FROM NOTIFICATION AND INCOMING LOAD AND HANDLING REQUIREMENTS

The following activities at the Facility are exempt from the notification and incoming load asbestos handling requirements of this Protocol:

a) Waste loads in which no suspect ACM is identified by a CDHF Asbestos Inspector are exempt from the sampling and analysis and notification requirements of this Protocol.

b) If a CDHF Asbestos Inspector determines that the only suspect ACM within a waste load is **intact** and **unbroken** vinyl asbestos tile, asphalt based asbestos-containing siding products or asphalt based asbestos-containing roofing materials, then the entire load may be disposed at a permitted solid waste landfill, in accordance with 310 CMR 19.061: Special Waste, using best management practices to prevent emissions, and the load is exempt from the remainder of this Protocol, and does not require testing or notification to MassDEP. The load shall not be culled, compacted or otherwise handled in a manner that causes breakage of the suspect ACM material.

c) Asphalt roofing materials that are accepted, stored, not processed (i.e. ground, cut, shredded, crushed, abraded or sanded), and

   i. transferred to a permitted asphalt shingle recycling facility that will conduct asbestos sampling and analysis testing of the asphalt roofing materials prior to processing; or

   ii. transferred to a permitted solid waste facility for disposal in accordance with 310 CMR 19.061: Special Waste,

are exempt from the sampling and analysis and notification requirements of this protocol.

d) When suspect ACM is observed within a waste load, the Facility may be exempt from conducting asbestos sampling and analysis and the notification requirements of this Protocol, if **all** the following conditions are met and **all** documentation in Sections (5)(d)iii and (5)(d)iv below is received and retained by the Facility for at least three (3) years for each load for which the Facility does not conduct asbestos sampling:

i. Every waste load delivered to the Facility is thoroughly inspected for suspect ACM by an on-site CDHF Asbestos Inspector;

ii. Each suspect ACM identified in the waste load has been inspected at the point of generation by a DLS Certified Asbestos Inspector and has been determined, by sampling and asbestos analytical testing, to be non-asbestos containing;

iii. The Facility receives, with the incoming load, an appropriate Bill of Lading which: identifies the owner(s) of the site where the material was generated, provides the site of generation address, and confirms there is no ACM in the load: and

iv. There is a Certification Statement (e.g. Pre-Demo/Reno Asbestos Inspection Report/Survey) with the Bill of Lading, signed by the DLS Certified Asbestos Inspector, who performed the asbestos inspection at the site of generation that includes:

1. the DLS certified asbestos inspector's name and certification number;

2. a statement that an inspection for the presence of asbestos of the area of the building from which the waste load was removed was completed in accordance with MassDEP regulations at 310 CMR 7.15(4);

3. a statement as to whether any suspect ACM was identified at the site of generation and, for all such suspect ACM identified, that it was determined to be non-asbestos containing through sampling and asbestos analytical testing, or that it was determined to be asbestos containing and was abated at the site of generation; and

4. a statement that any required asbestos abatement activities at the site of generation were completed in accordance with all applicable federal, state and local asbestos laws and regulations. When the site of generation of any waste load is in Massachusetts the MassDEP Asbestos Notification Form (ANF-001) project number for the asbestos abatement activity conducted at the site, shall be submitted with the Certification Statement and retained by the Facility.

(6) RECORD KEEPING

The Applicant shall ensure that all asbestos records and personnel training records are kept on file at the Facility for at least three (3) years and shall be made available for MassDEP staff upon request. Records that shall be kept include, but are not limited to:

a) Suspect Asbestos-Containing Material Forms (see Attachment 1);

b) Asbestos sampling laboratory analysis results;

c) Personnel Certification and Training Records;

d) Waste Shipment Records ("WSR") for all ACM, and confirmed ACWM, and suspect ACWM transported offsite. (signed by Facility, transporter and receiving landfill); and

e) Documentation of asbestos surveys/abatements received pursuant to the Section (5)(d) of this protocol.

For each calendar year, a report describing the number of samples collected, type of materials sampled, and the number of positive results for asbestos shall be submitted by the Applicant of the Facility to the MassDEP Central Regional Office by February 15 of each calendar year.

ATTACHMENT 1 OF ATTACHMENT A
SUSPECT ASBESTOS CONTAINING MATERIAL FORM

Facility Name:_____

Facility Address:_____

Facility Telephone Number:_____

CDHF Asbestos Inspector:_____ _____
Signature Printed Name
DLS Certification No._____

Hauler Name _____**Telephone Number**:_____

Driver Name:_____

Vehicle License Number:_____**Vehicle Type:** _____

Generator Name:_____

Address:_____

Telephone Number _____

Type(s) and Quantity of Suspect Asbestos Containing Material Identified: (Circle one)

Type: _____ Quantity: _____ friable/non-friable.

Type: _____ Quantity: _____ friable/non-friable.

Type: _____ Quantity: _____ friable/non-friable.

Type: _____ Quantity: _____ friable/non-friable.

Initial disposition of suspect asbestos containing material waste load: (select one and provide date.)

1) Notified driver and MassDEP - rejected load - Sections (4)(a)(3)(d) or (4)(c)(3)(b) _____

2) Notified driver and MassDEP - segregated load – sample(s) collected - Sections (4)(c)(1) or (4)(d)(1) _____

3) Notified driver and MassDEP- segregated to be culled load – sample(s) collected - Section (4)(c)(2) _____

Final Disposition of waste load: (select one and provide date.)

1) Sample results negative – handled load processed as solid waste _____

Sections (4)(c)(1) or (4)(c) (2) or (4)(d)(1)

2) Sample results positive – culled non-friable asbestos _____

Stored and disposed of in accordance with Section (4)(c)(2)

3) Sample results positive – called contractor _____

Section (4)(c)(1) and (4)(c)(3)(a) or Sections (4)(d)(1)

ATTACHMENT B
WASTE BAN COMPLIANCE PLAN APPROVAL

Devens Recycling Center, LLC (the "Permittee", or "Applicant") shall operate Devens Recycling Center (the "Facility", or "DRC") in accordance with operations and equipment described in the Applicant's Waste Ban Compliance Plan ("WBCP") approved by MassDEP on October 19, 2022 and referenced in section I.B.4. above, and in compliance with this Attachment B of this Permit.

A. Facility Background

The Facility is located at 45 Independence Drive in Devens, Massachusetts. The Facility is authorized to accept one thousand five hundred (1,500) tons per day of C&D, MSW, and source separated leaf and yard waste.

The Applicant stated in its WBCP application that the Facility Processing Operation includes:

1. Delivery
2. Delivery & Pre-picking
3. Initial Screening
4. Ferrous Metal Removal
5. Fines Screening
6. De-stoning/air classification
7. Grinding
8. Loading and transfer

The Applicant shall provide equipment in adequate numbers and of appropriate type and size for the proper operation of the Facility in accordance with 310 CMR 19.205(2).

B. Definitions

For the purpose of this WBCP, the terms herein shall have the following meaning:

Action Level*:* Levels or amounts of waste ban materials that when met or exceeded in a waste load for disposal or transfer for disposal constitute a Failed Load. The Action Levels for the Applicant are as follows:

- For any MSW waste load with more than 0% by volume of the following Zero Tolerance Waste Ban Materials; tires, lead batteries, cathode ray tubes (CRTs), and white goods;
- For any non MSW waste load with more than 0% by volume of the following Zero Tolerance Waste Ban Materials: lead batteries, cathode ray tubes (CRTs), and Chlorofluorocarbon (CFC) containing white goods[1];
- For any waste load with 10% or more by volume of leaves and yard waste;
- For any MSW waste load with 10% or more by volume of recyclable paper (including corrugated cardboard);

- For any non-MSW waste load with 10% or more by volume of recyclable paper (excluding corrugated cardboard[2]);
- For any waste load with 10% or more by volume of single polymer plastic, metal and glass containers;
- For any waste load with 10% or more by volume of commercial organic material;
- For any waste load, excluding Category 1 C&D Waste loads as described below, with 20% or more by volume of combined asphalt pavement, brick, concrete, wood, metal and clean gypsum wallboard[3].
- For any waste load with 30% or more of cumulative banned materials.

[1] If any non MSW waste load is identified by the hauler prior to tipping as containing source separated (e.g. on top of the load) CFC containing white goods, CRTs, and/or lead batteries, the Facility may remove these materials from the waste load prior to tipping. Under this circumstance, the waste load is not a Failed Load.

[2] Corrugated cardboard accepted in any quantity in any non MSW load is not a Failed Load if the corrugated cardboard will be separated and diverted from disposal in the Facility's processing operation.

[3]Category 1 C&D Waste loads with any level of wood, metal, and clean gypsum wallboard, and the following Zero Tolerance Items: tires and non-CFC white goods, may be accepted and the load is not a Failed Load, if these materials will be separated and diverted from disposal in the Facility's processing operation.

Bulky Waste: Waste items resulting from commercial or residential activities with low potential for recovering recyclable materials. In general, these materials are generated during commercial and residential building cleanouts and include items not generally accepted during pickup of the typical daily waste stream generated by commercial and residential activities. Examples of bulky waste include but are not limited to: furniture such as tables, chairs and desks; carpets; temporary partitions such as cubicle walls; and toys.

Categories of Construction and Demolition Waste Material

- Category 1 - Construction and Demolition Waste (see definition below) and partially picked C&D waste. Partially picked C&D waste may include, but is not limited to, materials that may have been previously kicksorted off-site for the removal of metal, large pieces of wood, bulky waste, and Zero Tolerance Items
- Category 2 -Construction and Demolition Residuals
- Category 3 - Bulky Waste

Construction & Demolition Fines (C&D Fines): C&D waste processed through an initial size reduction and screening process in accordance with a MassDEP Beneficial Use Determination (BUD) and **prior to grinding** which is: (a) three inches or less (3" minus) in size; (b) consists primarily of soil and other inert materials, and (c) in no case shall exceed 35% organic content by volume.

Construction & Demolition Residuals (C&D Residuals): C&D material that remains after recyclable materials (asphalt pavement, brick, concrete, metals, wood, clean gypsum wallboard, etc.) have been removed from C&D waste to the greatest extent possible, which may include the C&D fines if not separated out from C&D waste. C&D residuals consist primarily of non-recyclable material. C&D Residuals include the materials that remain unpicked during Positive Pick Processing Operations and the non recyclable materials that are picked from the mixed waste stream during Negative Pick Processing Operations.

Construction & Demolition Waste (C&D Waste): Building materials and rubble resulting from the construction, remodeling, repair or demolition of buildings, pavements, roads or other structures. Construction and Demolition waste includes, but is not limited to: metal, concrete, bricks, lumber, masonry, road paving materials, rebar, gypsum wallboard and plaster.

Failed Load: A waste load which, when delivered to and inspected at a handling or disposal facility is determined to contain a quantity of a material banned from disposal or transfer for disposal at or above an Action Level defined herein.

Kicksorting: Partial separation of C&D waste material which may include, but is not limited to, the removal of metal, large pieces of wood, bulky waste, Zero Tolerance Items (i.e. cathode ray tubes, tires, lead batteries, and white goods).

Layout Plan: Plan submitted by the Applicant within its WBCP application documents entitled "Waste Ban Compliance Plan Site Plan" (dated July 2022), depicting tipping and storage areas for C&D and MSW.

Municipal Solid Waste: Any residential or commercial solid waste, but not including C&D Waste.

Negative Pick Processing Operations: Methodology including manpower and equipment to process waste materials by the direct removal of non-Waste Ban Materials from mixed C&D Waste loads. Materials remaining unpicked from Negative Pick Processing Operations generally contain mostly Waste Ban Materials but may contain some residual non-waste ban materials. The non recyclable materials that are picked from the mixed waste stream during negative pick operations are considered herein as C&D Residuals.

Positive Pick Processing Operations: Methodology including manpower and equipment to process C&D Waste by the direct removal of Waste Ban Materials to the greatest extent possible from mixed waste loads. Materials remaining unpicked from positive pick processing operations are considered herein as C&D Residuals.

Process Separation Rate (PSR): the ratio of the quantity (by weight) of materials recycled as feedstock, recycled as biomass fuel, or diverted as determined by MassDEP, compared to the quantity (by weight) of the total inbound material accepted. Note:

i. Diverted material means separation of a specific type of C&D material (e.g. C&D wood) that is then transferred for further processing (i.e. sent and received as a separated material; not mixed C&D waste).
ii. Diverted material does NOT include any landfill dependent uses (e.g. alternative daily cover, road-base stabilization and shaping & grading).
iii. The quantity of total inbound material accepted includes ALL materials accepted by the facility (e.g. mixed C&D waste, source separated materials and bulky waste); it excludes any C&D fines and residuals received from a Minimum Performance Standard compliant C&D Handling Facility or any municipal solid waste if acceptance of such materials are allowed by the facility operating permit.

Processing Operation: Methodology proposed by the Applicant including manpower and equipment to process waste materials for the removal of Waste Ban Materials to the greatest extent possible.

Rejected Load: A waste load which has been determined by the waste handling or disposal facility operator to be a Failed Load, and which the operator elects to refuse acceptance for handling or disposal, and which the operator must reload in the hauler's original delivery vehicle or container and return to the hauler.

Tipping Area: Area inside building designated by the Applicant on the Layout Plan for the tipping, spreading, and inspection of tipped C&D and MSW loads and the removal of Waste Ban Materials.

Waste Ban Materials: Materials expressly prohibited from disposal, or transfer for disposal, listed in 310 CMR 19.017.

Zero Tolerance Waste Ban Materials: Materials expressly prohibited from disposal or transfer for disposal listed in 310 CMR 19.017 where MassDEP has made an Action Level determination of zero. This includes cathode ray tubes (CRT), tires, (tires may be disposed at solid waste combustion facilities and shredded tires may be disposed at landfills) lead batteries, and white goods.

C. Duty to Comply

The Applicant shall, at all times, fully comply with the Facility's WBCP, as well as all the terms, descriptions, and conditions detailed herein.

D. Waste Materials Acceptance and Processing Limits

1. In accordance with this Authorization to Operate ("ATO") Permit, the Applicant shall ensure that the Facility's waste acceptance does not exceed 1,500 tons per day of C&D waste and MSW combined. No more than one thousand (1,000) tons per day (tpd) C&D waste, and no more than five hundred (500) tpd

of MSW. The total allowable annual tonnage of materials accepted at this facility shall not exceed 390,000 tons of waste in any calendar year.

.

2. The Applicant may accept and handle only the following types of waste material:

   - Category 1 - Construction and Demolition Waste
   - Category 2 – Construction and Demolition Residuals
   - Category 3- Bulky Waste
   - Municipal Solid Waste
   - Source separated leaf and yard waste

3. The Applicant shall adjust the Facility's actual daily intake of MSW and C&D Waste as necessary to maintain compliance with MassDEP's waste ban regulations, the Facility's WBCP, and, if any, the materials storage limits specified in this Permit.

4. The Applicant shall, at all times, staff and equip the area where waste is tipped with an adequate number of manual pickers and equipment as stated in the WBCP, to ensure all categories of Waste Ban Materials as listed in 310 CMR 19.017(3) are removed to the **greatest extent possible** from all waste **prior to shipment for processing or disposal**. At a minimum, Applicant shall limit the amount of waste accepted on any given day based on the availability of staff to pick the waste on that day in accordance with Table 1 below.

   Table 1

Category 1 C&D (tons per day)	Minimum number of manual pickers
1-100	1
101-200	2
201-300	3
301-400	4
401-500	5
501-600	6
Greater than 600	7

5. The Applicant shall not include unprocessed Category 1 C&D Waste transferred to another C&D Handling Facility in the Facility's calculation of the daily intake of Category 1 C&D Waste for the purpose of complying with the Maximum Average Waste Acceptance Rate in Table 1.

6. The Applicant shall ensure that unprocessed Category 1 C&D Waste transferred to another C&D Handling Facility is included in the calculation of the daily intake of Category 1 C&D

Waste for the purpose of complying with the Facility's daily permitted waste acceptance rate and as total inbound material accepted in the calculation of the Process Separation Rate.

7. The Applicant shall fail loads when required herein but shall not re-designate Category 3 Bulky Waste as Category 1 C&D waste loads where only Zero Tolerance Items are identified and removed, provided that the load meets the Action Levels for all other Waste Ban Materials.

E. Facility Handling and Operating Procedures

The Applicant shall comply with the following:

1. Post onsite signage clearly listing all Waste Ban Materials.
2. Conduct load inspections in a manner that does not endanger the safety of Facility or hauler personnel.
3. Only manage waste in the appropriate areas designated for tipping and inspection, separation, interior storage, and loading as depicted on the Layout Plan.
4. Inspect all waste loads for banned materials:
    a. prior to tipping;
    b. as load is tipped; and
    c after tipping.
5. Inspect all loads for suspect asbestos-containing materials and manage any suspect asbestos-containing materials in a manner consistent with the Facility's ATO permit.
6. Spread all accepted waste loads (inclusive of both C&D and MSW loads) out in a manner that allows for the inspection and identification of all Waste Ban Materials and follow the preferred hierarchy below:
    a. remove to the **greatest extent possible** all Waste Ban Materials from each waste load accepted at the Facility prior to disposal or transfer for disposal by employing both manual pickers and available equipment (if required)
    b. reject the waste load, including reloading into the hauler's vehicle, if it is safe to do so;
    c. transfer to a facility that has an approved WBCP that includes separation and recycling of the banned materials or will transfer to such a facility; or
    d. dispose the load because recycling or reloading the waste would endanger workers or substantially disrupt Facility operations.
7. The Applicant shall comply with the following asbestos-related procedures:

a. Any asbestos-containing material brought to the site shall be managed in accordance with all applicable local, state, and federal regulations, including but not limited to 310 CMR 19.000, 310 CMR 7.00, and requirements of the Massachusetts Department of Labor Standards ("MDLS").

b. The Facility shall employ a sufficient number of MDLS-certified Asbestos Inspectors so that all incoming loads can be inspected whenever the Facility is operating.

c. Any work involving asbestos, including but not limited to handling, sampling, segregating, and containerizing, shall be performed only by individuals who possess the proper level of certification to perform that work. The Applicant shall hire a qualified and properly certified asbestos contractor to do any and all work beyond the qualifications and certifications of Facility employees.

8. Loads that contain clean gypsum wallboard must be sorted to remove clean gypsum wallboard to the greatest extent possible prior to transferring or processing C&D loads.

9. Record any waste load that contains an amount of Waste Ban Materials in excess of any Action Level as defined herein as a Failed Load.

10. Maintain records of all Failed Loads including justification for disposal of banned items.

11. Perform Failed Load communication as follows:

a. The Applicant shall notify drivers of the type and amount of banned material found in the waste load;
b. The Applicant shall notify haulers by letter within 45 days of the type and amount of banned material found in the waste load and encourage haulers to work with their customers to separate banned materials to prevent recurrences of Failed Loads. However, when the waste load is delivered in a vehicle with a capacity of 5 cubic yards or less the Facility only needs to notify the driver in accordance with a. above;
c. The Applicant shall notify generators by letter within 45 days of type and amounts of banned material found in waste loads, if any, and encourage those generators to contact MassDEP for technical assistance; and
d. <u>These notification procedures shall be followed whenever waste ban materials are found in a load in a quantity greater than the applicable Action Level, UNLESS: (1) the waste ban material(s) are segregated from the rest of the load (i.e., placed on the top or back of the load) and (2) the driver declares the material(s) before the load is dumped.</u>

F. Waste Ban Plan Compliance Procedures

In accordance with the procedures, sample record forms and notification letters provided in the WBCP, the Applicant shall implement and maintain the following:

1. Inspections

a. The Facility is required to be inspected for both Operation and Maintenance and Waste Ban compliance criteria on a quarterly (every three months) basis by an independent third-party inspector, registered in accordance with 310 CMR 19.018. The inspections shall be performed in accordance with 310 CMR 19.207(25) and 19.018.

b. The Applicant shall conduct inspections of all incoming materials in accordance with the procedures contained in the WBCP, including the completion of the daily record form with Failed Load information.

c. In addition, the Applicant shall conduct a minimum of twenty (20) random comprehensive load inspections per month using the procedures described in the WBCP and complete the Comprehensive Load Inspection Reporting Sheet. Comprehensive load inspections shall only be conducted on vehicles with a capacity of 5 cubic yards or more. Each load under inspection shall be spread out in a manner allowing easy identification of banned materials, and the inspector shall walk around the full perimeter of the pile.

2. Recordkeeping

a. The Applicant shall create and maintain records of all loads delivered to the Facility including all accepted loads, Failed Loads and Rejected Loads.

b. The Applicant shall identify and record the waste generator information for each Failed and Rejected Load whenever possible.

c. On any day on which the Applicant conducts kicksorting of C&D waste, the Applicant shall maintain a daily log that lists the date, the number of personnel performing Waste Ban Materials picking for the day and the number of hours each picker worked, and the tonnage of C&D Waste and MSW accepted.

d. The Applicant shall maintain copies all Failed Load letters sent to waste haulers, and generators if applicable, whenever the Applicant identifies a Failed Load.

e. The Applicant shall provide MassDEP access to, and copies of, all records upon request.

3. Reporting

a. The Applicant shall submit quarterly independent third-party inspection reports to MassDEP and to the Devens Enterprise Commission (serving as the Devens Board of Health) no later than 30 days following the date of the third-party inspection. The inspection shall be performed and the report shall be prepared in accordance with 310 CMR 19.207(25) and 19.018. The Report shall clearly demonstrate the status of compliance with 310 CMR 16.00 and 310 CMR 19.000, the Site Assignment, the ATO permit, this Waste Ban Control Plan Approval and any Order or other requirement of MassDEP.

b. The Applicant shall submit a quarterly operations report, summarizing the results of each calendar quarter, to MassDEP by no later than the 45th day following the end of the quarter. The Department, in its sole discretion, may consider suspending or reducing the frequency of this reporting requirement if it has been persuaded by the Applicant in writing that the quarterly operations report is no longer necessary (for example, due to changes in market conditions). The operations reports shall detail the following information:

(1) A summary of waste ban compliance activities as required in this Waste Ban Compliance Plan Approval. Reports shall include a summary of waste ban activities including all loads rejected from receipt at the facility on the basis of non-conformance with waste bans, recycling criteria, or waste classification (i.e., special wastes or hazardous wastes). The summary shall include the date of all nonconforming loads, source of load, type of nonconformance and action taken, as well as the name of the waste hauler, truck number or driver's identification/name.

(2) A summary of the quantity (in tons) of all solid waste for the Facility received and shipped during each day of the previous calendar month and the total quantity of solid waste received to date during the current calendar year. The quantities of solid waste accepted shall be itemized as MSW, non-MSW, C&D, recycling residuals and if applicable, special wastes. Where applicable, each type and source of special wastes shall be identified. The identification of the disposal facility where the materials were shipped shall also be included.

(3) A calculation of the Process Separation Rate ("PSR"), according to the formula and notes stated in Section B, Definitions, of this Permit.

(4) A summary of the quantity (in tons) of recyclables received and shipped during the previous calendar month and the total quantity received to date during the calendar year. The quantity of recyclables shall be itemized by category and the identification of the recycling facility where the materials were shipped shall also be included.

(5) A summary of all activities related to asbestos or other unacceptable waste materials (special wastes or hazardous waste), including but not limited to the receipt, handling, sampling, testing, and disposal of suspected and/or confirmed asbestos-containing material or other unacceptable waste materials; and

(6) A summary of any complaints received regarding the Facility.

c. The Applicant shall submit an annual report to MassDEP not later than February 15th of the following calendar year, on forms designated by MassDEP, summarizing the Facility's operation for the previous calendar year.

d. The Applicant shall submit via email to MassDEP any changes to the WBCP Attachment G, Part E. 3. Materials Management identifying the name and location of

proposed receiving facilities. Alternatively, the Applicant may provide notice to MassDEP of any proposed receiving facilities in the quarterly operations report required above in paragraph 3.b. The Applicant may only provide notice of any proposed receiving facility in the quarterly operations report if providing notice in this manner will result in MassDEP being informed of any proposed facility at least 45 days prior to the expected date that the Applicant will commence use of the proposed facility. Regardless of the method by which the Applicant identify a proposed receiving facility for MassDEP, prior to utilizing any new receiving facility, the Applicant shall wait for written approval from MassDEP.

G. General

1. All activities at the Facility conducted to comply with the waste ban requirements at 310 CMR 19.017 by the Applicant shall comply with this Permit and the WBCP. In the event there is a conflict with the provisions between the Applicant's WBCP and this Permit, this Permit shall control.

2. This Permit and the WBCP approved by MassDEP on October 19, 2022 supersede and replace in their entirety any previous WBCP permits/approvals issued for the Facility.

3. The Facility shall meet the two Minimum Performance Standard ("MPS") criteria stated in the MassDEP guidance titled Minimum Performance Standard For Construction And Demolition Handling Facilities to Comply with MassDEP's Waste Ban Regulations and Waste Ban Compliance Plans (February 2020) and other applicable requirements as follows:

   a. Criterion 1: The Facility shall meet a threshold Process Separation Rate ("PSR") of 15% or greater. The PSR shall be calculated in accordance with the formula and notes stated in Section B, Definitions, of this Permit. In accordance with the MPS guidance, MassDEP may increase the minimum PSR in the future, for all subject facilities, in order to improve performance.

   b. Criterion 2: The Facility shall demonstrate that all banned materials are being separated to the greatest extent possible. This shall include separation of all C&D Waste Ban Materials (i.e. ABC, metal, wood, clean gypsum wallboard), OCC, and any other waste ban materials received by the Facility.

4. The Applicant shall fully comply with the Facility's site assignment and all applicable local, state and federal laws, regulations and policies, bylaws, ordinances and agreements.

5. The Applicant's failure to comply with the waste ban requirements at 310 CMR 19.017 or the conditions of this Attachment B may result in enforcement action, or suspension, modification or revocation of this Permit as deemed necessary.

6. The Applicant shall remove and divert from disposal all waste ban materials from every waste load accepted by the Facility for disposal, or transfer for disposal, to the greatest extent possible, unless waste ban materials cannot be recycled because doing so would

endanger workers or substantially disrupt Facility operations. MassDEP intends to take enforcement action against facilities that fail to remove waste ban materials to the greatest extent possible.

7. MassDEP and its agents and employees shall have the right to enter the Facility at all reasonable times and without notice, to inspect the Facility and any equipment, structure or land located thereon, take samples, recover materials or discharges, have access to and copy records, to perform tests and to otherwise monitor compliance with this approval, or any and all permits relative to the operation of the Facility, and all environmental laws and regulations. The right of entry and inspection shall be in addition to the MassDEP's access authorities and rights under applicable federal and state laws and regulations, as well as any permits or other agreements between the Applicant and MassDEP.

8. The Applicant are required to obtain prior written approval from MassDEP before any changes or modifications can be made to a WBCP or Processing Operation as described in the WBCP and the Authorization to Operate Permit.

9. Pursuant to the provisions of 310 CMR 19.036, MassDEP reserves the right to modify, suspend or revoke this WBCP approval upon written notification to the Applicant.

10. The request for a renewal of the ATO shall include the request to renew the WBCP. MassDEP reserves the right to require modification of the WBCP at that time.

11. The Applicant is advised that MassDEP is evaluating banning the disposal, and transfer for disposal, of additional components of construction and demolition materials and municipal solid waste. If and when new regulations are promulgated, the Applicant shall adhere to the regulations as promulgated, and to any associated guidance.

EXHIBIT 5 & 5B

SOUND STUDY
JANUARY 18, 2023

ADDENDUM NOVEMBER 10, 2025

January 18, 2023

Mr. Brian Skehan
Republic Services
45 Independence Drive
Devens, MA 04134

SUBJECT: Republic Services Devens
Acoustic Study – Operating Hours Expansion

Dear Mr. Skehan,

Republic Services is proposing to expand their operating hours to begin operations earlier than the current hours 7:00 am to 5:00 pm, Monday through Saturday. As part of the permitting process, Cavanaugh Tocci has been contracted to determine new allowable operation hours based on existing background sound. This report summarizes the applicable regulations on facility sound, and the method used by Cavanaugh Tocci to determine a new compliant operation hour range. This study concludes that facility operating hours can be extended to 24-hour operation, Monday through Saturday.

DEC Industrial Performance Standards

The DEC Industrial Performance Standards (IPS) on noise are contained in 974 CMR 4.05 Noise and Vibration[1]. 974 CMR §4.05 establishes sound limits intended to "…*preclude or significantly mitigate conditions that could cause nuisance to any receptor within or without Devens*." Variable (limits based on background) and fixed limits in 974 CMR §4.05(3) are as follows:

> (3) Noise Limits and Standards - Internal and External Impacts. No party owning, leasing, controlling, or otherwise occupying a facility within Devens shall be allowed to cause pronounced, multiple patterns of noise or vibration nuisance to or interference with any receptor.
>
> No party owning, leasing, or otherwise controlling a facility within Devens shall be allowed to:
>
> (a) Produce a broadband sound pressure level which exceeds an existing background sound pressure level by the following margins:
>
> 1. 5 dBA as measured at any residential property line or receptor within Devens;
> 2. 10 dBA as measured at any commercial or industrial property line or receptor within Devens.
> 3. 5 dBA as measured at any Devens perimeter boundary abutting a residential External Receptor
> 4. 10 dBA as measured at any Devens perimeter boundary abutting a commercial or industrial External Receptor.

[1] https://www.devensec.com/rules-regs/decregs405.html

(b) Produce a broadband sound pressure level which exceeds the following levels:

1. 45 dBA nighttime/55 dBA daytime, as measured at any residential property line or receptor within Devens
2. 60 dBA as measured at a commercial or industrial property line or receptor within Devens
3. 45 dBA nighttime/55 dBA daytime as measured at any Devens perimeter boundary abutting a residential External Receptor
4. 60 dBA as measured at any Devens perimeter boundary abutting a commercial or industrial External Receptor.

(c) Produce a "pure tone" condition. (definition to follow)

(d) Produce "impulsive" noise in excess of decibel limits and durations established herein (definition to follow)

- "Background sound pressure level" is defined as the A-weighted sound pressure level that is exceeded 90% of the quietest one-hour time interval during the equipment operating hours. [Ref. 974 CMR §4.05 (3)(d)(1)]
- "Daytime hours" are 7:00 am to 6:00 pm weekdays. Nighttime hours are all other times, including legal holidays. [Ref. 974 CMR §4.05 (3)(d)(3)]
- A "pure-tone" is sound concentrated in a narrow frequency range, and is perceived as a humming, buzzing, whirring, or other such distinctive continuous sound. A pure-tone condition is defined to exist when both of the following conditions occur:
    - The sound pressure level in a one-third octave band exceeds the sound pressure levels in both adjacent one-third octave bands, and
    - The average amount exceeded in both adjacent bands is greater than values provided in 974 CMR §4.05 (3)(d)(7) (Table 1 of this Protocol).

1/3 Octave Band (Hz)	Amount by which the average of both adjacent bands is exceeded (Hz)	1/3 Octave Band (Hz)	Amount by which the average of both adjacent bands is exceeded (Hz)
100	16	1600	4
125	14	2000	3
160	12	2500	3
200	11	3150	3
250	9	4000	3
315	8	5000	4
400	7	6300	4
500	6	8000	5
630	6	10000	6
800	5		
1000	4		
1250	4		

Table 1. Pure-tone one-third octave band increments
974 CMR §4.05 (3)(d)(7)

- "Impulsive" noises are sounds which occur intermittently rather than continuously. Impulsive noise may exceed existing background sound levels for a cumulative duration of not more than one minute within any given one-hour period, and subject to the following limits: 10 dBA as measured at any residential property line or receptor, or 15 dBA as measured by any commercial/industrial property line or receptor. Impulsive noise, as measured at any residential receptor shall only be allowed to occur during normal daytime hours. Readings for impulsive noise shall be recorded with fast sound level meter response. [Ref. I.P.S. §4.05 (3)(d)(8)]

Field Measurement Summary

Background Sound Measurements

In order to identify IPS limits at residential and industrial receptors, monitoring was conducted at sound monitor (SM1-SM3) Locations shown in Figure 1 for 7 full days, from Saturday October 29 to Friday, November 4, 2022. The meters used to monitor sound levels were calibrated before use and installed with windscreens. These instruments and their use conform to IEC 61672 for Class 1 precision sound measurement instrumentation. Each meter records sound level data onto a flash card that, after the completion of measurements, is removed from the unit and downloaded into a PC.

- SM1 was located near the intersection of Bates Service Road and Buena Vista Road. Data collected at this location represents sound experienced by residences along Bates Service Road.

- SM2 was located in Pirone Park in Ayer, MA. Data collected at this location represents sound experienced by residences along School and Bligh Street.

- SM3 was located at the south property line of the Republic Services Facility. Data collected at this location represents the sound experienced by the neighboring industrial sites along Independence Drive.

Figure 1. Location of Sound Monitors, SM1, SM2, SM3
Republic Services, 45 Independence Drive, Devens, MA

"Background" sound is defined as the lowest measured 1-hour A-weighted 90th percentile sound level ($L_{AF90,1\text{-}hr}$) during the proposed operating hours of the site. The lowest background levels measured at each monitoring location Monday through Friday are presented in Table 2, with the corresponding DEC IPS limits.

Sound monitoring data measured in the vicinity of the project site are shown in Figures 2a, 2b, and 2c. Weather data have been shown alongside sound monitoring data to identify any occasions when weather conditions might have influenced sound levels. These data are as obtained from the National Weather Service's (NWS) Automated Surface Observing Systems (ASOS) program for station FIT [2].

[2] https://mesonet.agron.iastate.edu/request/download.phtml?network=MA_ASOS

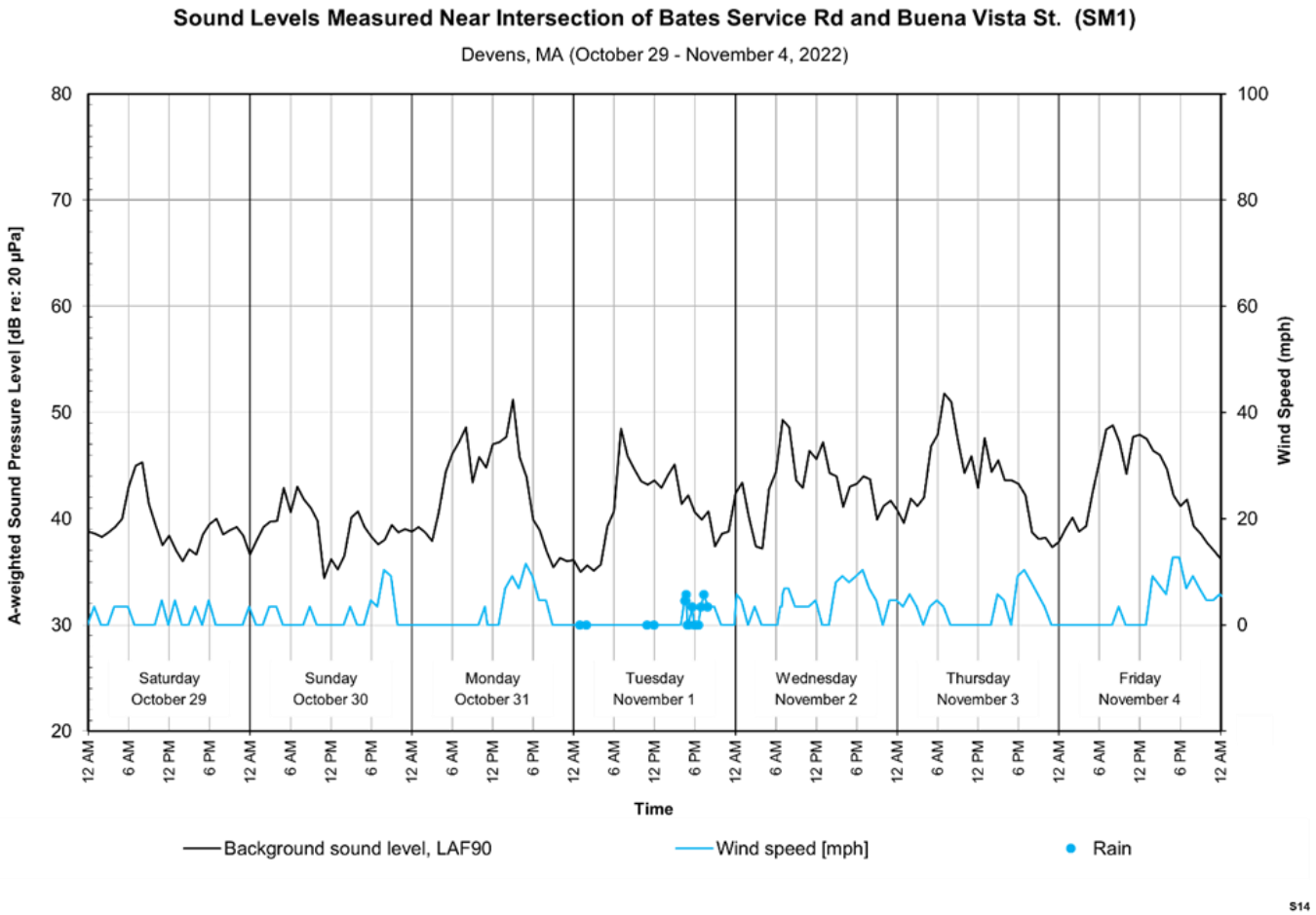


Figure 2a. Sound Monitoring Data measured at SM1
Republic Services, 45 Independence Drive, Devens, MA

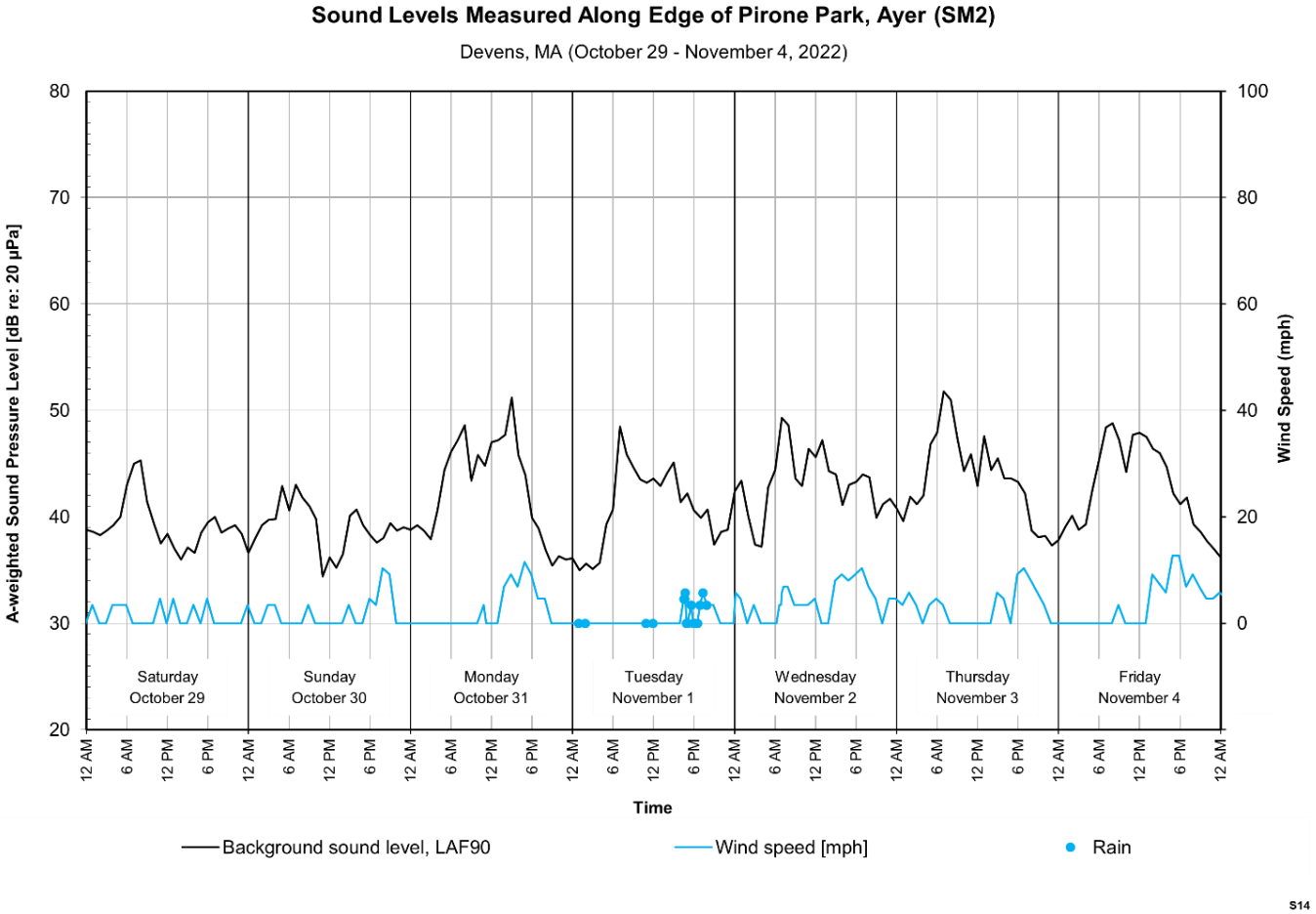


Figure 2b. Sound Monitoring Data measured at SM2
Republic Services, 45 Independence Drive, Devens, MA

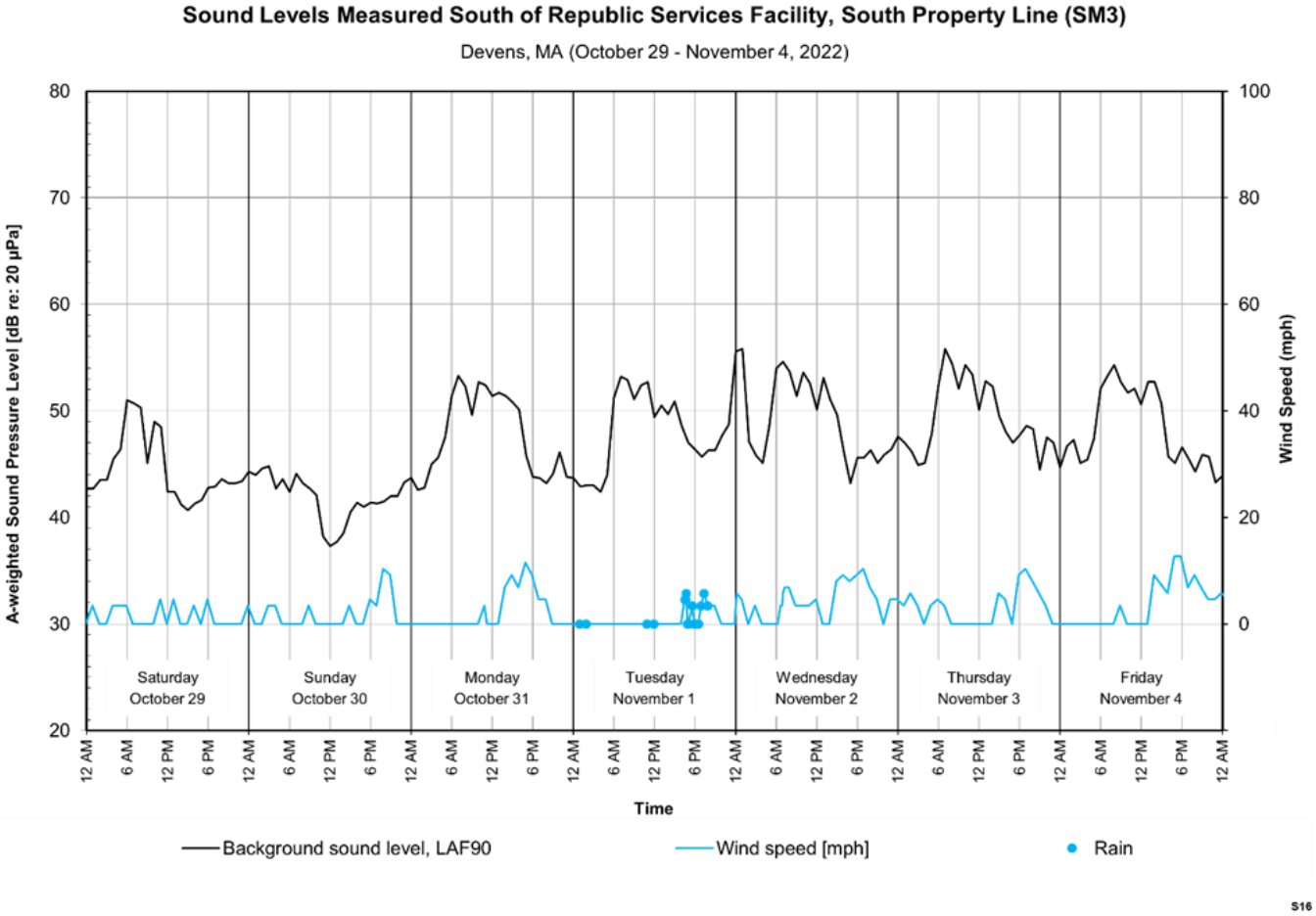


Figure 2c. Sound Monitoring Data measured at SM3
Republic Services, 45 Independence Drive, Devens, MA

Measurement Location (Receptor #)	Receptor Type	Background during Extended Operating Hours[1] ($L_{AF90,1\text{-}hr}$)	DEC IPS Variable Limit
SM1 (R1-R5)	Residential	**35**	40
SM2 (R6-R15)	Residential	**35**	40
SM3 (R16)	Industrial	**41**	51

[1]M-Sat, 12:00 am-12:00am (24 hours)

Table 2. Lowest measured background during extended operating hours and the corresponding DEC IPS variable lLimit
Republic Services, 45 Independence Drive, Devens, MA

Facility Operation Measurements/Observations

In November 2022, Cavanaugh Tocci visited the Republic Services facility to observe site operations. It was observed that all facility operational sound is produced within the building. Independently contracted trucks or waste vehicles arrive from Independence Drive and deposit their material on the floor of any available bay. Once the material was deposited, the truck exits the site onto Independence Drive.

Inside the building, multiple sources of sound operate nearly continuously. These sources include the following:

- An industrial woodchipper grinding material wood materials into smaller pieces.
- A conveyor belt and separator, which sort waste of differing sizes.
- 2-3 Backhoes or excavators, which move material within the building or load into other machines.
- 1-2 front-end loaders, which assist in material movement.

The following doors and louvers were observed to be continuously open during the measurements, and assumed to be open during all hours of operation:

- One (1) Truck access bay on the southwest side of the building.
- Six (6) Truck Access bays on the east side of the building.
- Five (5) ventilation louvers along the south side of the building.

Facility operation sound was clearly emitting from these openings.Handheld measurements were made at the openings in Figure 3 to estimated emitted sound power levels.

Computer Modelling

Sound produced by equipment and activities of the facility have been estimated using a computer model of sound propagation from facility sources to representative study locations. This section presents general information on the computer modeling technique, as well as specific information for modeling Republic Services sound levels at receptor locations.

Modeling Technique

Modeling of facility sound was completed using Cadna/A (Datakustik GmbH, Version 2023 MR1, 32-bit). Cadna/A is a computer program that implements the modeling techniques of ISO 9613-1 and ISO 9613-2 to estimate source sound levels at community receptor locations. In calculating sound levels at receptor locations, the Cadna model accounts for reductions in facility sound pressure levels associated with propagation distance, shielding by intervening structures and topography, and absorption of sound by the atmosphere and porous surfaces.

Facility Sources

Republic Services facility sound subject to DEC IPS sound level limits is produced inside the building. The sound of vehicles entering the site from and later exiting on to 45 Independence Drive, which is a public road, has not been included in computer modeling. However, the sound of vehicles entering the facility building and depositing their materials into the building was included as part of the site process. Transient sound produced by trucks entering from and exiting onto a public road is understood to not be subject to DEC IPS limits. Figure 3 shows the location of the sound sources included in modelling.

Figure 3. Location of facility building area sources
Republic Services, 45 Independence Drive, Devens, MA

Community Receptors

Figure 4 shows receptor locations R1-R16 used in facility computer modelling. Receptor locations R1-R15 were chosen as they are the closest residential receptors to facility noise and represent "worst-case" residential exposure to facility sound. Receptor R16 was chosen as a representative of sound at the nearest industrial property line.

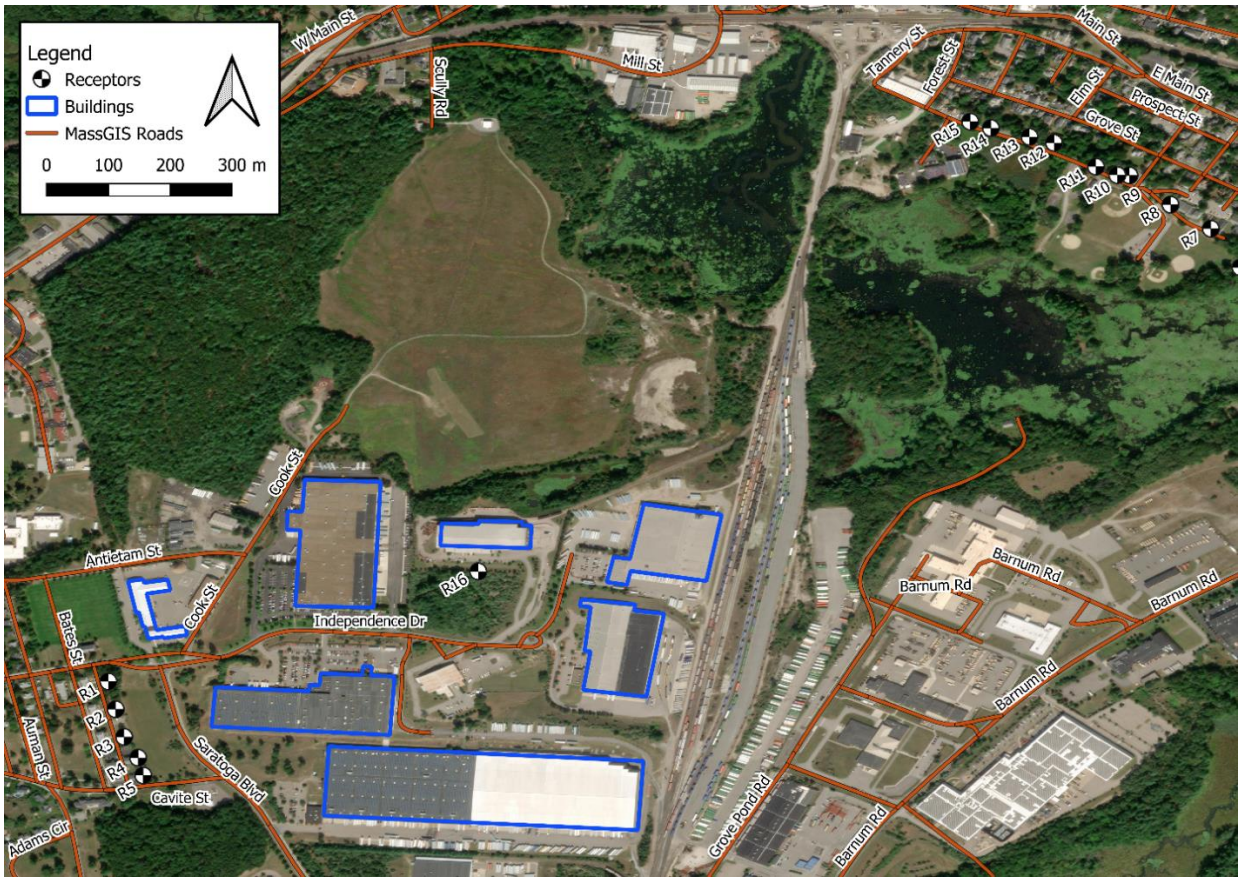


Figure 4. Receptor locations used in computer modelling, R1-R16
Republic Services, 45 Independence Drive, Devens, MA

Additional Modelling Parameters

As sound propagates through the environment, it may encounter boundaries which reflect or absorb some fraction of the incident sound. In our computer model, we have assumed that buildings, concrete pavement, and the Republic Services trucking yard itself are all acoustically reflective, except where specifically noted. To account for multiple reflectors, two orders of reflection have been included in computer modeling.

Based on our field observations we have assigned a Ground Attenuation Coefficient (G) of 1.0 (sound absorbing surface) for non-concrete ground conditions and a G of 0.0 (sound reflecting surface) for concrete and paved surfaces in accordance with the ISO standard. Topography of the surrounding area has been obtained from the United States Geological Survey (USGS) and included in computer modeling.

Residential receptors in the vicinity of the project site include one- and two-story structures. A receptor elevation of 7 feet above grade has been used in estimating sound levels at single-story receptors, and an elevation of 17 feet has been used for two-story receptors.

Computer Modelling Results

Table 3 presents estimated sound pressure levels at receptors R1-R16 and the applicable DEC IPS variable limit. Estimated sound pressure levels are expected to be below the DEC IPS limit, as well as the existing background levels at each residential receptor, suggesting that facility activity will not produce an adverse impact to any receptors during 24-hour operation, Monday through Saturday.

Receptor	Sound Pressure Level (dBA)	DEC IPS Limit (dBA)
R1	16	
R2	18	
R3	16	
R4	14	
R5	14	
R6	30	
R7	29	
R8	30	40
R9	29	
R10	29	
R11	28	
R12	30	
R13	30	
R14	28	
R15	30	
R16	39	51

Table 3. Estimated Sound Pressure Levels at Receptors R1-R16
Republic Services, 45 Independence Drive, Devens, MA

Conclusion

Cavanaugh Tocci measured background sound levels at industrial and residential receptors nearest to the Republic Services facility located at 45 Independence Drive in Devens, MA. Cavanaugh Tocci has also measured sound emissions from the Republic Services building and modeled facility sound propagation to nearest receptors. It has been determined that Republic Services sound complies with applicable DEC IPS limits at all nearby residential and industrial receptors 24 hours/day, Monday through Saturday.

Sincerely,
CAVANAUGH TOCCI

Liam E. Maloney
22238/Republic Services - Acoustic Study.docx

November 10, 2025

Mr. Gregory C. Wirsen, *MSc., Vice President*
Green Seal Environmental, LLC
114 State Road
Sagamore Beach, MA 02562

Direct: 508.888.6034 ext. 16
Cell: 508.280.8488
e-Mail: g.wirsen@gseenv.com

Subject: Daytime and Nighttime Operations
Noise Analysis
Republic Services, Devens, MA

Dear Greg,

In 2022, Cavanaugh Tocci was contracted by Republic Services, 45 Independence Drive, Devens, MA to determine whether and to what extent its Devens facility operating hours could be extended beyond the current operating hours of 7:00 am to 5:00 pm, Monday through Saturday. The Republic Services facility collects construction demolition debris brought on-site by truck. Materials are deposited on an enclosed tipping floor, processed, and loaded into rail cars, which are moved to another offsite facility for recycling. This letter report provides further detail as an addendum to our January 18, 2023 report noted below and uses the computer modeling previously developed for this project.

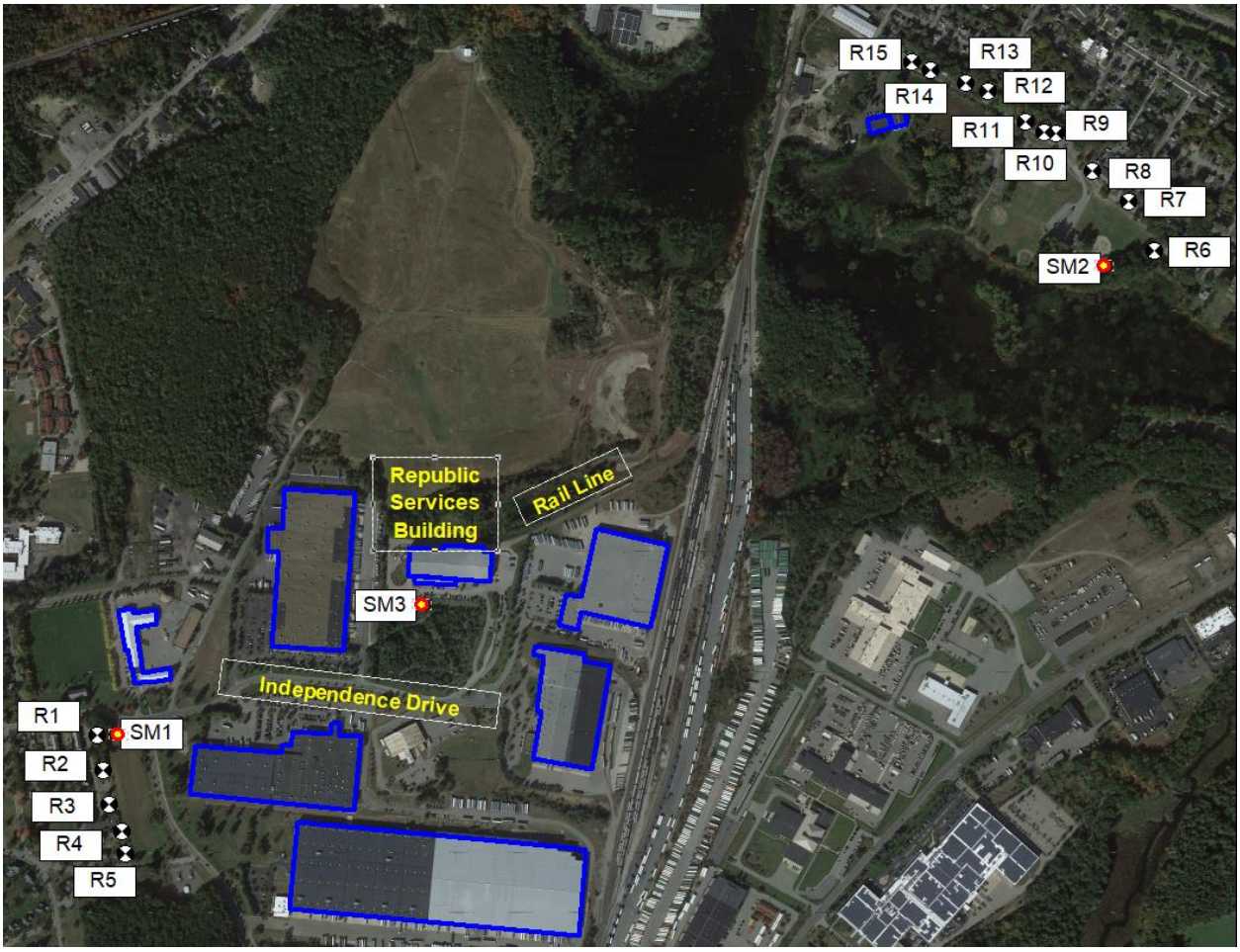


Figure 1. Receptor study (R1-R15) and sound monitoring (SM1-SM3) locations
Republic Services, 45 Independence Drive, Devens, MA

Study Locations

Cavanaugh Tocci letter report to Mr. Brian Skehan, Republic Services dated January 18, 2023 concluded that facility sound levels would comply with DEC Industrial Performance Standards (IPS) during expanded work hours, and are low enough to permit 24-hour operation, Monday through Saturday. This letter is an amendment to the January 2023 report and more specifically estimates source sound levels at residential receptors R1-R15 identified in the January 2023 report. R1-R5 are the residences southwest of the facility; R6-R15 are northeast of the facility. Receptor and sound monitoring locations (SM1-SM3) discussed in our January 18, 2023 report are shown in Figure 1 of this report.

Proposed Work Periods

The following defines three proposed work periods and lists the activities that will occur and equipment to be used inside and outside the Republic building. No work will occur in the facility or on its property on Sundays and on legal holidays.

- 5:00 AM to 9:00 PM (Monday-Saturday only).
  - Building doors open.
  - Trucks enter, deposit construction waste onto the tipping floor, then exit the site.
  - Waste processing (screening, picking, grinding and consolidating on the tipping floor).
  - Rail car loading inside building
  - Rail car movement in and out of the building
  - Building maintenance (inside and outside)

- 9:00 PM to 12:00 AM (Monday-Saturday only).
  - Building doors closed
  - No truck activity outdoors
  - Waste processing (screening, picking, grinding and consolidating on the tipping floor)
  - Rail car loading (indoors)
  - Rail car movement in and out of building (infrequently)
    (While doors are open for rail car movement or any other reason,
    all indoor processing and rail car loading to stop)
  - Building maintenance (inside only).

- 12:00 AM to 5:00 AM (Monday-Saturday)
  - Building doors closed.
  - No truck activity outdoors
  - No waste processing
  - No rail car loading
  - No rail car movement
  - Building maintenance (inside only)

- All Day Sunday and Legal Holidays
  - Closed

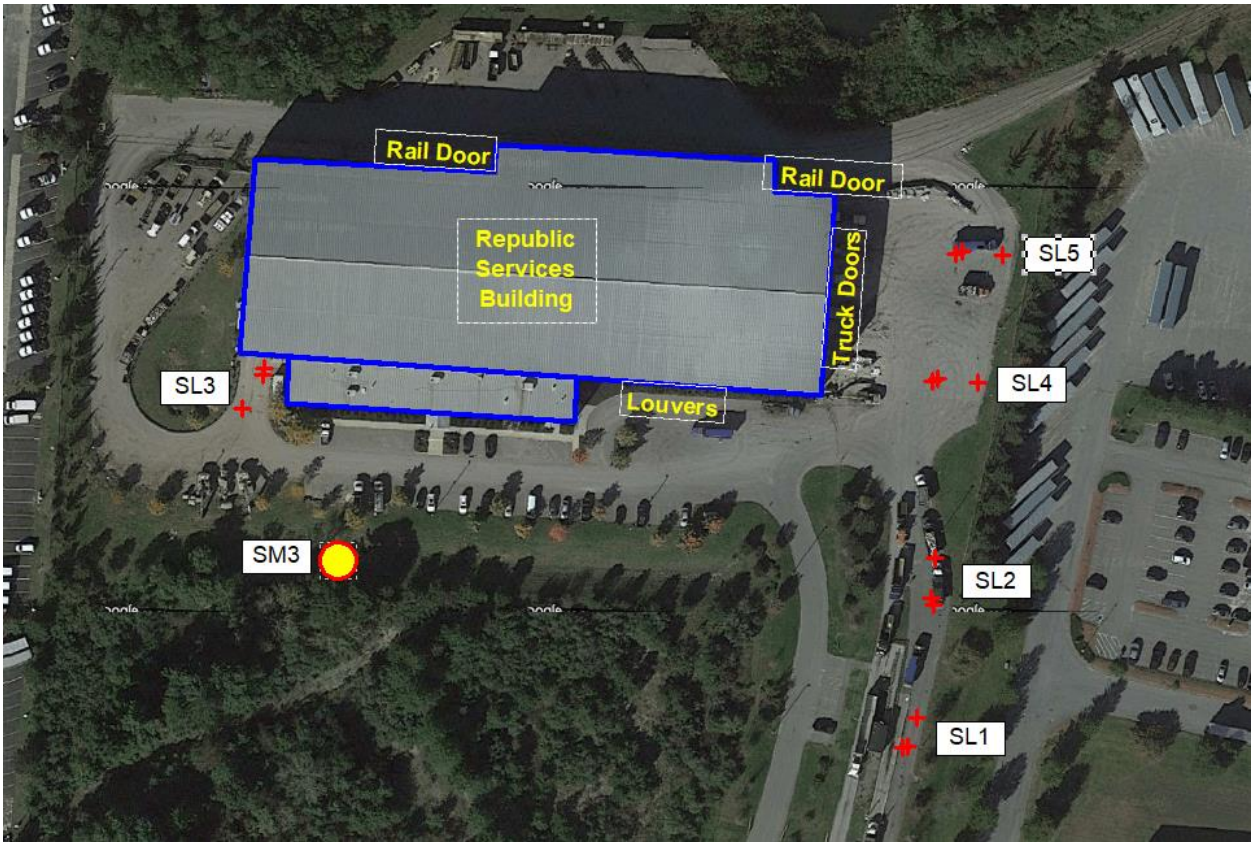


Figure 2. Source group (SL1-SL5) locations
Republic Services, 45 Independence Drive, Devens, MA

Facility Sound Sources

Republic sources of sound on-site and within the building include truck tonal backup alarms, truck high idle sound, truck pass-by sound, sound transmitted through open (5:00 AM to 9:00 PM) and closed (9:00 PM to 5:00 AM) building doors, and transmitted through building ventilation louvers on the south facade. Outdoor source group locations (SL1-SL5), building wall louvers on the south wall, truck access doors on the east side of the building, and rail spur doors on the east and west sides of the spur access are identified in Figure 2. Source groups are comprised of truck high idle sound, tonal backup alarm sound, and the sound produced by trucks traveling to, from, and on-site.

During measurements to estimate source sound power levels, sources of sound within the building included front end loaders, an excavator, and trucks entering and exiting the building. The sound emitted through the east side bay doors was measured at a location 140 feet east of the building at the edge of the paved area. The total emitted sound power was estimated based on the sound measurement made at this location and reduced by 10*log(6), i.e. the number of bay doors, to determine the sound power emitted through each individual door. During the period 9:00 PM to 5:00 AM, when all building doors would be closed, a 15 dBA noise reduction was applied in computer modeling to account for the noise reduction of closed doors. See Table A-1 in Appendix A of this report

for sound power levels used in computer modeling to estimate facility sound levels at nearest residences.

The ground effect G used to estimate sound levels at receptor locations was reduced from 1.0 used in the 2023 model to 0.5 for the current model, slightly raising receptor sound levels. The topography used in this and in the 2023 model was obtained from the US Geological Survey.

Receptor Sound Levels Compared to DEC IPS Limits

The background sound levels, and variable and fixed DEC IPS limits on Republic Services sound at receptor study locations and estimated facility sound levels are listed in Table 1. Cadna/A has been used to estimate sound levels produced by loudest transient sources closest to residences that may occur simultaneously, but only momentarily. Sound levels produced by all sources at nearest residences comply with the DEC IPS limits on sound. See Appendix A for further details on modeling.

Receptor	5:00 AM to 9:00 PM (Monday-Saturday only).	9:00 PM to 12:00 AM (Monday-Saturday only).
Bkgnd (SM1)	34	35
Var. Limit (Bkgnd+5 dB)	39	40
Fixed Limit	45	45
R1	37	18
R2	37	20
R3	34	17
R4	32	16
R5	34	16
Bkgnd(SM2)	35	37
Var. Limit (Bkgnd+5 dB)	40	42
Fixed Limit	40	42
R6	33	32
R7	33	32
R8	33	32
R9	32	30
R10	31	29
R11	31	29
R12	34	32
R13	36	32
R14	31	29
R15	33	31

Table 1. Background sound levels, DEC IPS variable and fixed limits and loudest estimated receptor sound levels that may occur momentarily Republic Services, 45 Independence Drive, Devens, MA

Conclusions

Republic Services, 45 Independence Drive, Devens, MA is seeking a permit from the Devens Enterprise Commission for extended hours of operation. Facility sound has been reanalyzed and determined to be within Devens Enterprise Commission Industrial Performance Standards for noise transmitted to all residential receptors.

* * *

If we can provide further details, please do not hesitate to contact us. Thank you.

Sincerely,
CAVANAUGH TOCCI

Gregory C. Tocci, *Sr. Principal Consultant*

22238 Republic Ext Ops 1a.Docx

Appendix A

Source Sound Power Levels
and
Estimated Receptor Sound Levels

Daytime and Nighttime Operations
Noise Analysis
Republic Services
45 Independence Drive
Devens, MA

CAVANAUGHTOCCI

Source Name	31.5	63	125	250	500	1000	2000	4000	8000	A
Backup Alarm Tonal	54	68	78	79	89	107	91	86	77	107
Truck High Idle	100	104	102	103	103	99	97	92	85	105
Truck or Switcher Pass-by	69	87	94	98	100	100	99	97	91	105
Open East Bay Truck Doors	104	105	104	108	103	99	104	91	87	108
South Wall Louver	90	88	81	81	77	74	71	60	52	79
Open SW Bay Truck Door	85	84	84	79	78	81	79	73	62	85

Figure A-1. Source sound power levels in dB re: 1 pW
Republic Services, 45 Independence Drive, Devens, MA

	V03-Fac and Mob															
	Source		Partial Level Day (dB(lin))													
Row	Name	ID	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15
7	Backup Alarm Tonal Truck	!00!SL02_BATT	31	31	31	29	31	23	23	23	23	23	23	23	23	24	24
8	Backup Alarm Tonal Truck	!00!SL03_BATT	28	30	31	26	26	1	1	1	2	2	2	2	2	3	3
9	Backup Alarm Tonal Truck	!00!SL04_BATT	30	30	29	27	27	23	23	23	23	23	24	24	32	24	24
10	Backup Alarm Tonal Truck	!00!SL05_BATT	12	16	9	9	9	23	23	23	24	24	24	27	24	25	25
11	Truck High Idle	!00!SL01_THI	31	30	27	28	29	21	21	21	21	21	22	22	22	22	22
12	Truck High Idle	!00!SL02_THI	29	30	29	28	30	21	21	22	22	22	22	22	22	22	22
13	Truck High Idle	!00!SL03_THI	29	28	30	27	27	3	3	3	2	3	3	3	3	2	3
14	Truck High Idle	!00!SL04_THI	28	28	27	26	26	22	24	22	22	22	22	22	27	23	23
15	Truck High Idle	!00!SL05_THI	14	18	11	11	11	22	22	22	22	23	23	23	23	23	23
16	Truck Pass-by	!00!SL01_TPB	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
17	Truck Pass-by	!00!SL01_TPB	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
18	Truck Pass-by	!00!SL01_TPB	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
19	Truck Pass-by	!00!SL01_TPB	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
20	Truck Pass-by	!00!SL01_TPB	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
21	SW Opening	!01!SW	10	10	11	6	6	-18	-18	-18	-17	-17	-17	-17	-17	-17	-16
22	East Bay Opening 1	!01!EB1	9	14	5	5	5	24	24	23	22	21	20	24	24	20	22
23	East Bay Opening 2	!01!EB2	8	11	5	5	5	24	23	23	22	21	20	25	23	20	22
24	East Bay Opening 3	!01!EB3	7	10	5	5	5	23	23	23	21	21	20	24	24	20	22
25	East Bay Opening 4	!01!EB4	7	9	5	5	5	23	23	23	21	21	20	23	24	20	22
26	East Bay Opening 5	!01!EB5	7	8	5	5	5	23	23	24	21	21	20	23	24	20	22
27	East Bay Opening 6	!01!EB6	7	8	5	5	5	23	23	24	21	21	20	23	24	20	22
28	East Rail Opening	!01!EROPG	6	6	5	5	5	22	23	25	21	21	21	24	24	20	22
29	West Rail Opening	!01!WROPG	11	11	10	10	9	1	1	2	2	2	2	3	3	0	3
30	SE Louver 1	!01!SE1	-9	-8	-11	-11	-11	-26	-26	-26	-26	-25	-25	-25	-25	-26	-25
31	SE Louver 2	!01!SE2	-5	-1	1	-1	-2	-26	-26	-25	-25	-25	-25	-25	-25	-26	-25
32	SE Louver 3	!01!SE3	0	2	1	-2	-2	-25	-25	-25	-25	-25	-25	-25	-25	-26	-25
33	SE Louver 4	!01!SE4	0	3	1	-2	-2	-25	-25	-25	-25	-25	-25	-25	-25	-24	-25	-24
34	SE Louver 5	!01!SE5	0	4	0	-2	-2	-24	-24	-24	-24	-24	-24	-24	-24	-25	-24
35																	
36																	
37	Backup Alarm Tonal Truck	MAX(N7:N11)	31	31	31	29	31	23	23	23	24	24	24	27	32	25	25
38	Truck High Idle	MAX(N12:N16)	31	30	30	28	30	22	24	22	22	23	23	23	27	23	23
39	Truck Pass-by	MAX(N17:N21)	34	34	26	24	24	19	19	19	20	20	20	20	20	20	20
40	Open Building Doors	10*LOG(SUM(10^(N22:N30/10)))	18	20	17	15	15	32	32	32	30	29	29	32	32	29	31
41	Building Louvers	10*LOG(SUM(10^(N31:N35/10)))	5	8	7	5	4	-18	-18	-18	-18	-18	-18	-18	-18	-19	-17
42	Sums	10*LOG(SUM(10^(N37:N41/10)))	37	37	34	32	34	33	33	33	32	31	31	34	36	31	33

Table A-2. Summary of source levels estimated at receptor locations (G=0.5)
5:00 AM to 9:00 PM, Monday-Saturday (Closed All Day Sunday and Legal Holidays)
Republic Services, 45 Independence Drive, Devens, MA

	V01-Fac only																
	Source		Partial Level Day (dB(lin))														
Row	Name	ID	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15
48	Backup Alarm Tonal Truck	!00!SL02_BATT															
49	Backup Alarm Tonal Truck	!00!SL03_BATT															
50	Backup Alarm Tonal Truck	!00!SL04_BATT															
51	Backup Alarm Tonal Truck	!00!SL05_BATT															
52	Truck High Idle	!00!SL01_THI															
53	Truck High Idle	!00!SL02_THI															
54	Truck High Idle	!00!SL03_THI															
55	Truck High Idle	!00!SL04_THI															
56	Truck High Idle	!00!SL05_THI															
57	Truck Pass-by	!00!SL01_TPB															
58	Truck Pass-by	!00!SL01_TPB															
59	Truck Pass-by	!00!SL01_TPB															
60	Truck Pass-by	!00!SL01_TPB															
61	Truck Pass-by	!00!SL01_TPB															
62	SW Opening	!01!SW	10	10	11	6	6	-18	-18	-18	-17	-17	-17	-17	-17	-17	-16
63	East Bay Opening 1	!01!EB1	9	14	5	5	5	24	24	23	22	21	20	24	24	20	22
64	East Bay Opening 2	!01!EB2	8	11	5	5	5	24	23	23	22	21	20	25	23	20	22
65	East Bay Opening 3	!01!EB3	7	10	5	5	5	23	23	23	21	21	20	24	24	20	22
66	East Bay Opening 4	!01!EB4	7	9	5	5	5	23	23	23	21	21	20	23	24	20	22
67	East Bay Opening 5	!01!EB5	7	8	5	5	5	23	23	24	21	21	20	23	24	20	22
68	East Bay Opening 6	!01!EB6	7	8	5	5	5	23	23	24	21	21	20	23	24	20	22
69	East Rail Opening	!01!EROPG	6	6	5	5	5	22	23	25	21	21	21	24	24	20	22
70	West Rail Opening	!01!WROPG	11	11	10	10	9	1	1	2	2	2	2	3	3	0	3
71	SE Louver 1	!01!SE1	-9	-8	-11	-11	-11	-26	-26	-26	-26	-25	-25	-25	-25	-26	-25
72	SE Louver 2	!01!SE2	-5	-1	1	-1	-2	-26	-26	-25	-25	-25	-25	-25	-25	-26	-25
73	SE Louver 3	!01!SE3	0	2	1	-2	-2	-25	-25	-25	-25	-25	-25	-25	-25	-26	-25
74	SE Louver 4	!01!SE4	0	3	1	-2	-2	-25	-25	-25	-25	-25	-25	-25	-24	-25	-24
75	SE Louver 5	!01!SE5	0	4	0	-2	-2	-24	-24	-24	-24	-24	-24	-24	-24	-25	-24
76																	
77																	
78	Backup Alarm Tonal Truck	MAX(N48:N52)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	Truck High Idle	MAX(N53:N57)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	Truck Pass-by	MAX(N58:N62)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	Closed Building Doors	10*LOG(SUM(10^(N63:N69/10)))	18	20	17	15	15	32	32	32	30	29	29	32	32	29	31
82	Building Louvers	10*LOG(SUM(10^(N72:N76/10)))	5	8	7	5	4	-18	-18	-18	-18	-18	-18	-18	-18	-19	-17
83	Sums	10*LOG(SUM(10^(N78:N82/10)))	18	20	17	16	16	32	32	32	30	29	29	32	32	29	31

Table A-3. Summary of source levels estimated at receptor locations (G=0.5)
9:00 PM to 12:00 AM, Monday-Saturday (Closed All Day Sunday and Legal Holidays)
Republic Services, 45 Independence Drive, Devens, MA

EXHIBIT 6

GPI TRAFFIC IMPACT STUDY
JUNE 4, 2025

TRAFFIC IMPACT STUDY

DEVENS RECYCLING FACILITY
EXPANDED OPERATION
45 INDEPENDENCE DRIVE
DEVENS, MASSACHUSETTS

GPI

181 Ballardvale Street, Suite 202
Wilmington, MA 01887
(978) 570-2999

SUBMITTED TO:

Devens Recycling Center, LLC
45 Independence Drive
Devens, MA 01845

June 2025

(GPI Project No.: MAX-2010569.01)

Devens Recycling Center, LLC
Devens Recycling Facility – Expanded Operation
Traffic Impact Study
June 4, 2025

TECHNICAL MEMORANDUM

REF: MAX-2010569.01

DATE: June 4, 2025

TO: Mr. Michael Green
Devens Recycling Center, LLC
45 Independence Drive
Devens, Massachusetts 01845

FROM: Ms. Rebecca L. Brown, P.E., Senior Project Manager
Ms. Cecilia Donaldson, E.I.T., Designer

RE: Traffic Impact Study
Devens Recycling Facility – Expanded Operation
45 Independence Drive
Devens, Massachusetts

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact Study* (TIS) to assess an expansion of operations for the existing Devens Recycling Facility located at 45 Independence Drive in Devens, Massachusetts. The current facility is permitted to accept up to 1,500 tons per day (TPD) of solid waste, which is presently a combination of municipal solid waste (500 TPD) and construction and demolition debris (1,000 TPD). Presently, the facility's operational hours are Monday through Fridays between 7:00 AM and 5:00 PM and Saturdays between 7:00 AM and 1:00 PM. The Applicant proposes to expand the weekday waste acceptance hours of operation to 5:00 AM – 9:00 PM on weekdays and remain at 7:00 AM – 1:00 PM on Saturdays. In addition, the Applicant has asked GPI to not only look at traffic impacts associated with the existing permitted waste acceptance of 1,500 TPD, but also assess the traffic impacts if the facility were to increase the maximum daily acceptance to 2,000 TPD. It should be noted that the Devens Recycling Facility is not seeking any increase in their 1,500 TPD capacity at this point in time. This TIS evaluated the potential additional traffic to be generated by the proposed expanded hours on a peak operation day, and the impact the additional traffic will have on key intersections in the vicinity of the site. It should also be noted that in an effort to present a highly conservative report, all traffic impacts were assessed using the typical hourly distribution of traffic based on the existing hours of operation and not the proposed expanded hours. As such, the traffic impact could be reduced by the expanded hours by spreading the traffic out throughout the day. Although outside the scope of this traffic study, the facility has also requested an expansion of their processing times to 24-hours, which will allow the facility to meet the MassDEP's minimum performance standards (MPS) that prescribes the amount of recyclables that must be extracted from the inbound construction and demolition debris (C&D) waste. The expanded hours of operation for processing are not anticipated to increase the total daily vehicle trips generated by the facility, but instead allow for more efficient loading of vehicles and spreading of vehicle trips throughout the day.

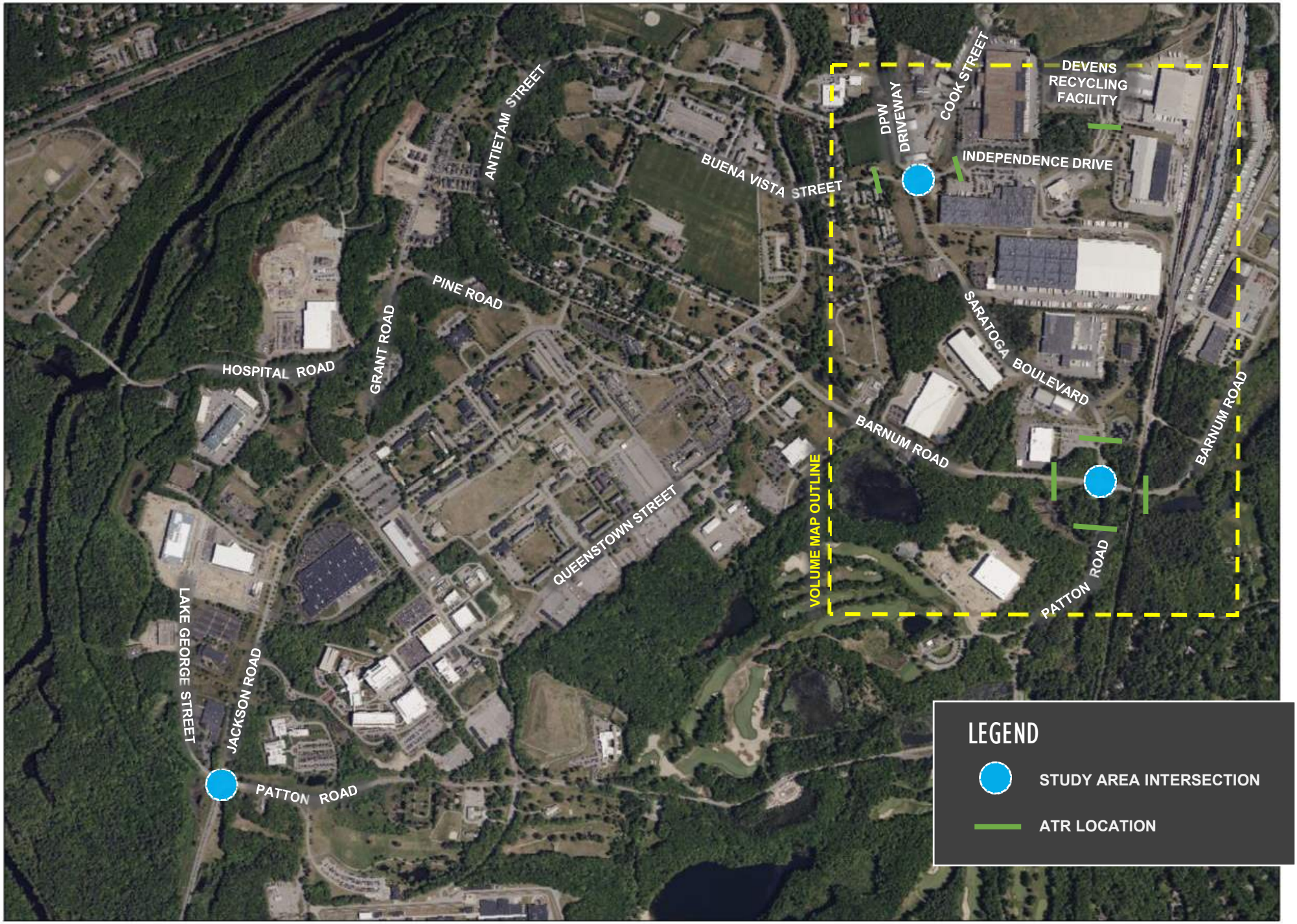


FIGURE 1
SITE LOCATION MAP

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent streets. The study area for the TIS was developed in coordination with representatives of the Town of Devens. In preparing the TIAS for the proposed site, a detailed evaluation of traffic operations at the following intersections has been performed:

- Saratoga Boulevard / Buena Vista Street / Independence Drive / Cook Street / DPW Driveway (unsignalized)
- Jackson Road / Patton Road / Lake George Street (signalized)
- Barnum Street / Saratoga Boulevard / Patton Road (signalized)

In addition to the intersections described above, GPI also assessed the potential increases in traffic volumes generated by the proposed expanded operation along the following roadway segments:

- Patton Road south of Barnum Road
- Barnum Road west of Saratoga Boulevard
- Barnum Road east of Saratoga Boulevard
- Saratoga Boulevard north of Barnum Road
- Independence Drive east of Cook Street
- Buena Vista Street west of Saratoga Boulevard and DPW Driveway
- Devens Recycling Facility Site Driveway north of Independence Drive

Saratoga Boulevard / Buena Vista Street / Independence Drive / Cook Street / DPW Driveway

The intersection of Saratoga Boulevard at Buena Vista Street / Independence Drive / Cook Street and the DPW Driveway is an offset five-leg unsignalized intersection. Saratoga Boulevard intersects Buena Vista Street and Independence Drive from the south, Buena Vista Street intersects from the west and Independence Drive intersects from the east. Cook Street and the DPW Driveway both intersect from the north slightly offset from the intersection of Saratoga Boulevard. Cook Street intersects Independence Drive approximately 150 feet east of its intersection with Saratoga Boulevard. All approaches provide a single lane approach from which all movements can be made. The Cook Street southbound, Saratoga Boulevard northbound, and DPW Driveway southbound approaches all operate under STOP control, while the Independence Drive westbound and Buena Vista Street eastbound approaches are free-flowing. There are truck restrictions on Cook Street and Buena Vista Street. In addition, “DO NOT ENTER – 2 PM – 6 PM” signs are posted on either side of Buena Vista Street facing Independence Drive westbound traffic, restricting westbound travel on Buena Vista Street between 2 PM and 6 PM. A “NO LEFT TURN – 2 PM – 6 PM” sign is posted on Saratoga Boulevard northbound to reinforce the turn restriction on Buena Vista Street. No pedestrian or bicycle accommodations are provided along the roadways or at the intersection.

Saratoga Boulevard / Patton Road / Barnum Road

Saratoga Boulevard intersects Barnum Road from the north, and Patton Road intersects Barnum Road from the south to form a four-way, actuated-uncoordinated, signalized intersection. Patton Road northbound approach provides a single general-purpose travel lane. Saratoga Boulevard southbound approach provides a shared left-turn/through lane and a dedicated right-turn lane, with the right turn operating under permissive conditions. The Barnum Road eastbound and westbound approaches each provide a dedicated left-turn lane and a shared through/right-turn lane. Both left-turns operate under permissive conditions.

Sidewalks are provided along the east side of Saratoga Boulevard, the north side of Barnum Road east of the intersection, and the south side of Barnum Road west of the intersection. Signalized crosswalks with pedestrian push-buttons are provided across the Saratoga southbound approach and the Barnum Road eastbound approach. A concurrent pedestrian walk phase is provided with the Patton Road northbound approach, as well as an exclusive pedestrian phase. No bicycle accommodations are provided at the intersection.

Jackson Road / Lake George Street / Patton Road

Lake George Street intersects Jackson Road from the west and Patton Road intersects from the east to form a four-way, actuated-uncoordinated signalized intersection. Jackson Road northbound approach provides one shared left-turn/through lane and a channelized right turn operating as part of the signal and under yield control. A pedestrian crosswalk is provided across the channelized right-turn movement that is signalized, and a YIELD sign is posted at the end of the channelization island for right-turns to yield to oncoming traffic. The Patton Road westbound approach provides a dedicated left-turn lane and a shared through/right-turn lane, with the left turn operating under permissive control. The Jackson Road southbound and Lake George Street eastbound approaches each provide a single general purpose travel lane. Sidewalks are provided along the northerly side of Patton Road and easterly side of Jackson Road north of the intersection. A sidewalk is also provided along the northerly side of Lake George Street between the signalized intersection and the driveway to the Rna Medical Supply Store. A walking trail is provided on the easterly side of Jackson Road south of the intersection. Signalized crosswalks are provided across the Jackson Road southbound approach and Patton Road westbound approach, which operate as an exclusive pedestrian phase upon push-button activation. No bicycle accommodations are provided at the intersection.

Traffic Volumes

Automatic traffic recorder (ATR) counts were used to obtain daily traffic volumes and vehicle classification counts along the following roadways over a seven (7) day period from Wednesday, December 4 to Tuesday, December 11, 2024:

- Patton Road south of Barnum Road
- Barnum Road west of Saratoga Boulevard
- Barnum Road east of Saratoga Boulevard
- Saratoga Boulevard north of Barnum Road
- Independence Drive east of Cook Street
- Buena Vista Street west of Saratoga Boulevard and DPW Driveway
- Devens Recycling Facility Site Driveway north of Independence Drive

The peak days were determined to be Wednesday, December 4, 2024 and Saturday, December 7, 2024 based on the ATR counts collected. Base traffic conditions at the following study area intersections were developed by conducting manual-turning movement counts (TMCs) on the peak days of Wednesday, December 4 and Saturday, December 7, 2024:

- Saratoga Boulevard / Buena Vista Street / Independence Drive / Cook Street / DPW Driveway (unsignalized)
- Jackson Road / Patton Road / Lake George Street (signalized)
- Barnum Street / Saratoga Boulevard / Patton Road (signalized)

The TMCs and vehicle classification counts were performed during the weekday AM peak period (7:00 to 9:00 AM), the weekday PM peak period (4:00 to 6:00 PM) and Saturday midday peak period (10:00 AM to 1:00 PM).

Seasonal Adjustment

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the December traffic-volume data needed to be adjusted to account for this fluctuation, seasonal and historical traffic count data were reviewed from the Massachusetts Department of Transportation (MassDOT) records.[1] This information revealed that December traffic volumes for Factor Group U7 (urban local roadway) represent above average-month conditions; accordingly, no seasonal adjustment was applied to the count data to provide a conservative (worse case) analysis condition. The Massachusetts Department of Transportation (MassDOT) seasonal adjustment data is provided in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on the roadways surrounding the site. The 2024 Existing daily traffic volumes during the weekday and Saturday are shown graphically on Figures 2 and 3, respectively. The 2024 Existing traffic-flow networks for the weekday AM, weekday PM and Saturday midday peak hours are shown graphically on Figures 4 through 6, respectively.

[1] *MassDOT Transportation Data Management System*; Weekday Seasonal and Axle Correction Factors (2023)

TABLE 1
Existing Traffic Volume Summary

Location/Time Period	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]	K Factor (%) [c]	Directional Distribution [d]
Patton Road, south of Barnum Road:				
Weekday Daily	2,730			
Weekday AM Peak Hour		205	7.5	55% NB
Weekday PM Peak Hour		268	9.8	63% SB
Saturday Daily:	1,180			
Saturday Midday		85	7.2	53% SB
Barnum Road, west of Patton Road:				
Weekday Daily	2,680			
Weekday AM Peak Hour		242	9.0	50% WB
Weekday PM Peak Hour		272	10.1	53% WB
Saturday Daily:	1,820			
Saturday Midday		214	11.8	52% EB
Barnum Road, east of Patton Road:				
Weekday Daily	5,220			
Weekday AM Peak Hour		415	8.0	59% WB
Weekday PM Peak Hour		483	9.3	53% EB
Saturday Daily:	2,740			
Saturday Midday		282	10.3	58% EB
Saratoga Boulevard, north of Barnum Road:				
Weekday Daily	3,140			
Weekday AM Peak Hour		256	8.2	68% NB
Weekday PM Peak Hour		202	6.4	79% SB
Saturday Daily:	1,330			
Saturday Midday		137	10.3	64% SB
Independence Drive, east of Cook Street:				
Weekday Daily	2,990			
Weekday AM Peak Hour		234	7.8	59% EB
Weekday PM Peak Hour		142	4.7	64% WB
Saturday Daily:	750			
Saturday Midday		84	11.2	68% WB
Buena Vista Street, west of DPW Driveway:				
Weekday Daily	1,010			
Weekday AM Peak Hour		83	8.2	57% EB
Weekday PM Peak Hour		35	3.5	54% EB
Saturday Daily:	450			
Saturday Midday		29	6.4	52% EB
Devens Recycling Driveway, north of Independence Drive:				
Weekday Daily	490			
Weekday AM Peak Hour		49	10.0	51% NB
Weekday PM Peak Hour		40	8.2	63% SB
Saturday Daily:	110			
Saturday Midday		30	27.3	77% SB

[a] In vehicles per day. December traffic counts not adjusted.

[b] In vehicles per hour. Volumes obtained from Figures 4 through 6.

[c] Percentage of daily traffic occurring during the peak hour.

[d] NB = Northbound, SB = Southbound, WB = Westbound, EB = Eastbound. Percentages from volumes on Figures 4 through 6.

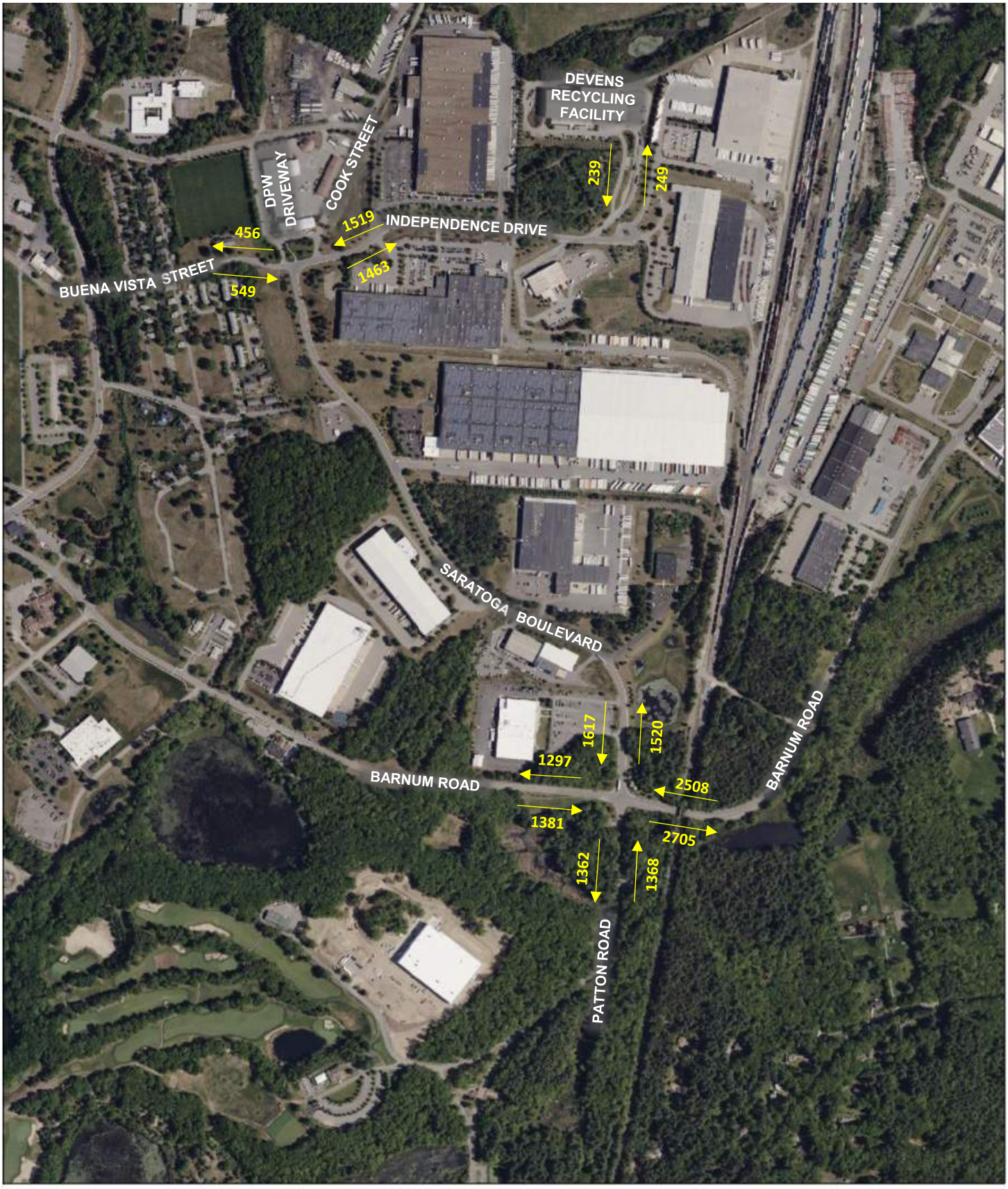


FIGURE 2

2024 EXISTING TRAFFIC VOLUMES
WEDNESDAY DAILY

GPI

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EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

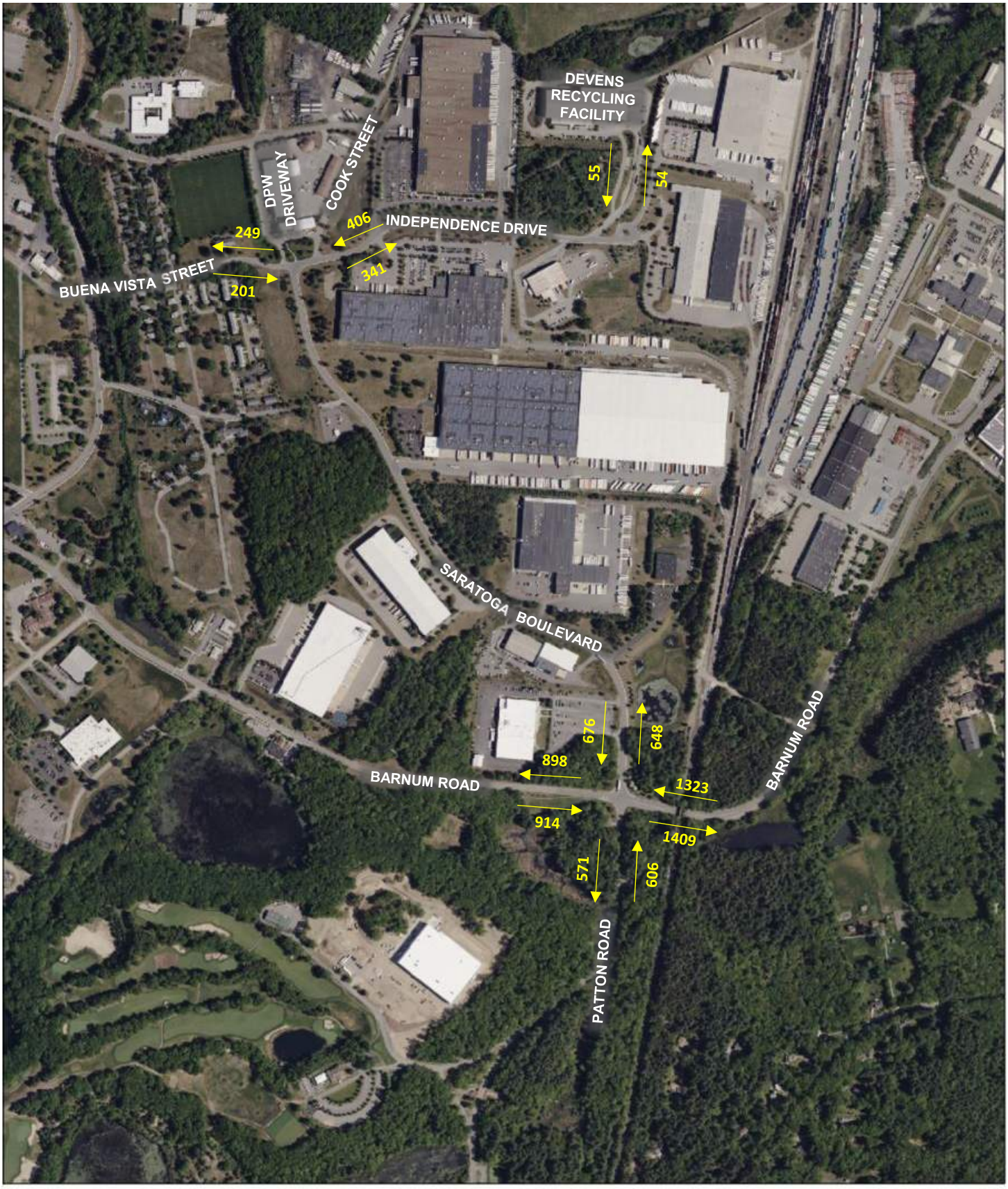


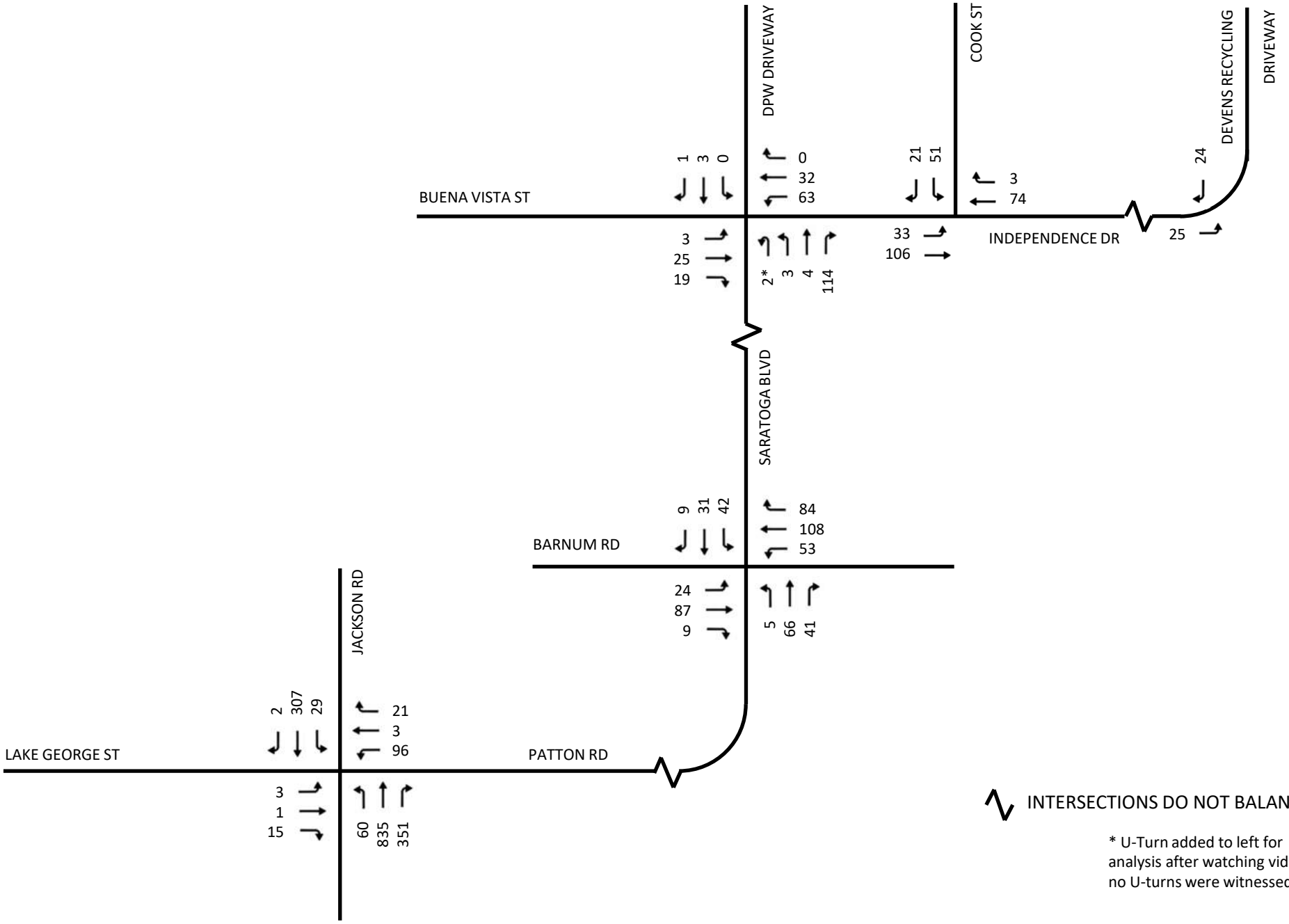
FIGURE 3

2024 EXISTING TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS



INTERSECTIONS DO NOT BALANCE

* U-Turn added to left for analysis after watching video, no U-turns were witnessed

FIGURE 4

2024 EXISTING TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR

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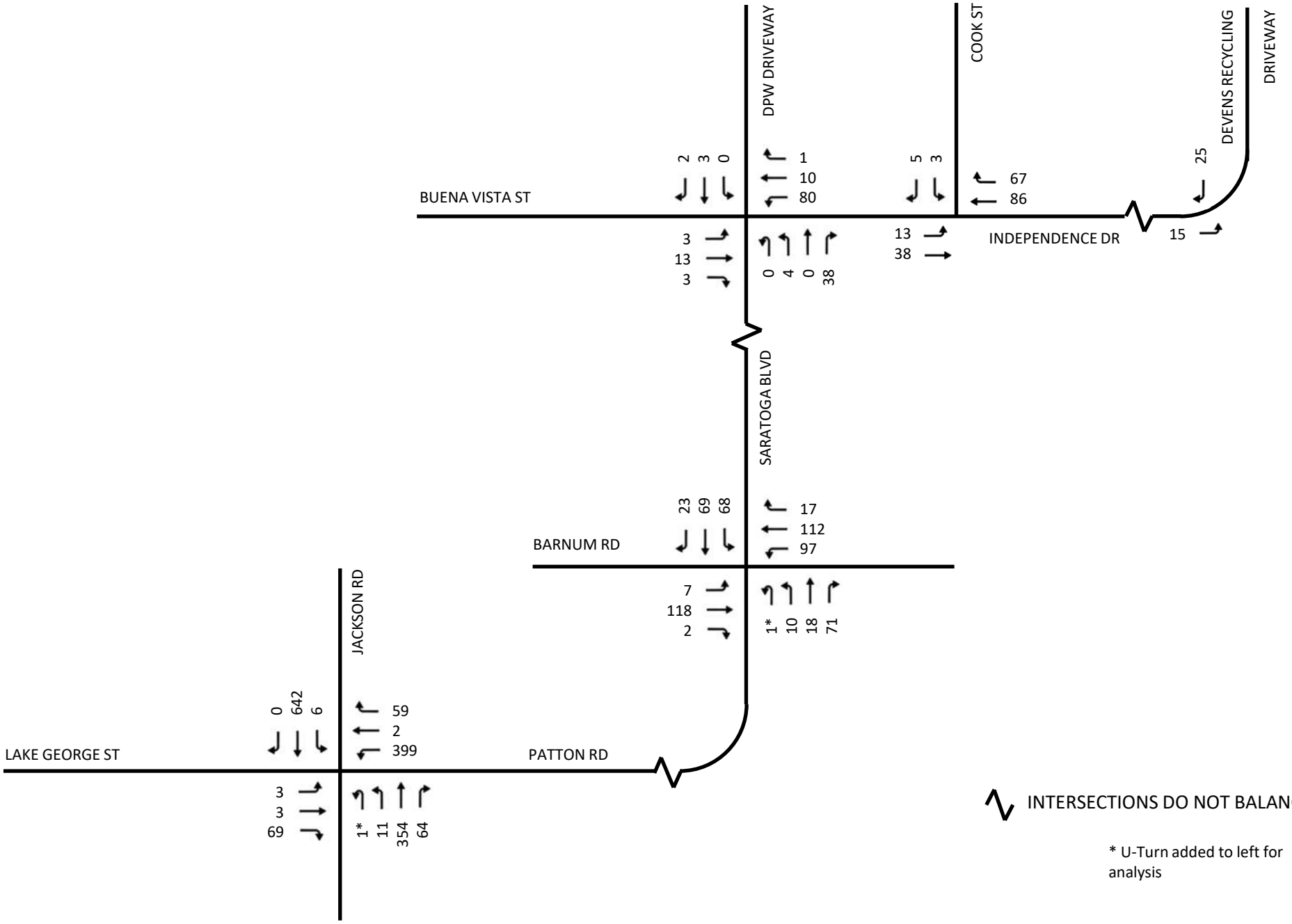
DEVENS, MASSACHUSETTS



INTERSECTIONS DO NOT BALANCE

* U-Turn added to left for analysis

Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 5

2024 EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

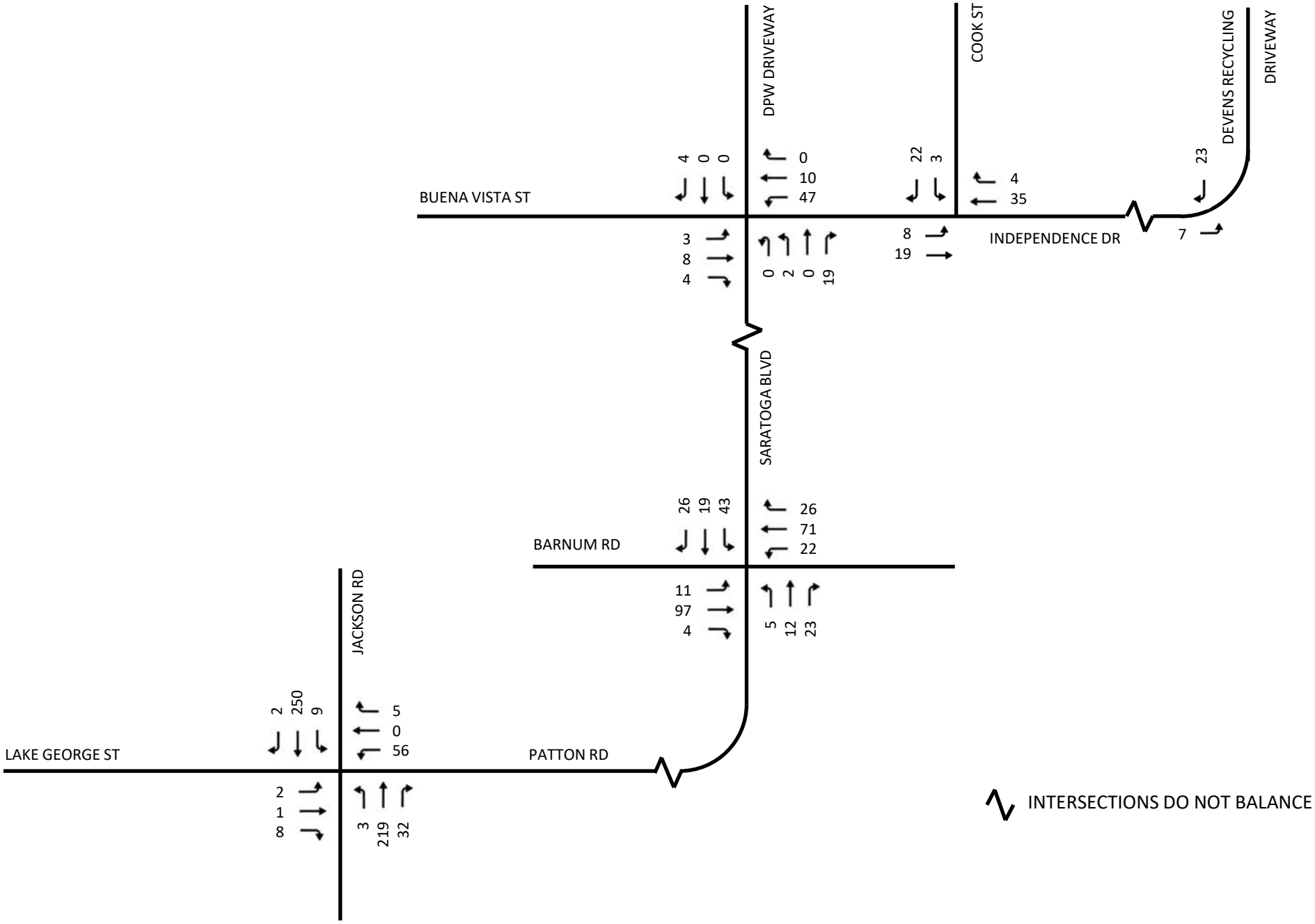


FIGURE 6

2024 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the year 2032. This design year was chosen to be consistent with MassDOT guidelines for the preparation of a traffic study. The proposed development is expected to be completed and fully operational well within this time frame. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth. Consideration of these factors resulted in the development of 2032 No-Build traffic volumes, which assume that the operation of the Devens Recycling Center remains consistent with current conditions. The incremental impacts of the proposed expansion may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2032 No-Build volumes, two components of traffic growth were considered. First, an annual growth percentage was determined. Historic traffic-volume data provided by MassDOT along roadways in the surrounding areas indicate that traffic volumes have generally been increasing at a rate of 2.0 percent per year. In addition, other studies recently conducted in the area noted that Montachusett Regional Planning Commission (MRPC) provided an estimated traffic-volume growth rate of 2% per year. Therefore, a 2 percent compounded annual growth was assumed for the project area.

Secondly, any planned or approved specific developments in the area that would generate a significant volume of traffic on study area roadways within the next seven years were considered. Based on correspondence with the Town of Devens, no future developments were identified.

Planned Roadway Improvements

Based on correspondence with the Town of Devens, there are no planned roadway improvements in the vicinity of the project site.

No-Build Conditions

The 2032 No-Build peak-hour traffic volumes were developed by applying a 2 percent compounded annual traffic growth rate (16.6 percent over eight years) to the 2024 Existing traffic volumes. The 2032 No-Build weekday and Saturday daily traffic volumes are shown graphically on Figures 7 through 8 and the 2032 No- peak hour traffic volumes are found on Figures 9 through 11 for the weekday AM, weekday PM and Saturday midday peak hours.

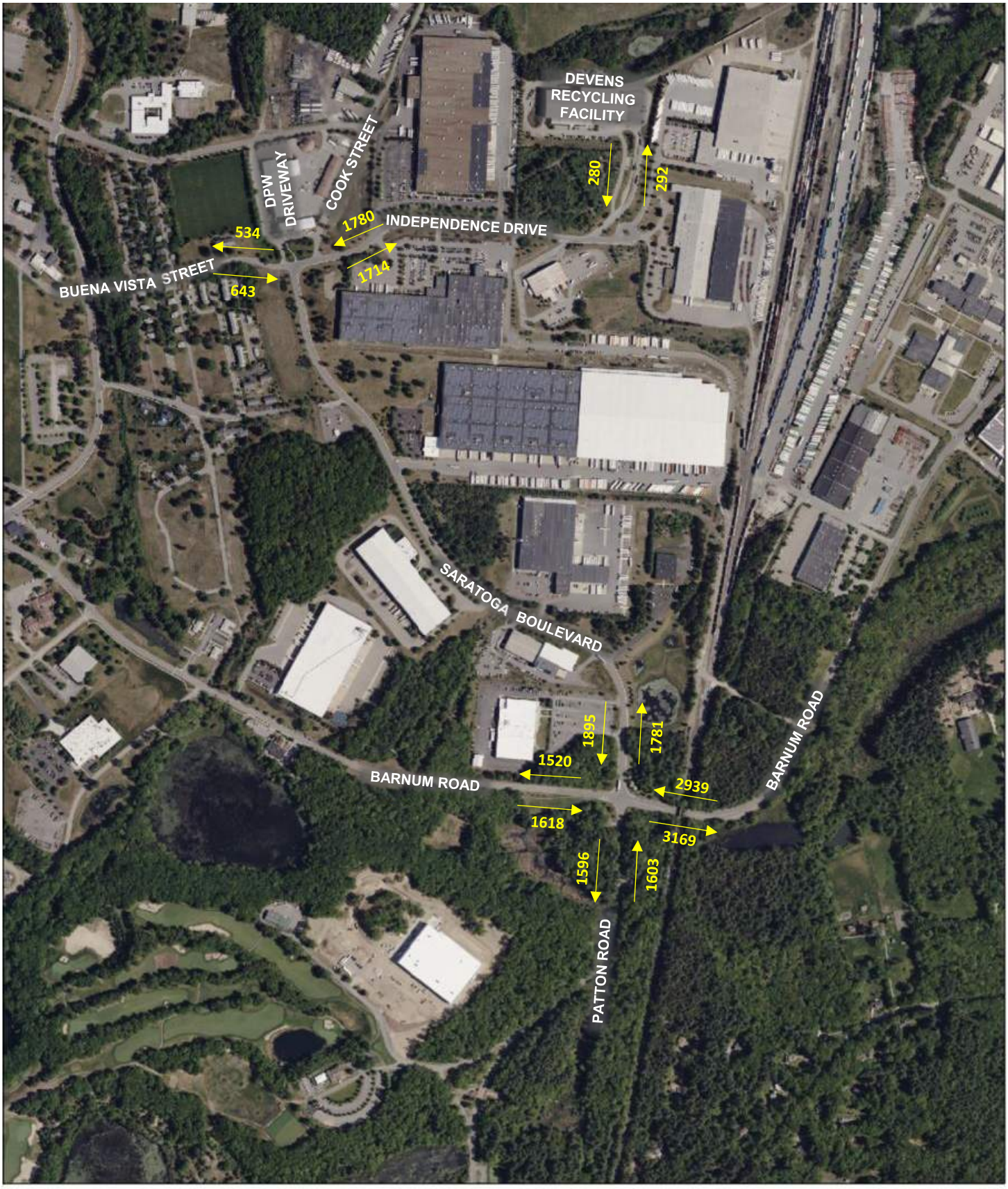


FIGURE 7

2032 NO-BUILD TRAFFIC VOLUMES
WEDNESDAY DAILY

GPI

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EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

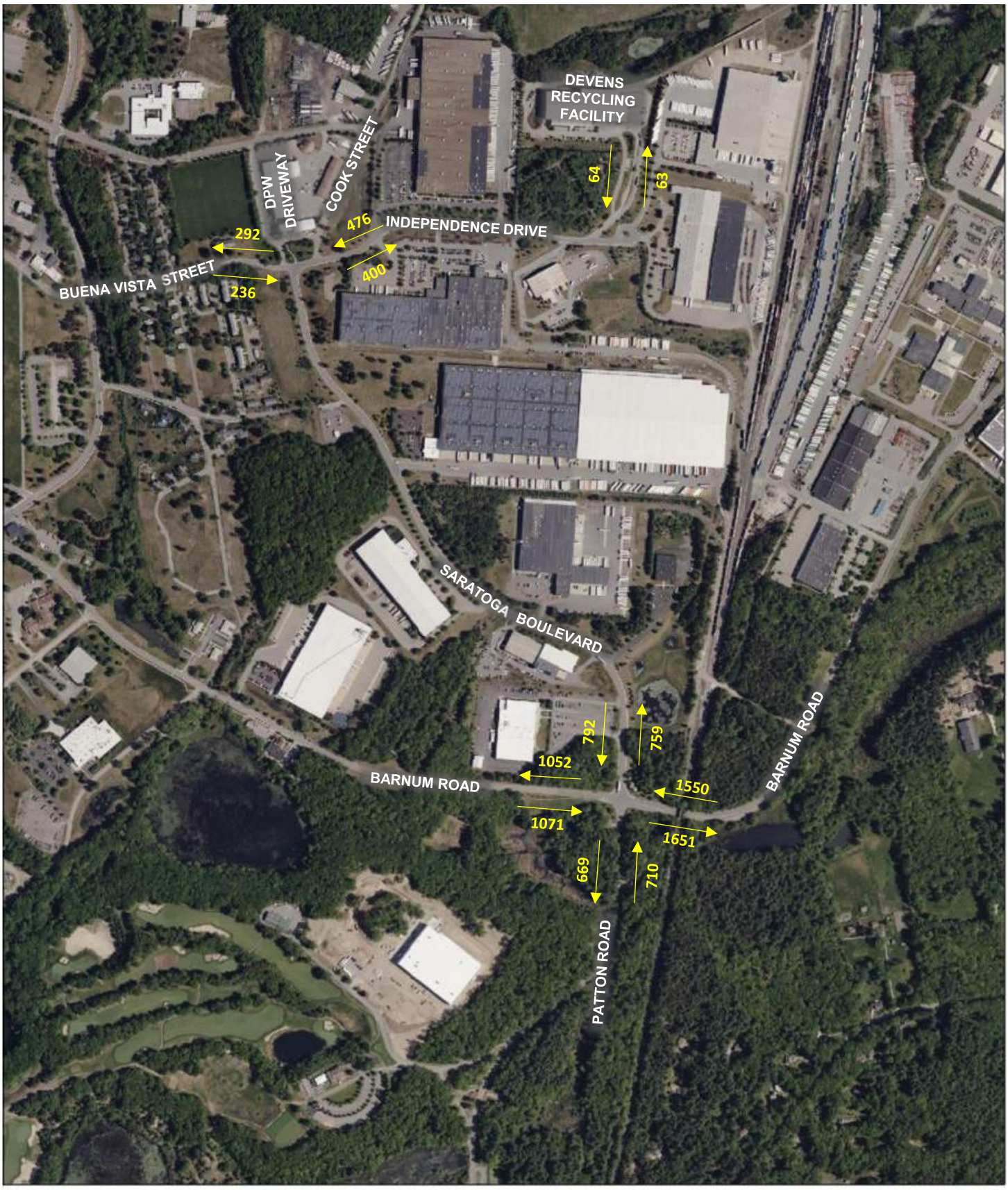


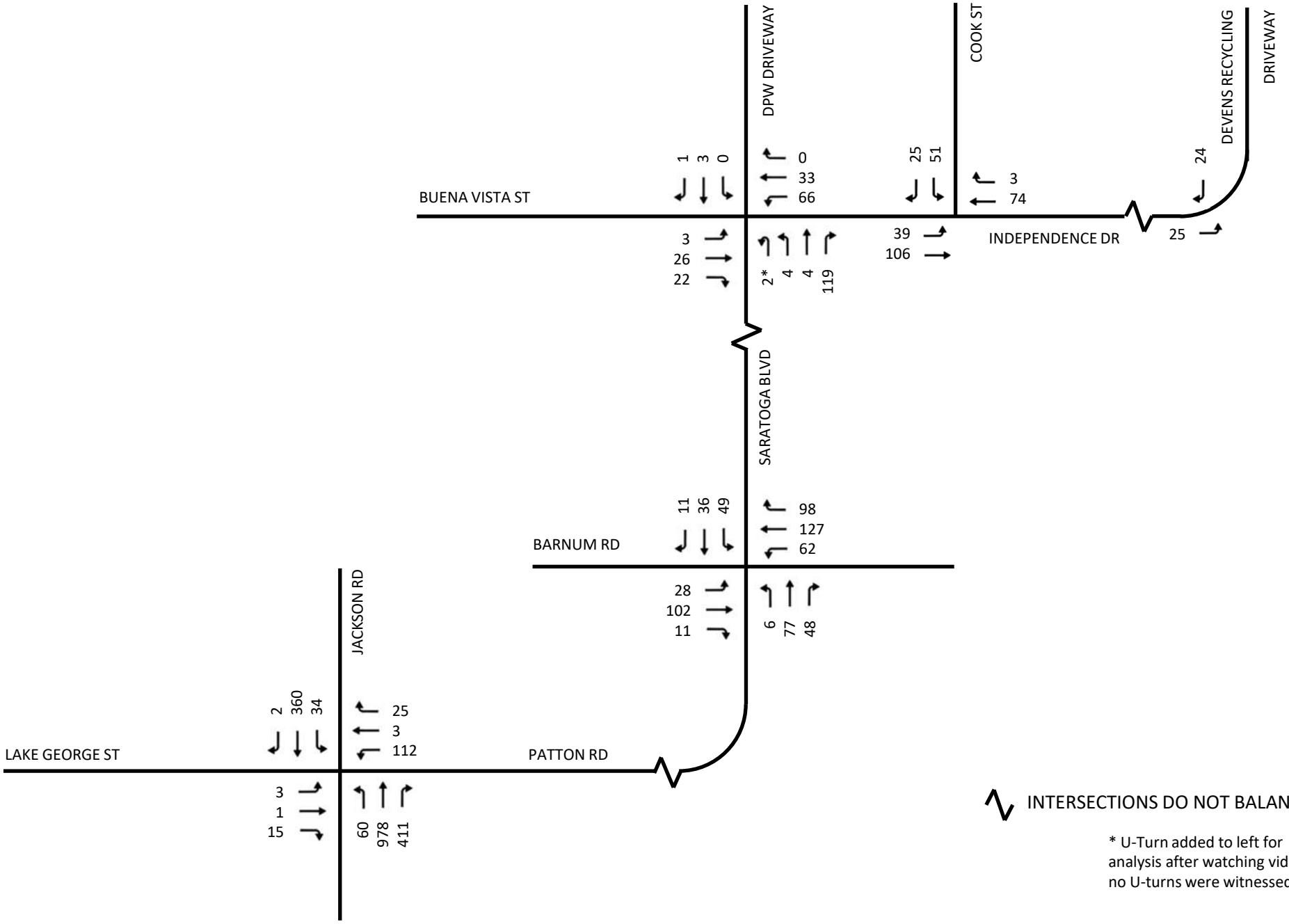
FIGURE 8

2032 NO-BUILD TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

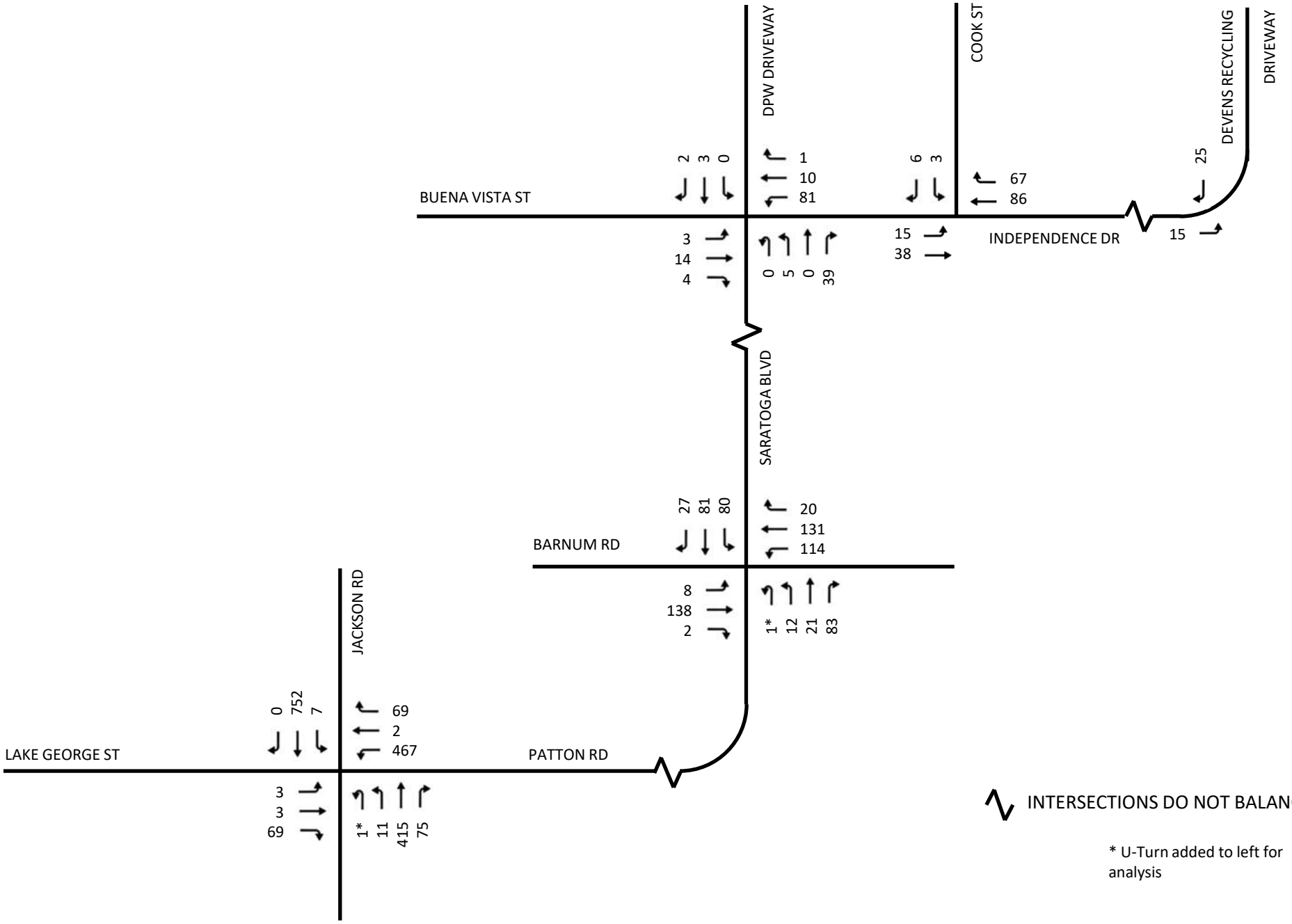
EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS



Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 9

2032 NO-BUILD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR



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DEVENS, MASSACHUSETTS

FIGURE 10

2032 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

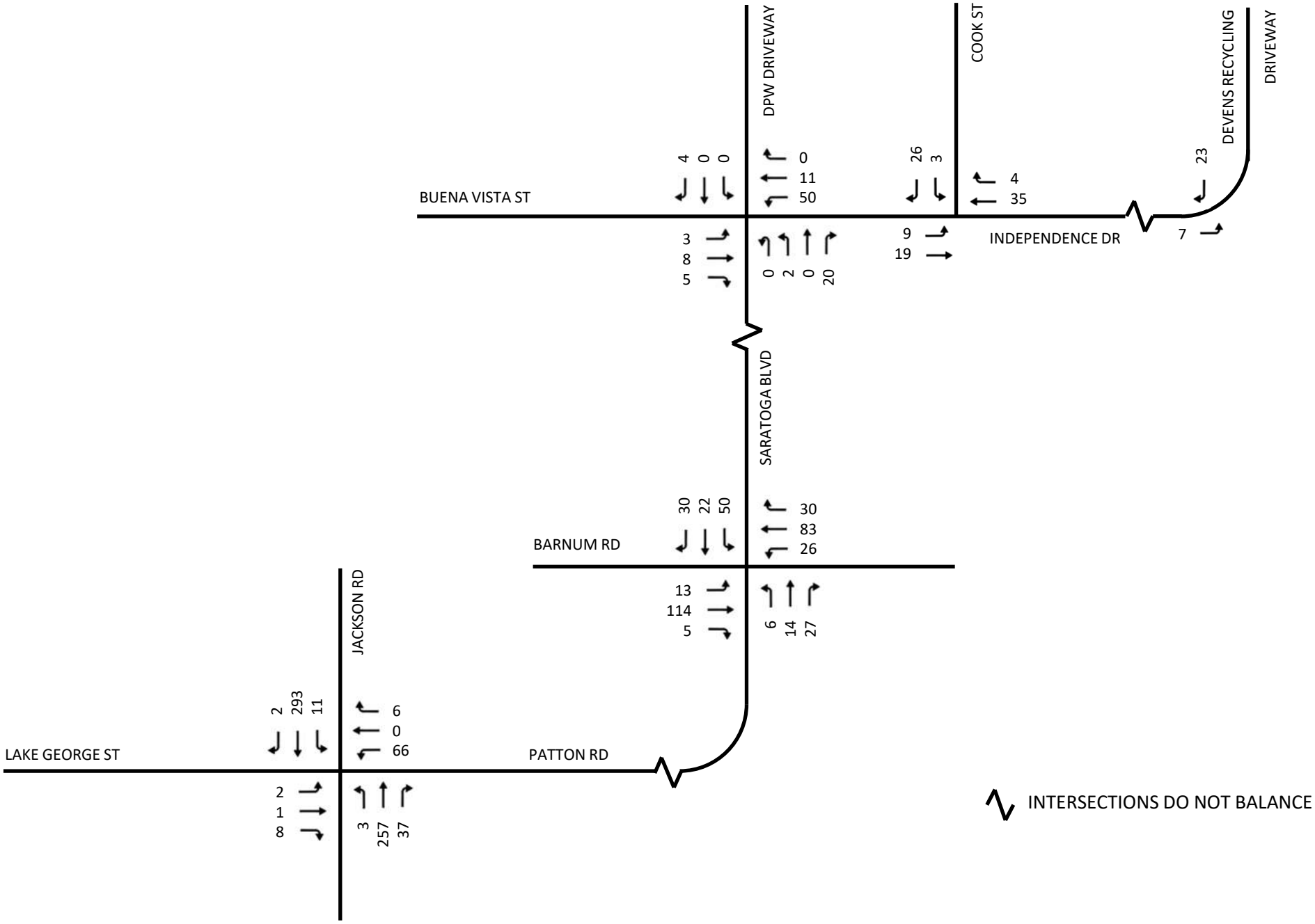


FIGURE 11

2032 NO-BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

Trip Generation

The site is currently occupied by the Devens Recycling Center with a permit to accept up to 1,500 tons per day (tpd) of material. The site is currently open from 7:00 AM to 5:00 PM on weekdays and from 7:00 AM to 1:00 PM on Saturdays. The Applicant proposes to expand the hours of operations from 5:00 AM to 9:00 PM on weekdays and remain the same on Saturdays (7:00 AM to 1:00 PM). This would allow the facility to better stagger the inbound material and allow the facility to meet all current and future MPS requirements. The expanded hours would also all the facility to comply with MPS if the permitted tonnage was increased to 2,000 tpd. However, no request is being made to increase their permitted capacity at this point in time.

Existing Site-Generated Trips

In order to estimate the trips to be generated by the proposed facility, GPI collected automatic traffic recorder (ATR) counts on the existing Devens Recycling Center driveway over a one-week period extending from Wednesday, December 4, 2024 to Tuesday, December 10, 2024. The detailed ATR count data is provided in the Appendix, and indicates that the existing site generated a peak weekday daily volume on Monday, December 9, 2024 when the site generated 490 vehicle trips (245 entering and 245 exiting). Although Monday, December 9, 2024 yielded the highest daily trip generation, the highest weekday morning peak volume occurred on Friday, December 6 and the highest weekday afternoon peak volume occurred on Tuesday, December 10, 2024. To provide the most conservative (worst case) estimate of the trip rates generated by the existing site, GPI utilized the peak day, peak AM peak hour, and peak PM peak hour across the entire one-week count. Table 2 below summarizes the resulting trip generation for the existing site.

TABLE 2
Existing Trip-Generation Summary (Unadjusted)

Time Period / Direction	Existing Trips			
	Car Trips [a]	Single-Unit Truck Trips [b]	Multi-Unit Truck Trips [c]	Total Trips [d]
Weekday Daily:	103	309	78	**490**
Weekday AM Peak Hour:				
Enter	3	20	2	**25**
Exit	1	18	5	**24**
Total	4	38	7	**49**
Weekday PM Peak Hour:				
Enter	4	7	4	**15**
Exit	12	9	4	**25**
Total	16	16	8	**40**
Saturday Daily:	*60*	*47*	*2*	***109***
Saturday Midday Peak Hour:				
Enter	*5*	*2*	*0*	***7***
Exit	*17*	*6*	*0*	***23***
Total	*22*	*8*	*0*	***30***

[a] Includes cars and light goods vehicles.
[b] Includes single-unit truck trips, roll-off and packer trucks.
[c] Includes multi-unit truck trips, transfer trailers.
[d] Sum of car, single-unit truck, and multi-use truck trips.

Seasonal Adjustment

Presently, the Devens Recycling Facility is permitted to accept up to 1,500 tons per day. However, the actual tonnage fluctuates throughout the year and is generally well below the permitted 1,500 tpd capacity. To provide a conservative (worst case) estimate of the trips generated by the existing 1,500-ton facility, GPI obtained daily and monthly tonnage acceptance data from the Applicant for the existing facility. The rationale for this is that the facility is presently operating below the daily allowable capacity. The data indicates that over the one-week count period in December 2024, the facility accepted an average of 1,058 tons per day. However, during the peak month of May, the facility accepted an average of 1,108 tons per day, representing a 5-percent increase over the tonnage accepted during the traffic count period. To adjust the existing trip generation to a peak-month condition, GPI applied a 5-percent growth to the trip generation counts collected at the existing site driveway. As the "car" trips represent mainly employee trips that do not fluctuate throughout the year, no adjustment was applied to the "car" trips. The detailed tonnage data and calculations are included in the Appendix and the resulting existing trip generation estimate is summarized in Table 3.

Saturday Trip Generation

GPI noted that on Saturday, December 7, 2024, the existing facility accepted only 99.30 tons of material while the average tonnage accepted on a Saturday for the 2024 year was 538 tons per day. The tonnage accepted on a Saturday is largely dependent on whether the Applicant's facility in Peabody, MA is shipping material to the site or not. On the date that trip generation counts were collected at the existing Devens Recycling Facility, the Peabody operation was not sending material to the Devens site. As a result, the driveway counts collected at the existing facility on Saturday, December 7, 2024 were not utilized in estimating the trips generated by the existing facility on a Saturday.

To estimate the trips to be generated by the facility on a peak Saturday, GPI obtained information from the Applicant on total inbound and outbound tonnage disposition annually by trucks, trailers, and rail. During the 2024 year, the existing facility accepted 157,251 tons of material by truck and 126,924 tons of material by trailer (e.g. 100 cu/yd live floor trailers). Based on the number of load tickets issued for the year, this represents approximately an average of 4.25 tons per truck and 26.02 tons per trailer coming to the site.

Similarly, the existing facility sent 2,768 tons of material out by truck, 144,673 tons out by trailer, and 143,933 tons by rail. Based on the number of load tickets issued, this represents approximately an average of 14.12 tons per truck, 23.37 tons per trailer, and 87.5 tons per rail load exiting the site. Note if MSW increased (e.g. greater than 500 TPD), inbound weight by truck would likely increase, as C&D loads are generally lighter than MSW load. As such GPI has used a conservative approach based on actual existing scale data.

Based on daily tonnage data provided by the Applicant, the existing facility accepted a peak Saturday load on Saturday, January 6, 2024 of 845 tons. Approximately 55 percent (467.7 tons) are anticipated to arrive by truck and 45 percent (377.5 tons) are anticipated to arrive by trailer. Based on the average tonnage per inbound vehicle described above, 110 truck loads and 15 trailer loads would be required to transport this material to the site. Similarly, approximately 1 percent (8.03 tons) of the material is expected to leave the site by truck, 50 percent (419.6 tons) by trailer, and 49 percent (417.5 tons) by rail. Based on the average tonnage per outbound vehicle, 1 truck, 18 trailers, and 5 rail loads would be required to transport this material off the site. Therefore, on the peak Saturday, the site would be anticipated to generate 111 entering and exiting truck trips and 33 entering and exiting trailer trips, or a total of 288 daily trips (144 entering and 144 exiting). The Saturday daily trip generation was adjusted accordingly to account for a peak Saturday condition when the Peabody operations is sending material to the site. As the car trips represent mainly employee trips that do not fluctuate throughout the year, the Saturday car trips were not adjusted. The detailed calculations are included in the Appendix and the results are summarized in Table 3.

To determine the volume of truck and trailer trips generated on a peak Saturday at the existing facility, GPI obtained data on the hourly tonnage inbound and outbound on Saturdays throughout 2024. The Saturday midday peak hour of the adjacent street traffic generally occurred from 11:00 AM – 12:00 PM based on the turning movement counts (TMCs) collected in December 2024 at the study area intersections. The hourly tonnage data provided by Republic Services indicates that approximately 13.1-percent of the total daily tonnage is accepted during the 11:00 AM – 12:00 PM hour on a Saturday. Therefore, the existing site would be anticipated to generate 30 truck trips (15 entering and 15 exiting) and 8 trailer trips (4 entering and 4 exiting) during the Saturday midday peak hour. The Saturday midday peak hour truck and trailer trips were adjusted accordingly to account for a peak Saturday operation and the results are summarized in Table 3.

TABLE 3
Existing Trip-Generation Summary (Peak Month)

Time Period / Direction	Existing Trips			
	Car Trips [a]	Single-Unit Truck Trips [b]	Multi-Unit Truck Trips [c]	Total Trips [d]
Weekday Daily:	103	323	82	**508**
Weekday AM Peak Hour:				
Enter	3	21	2	**26**
Exit	1	19	5	**25**
Total	4	40	7	**51**
Weekday PM Peak Hour:				
Enter	4	7	4	**15**
Exit	12	9	4	**25**
Total	16	16	8	**40**
Saturday Daily:	60	222	66	**348**
Saturday Midday Peak Hour:				
Enter	5	15	4	**24**
Exit	17	15	4	**36**
Total	22	30	8	**60**

[a] Existing car Trips counted December 4 – December 10, 2024
[b] Existing Singe-Unit Truck Trips increased by 5 percent.
[c] Existing Multi-Unit Truck Trips increased by 5 percent.
[d] Sum of car, single-unit truck, and multi-use truck trips.

Proposed Trip Generation (Expanded Hours of Operation)

As previously noted, the facility is proposing to expand hours of operation (acceptance times, as well as internal processing times) while maintaining the same maximum tonnage capacity of 1,500 tpd.

Although the existing facility is permitted to accept a maximum of 1,500 tpd, the facility is currently only experiencing a peak acceptance of 1,107 tons per day on a weekday and 845 tons per day on a Saturday. Therefore, to estimate the additional trips to be generated by the proposed expanded hours of operation, GPI assumed the expanded hours would allow the facility to reach its maximum capacity of 1,500 tpd on a peak day. This would represent an increase in peak day volume of 393 tons on a weekday and 655 tons on a Saturday.

Based on information provided by Republic Services on the volume of inbound material transported by truck and trailer, approximately 55-percent of the additional material will arrive by truck and 45-percent will arrive by trailer. Similarly, approximately 1-percent of the additional material will leave by truck, 50-percent by trailer, and 49 percent by rail. GPI utilized the average tonnage transported per vehicle type at the existing facility to estimate the total truck and trailer loads that would be required to transport the additional 393 tons on a weekday and 655 tons on a Saturday. The detailed calculations are provided in the Appendix and the results are summarized in Table 4.

As previously noted, on a Saturday, approximately 13.1 percent of material arrives at the existing facility during the Saturday midday peak hour (11:00 AM – 12:00 PM). Therefore, the Saturday daily truck and trailer volumes were multiplied by 13.1 percent to estimate the Saturday midday peak hour volumes. Republic Services also provided hourly tonnage distribution data for all days throughout the 2024 year, which indicated that approximately 10.7 percent of material is delivered during the weekday AM peak hour and 5.6 percent of material is delivered during the weekday PM peak hour. However, this data is from all days of the week and represents material inbound and outbound by all vehicle types, including rail. To provide a more accurate estimate the trips by type of vehicle occurring in the weekday AM and PM peak hours, GPI utilized the trip generation counts collected at the existing facility, which indicated that approximately 12.4 percent of truck trips and 8.9 percent of trailer trips occurred during the weekday AM peak hour. Similarly, 5.1 percent of truck trips and 11.1 percent of trailer trips occurred during the weekday PM peak hour. GPI multiplied the weekday daily volumes by these percentages to estimate the additional trips occurring during the weekday AM and PM peak hours, respectively. The detailed calculations are provided in the Appendix and the results are summarized in Table 4.

Car trips to/from the site are mainly employee trips. The current hours of operation allow the site to be served by a single shift of employees. However, the proposed expanded hours of operation will likely require two separate employment shifts extending from 5:00 AM – 1:00 PM and from 1:00 PM – 9:00 PM. As the shift turnover will occur during off-peak hours, there will be negligible change in employee trips to/from the site during any of the peak hours. However, to provide a conservative (worse case) analysis condition, GPI proportionally increased employee trips based on the total tonnage accepted of 1500 tpd under proposed conditions versus 1107 tpd under existing conditions. Therefore, employee trips were increased by 35 percent (1500 tpd vs 1107 tpd) to estimate potential future trips. Also note that if the facility exercised overnight processing, employee trips would be outside of peak hours. Additionally, there would be no inbound or outbound deliveries during overnight hours.

TABLE 4
Additional Peak Day Site-Generated Trips (Extended Hours & 1,500 tpd)

Time Period / Direction	Additional Site-Generated Trips			
	Car Trips [a]	Single-Unit Truck Trips [b]	Multi-Unit Truck Trips [c]	Total Trips [d]
Weekday Daily:	104	106	32	**242**
Weekday AM Peak Hour:				
Enter	1	6	2	**9**
Exit	0	6	2	**8**
Total	1	12	4	**17**
Weekday PM Peak Hour:				
Enter	1	3	2	**6**
Exit	4	3	2	**9**
Total	5	6	4	**15**
Saturday Daily:	60	174	52	**286**
Saturday Midday Peak Hour:				
Enter	2	11	4	**17**
Exit	6	11	4	**21**
Total	8	22	8	**38**

[a] 35 percent of existing car trips.
[b] Calculated based on an increase of 393 tons on a weekday and 655 tons on a Saturday with 55 percent entering and 1 percent exiting by single-unit truck at a rate of 4.25 tons/truck inbound and 14.12 tons/truck outbound.
[c] Calculated based on 393 tons on a weekday and 655 tons on a Saturday with 45 percent entering and 50 percent exiting by trailer at a rate of 26.02 tons/load inbound and 23.37 tons/load outbound.
[d] Sum of car, single-unit truck, and multi-use truck trips.

Net Increase in Trips (Expanded Hours of Operation, 1500 tpd)

GPI added the Additional Peak Day Site-Generated Trips to the Existing Peak Day Site-Generated Trips to obtain the Proposed Peak Day Trips for the facility with expanded hours of operations and a 1,500 tpd capacity. The net increase in trips was then calculated by subtracting the Existing Unadjusted Trips collected in December 2024 from the Proposed Peak Day Trips. These represent the trips to be added to the 2032 No-Build traffic-volume network to estimate the 2032 Build with Expanded Hours conditions traffic volumes. The detailed calculations are included in the Appendix and the results are summarized in Table 5.

As shown in Table 5, the proposed expansion of the Devens Recycling Facility is expected to generate 19 *new* vehicle trips (10 entering and 9 exiting) during the weekday AM peak hour, 15 *additional* vehicle trips (6 entering and 9 exiting) during the weekday PM peak hour and 68 *additional* vehicle trips (34 entering and 34 exiting) during the Saturday midday peak hour.

TABLE 5
Trip Generation Summary (Expanded Hours of Operations – 1,500 tpd)

Time Period / Direction	Existing December Unadjusted Trips [a]				Existing Peak Day Trips [b]				Additional Peak Day Trips at 1,500 TPD [c]				1,500 TPD Peak Day Trips [d]				Net Increase in Trips (1,500 TPD Peak Day vs. December 2024 Existing) [e]			
	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total
Weekday Daily																				
Enter	51	156	38	**245**	51	163	40	**254**	52	53	16	**121**	103	216	56	**375**	52	60	18	**130**
Exit	52	153	40	**245**	52	160	42	**254**	52	53	16	**121**	104	213	58	**375**	52	60	18	**130**
Total	103	309	78	**490**	103	323	82	**508**	104	106	32	**242**	207	429	114	**750**	104	120	36	**260**
Weekday AM Peak Hour																				
Enter	3	20	2	**25**	3	21	2	**26**	1	6	2	**9**	4	27	4	**35**	1	7	2	**10**
Exit	1	18	5	**24**	1	19	5	**25**	0	6	2	**8**	1	25	7	**33**	0	7	2	**9**
Total	4	38	7	**49**	4	40	7	**51**	1	12	4	**17**	5	52	11	**68**	1	14	4	**19**
Weekday PM Peak Hour																				
Enter	4	7	4	**15**	4	7	4	**15**	1	3	2	**6**	5	10	6	**21**	1	3	2	**6**
Exit	12	9	4	**25**	12	9	4	**25**	4	3	2	**9**	16	12	6	**34**	4	3	2	**9**
Total	16	16	8	**40**	16	16	8	**40**	5	6	4	**15**	21	22	12	**55**	5	6	4	**15**
Saturday Daily																				
Enter	29	24	1	**54**	29	111	33	**173**	30	87	26	**143**	59	198	59	**316**	30	174	58	**262**
Exit	31	23	1	**55**	31	111	33	**175**	30	87	26	**143**	61	198	59	**318**	30	175	58	**263**
Total	60	47	2	**109**	60	222	66	**348**	60	174	52	**286**	120	396	118	**634**	60	349	116	**525**
Saturday Midday Peak Hour																				
Enter	5	2	0	**7**	5	15	4	**24**	2	11	4	**17**	7	26	8	**41**	2	24	8	**34**
Exit	17	6	0	**23**	17	15	4	**36**	6	11	4	**21**	23	26	8	**57**	6	20	8	**34**
Total	22	8	0	**30**	22	30	8	**60**	8	22	8	**38**	30	52	16	**98**	8	44	16	**68**

[a] From Table 2
[b] From Table 3.
[c] From Table 4.
[d] Existing Peak Day Trips plus Additional Peak Day Trips.
[e] Peak Day Trips at 1,500 TPD minus Existing December Unadjusted Trips.

Proposed Trip Generation (2,000 TPD)

Additionally, the Applicant also asked GPI to assess the potential traffic impacts if the facility were also increased in capacity to 2,000 tpd. This would represent an increase in peak day volume of 893 tons on a weekday and 1,155 tons on a Saturday over the current peak acceptance volumes of 1,107 tpd and 845 tpd, respectively. As previously noted, the facility is not seeking any capacity increase at this point in time, and this exercise was just to understand potential impacts if a future capacity expansion was sought.

Based on information provided by Republic Services on the volume of inbound material transported by truck and trailer, approximately 55-percent of the additional material will arrive by truck and 45-percent will arrive by trailer. Similarly, approximately 1-percent of the additional material will leave by truck, 50-percent by trailer, and 49 percent by rail. GPI utilized the average tonnage transported per vehicle type at the existing facility to estimate the total truck and trailer loads that would be required to transport the additional 393 tons on a weekday and 655 tons on a Saturday. The detailed calculations are provided in the Appendix and the results are summarized in Table 6.

As previously noted, on a Saturday, approximately 13.1 percent of material arrives at the existing facility during the Saturday midday peak hour (11:00 AM – 12:00 PM). Therefore, the Saturday daily truck and trailer volumes were multiplied by 13.1 percent to estimate the Saturday midday peak hour volumes. To provide a more accurate estimate the trips by type of vehicle occurring in the weekday AM and PM peak hours, GPI utilized the trip generation counts collected at the existing facility, which indicated that approximately 12.4 percent of truck trips and 8.9 percent of trailer trips occurred during the weekday AM peak hour. Similarly, 5.1 percent of truck trips and 11.1 percent of trailer trips occurred during the weekday PM peak hour. GPI multiplied the weekday daily volumes by these percentages to estimate the additional trips occurring during the weekday AM and PM peak hours, respectively. The detailed calculations are provided in the Appendix and the results are summarized in Table 6.

Car trips to/from the site are mainly employee trips. The current hours of operation allow the site to be served by a single shift of employees. However, the proposed expanded hours of operation will likely require two separate employment shifts extending from 5:00 AM – 1:00 PM and from 1:00 PM – 9:00 PM. As the shift turnover will occur during off-peak hours, there will be negligible change in employee trips to/from the site during any of the peak hours. However, to provide a conservative (worse case) analysis condition, GPI proportionally increased employee trips based on the total tonnage accepted of 2000 tpd under proposed conditions versus 1107 tpd under existing conditions. Therefore, employee trips were increased by 80 percent (2000 tpd vs 1107 tpd) to estimate potential future trips.

Net Increase in Trips (Expanded Hours of Operation, 2000 tpd)

GPI added the Additional Peak Day Site-Generated Trips to the Existing Peak Day Site-Generated Trips to obtain the Proposed Peak Day Trips for the facility with expanded hours of operations and a 12,000 tpd capacity. The net increase in trips was then calculated by subtracting the Existing Unadjusted Trips collected in December 2024 from the Proposed Peak Day Trips. These represent the trips to be added to the 2032 No-Build traffic-volume network to estimate the 2032 Build with 2,000 TPD Capacity conditions traffic volumes. The detailed calculations are included in the Appendix and the results are summarized in Table 6.

As shown in Table 6, the proposed expansion of hours of operation and increase in daily capacity to 2,000 tpd at the Devens Recycling Facility is expected to generate 41 *new* vehicle trips (21 entering and 20 exiting) during the weekday AM peak hour, 33 *additional* vehicle trips (13 entering and 20 exiting) during the weekday PM peak hour and 100 *additional* vehicle trips (47 entering and 53 exiting) during the Saturday midday peak hour.

TABLE 6
Trip Generation Summary (Expanded Hours of Operations – 2,000 tpd)

Time Period / Direction	Existing December Unadjusted Trips [a]				Existing Peak Day Trips [b]				Additional Peak Day Trips at 2,000 TPD [c]				2,000 TPD Peak Day Trips [d]				Net Increase in Trips (2,000 TPD Peak Day vs. December 2024 Existing) [e]			
	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total
Weekday Daily																				
Enter	51	156	38	**245**	51	163	40	**254**	52	118	35	**205**	103	281	75	**459**	52	125	37	**214**
Exit	52	153	40	**245**	52	160	42	**254**	52	118	35	**205**	104	278	77	**459**	52	125	37	**214**
Total	103	309	78	**490**	103	323	82	**508**	104	236	70	**410**	207	559	152	**918**	104	250	74	**428**
Weekday AM Peak Hour																				
Enter	3	20	2	**25**	3	21	2	**26**	2	15	3	**20**	5	36	5	**46**	2	16	3	**21**
Exit	1	18	5	**24**	1	19	5	**25**	1	15	3	**19**	2	34	8	**44**	1	16	3	**20**
Total	4	38	7	**49**	4	40	7	**51**	3	30	6	**39**	7	70	13	**90**	3	32	6	**41**
Weekday PM Peak Hour																				
Enter	4	7	4	**15**	4	7	4	**15**	3	6	4	**13**	7	13	8	**28**	3	6	4	**13**
Exit	12	9	4	**25**	12	9	4	**25**	10	6	4	**20**	22	15	8	**45**	10	6	4	**20**
Total	16	16	8	**40**	16	16	8	**40**	13	12	8	**33**	29	28	16	**73**	13	12	8	**33**
Saturday Daily																				
Enter	29	24	1	**54**	29	111	33	**173**	30	152	45	**227**	59	263	78	**400**	30	239	77	**346**
Exit	31	23	1	**55**	31	111	33	**175**	30	152	45	**227**	61	263	78	**402**	30	240	77	**347**
Total	60	47	2	**109**	60	222	66	**348**	60	304	90	**454**	120	526	156	**802**	60	479	154	**693**
Saturday Midday Peak Hour																				
Enter	5	2	0	**7**	5	15	4	**24**	4	20	6	**30**	9	35	10	**54**	4	33	10	**47**
Exit	17	6	0	**23**	17	15	4	**36**	14	20	6	**40**	31	35	10	**76**	14	29	10	**53**
Total	22	8	0	**30**	22	30	8	**60**	18	40	12	**70**	40	70	20	**130**	18	62	20	**100**

[a] From Table 2
[b] From Table 3.
[c] 80 percent of existing car trips. Single-Unit Truck Trips calculated based on an increase of 393 tons on a weekday and 655 tons on a Saturday with 55 percent entering and 1 percent exiting by single-unit truck at a rate of 4.25 tons/truck inbound and 14.12 tons/truck outbound. Multi-Unit Truck Trips calculated based on 393 tons on a weekday and 655 tons on a Saturday with 45 percent entering and 50 percent exiting by trailer at a rate of 26.02 tons/load inbound and 23.37 tons/load outbound.
[d] Existing Peak Day Trips plus Additional Peak Day Trips at 2,000 TPD.
[e] 2,000 TPD Peak Day Trips minus Existing December Unadjusted Trips.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network.

The distribution for the passenger cars was calculated based on existing travel patterns through the study area intersections. Accordingly, approximately 20 percent of passenger vehicle trips are anticipated to travel to/from the site via Buena Vista Street, 36 percent via Barnum Road east, 16 percent via Barnum Road west, and 28 percent via Patton Road south to Jackson Road.

The distribution of truck trips to/from the site was estimated based on existing travel patterns for trucks to/from the Devens Recycling Center through the study area intersections. Based on existing truck travel patterns, approximately 60 percent of truck and trailer trips are anticipated to/from Barnum Road East, 20 percent to/from Barnum Road West, and 20 percent to/from Jackson Road South. Of the 20 percent to/from Barnum Road West, approximately half of those (10 percent of overall trips) are anticipated to continue to Jackson Road and will travel through the Jackson Road / Patton Road / Lake George Road intersection as through movements on Jackson Road.

All trip distribution data is provided in the Appendix.

Build Traffic Volumes

Based on the traffic generation and distribution estimates for this project, the additional traffic volumes associated with the proposed development were assigned to the roadway network. The site-generated traffic networks based on the expanded hours of operation at 1,500 TPD are shown on Figures 12 through 16 for the weekday daily, Saturday daily, weekday AM, weekday PM, and Saturday midday peak hours, respectively. The site-generated traffic networks based on the expanded hours of operation at 2,000 TPD are shown on Figures 17 through 21 for the weekday daily, Saturday daily, weekday AM, weekday PM, and Saturday midday peak hours, respectively.

The site-generated traffic volumes were then added to the No-Build traffic volumes to develop the Build peak-hour traffic-volumes networks. The 2032 Build with 1,500 TPD daily volumes are graphically depicted on Figures 22 through 23, and the weekday AM, weekday PM, and Saturday midday peak-hour flow networks are graphically depicted on Figures 24 through 26, respectively. The 2032 Build with 2,000 TPD daily volumes are graphically depicted on Figures 27 through 28, and the weekday AM, weekday PM, and Saturday midday peak-hour flow networks are graphically depicted on Figures 29 through 31, respectively.

Traffic Increases

The proposed expansion of operations at the Devens Recycling Center will result in increases in traffic on the study area roadways. As shown on Figures 14 through 16, traffic-volume increases on Barnum Road east of Saratoga Boulevard are expected to be 8 to 39 vehicle trips during the peak hours with the expanded hours and maximum acceptance of 1,500 TPD. These increases represent, on average, one additional vehicle trip approximately every one to seven minutes during the peak hours. Traffic volume increases on all other roadways leading beyond the study area are expected to be 1 to 23 vehicle trips during the peak hours. This represents one additional vehicle every three to 60 minutes during the peak hours.

As shown on Figures 19 through 21, traffic-volume increases on Barnum Road east of Saratoga Boulevard are expected to be 16 to 55 vehicle trips during the peak hours with the expanded hours and maximum acceptance of 2,000 TPD. These increases represent, on average, one additional vehicle trip approximately

every one to four minutes during the peak hours. Traffic volume increases on all other roadways leading beyond the study area are expected to be 1 to 31 vehicle trips during the peak hours. This represents one additional vehicle every two to 60 minutes during the peak hours.

A summary of the daily volumes along each study area roadway segment is summarized in Table 7 for the expanded hours with 1,500 TPD and in Table 8 for 2,000 TPD. It should be noted that the existing Saturday volumes were significantly lower than peak month conditions at the recycling center due to the Peabody operation not shipping material on the date the counts were collected. The Build condition on Saturday has been adjusted to a peak month operation with the Peabody facility in operation. Therefore, the majority of the increase in trips on Saturday is due to the adjustment to peak month conditions and not the expansion of service of the facility.

TABLE 7
Traffic Volume Increases with Expanded Hours and 1,500 TPD

Location/Time Period	2024 Existing Volumes [a]	2032 No-Build Volumes [b]	2032 Build with 1500 TPD Volumes [c]	Volume Increase [d]	Percent Increase [e]
Patton Road, south of Barnum Road:					
Weekday Daily	2,730	3,199	3,261	62	1.9%
Saturday Daily:	1,177	1,379	1,487	108	7.8%
Barnum Road, west of Patton Road:					
Weekday Daily	2,678	3,138	3,186	48	1.5%
Saturday Daily:	1,812	2,123	2,225	102	4.8%
Barnum Road, east of Patton Road:					
Weekday Daily	5,213	6,108	6,238	130	2.1%
Saturday Daily:	2,732	3,201	3,503	302	9.4%
Saratoga Boulevard, north of Barnum Road:					
Weekday Daily	3,137	3,676	3,916	240	6.5%
Saturday Daily:	1,324	1,551	2,063	512	33.0%
Independence Drive, east of Cook Street:					
Weekday Daily	2,982	3,494	3,754	260	7.4%
Saturday Daily:	747	876	1,400	524	59.8%
Buena Vista Street, west of DPW Driveway:					
Weekday Daily	1,005	1,177	1,197	20	1.7%
Saturday Daily:	450	528	540	12	2.3%
Devens Recycling Driveway, north of Independence Drive:					
Weekday Daily	488	572	832	260	45.5%
Saturday Daily:	109	127	651	524	412.6%

[a] In vehicles per day. December traffic counts not adjusted.

[b] In vehicles per day. Upwardly grown by 2% per year over eight years.

[c] In vehicles per day, with the addition of the daily site generated traffic for 1,500 TPD.

[d] 2032 Build with 1500 TPD minus 2032 No-Build.

[e] The traffic increase divided by the 2032 No-Build volume.

TABLE 8
Traffic Volume Increases with Expanded Hours and 2,000 TPD (Not Presently Proposed)

Location/Time Period	2024 Existing Volumes [a]	2032 No-Build Volumes [b]	2032 Build with 2000 TPD Volumes [c]	Volume Increase [d]	Percent Increase [e]
Patton Road, south of Barnum Road:					
Weekday Daily	2,730	3,199	3,293	62	2.9%
Saturday Daily:	1,177	1,379	1,521	108	10.3%
Barnum Road, west of Patton Road:					
Weekday Daily	2,678	3,138	3,218	48	2.5%
Saturday Daily:	1,812	2,123	2,259	102	6.4%
Barnum Road, east of Patton Road:					
Weekday Daily	5,213	6,108	6,342	130	3.8%
Saturday Daily:	2,732	3,201	3,603	302	12.6%
Saratoga Boulevard, north of Barnum Road:					
Weekday Daily	3,137	3,676	4,084	240	11.1%
Saturday Daily:	1,324	1,551	2,2231	512	43.8%
Independence Drive, east of Cook Street:					
Weekday Daily	2,982	3,494	3,922	260	12.2%
Saturday Daily:	747	876	1,568	524	79.0%
Buena Vista Street, west of DPW Driveway:					
Weekday Daily	1,005	1,177	1,197	20	1.7%
Saturday Daily:	450	528	540	12	2.3%
Devens Recycling Driveway, north of Independence Drive:					
Weekday Daily	488	572	1,000	260	74.8%
Saturday Daily:	109	127	819	524	544.9%

[a] In vehicles per day. December traffic counts not adjusted.

[b] In vehicles per day. Upwardly grown by 2% per year over eight years.

[c] In vehicles per day, with the addition of the daily site generated traffic for 2,000 TPD.

[d] 2032 Build with 2,000 TPD minus 2032 No-Build.

[e] The traffic increase divided by the 2032 No-Build volume.

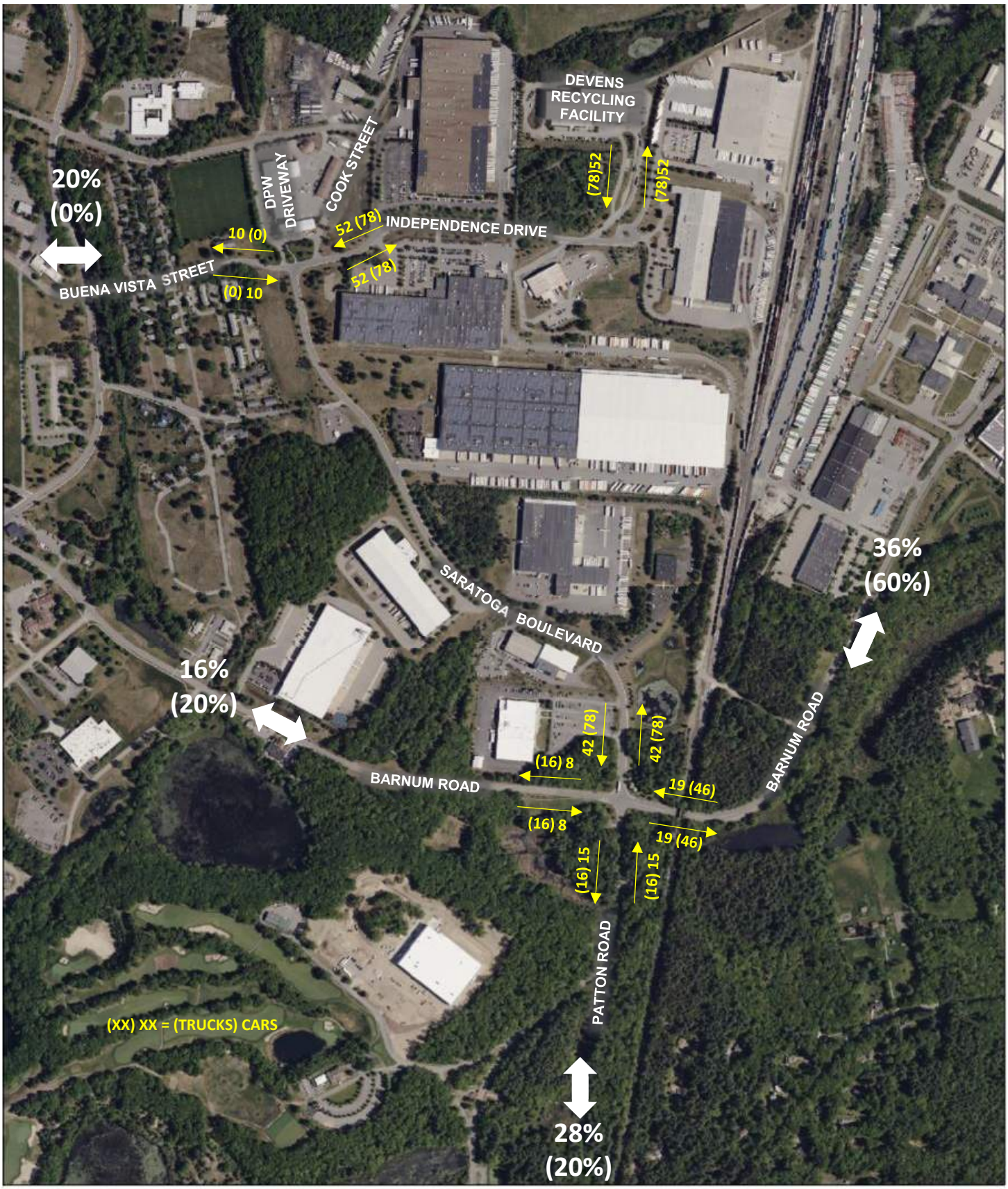


FIGURE 12

SITE GENERATED w/ 1500 TPD TRAFFIC VOLUMES WEDNESDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

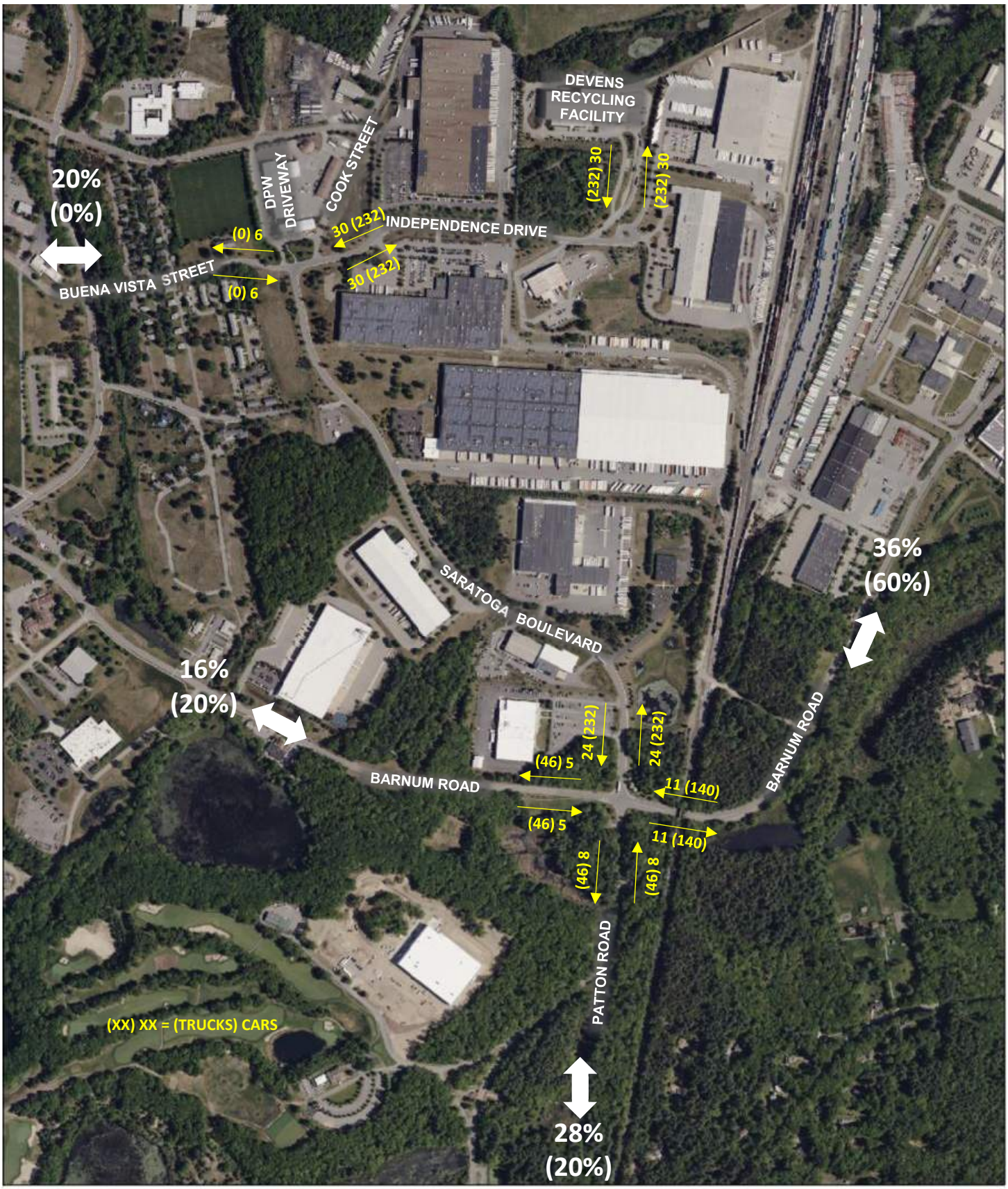


FIGURE 13

SITE GENERATED w/1500 TPD TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

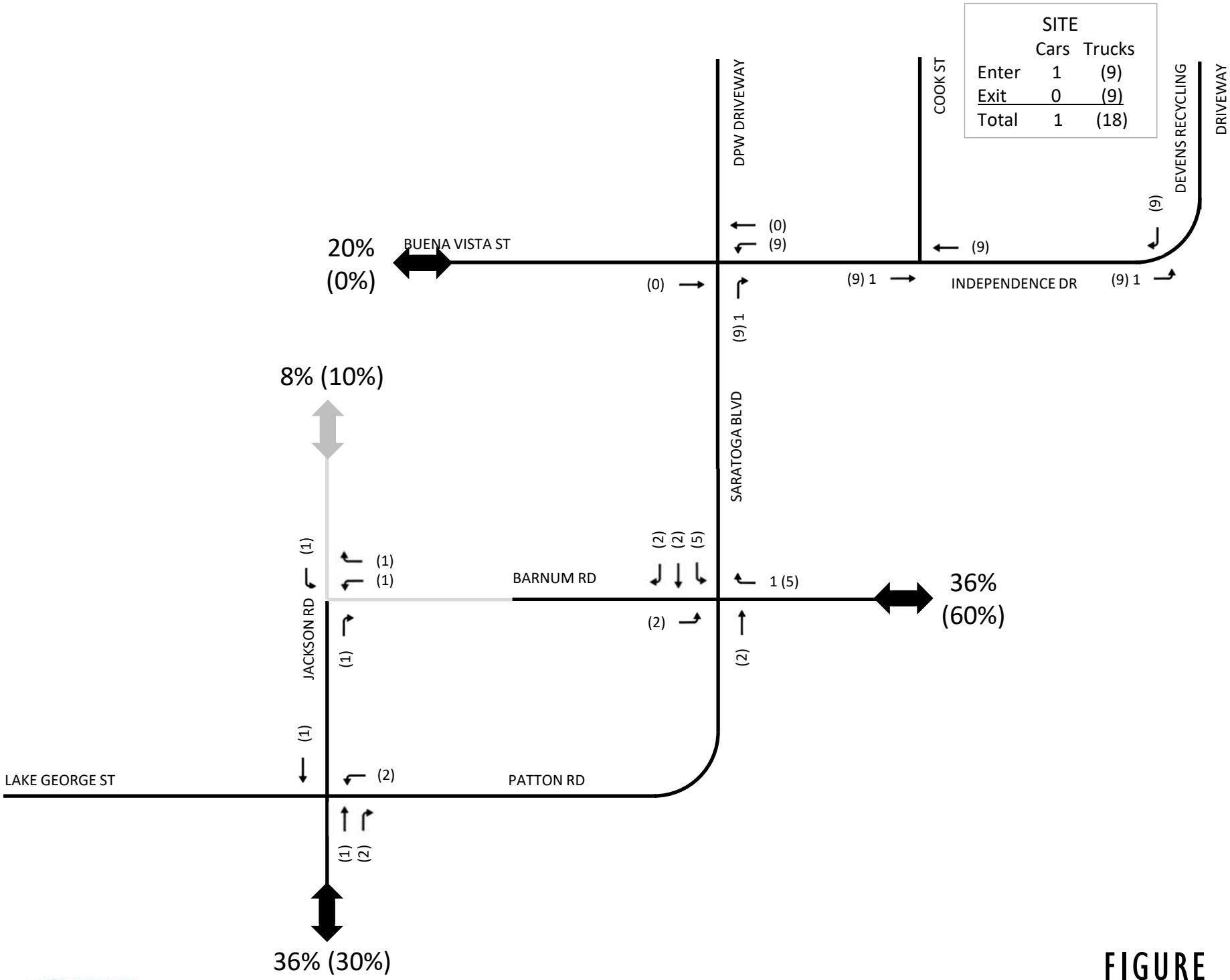


FIGURE 14

SITE GENERATED 1,500 TPD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

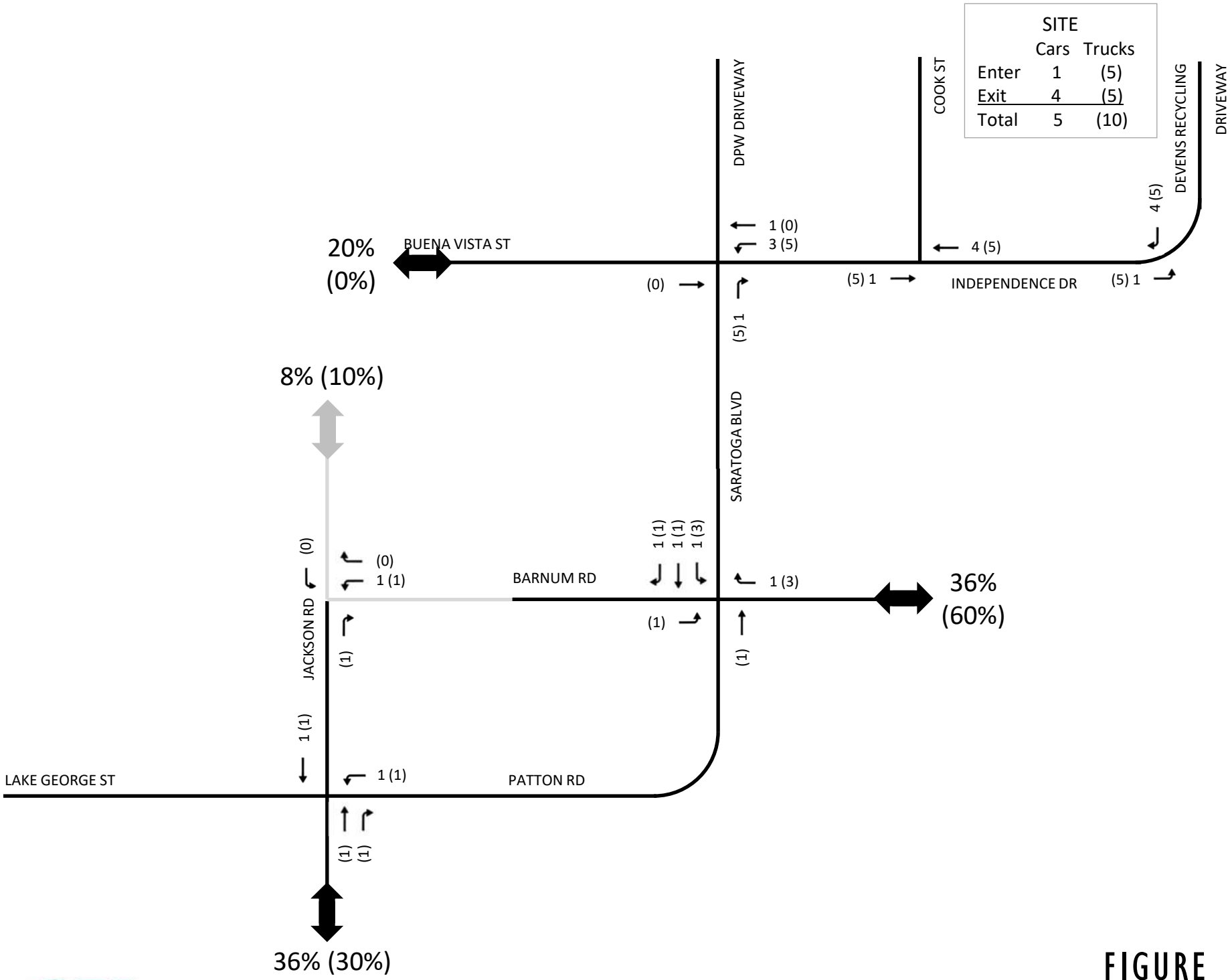


FIGURE 15

SITE GENERATED 1,500 TPD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

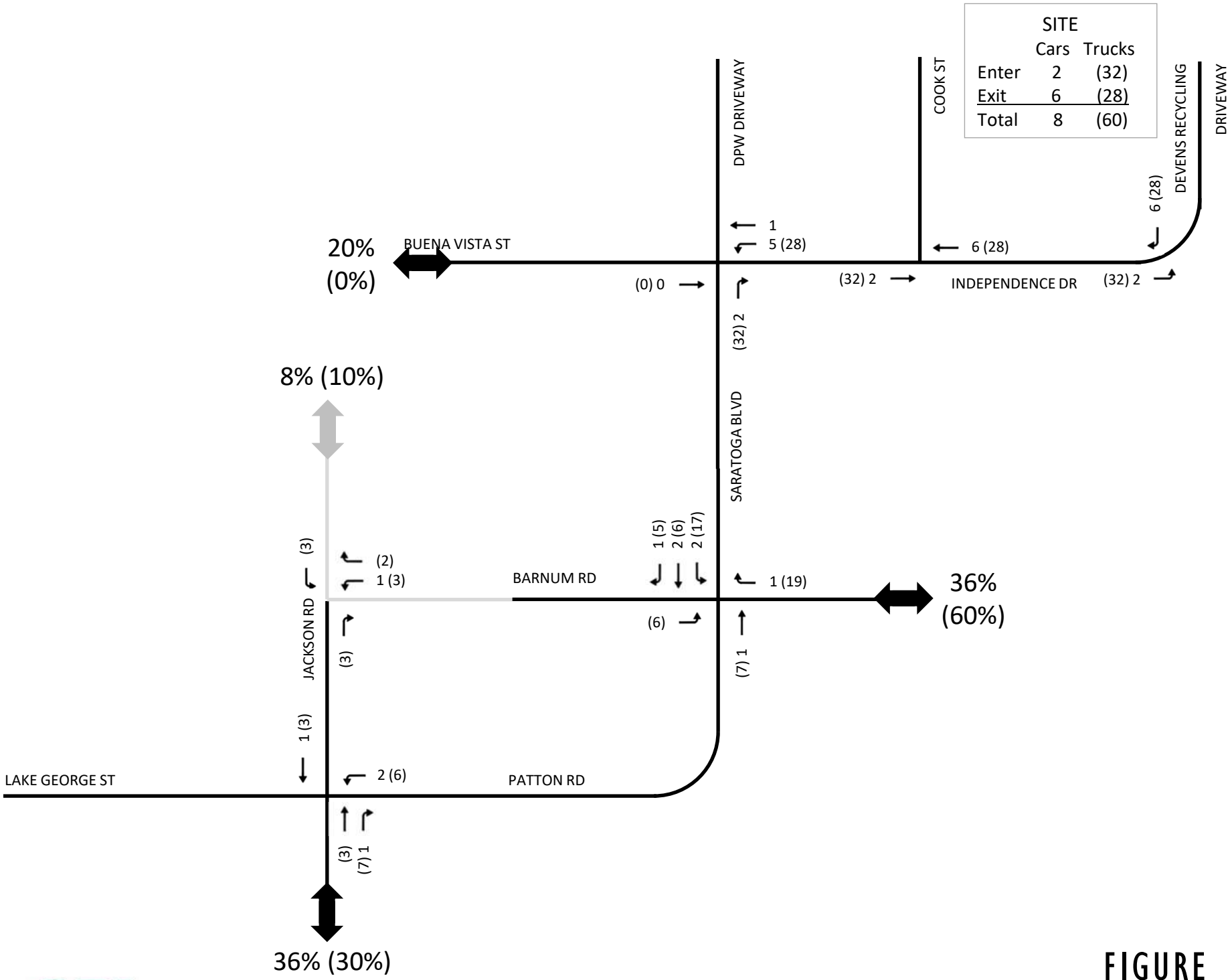


FIGURE 16

SITE GENERATED 1,500 TPD TRAFFIC VOLUMES SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

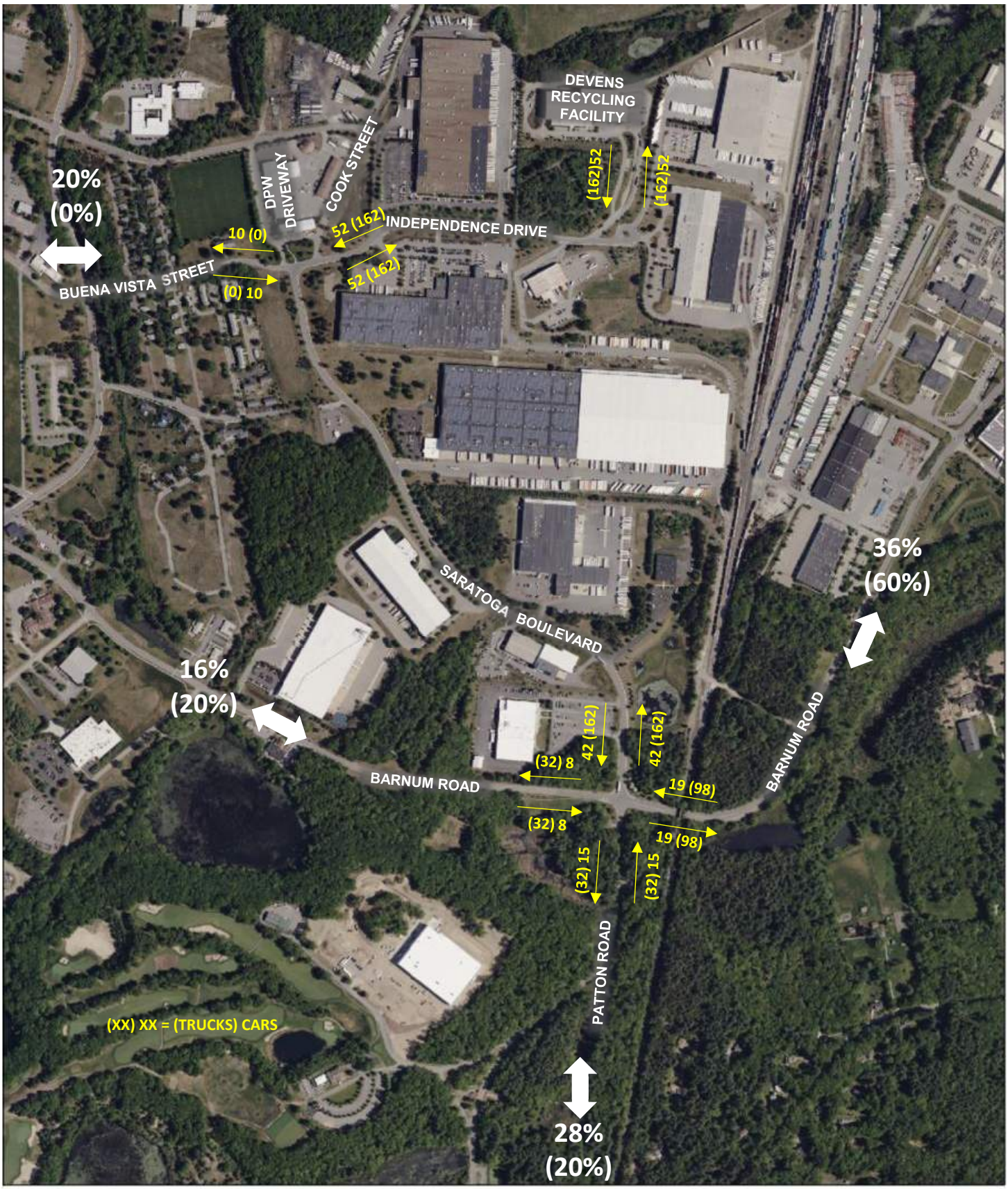


FIGURE 17

SITE GENERATED w/ 2000 TPD TRAFFIC VOLUMES WEDNESDAY DAILY

Greenman-Pedersen, Inc.
EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

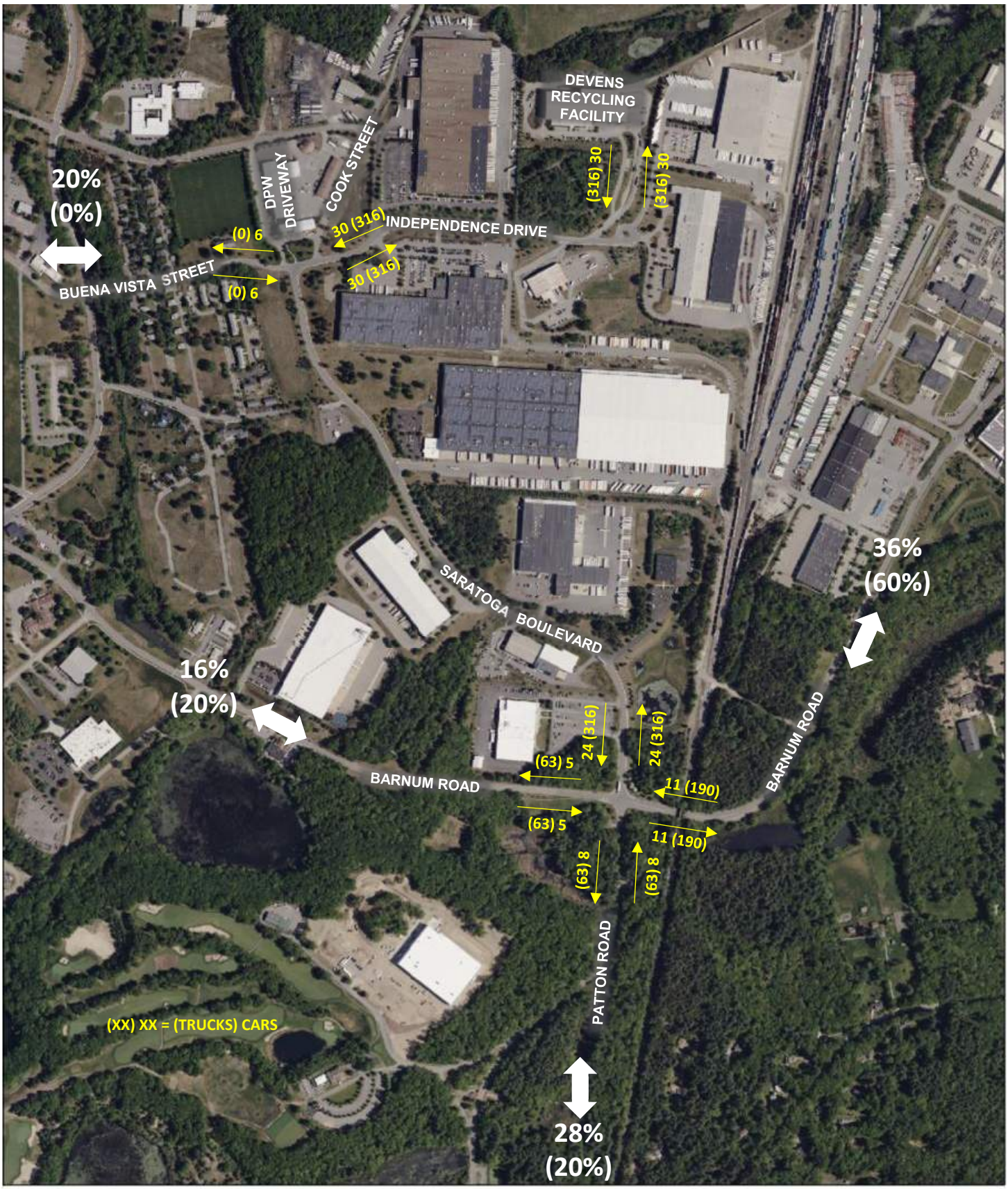


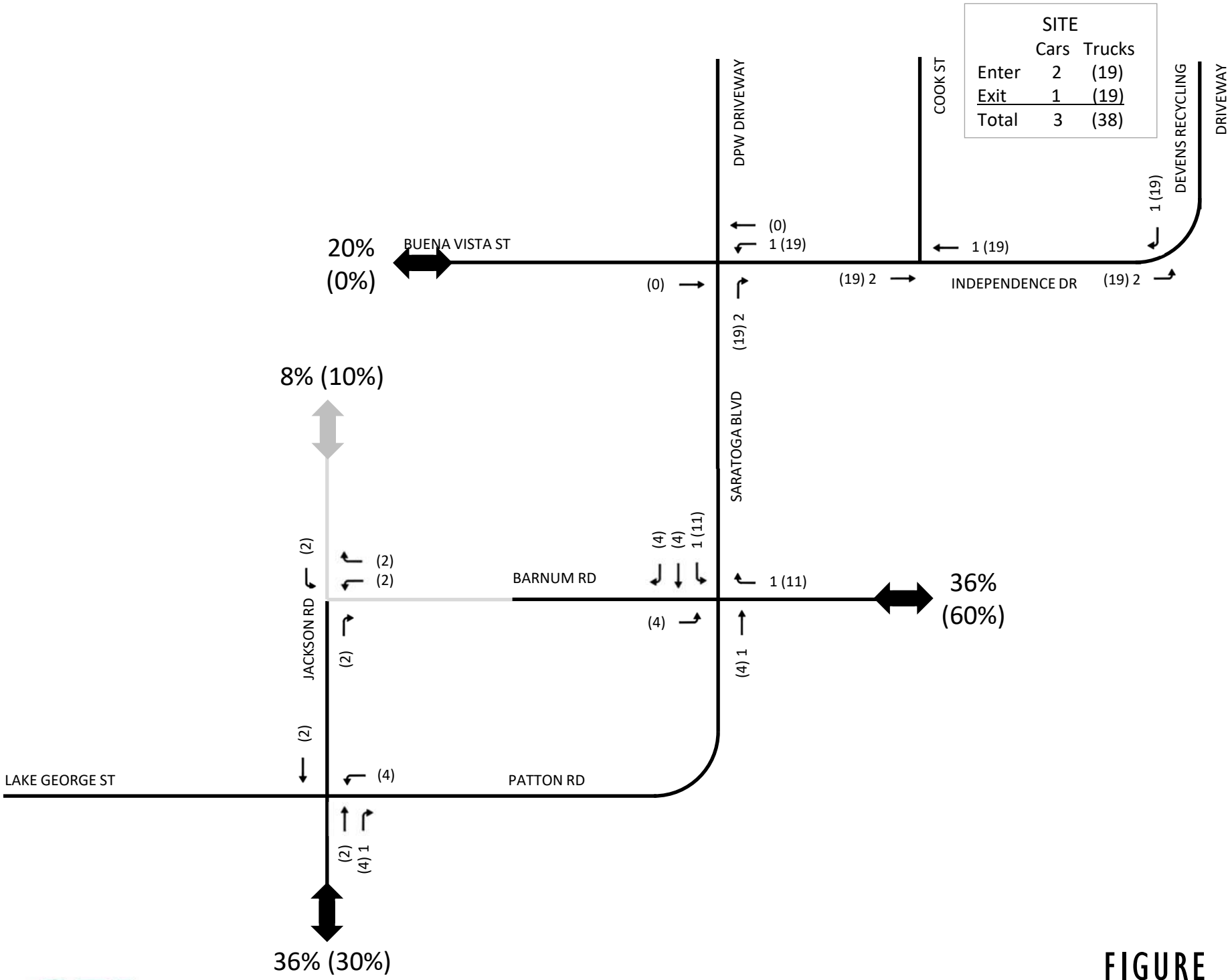
FIGURE 18

SITE GENERATED w/2000 TPD TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

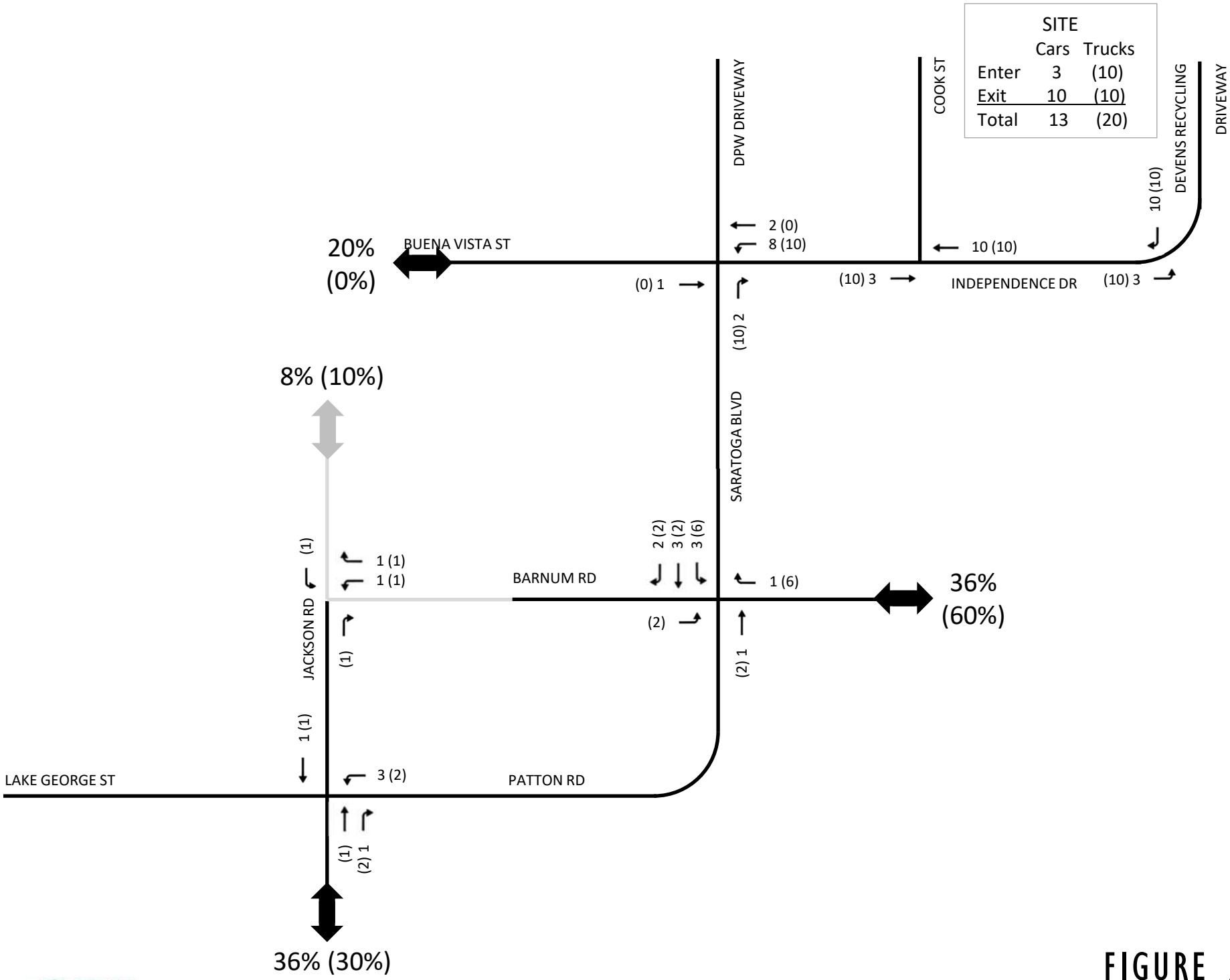
EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS



GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 19

SITE GENERATED 2,000 TPD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR



GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 20

SITE GENERATED 2,000 TPD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

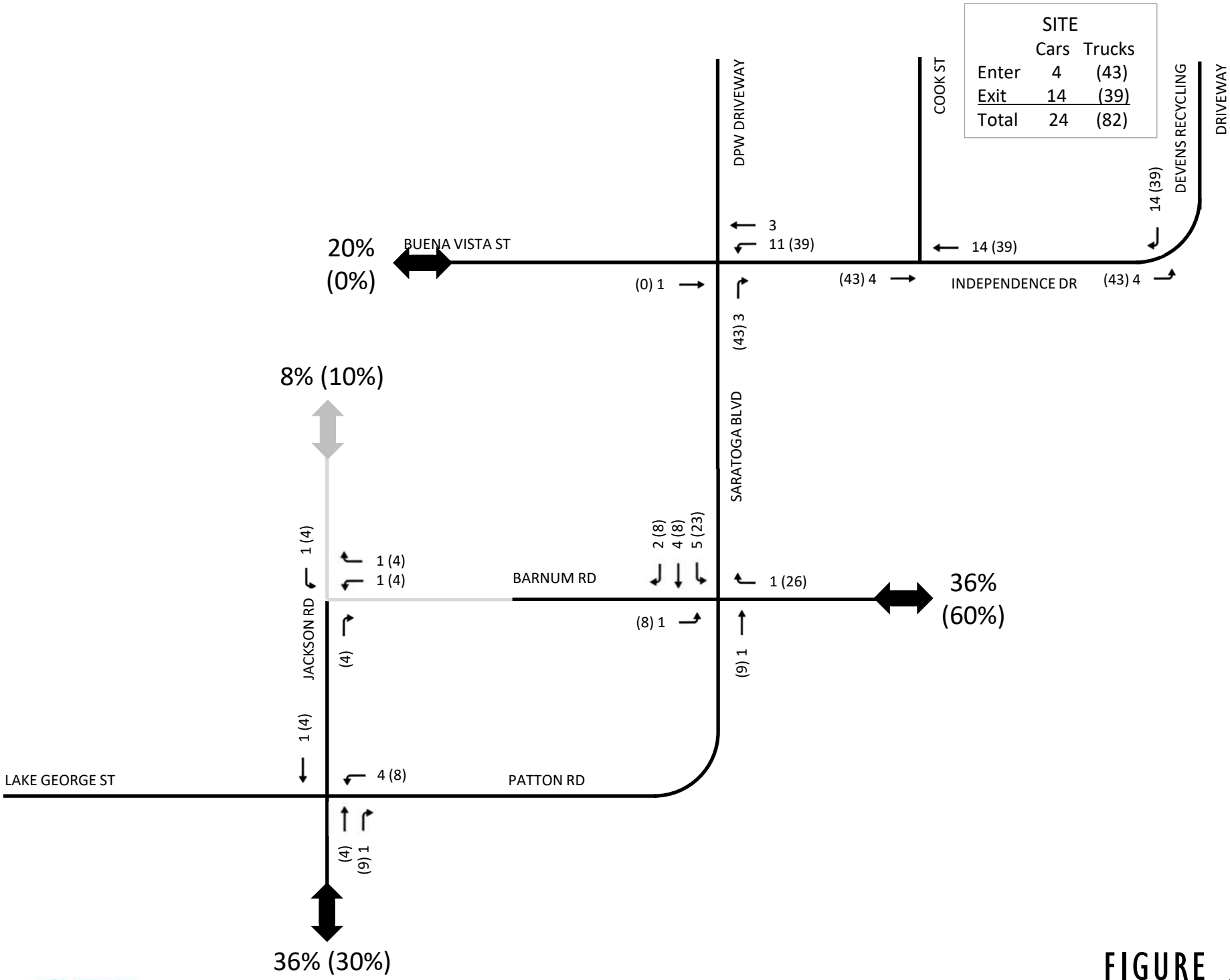


FIGURE 21

SITE GENERATED 2,000 TPD TRAFFIC VOLUMES SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

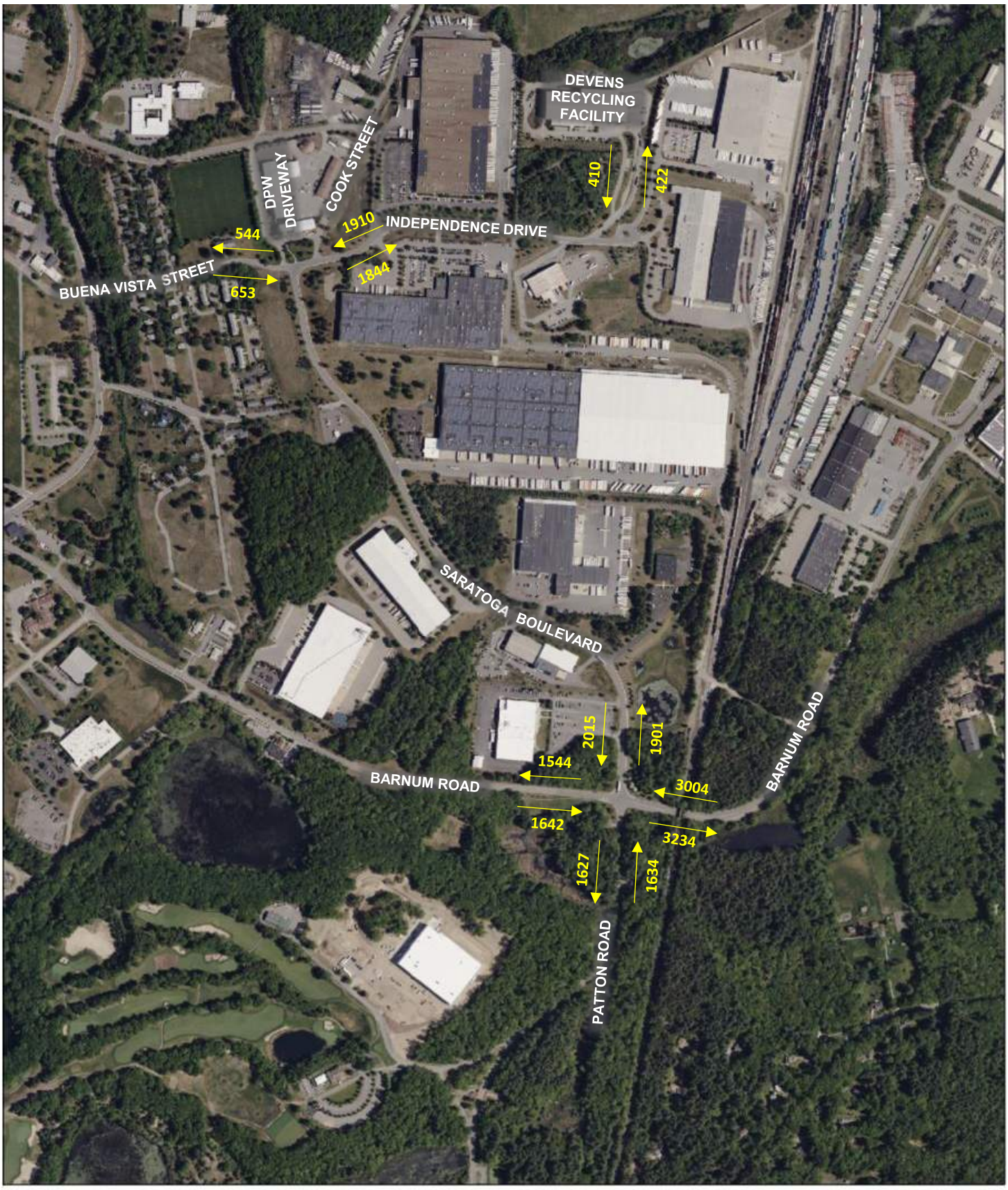


FIGURE 22

2032 BUILD w/1500 TPD TRAFFIC VOLUMES
WEDNESDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

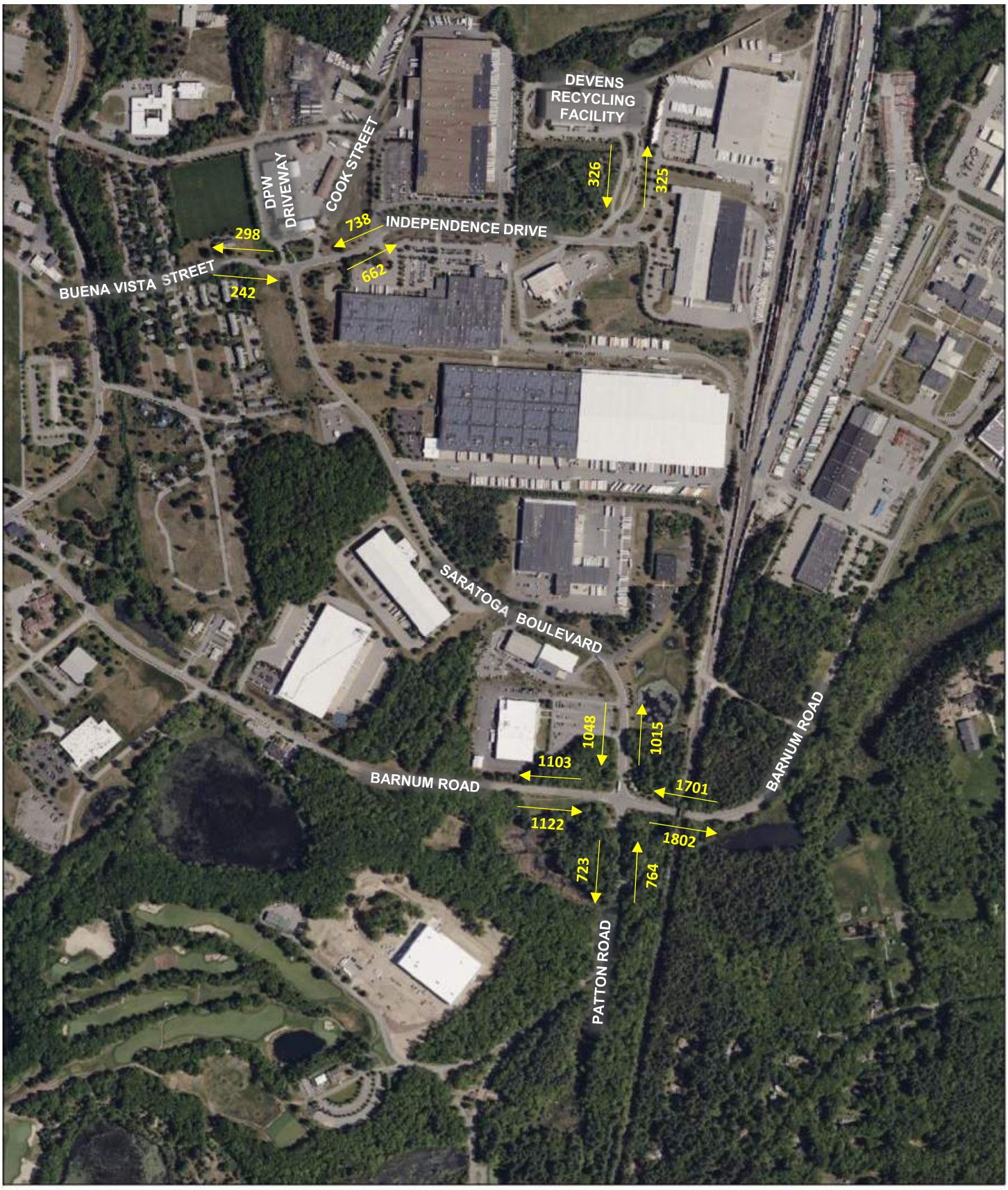


FIGURE 23

2032 BUILD w/1500 TPD TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

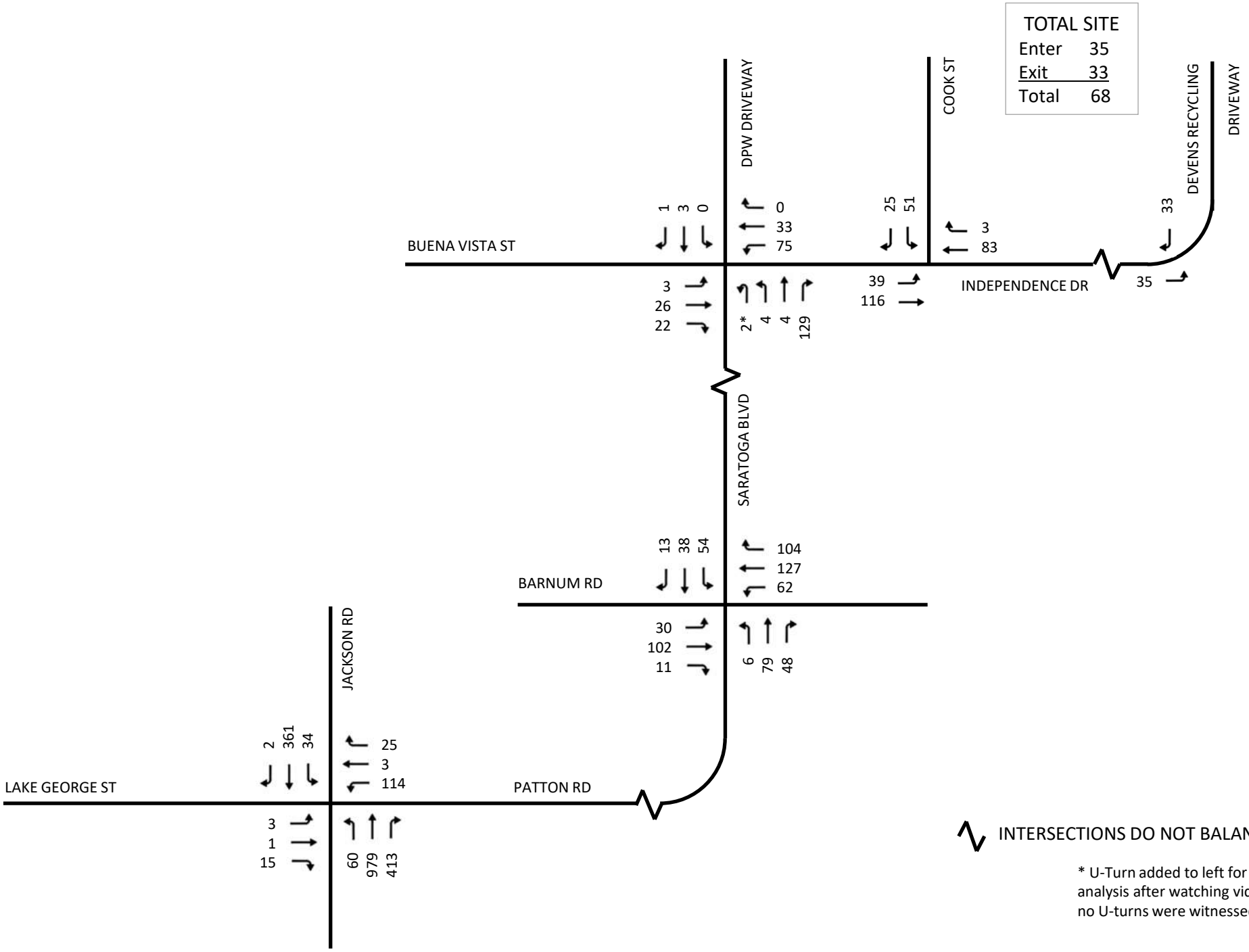
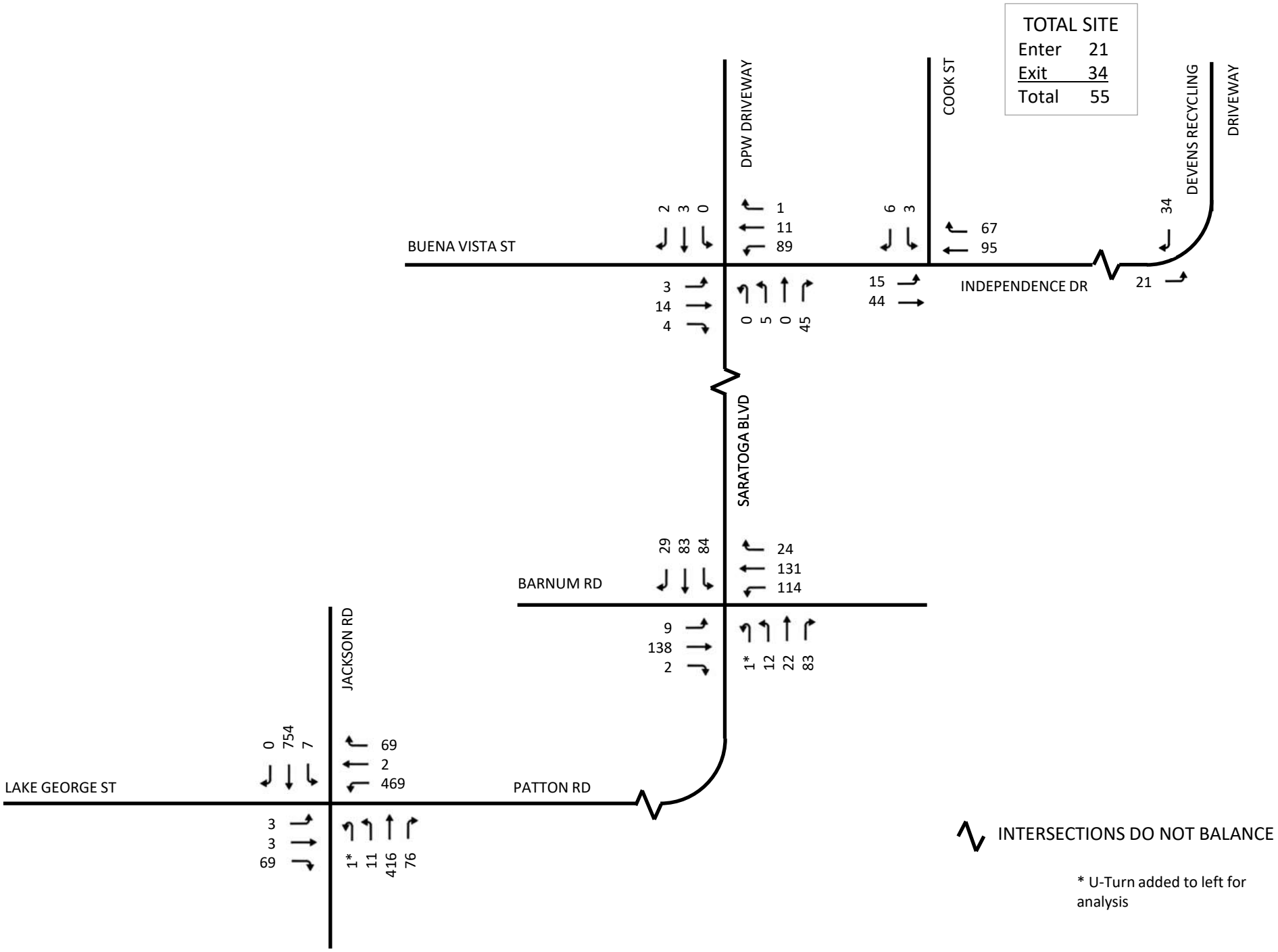


FIGURE 24

2032 BUILD w/1,500 TPD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS



GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 25

2032 BUILD w/1,500 TPD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

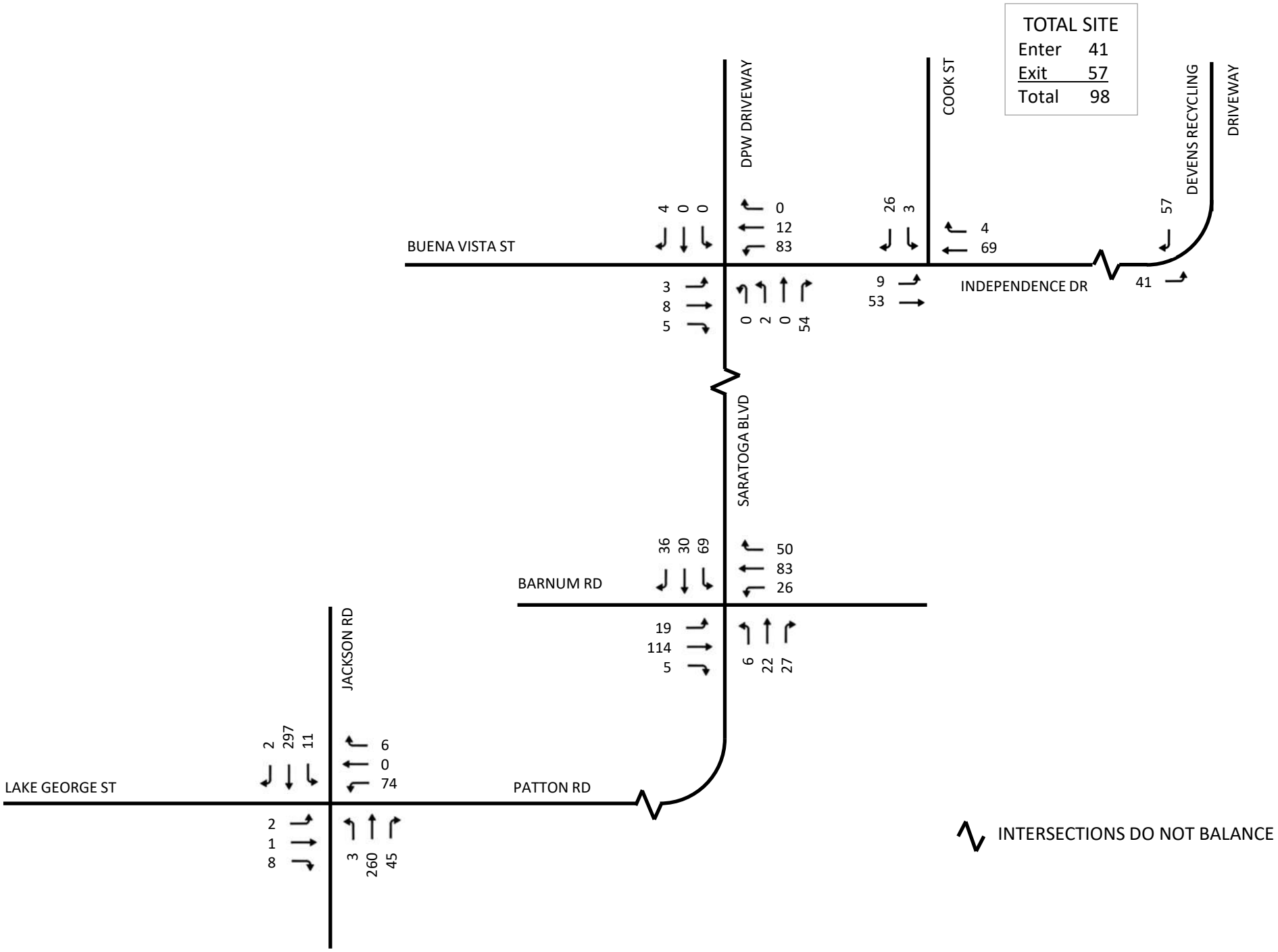


FIGURE 26

2032 BUILD w/1,500 TPD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

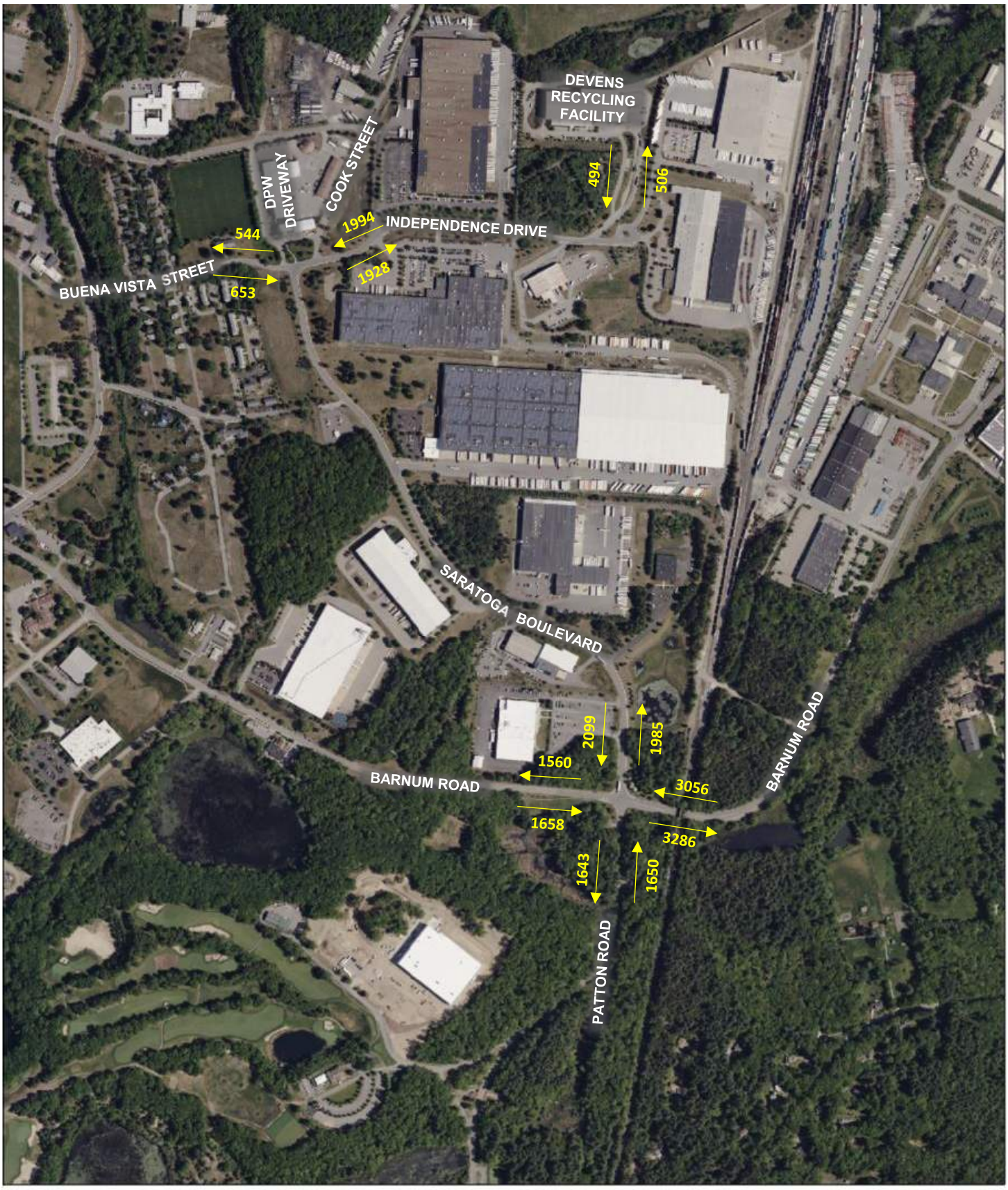


FIGURE 27

2032 BUILD w/2000 TPD TRAFFIC VOLUMES
WEDNESDAY DAILY

GPI

Greenman-Pedersen, Inc.

EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS

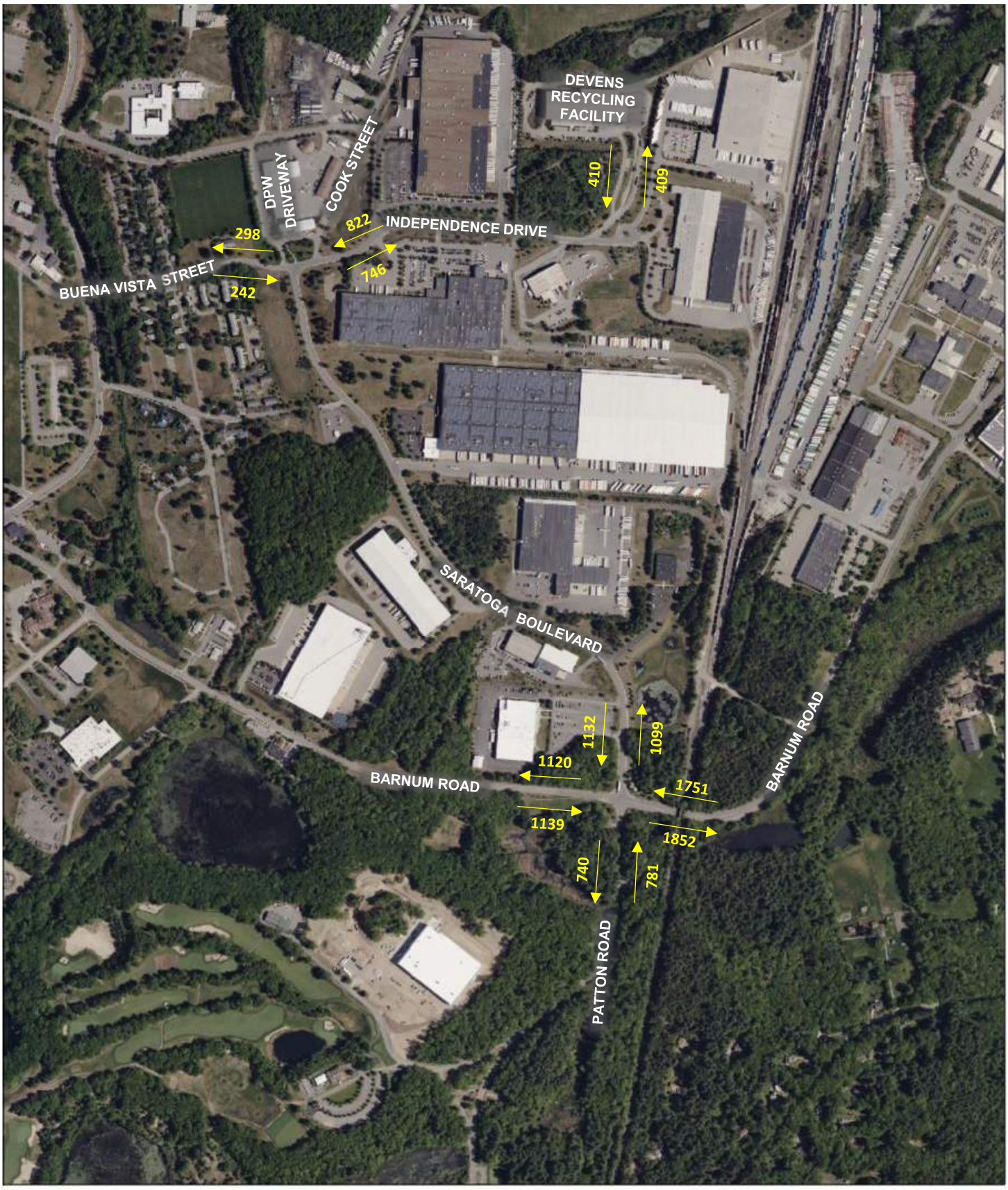


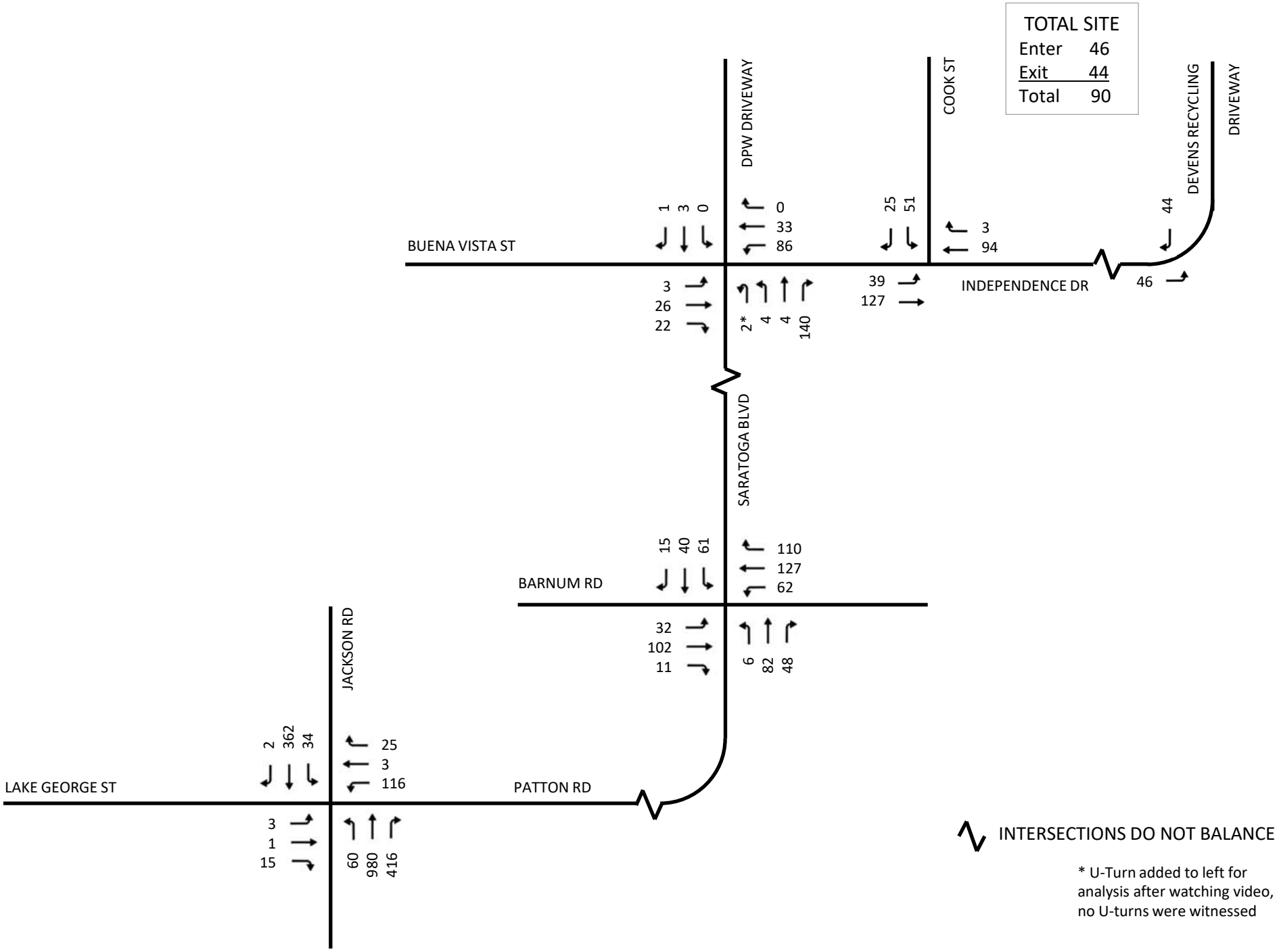
FIGURE 28

2032 BUILD w/2000 TPD TRAFFIC VOLUMES
SATURDAY DAILY

GPI

Greenman-Pedersen, Inc.

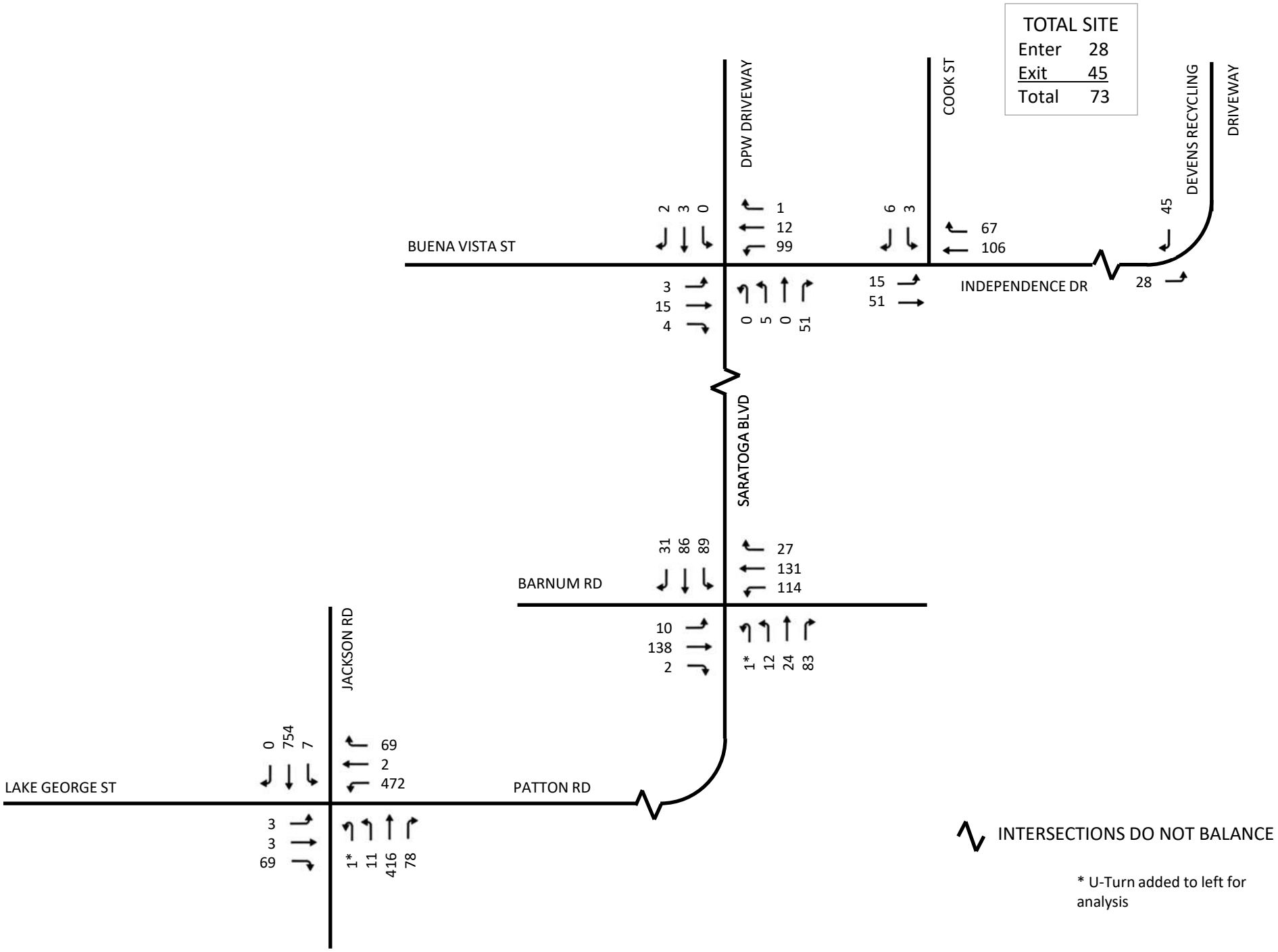
EXISTING RECYCLING FACILITIES – DEVENS, MASSACHUSETTS



GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 29

2032 BUILD w/2,000 TPD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR



GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

FIGURE 30

2032 BUILD w/2,000 TPD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

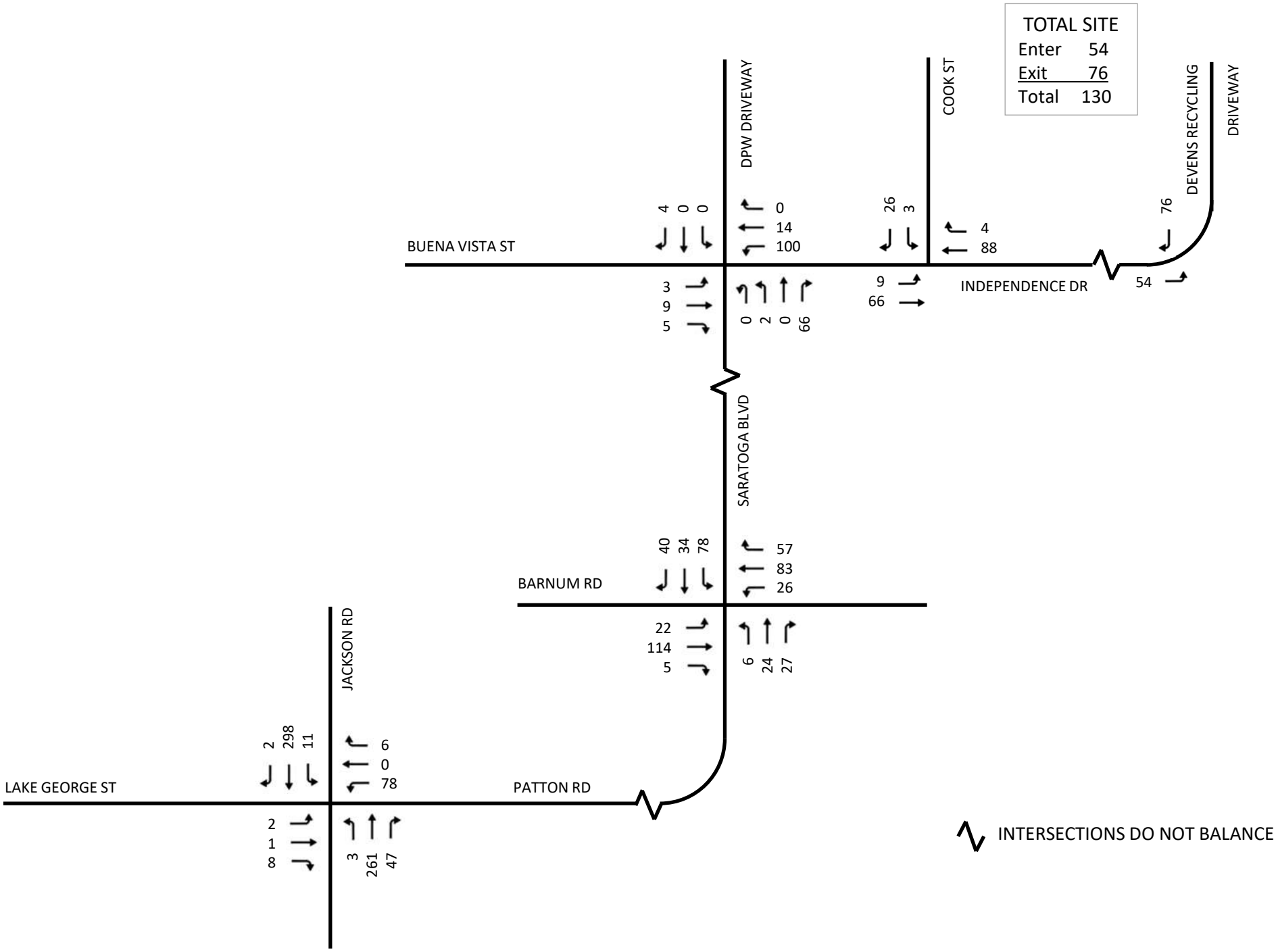


FIGURE 31

2032 BUILD w/2,000 TPD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GPI Greenman-Pedersen, Inc.
DEVENS, MASSACHUSETTS

CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2024 Existing, 2032 No-Build, and 2032 Build traffic-volume conditions. The impact of site-generated traffic can be measured by comparing 2032 No-Build conditions to 2032 Build conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)[2] and is described in the Appendix. HCM 6th Edition does not allow for the analysis of an exclusive pedestrian phase. MassDOT is aware of this deficiency and accepts HCM 2000 results in lieu of HCM 6 under these circumstances. For consistency purposes, HCM 2000 results were utilized for all study area intersections.

For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle were calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate. For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 9 and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software.[3] The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

Saratoga Boulevard / DPW Driveway / Buena Vista Street / Independence Drive

All movements at the intersection of Saratoga Boulevard / DPW Driveway / Buena Vista Street / Independence Drive are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding one vehicle. The additional traffic generated by expanded hours of operation at the Devens Recycling Center is not expected to increase delay on any movement by more than one second per vehicle and will have negligible impacts to queues. Similarly, if the facility were to increase capacity to 2,000 TPD (not presently proposed), the additional traffic generated by the increased volume would not increase delay on any movement by more than one second per vehicle and would have negligible impacts to queues.

Independence Drive / Cook Street

All movements at the intersection of Independence Drive / Cook Street are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding one vehicle. The additional traffic generated by any future proposed expansion in operations at the Devens Recycling Center is not expected

[2] *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

[3] *Synchro plus SimTraffic 11*; Trafficware LLC.; Sugar Land, TX; 2019.

to increase delay on any movement by more than one second per vehicle and will have negligible impacts to queues.

Patton Road / Saratoga Boulevard / Barnum Road

All movements at the intersection of Patton Road / Saratoga Boulevard / Barnum Road are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding four vehicles on any approach. The additional traffic generated by the expanded hours of operation and/or increasing the capacity to 2,000 TPD at the Devens Recycling Center is not expected to increase delay on any movement by more than two seconds per vehicle or increase queues by more than one vehicle.

Jackson Road / Lake George Street / Patton Road

The Patton Road westbound left-turn movement onto Jackson Road currently operates over capacity at LOS E during the weekday PM peak hour and is anticipated to operate at LOS F under 2032 No-Build and Build conditions, causing the overall intersection to exceed capacity. The additional traffic generated by the expanded hours of operation at the Devens Recycling Center is not anticipated to increase delay on this movement by more than three seconds per vehicle or increase queues by more than one vehicle. The additional traffic generated by a future increase in volume to 2,000 TPD (not presently proposed) at the Devens Recycling Center is not anticipated to increase delay on this movement by more than five seconds per vehicle or increase queues by more than one vehicle.

Independent of the proposed expansion in operations at the Devens Recycling Center, GPI recommends the Town of Devens consider implementing signal timing modifications to optimize the operations of the intersection and reduce delay on the Patton Road WB left-turn during the weekday PM peak hour. This could be accomplished either by programming a separate time of day plan for the weekday PM peak period with a longer maximum green time on Phase 8 (Patton Road WB), or by increasing the maximum green time on Phase 8 (Patton Road WB) for all time periods. With the recommended signal timing modifications, all movements at this intersection will operate at LOS D or better, with V/C ratios not exceeding 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

All other movements at the Jackson Road / Patton Road / Lake George Street intersection are anticipated to operate at LOS D or better under all analysis conditions. The additional traffic generated by any future proposed expansion in service at the Devens Recycling Center is not anticipated to increase delay on any movement by more than three seconds per vehicle or increase queues by more than one vehicle. No project-specific mitigation is warranted at this intersection based on the minimal impact to operations generated by the project.

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TABLE 9
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2024 Existing				2032 No-Build				2032 Build (1,500 TPD – Expanded Hours)				2032 Build (2,000 TDP – Expanded Hours)			
	V/C [a]	Del. [b]	LOS [c]	Queue [d]	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Saratoga Boulevard / DPW Driveway / Buena Vista Street / Independence Drive																
Weekday AM:																
Buena Vista Street EB approach	0.00	0.5	A	--/<25	0.00	0.4	A	--/<25	0.00	0.4	A	--/<25	0.00	0.4	A	--/<25
Independence Drive WB approach	0.07	5.6	A	--/<25	0.06	5.5	A	--/<25	0.07	5.8	A	--/<25	0.08	6.1	A	--/<25
Saratoga Boulevard NB approach	0.18	9.7	A	--/<25	0.15	9.5	A	--/<25	0.16	9.7	A	--/<25	0.18	9.8	A	--/<25
DPW Driveway SB approach	0.01	10.9	B	--/<25	0.01	10.5	B	--/<25	0.01	10.6	B	--/<25	0.01	10.8	B	--/<25
Weekday PM:																
Buena Vista Street EB approach	0.00	1.3	A	--/<25	0.00	1.0	A	--/<25	0.00	1.0	A	--/<25	0.00	1.0	A	--/<25
Independence Drive WB approach	0.07	6.8	A	--/<25	0.06	6.8	A	--/<25	0.07	6.9	A	--/<25	0.08	6.9	A	--/<25
Saratoga Boulevard NB approach	0.06	9.2	A	--/<25	0.05	9.2	A	--/<25	0.06	9.3	A	--/<25	0.07	9.4	A	--/<25
DPW Driveway SB approach	0.01	10.1	B	--/<25	0.01	9.9	A	--/<25	0.01	10.0	B	--/<25	0.01	10.2	B	--/<25
Saturday Midday:																
Buena Vista Street EB approach	0.00	1.5	A	--/<25	0.00	1.3	A	--/<25	0.00	1.3	A	--/<25	0.00	1.2	A	--/<25
Independence Drive WB approach	0.04	6.4	A	--/<25	0.04	6.3	A	--/<25	0.07	7.0	A	--/<25	0.08	7.1	A	--/<25
Saratoga Boulevard NB approach	0.03	9.3	A	--/<25	0.03	9.3	A	--/<25	0.07	9.6	A	--/<25	0.09	9.6	A	--/<25
DPW Driveway SB approach	0.00	8.4	A	--/<25	0.00	8.4	A	--/<25	0.00	8.4	A	--/<25	0.00	8.4	A	--/<25
Independence Drive / Cook Street																
Weekday AM:																
Independence Drive EB left-turn	0.03	2.0	A	--/<25	0.03	2.2	A	--/<25	0.03	2.1	A	--/<25	0.03	1.9	A	--/<25
Cook Street SB approach	0.13	11.0	B	--/<25	0.11	10.6	B	--/<25	0.12	10.7	B	--/<25	0.12	10.9	B	--/<25
Weekday PM:																
Independence Drive EB left-turn	0.01	2.1	A	--/<25	0.01	2.2	A	--/<25	0.01	2.0	A	--/<25	0.01	1.8	A	--/<25
Cook Street SB approach	0.01	9.5	A	--/<25	0.01	9.3	A	--/<25	0.01	9.4	A	--/<25	0.01	9.5	A	--/<25
Saturday Midday:																
Independence Drive EB left-turn	0.01	2.2	A	--/<25	0.01	2.4	A	--/<25	0.01	1.1	A	--/<25	0.01	0.9	A	--/<25
Cook Street SB approach	0.03	8.7	A	--/<25	0.03	8.7	A	--/<25	0.03	8.9	A	--/<25	0.03	9.0	A	--/<25

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

TABLE 9 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2024 Existing				2032 No-Build				2032 Build (1,500 TPD – Expanded Hours)				2032 Build (2,000 TDP – Expanded Hours)			
	V/C [a]	Del. [b]	V/C	V/C	V/C	V/C	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Patton Road / Saratoga Boulevard / Barnum Road																
Weekday AM:																
Barnum Road EB left-turn	0.07	5.6	A	<25/<25	0.09	6.7	A	<25/<25	0.10	6.9	A	<25/<25	0.11	7.1	A	<25/<25
Barnum Road EB through/right-turn	0.14	5.8	A	<25/36	0.17	6.9	A	<25/43	0.17	7.1	A	<25/45	0.17	7.3	A	<25/47
Barnum Road WB left-turn	0.12	5.7	A	<25/25	0.15	6.9	A	<25/29	0.15	7.1	A	<25/31	0.15	7.2	A	<25/32
Barnum Road WB through/right-turn	0.29	6.3	A	<25/59	0.36	7.6	A	<25/73	0.37	7.9	A	<25/78	0.39	8.1	A	26/85
Patton Road NB approach	0.42	13.2	B	<25/39	0.36	11.7	B	<25/47	0.35	11.6	B	<25/49	0.36	11.7	B	<25/51
Saratoga Blvd SB right-turn/through	0.62	18.8	B	<25/36	0.49	12.5	B	<25/43	0.53	13.1	B	<25/48	0.57	14.4	B	<25/53
Saratoga Blvd SB left-turn	0.01	12.0	B	<25/<25	0.01	10.6	B	<25/<25	0.01	10.6	B	<25/<25	0.02	10.6	B	<25/<25
Overall Intersection	**0.44**	**9.2**	**A**	**--/--**	**0.48**	**8.9**	**A**	**--/--**	**0.50**	**9.1**	**A**	**--/--**	**0.53**	**9.5**	**A**	**--/--**
Weekday PM:																
Barnum Road EB left-turn	0.03	7.2	A	<25/<25	0.03	7.2	A	<25/<25	0.03	7.2	A	<25/<25	0.04	7.4	A	<25/<25
Barnum Road EB through/right-turn	0.23	7.8	A	<25/49	0.23	7.8	A	<25/57	0.23	7.8	A	<25/58	0.23	8.0	A	<25/60
Barnum Road WB left-turn	0.30	8.1	A	<25/45	0.30	8.1	A	<25/54	0.30	8.1	A	<25/55	0.30	8.3	A	<25/56
Barnum Road WB through/right-turn	0.27	7.9	A	<25/51	0.27	7.9	A	<25/61	0.28	8.0	A	<25/63	0.28	8.2	A	<25/65
Patton Road NB approach	0.18	10.5	B	<25/<25	0.17	10.5	B	<25/30	0.18	10.5	B	<25/31	0.18	10.5	B	<25/31
Saratoga Blvd SB right-turn/through	0.59	13.7	B	<25/56	0.59	13.7	B	<25/68	0.62	14.3	B	25/71	0.64	15.0	B	25/76
Saratoga Blvd SB left-turn	0.02	10.0	B	<25/<25	0.02	10.0	B	<25/<25	0.02	10.0	B	<25/<25	0.03	10.0	B	<25/<25
Overall Intersection	**0.49**	**9.7**	**A**	**--/--**	**0.49**	**9.7**	**A**	**--/--**	**0.50**	**9.9**	**A**	**--/--**	**0.51**	**10.2**	**B**	**--/--**
Saturday Midday:																
Barnum Road EB left-turn	0.02	5.3	A	<25/<25	0.03	5.4	A	<25/<25	0.06	6.7	A	<25/<25	0.07	7.1	A	<25/<25
Barnum Road EB through/right-turn	0.13	5.6	A	<25/31	0.16	5.7	A	<25/36	0.19	7.0	A	<25/42	0.19	7.4	A	<25/45
Barnum Road WB left-turn	0.05	5.3	A	<25/<25	0.06	5.5	A	<25/<25	0.07	6.7	A	<25/<25	0.07	7.0	A	<25/<25
Barnum Road WB through/right-turn	0.13	5.5	A	<25/27	0.15	5.7	A	<25/32	0.22	7.2	A	<25/41	0.22	7.5	A	<25/44
Patton Road NB approach	0.11	12.1	B	<25/<25	0.13	12.0	B	<25/<25	0.14	10.6	B	<25/<25	0.13	10.2	B	<25/<25
Saratoga Blvd SB right-turn/through	0.37	12.9	B	<25/<25	0.43	12.9	B	<25/26	0.49	12.0	B	<25/40	0.53	12.3	B	<25/44
Saratoga Blvd SB left-turn	0.02	11.9	B	<25/<25	0.02	11.7	B	<25/<25	0.03	10.3	B	<25/<25	0.03	10.0	A	<25/<25
Overall Intersection	**0.23**	**8.0**	**A**	**--/--**	**0.28**	**8.1**	**A**	**--/--**	**0.38**	**8.7**	**A**	**--/--**	**0.40**	**9.0**	**A**	**--/--**

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

TABLE 9 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2024 Existing				2032 No-Build				2032 Build (1,500 TPD – Expanded Hours)				2032 Build (2,000 TDP – Expanded Hours)				2032 Build with Improvements (1,500 TPD – Expanded Hours)				2032 Build with Improvements (2,000 TDP – Expanded Hours)			
	V/C [a]	Del. [b]	LOS [c]	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Jackson Road / Lake George Street / Patton Road																								
Weekday AM:																								
Lake George Street EB approach	0.03	17.1	B	<25/<25	0.02	17.0	B	<25/<25	0.02	16.9	B	<25/<25	0.02	16.9	B	<25/<25	--	--	--	--/--	--	--	--	--/--
Patton Road WB left-turn	0.56	22.5	C	28/64	0.60	23.8	C	32/72	0.61	23.9	C	33/74	0.62	24.3	C	34/75	--	--	--	--/--	--	--	--	--/--
Patton Road WB through/right-turn	0.03	17.1	B	<25/<25	0.03	17.0	B	<25/<25	0.03	16.9	B	<25/<25	0.03	16.9	B	<25/<25	--	--	--	--/--	--	--	--	--/--
Jackson Road NB left-turn/through	0.90	17.5	B	219/547	1.03	43.9	D	389/665	1.03	45.5	D	393/670	1.04	46.4	D	395/676	--	--	--	--/--	--	--	--	--/--
Jackson Road NB right-turn	0.25	4.1	A	<25/29	0.29	4.4	A	<25/32	0.29	4.5	A	<25/32	0.30	4.6	A	<25/33	--	--	--	--/--	--	--	--	--/--
Jackson Road SB approach	0.42	4.8	A	48/119	0.73	11.1	B	79/268	0.75	12.2	B	82/275	0.77	13.4	B	85/281	--	--	--	--/--	--	--	--	--/--
Overall Intersection	**0.90**	**12.5**	**B**	**--/--**	**1.01**	**27.6**	**C**	**--/--**	**1.01**	**28.6**	**C**	**--/--**	**1.02**	**29.3**	**C**	**--/--**	--	--	--	--/--	--	--	--	--/--
Weekday PM:																								
Lake George Street EB approach	0.06	13.6	B	<25/26	0.06	13.6	B	<25/26	0.06	13.6	B	<25/26	0.06	13.6	B	<25/26	0.06	12.8	B	<25/25	0.06	12.8	B	<25/25
Patton Road WB left-turn	1.04	75.9	E	180/333	1.20	128.8	F	230/391	1.20	130.7	F	232/394	1.21	133.5	F	234/397	0.96	48.6	D	219/414	0.96	50.0	D	221/418
Patton Road WB through/right-turn	0.05	13.6	B	<25/<25	0.05	13.6	B	<25/<25	0.05	13.6	B	<25/<25	0.05	13.6	B	<25/<25	0.05	12.8	B	<25/<25	0.05	12.8	B	<25/<25
Jackson Road NB left-turn/through	0.46	10.1	B	88/150	0.52	10.7	B	105/177	0.52	10.7	B	105/177	0.52	10.7	B	105/177	0.59	16.5	B	153/244	0.59	16.5	B	153/244
Jackson Road NB right-turn	0.05	7.7	A	<25/<25	0.06	7.8	A	<25/<25	0.06	7.8	A	<25/<25	0.06	7.8	A	<25/<25	0.06	11.7	B	<25/<25	0.06	11.7	B	<25/<25
Jackson Road SB approach	0.77	16.2	B	195/341	0.88	23.3	C	246/470	0.89	23.5	C	248/474	0.89	23.5	C	248/474	0.99	49.9	D	362/608	0.99	49.9	D	362/608
Overall Intersection	**0.94**	**29.0**	**C**	**--/--**	**1.07**	**45.3**	**D**	**--/--**	**1.08**	**45.9**	**D**	**--/--**	**1.08**	**46.7**	**D**	**--/--**	**1.02**	**37.6**	**D**	**--/--**	**1.03**	**37.9**	**D**	**--/--**
Saturday Midday:																								
Lake George Street EB approach	0.02	6.9	A	<25/<25	0.02	8.5	A	<25/<25	0.02	7.8	A	<25/<25	0.02	7.8	A	<25/<25	--	--	--	--/--	--	--	--	--/--
Patton Road WB left-turn	0.29	7.9	A	<25/<25	0.38	10.0	B	<25/27	0.29	8.8	A	<25/31	0.31	8.9	A	<25/33	--	--	--	--/--	--	--	--	--/--
Patton Road WB through/right-turn	0.00	6.8	A	<25/<25	0.00	8.4	A	<25/<25	0.00	7.8	A	<25/<25	0.00	7.8	A	<25/<25	--	--	--	--/--	--	--	--	--/--
Jackson Road NB left-turn/through	0.41	5.3	A	<25/51	0.37	4.5	A	<25/67	0.41	5.5	A	28/72	0.41	5.6	A	28/75	--	--	--	--/--	--	--	--	--/--
Jackson Road NB right-turn	0.02	4.2	A	<25/<25	0.03	3.7	A	<25/<25	0.04	4.4	A	<25/<25	0.04	4.5	A	<25/<25	--	--	--	--/--	--	--	--	--/--
Jackson Road SB approach	0.50	5.6	A	<25/61	0.44	4.8	A	<25/79	0.49	5.9	A	34/87	0.49	5.9	A	34/89	--	--	--	--/--	--	--	--	--/--
Overall Intersection	**0.73**	**5.7**	**A**	**--/--**	**0.58**	**5.2**	**A**	**--/--**	**0.55**	**6.0**	**A**	**--/--**	**0.55**	**6.1**	**A**	**--/--**	--	--	--	--/--	--	--	--	--/--

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

CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed expansion of operations at the Devens Recycling Center. Conclusions of this effort are presented below.

- The existing Devens Recycling Center is currently permitted to accept up to 1,500 tons per day (TPD) of solid waste, which is a combination of municipal solid waste (500 TPD) and construction and demolition debris (1,000 TPD). Presently, the facility's operational hours are Monday through Fridays between 7:00 AM and 5:00 PM and Saturdays between 7:00 AM and 1:00 PM. The Applicant proposes to expand the weekday waste acceptance hours of operation to 5:00 AM – 9:00 PM on weekdays and remain at 7:00 AM – 1:00 PM on Saturdays, while maintaining the current maximum acceptance of 1,500 TPD. The Applicant is also proposing the ability to process materials 24 hours per day, 7 days per week. However, inbound and outbound deliveries would not occur during these timeframes. As such, only employee trips would increase, which would be outside of any identified peak hours.

- The proposed expanded hours of operation at the Devens Recycling Facility at 1,500 TPD is expected to generate 19 *new* vehicle trips (10 entering and 8 exiting) during the weekday AM peak hour, 15 *additional* vehicle trips (6 entering and 9 exiting) during the weekday PM peak hour and 68 *additional* vehicle trips (34 entering and 34 exiting) during the Saturday midday peak hour. Traffic-volume increases on Barnum Road east of Saratoga Boulevard are expected to be 8 to 39 vehicle trips during the peak hours with the expanded hours and maximum acceptance of 1,500 TPD. These increases represent, on average, one additional vehicle trip approximately every one to seven minutes during the peak hours. Traffic volume increases on all other roadways leading beyond the study area are expected to be 1 to 23 vehicle trips during the peak hours. This represents one additional vehicle every three to 60 minutes during the peak hours.

- The Patton Road westbound left-turn movement onto Jackson Road currently operates over capacity at LOS E during the weekday PM peak hour and is anticipated to operate at LOS F under 2032 No-Build and Build conditions, causing the overall intersection to exceed capacity. The additional traffic generated by the proposed expanded hours of operation at the Devens Recycling Center is not anticipated to increase delay on this movement by more than three seconds per vehicle or increase queues by more than one vehicle. Although not impacted by the proposed expanded hours of operations at the Devens Recycling Center, GPI recommends the Town of Devens consider implementing signal timing modifications to optimize the operations of the intersection and reduce delay on the Patton Road WB left-turn during the weekday PM peak hour. This could be accomplished either by programming a separate time of day plan for the weekday PM peak period with a longer maximum green time on Phase 8 (Patton Road WB), or by increasing the maximum green time on Phase 8 (Patton Road WB) for all time periods. With the recommended signal timing modifications, all movements at this intersection will operate at LOS D or better, with V/C ratios not exceeding 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

- All other movements at the Jackson Road / Patton Road / Lake George Street intersection are anticipated to operate at LOS D or better under all analysis conditions. The additional traffic generated by the proposed expanded hours of operation at the Devens Recycling Center is not anticipated to increase delay on any movement by more than two seconds per vehicle or increase queues by more than one vehicle. No project-specific mitigation is warranted at this intersection based on the minimal impact to operations generated by the project.

- All movements at the Independence Drive intersections with Saratoga Boulevard / DPW Driveway / Buena Vista Street and Cook Street are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding one vehicle. The additional traffic generated by the expanded hours of operation at the Devens Recycling Center is not expected to increase delay on any movement by more than one second per vehicle and will have negligible impacts to queues.

- All movements at the intersection of Patton Road / Saratoga Boulevard / Barnum Road are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding four vehicles on any approach. The additional traffic generated by the expanded hours of operation at the Devens Recycling Center is not expected to increase delay on any movement by more than two seconds per vehicle or increase queues by more than one vehicle.

- APPENDIX

- ***Traffic Count Data***
- ***Traffic Volume Adjustment Data***
- ***Trip Generation Calculations***
- ***Trip Distribution Calculations***
- ***Capacity Analysis Methodology***
- ***Capacity and Queue Analysis Worksheets***

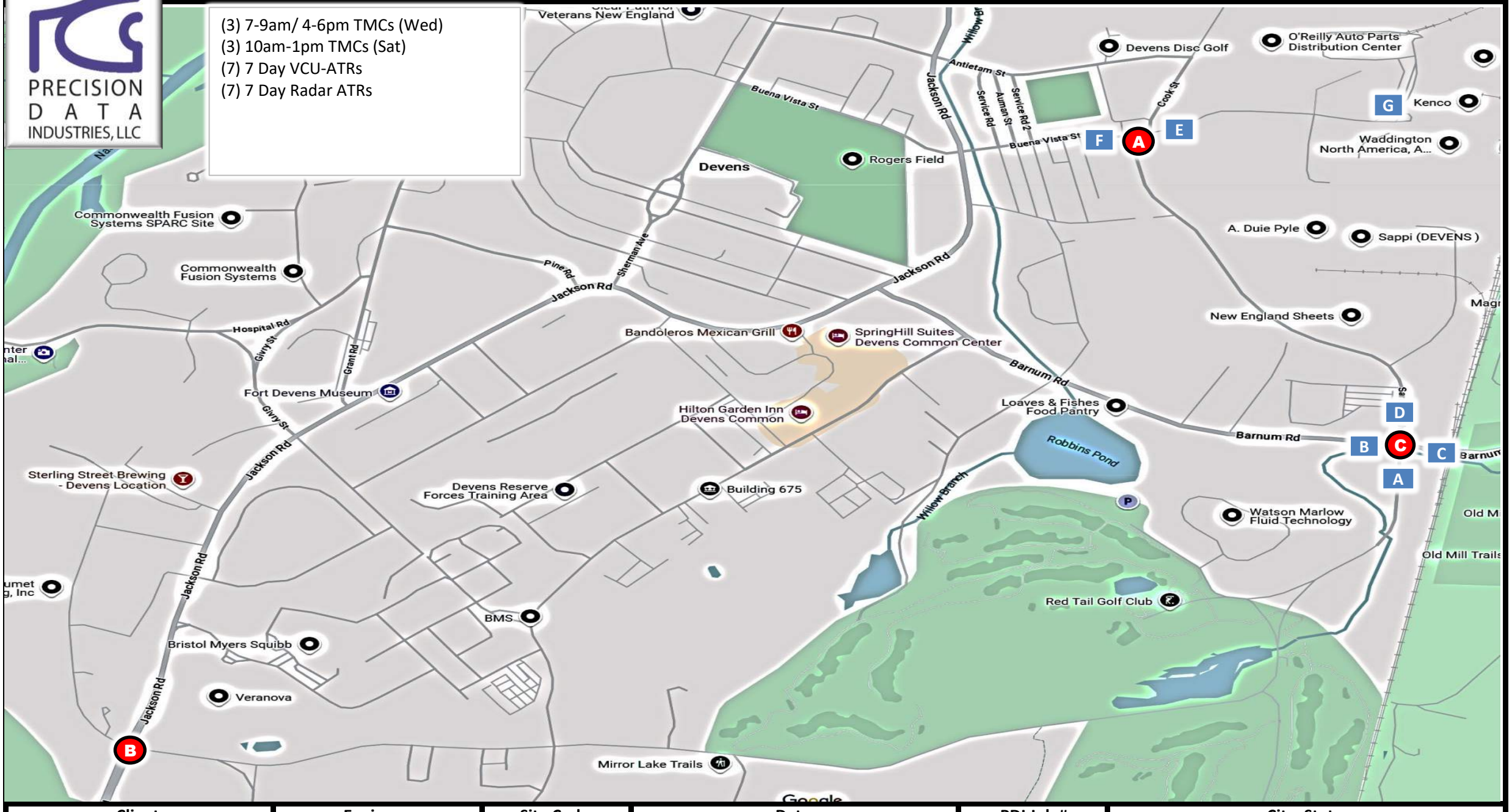
TRAFFIC COUNT DATA

Location Map: 240348 Devens, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

PRECISION DATA INDUSTRIES, LLC

(3) 7-9am/ 4-6pm TMCs (Wed)
(3) 10am-1pm TMCs (Sat)
(7) 7 Day VCU-ATRs
(7) 7 Day Radar ATRs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
GPI	R. Brown	MAX-2010569.01	Wed 12/4 thru Tues 12/10/2024	240348	Devens, MA

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	2	9	0	11	0	0	5	8	0	13	26	2	0	0	0	28	2	5	0	0	0	7	0	0	2	0	0	2	61
7:15 AM	0	0	0	15	0	15	1	0	6	11	0	18	31	3	0	1	0	35	4	3	0	1	0	8	1	0	0	0	0	1	77
7:30 AM	0	0	2	16	0	18	1	0	3	9	0	13	18	2	0	1	0	21	4	6	0	0	0	10	0	1	0	0	0	1	63
7:45 AM	0	0	3	22	0	25	2	0	3	5	0	10	23	5	0	0	1	29	4	10	0	2	0	16	0	0	0	0	0	0	80
Total	0	0	7	62	0	69	4	0	17	33	0	54	98	12	0	2	1	113	14	24	0	3	0	41	1	1	2	0	0	4	281
8:00 AM	0	0	9	7	0	16	0	0	21	15	0	36	26	9	1	1	0	37	3	5	0	1	0	9	0	0	0	0	0	0	98
8:15 AM	0	0	7	6	0	13	0	0	5	13	0	18	15	16	3	1	1	36	8	3	1	0	0	12	1	2	0	0	0	3	82
8:30 AM	0	1	3	3	0	7	0	0	9	7	0	16	18	4	2	0	0	24	2	3	0	0	0	5	1	0	0	0	0	1	53
8:45 AM	0	0	0	5	0	5	1	0	1	7	0	9	14	3	0	0	0	17	1	8	1	0	0	10	0	1	0	0	0	1	42
Total	0	1	19	21	0	41	1	0	36	42	0	79	73	32	6	2	1	114	14	19	2	1	0	36	2	3	0	0	0	5	275
Grand Total	0	1	26	83	0	110	5	0	53	75	0	133	171	44	6	4	2	227	28	43	2	4	0	77	3	4	2	0	0	9	556
Approach %	0.0	0.9	23.6	75.5	0.0		3.8	0.0	39.8	56.4	0.0		75.3	19.4	2.6	1.8	0.9		36.4	55.8	2.6	5.2	0.0		33.3	44.4	22.2	0.0	0.0		
Total %	0.0	0.2	4.7	14.9	0.0	19.8	0.9	0.0	9.5	13.5	0.0	23.9	30.8	7.9	1.1	0.7	0.4	40.8	5.0	7.7	0.4	0.7	0.0	13.8	0.5	0.7	0.4	0.0	0.0	1.6	
Exiting Leg Total						51						299						135						61						10	556
Cars	0	1	12	82	0	95	5	0	51	25	0	81	122	40	6	4	2	174	28	40	2	4	0	74	1	4	2	0	0	7	431
% Cars	0.0	100.0	46.2	98.8	0.0	86.4	100.0	0.0	96.2	33.3	0.0	60.9	71.3	90.9	100.0	100.0	100.0	76.7	100.0	93.0	100.0	100.0	0.0	96.1	33.3	100.0	100.0	0.0	0.0	77.8	77.5
Exiting Leg Total						47						246						71						57						10	431
Heavy Vehicles	0	0	14	1	0	15	0	0	2	50	0	52	49	4	0	0	0	53	0	3	0	0	0	3	2	0	0	0	0	2	125
% Heavy Vehicles	0.0	0.0	53.8	1.2	0.0	13.6	0.0	0.0	3.8	66.7	0.0	39.1	28.7	9.1	0.0	0.0	0.0	23.3	0.0	7.0	0.0	0.0	0.0	3.9	66.7	0.0	0.0	0.0	0.0	22.2	22.5
Exiting Leg Total						4						53						64						4						0	125

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:30 AM	0	0	2	16	0	18	1	0	3	9	0	13	18	2	0	1	0	21	4	6	0	0	0	10	0	1	0	0	0	1	63
7:45 AM	0	0	3	22	0	25	2	0	3	5	0	10	23	5	0	0	1	29	4	10	0	2	0	16	0	0	0	0	0	0	80
8:00 AM	0	0	9	7	0	16	0	0	21	15	0	36	26	9	1	1	0	37	3	5	0	1	0	9	0	0	0	0	0	0	98
8:15 AM	0	0	7	6	0	13	0	0	5	13	0	18	15	16	3	1	1	36	8	3	1	0	0	12	1	2	0	0	0	3	82
Total Volume	0	0	21	51	0	72	3	0	32	42	0	77	82	32	4	3	2	123	19	24	1	3	0	47	1	3	0	0	0	4	323
% Approach Total	0.0	0.0	29.2	70.8	0.0		3.9	0.0	41.6	54.5	0.0		66.7	26.0	3.3	2.4	1.6		40.4	51.1	2.1	6.4	0.0		25.0	75.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.583	0.580	0.000	0.720	0.375	0.000	0.381	0.700	0.000	0.535	0.788	0.500	0.333	0.750	0.500	0.831	0.594	0.600	0.250	0.375	0.000	0.734	0.250	0.375	0.000	0.000	0.000	0.333	0.824
Cars	0	0	8	50	0	58	3	0	32	15	0	50	61	30	4	3	2	100	19	23	1	3	0	46	0	3	0	0	0	3	257
Cars %	0.0	0.0	38.1	98.0	0.0	80.6	100.0	0.0	100.0	35.7	0.0	64.9	74.4	93.8	100.0	100.0	100.0	81.3	100.0	95.8	100.0	100.0	0.0	97.9	0.0	100.0	0.0	0.0	0.0	75.0	79.6
Heavy Vehicles	0	0	13	1	0	14	0	0	0	27	0	27	21	2	0	0	0	23	0	1	0	0	0	1	1	0	0	0	0	1	66
Heavy Vehicles %	0.0	0.0	61.9	2.0	0.0	19.4	0.0	0.0	0.0	64.3	0.0	35.1	25.6	6.3	0.0	0.0	0.0	18.7	0.0	4.2	0.0	0.0	0.0	2.1	100.0	0.0	0.0	0.0	0.0	25.0	20.4
Cars Enter Leg	0	0	8	50	0	58	3	0	32	15	0	50	61	30	4	3	2	100	19	23	1	3	0	46	0	3	0	0	0	3	257
Heavy Enter Leg	0	0	13	1	0	14	0	0	0	27	0	27	21	2	0	0	0	23	0	1	0	0	0	1	1	0	0	0	0	1	66
Total Entering Leg	0	0	21	51	0	72	3	0	32	42	0	77	82	32	4	3	2	123	19	24	1	3	0	47	1	3	0	0	0	4	323
Cars Exiting Leg						34						134						47						35						7	257
Heavy Exiting Leg						2						23						40						1						0	66
Total Exiting Leg						36						157						87						36						7	323

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	1	9	0	10	0	0	5	2	0	7	19	1	0	0	0	20	2	5	0	0	0	7	0	0	2	0	0	2	46
7:15 AM	0	0	0	15	0	15	1	0	6	3	0	10	25	3	0	1	0	29	4	3	0	1	0	8	0	0	0	0	0	0	62
7:30 AM	0	0	0	16	0	16	1	0	3	2	0	6	16	2	0	1	0	19	4	6	0	0	0	10	0	1	0	0	0	1	52
7:45 AM	0	0	2	22	0	24	2	0	3	1	0	6	19	5	0	0	1	25	4	10	0	2	0	16	0	0	0	0	0	0	71
Total	0	0	3	62	0	65	4	0	17	8	0	29	79	11	0	2	1	93	14	24	0	3	0	41	0	1	2	0	0	3	231
8:00 AM	0	0	2	7	0	9	0	0	21	8	0	29	18	8	1	1	0	28	3	5	0	1	0	9	0	0	0	0	0	0	75
8:15 AM	0	0	4	5	0	9	0	0	5	4	0	9	8	15	3	1	1	28	8	2	1	0	0	11	0	2	0	0	0	2	59
8:30 AM	0	1	3	3	0	7	0	0	7	2	0	9	10	4	2	0	0	16	2	2	0	0	0	4	1	0	0	0	0	1	37
8:45 AM	0	0	0	5	0	5	1	0	1	3	0	5	7	2	0	0	0	9	1	7	1	0	0	9	0	1	0	0	0	1	29
Total	0	1	9	20	0	30	1	0	34	17	0	52	43	29	6	2	1	81	14	16	2	1	0	33	1	3	0	0	0	4	200
Grand Total	0	1	12	82	0	95	5	0	51	25	0	81	122	40	6	4	2	174	28	40	2	4	0	74	1	4	2	0	0	7	431
Approach %	0.0	1.1	12.6	86.3	0.0		6.2	0.0	63.0	30.9	0.0		70.1	23.0	3.4	2.3	1.1		37.8	54.1	2.7	5.4	0.0		14.3	57.1	28.6	0.0	0.0		
Total %	0.0	0.2	2.8	19.0	0.0	22.0	1.2	0.0	11.8	5.8	0.0	18.8	28.3	9.3	1.4	0.9	0.5	40.4	6.5	9.3	0.5	0.9	0.0	17.2	0.2	0.9	0.5	0.0	0.0	1.6	
Exiting Leg Total						47						246						71						57						10	431

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:15 AM	0	0	0	15	0	15	1	0	6	3	0	10	25	3	0	1	0	29	4	3	0	1	0	8	0	0	0	0	0	0	62
7:30 AM	0	0	0	16	0	16	1	0	3	2	0	6	16	2	0	1	0	19	4	6	0	0	0	10	0	1	0	0	0	1	52
7:45 AM	0	0	2	22	0	24	2	0	3	1	0	6	19	5	0	0	1	25	4	10	0	2	0	16	0	0	0	0	0	0	71
8:00 AM	0	0	2	7	0	9	0	0	21	8	0	29	18	8	1	1	0	28	3	5	0	1	0	9	0	0	0	0	0	0	75
Total Volume	0	0	4	60	0	64	4	0	33	14	0	51	78	18	1	3	1	101	15	24	0	4	0	43	0	1	0	0	0	1	260
% Approach Total	0.0	0.0	6.3	93.8	0.0		7.8	0.0	64.7	27.5	0.0		77.2	17.8	1.0	3.0	1.0		34.9	55.8	0.0	9.3	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.682	0.000	0.667	0.500	0.000	0.393	0.438	0.000	0.440	0.780	0.563	0.250	0.750	0.250	0.871	0.938	0.600	0.000	0.500	0.000	0.672	0.000	0.250	0.000	0.000	0.000	0.250	0.867
Entering Leg	0	0	4	60	0	64	4	0	33	14	0	51	78	18	1	3	1	101	15	24	0	4	0	43	0	1	0	0	0	1	260
Exiting Leg						22						162						35						36						5	260
Total						86						213						136						79						6	520

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	0	1	0	0	0	6	0	6	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
7:15 AM	0	0	0	0	0	0	0	0	0	8	0	8	6	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	15
7:30 AM	0	0	2	0	0	2	0	0	0	7	0	7	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	0	1	0	0	1	0	0	0	4	0	4	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	4	0	0	4	0	0	0	25	0	25	19	1	0	0	0	20	0	0	0	0	0	0	1	0	0	0	0	1	50
8:00 AM	0	0	7	0	0	7	0	0	0	7	0	7	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	23
8:15 AM	0	0	3	1	0	4	0	0	0	9	0	9	7	1	0	0	0	8	0	1	0	0	0	1	1	0	0	0	0	1	23
8:30 AM	0	0	0	0	0	0	0	0	2	5	0	7	8	0	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	7	1	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	13
Total	0	0	10	1	0	11	0	0	2	25	0	27	30	3	0	0	0	33	0	3	0	0	0	3	1	0	0	0	0	1	75
Grand Total	0	0	14	1	0	15	0	0	2	50	0	52	49	4	0	0	0	53	0	3	0	0	0	3	2	0	0	0	0	2	125
Approach %	0.0	0.0	93.3	6.7	0.0		0.0	0.0	3.8	96.2	0.0		92.5	7.5	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	11.2	0.8	0.0	12.0	0.0	0.0	1.6	40.0	0.0	41.6	39.2	3.2	0.0	0.0	0.0	42.4	0.0	2.4	0.0	0.0	0.0	2.4	1.6	0.0	0.0	0.0	0.0	1.6	
Exiting Leg Total						4						53						64						4						0	125
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3
% Buses	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	25.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	2.4
Exiting Leg Total						1						0						0						2						0	3
Single-Unit Trucks	0	0	10	1	0	11	0	0	2	23	0	25	25	2	0	0	0	27	0	2	0	0	0	2	0	0	0	0	0	0	65
% Single-Unit	0.0	0.0	71.4	100.0	0.0	73.3	0.0	0.0	100.0	46.0	0.0	48.1	51.0	50.0	0.0	0.0	0.0	50.9	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	52.0
Exiting Leg Total						2						28						33						2						0	65
Articulated Trucks	0	0	4	0	0	4	0	0	0	27	0	27	24	1	0	0	0	25	0	1	0	0	0	1	0	0	0	0	0	0	57
% Articulated	0.0	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	54.0	0.0	51.9	49.0	25.0	0.0	0.0	0.0	47.2	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	45.6
Exiting Leg Total						1						25						31						0						0	57

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
8:00 AM	0	0	7	0	0	7	0	0	0	7	0	7	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	23
8:15 AM	0	0	3	1	0	4	0	0	0	9	0	9	7	1	0	0	0	8	0	1	0	0	0	1	1	0	0	0	0	1	23
8:30 AM	0	0	0	0	0	0	0	0	2	5	0	7	8	0	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	7	1	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	13
Total Volume	0	0	10	1	0	11	0	0	2	25	0	27	30	3	0	0	0	33	0	3	0	0	0	3	1	0	0	0	0	1	75
% Approach Total	0.0	0.0	90.9	9.1	0.0		0.0	0.0	7.4	92.6	0.0		90.9	9.1	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.357	0.250	0.000	0.393	0.000	0.000	0.250	0.694	0.000	0.750	0.938	0.750	0.000	0.000	0.000	0.917	0.000	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.250	0.815
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Buses %	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	33.3	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	2.7
Single-Unit Trucks	0	0	8	1	0	9	0	0	2	12	0	14	13	2	0	0	0	15	0	2	0	0	0	2	0	0	0	0	0	0	40
Single-Unit %	0.0	0.0	80.0	100.0	0.0	81.8	0.0	0.0	100.0	48.0	0.0	51.9	43.3	66.7	0.0	0.0	0.0	45.5	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	53.3
Articulated Trucks	0	0	2	0	0	2	0	0	0	13	0	13	17	0	0	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33
Articulated %	0.0	0.0	20.0	0.0	0.0	18.2	0.0	0.0	0.0	52.0	0.0	48.1	56.7	0.0	0.0	0.0	0.0	51.5	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	44.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Single-Unit Trucks	0	0	8	1	0	9	0	0	2	12	0	14	13	2	0	0	0	15	0	2	0	0	0	2	0	0	0	0	0	0	40
Articulated Trucks	0	0	2	0	0	2	0	0	0	13	0	13	17	0	0	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33
Total Entering Leg	0	0	10	1	0	11	0	0	2	25	0	27	30	3	0	0	0	33	0	3	0	0	0	3	1	0	0	0	0	1	75
Buses						1						0						0						1						0	2

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
Single-Unit Trucks						2						16						20						2						0	40
Articulated Trucks						0						18						15						0						0	33
Total Exiting Leg						3						34						35						3						0	75

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	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
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	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
7:45 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	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	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	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
8:45 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	66.7	
Exiting Leg Total						1						0						0						2						0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	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
7:45 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Exiting Leg						1						0						0						1						0	2
Total						1						0						1						1						1	4

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	0	1	0	0	0	1	0	1	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	0	1	0	0	1	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	2	0	0	2	0	0	0	11	0	11	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	0	0	6	0	0	6	0	0	0	3	0	3	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
8:15 AM	0	0	2	1	0	3	0	0	0	5	0	5	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	2	3	0	5	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	4	1	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	7
Total	0	0	8	1	0	9	0	0	2	12	0	14	13	2	0	0	0	15	0	2	0	0	0	2	0	0	0	0	0	0	40
Grand Total	0	0	10	1	0	11	0	0	2	23	0	25	25	2	0	0	0	27	0	2	0	0	0	2	0	0	0	0	0	0	65
Approach %	0.0	0.0	90.9	9.1	0.0		0.0	0.0	8.0	92.0	0.0		92.6	7.4	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	15.4	1.5	0.0	16.9	0.0	0.0	3.1	35.4	0.0	38.5	38.5	3.1	0.0	0.0	0.0	41.5	0.0	3.1	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						2						28						33						2						0	65

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
8:00 AM	0	0	6	0	0	6	0	0	0	3	0	3	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
8:15 AM	0	0	2	1	0	3	0	0	0	5	0	5	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	2	3	0	5	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	4	1	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	7
Total Volume	0	0	8	1	0	9	0	0	2	12	0	14	13	2	0	0	0	15	0	2	0	0	0	2	0	0	0	0	0	0	40
% Approach Total	0.0	0.0	88.9	11.1	0.0		0.0	0.0	14.3	85.7	0.0		86.7	13.3	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.333	0.250	0.000	0.375	0.000	0.000	0.250	0.600	0.000	0.700	0.813	0.500	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.769
Entering Leg	0	0	8	1	0	9	0	0	2	12	0	14	13	2	0	0	0	15	0	2	0	0	0	2	0	0	0	0	0	0	40
Exiting Leg						2						16						20						2						0	40
Total						11						30						35						4						0	80

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	1	0	0	1	0	0	0	4	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	1	0	0	1	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	2	0	0	2	0	0	0	14	0	14	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	24
8:00 AM	0	0	1	0	0	1	0	0	0	4	0	4	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	0	0	1	0	0	1	0	0	0	4	0	4	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	2	0	0	2	0	0	0	13	0	13	17	0	0	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33
Grand Total	0	0	4	0	0	4	0	0	0	27	0	27	24	1	0	0	0	25	0	1	0	0	0	1	0	0	0	0	0	0	57
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		96.0	4.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	47.4	0.0	47.4	42.1	1.8	0.0	0.0	0.0	43.9	0.0	1.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						25						31						0						0	57

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
8:00 AM	0	0	1	0	0	1	0	0	0	4	0	4	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	0	0	1	0	0	1	0	0	0	4	0	4	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	2	0	0	2	0	0	0	13	0	13	17	0	0	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.813	0.000	0.813	0.708	0.000	0.000	0.000	0.000	0.708	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	2	0	0	2	0	0	0	13	0	13	17	0	0	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33
Exiting Leg						0						18						15						0						0	33
Total						2						31						32						1						0	66

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:00 AM	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	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	0	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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
8:15 AM	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	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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Grand Total	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	0	1	0	0	0	1	0	2	2
Approach %	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	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	50.0	0.0	0.0	0.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	100.0	
Exiting Leg Total								0								0								1								0								1	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:15 AM	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	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	0	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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Total Volume	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	0	1	0	0	0	1	0	2	2
% Approach Total	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	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	50.0	0.0	0.0	0.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	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	0	1	0	0	0	1	0	2	2
Exiting Leg								0								0								1								0								1	2
Total								0								0								1								0								3	4

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:00 AM	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	0	0	0	0	0	1	0	1	1
7:15 AM	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	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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	1	1	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	1	1	2
8:15 AM	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	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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	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	1	1	2
Grand Total	0	0	0	0	0	0	1	1	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	1	1	2	3
Approach %	0	0	0	0	0	0	100		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	50	50		
Total %	0	0	0	0	0	0	33.3	33.3	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	33.3	33.3	66.7	
Exiting Leg Total								1								0								0								0								2	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:15 AM	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	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	0	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	0	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	1	1	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	1	1	2
Total Volume	0	0	0	0	0	0	1	1	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	1	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		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	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	1	1	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	1	1	2
Exiting Leg								1								0								0								0								1	2
Total								2								0								0								0								2	4

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	1	0	1	26	1	3	23	0	53	6	5	0	1	0	12	1	3	0	1	0	5	1	1	0	0	0	2	73
4:15 PM	0	0	1	1	0	2	13	0	1	20	0	34	10	1	0	0	0	11	1	1	0	0	0	2	1	1	0	0	0	2	51
4:30 PM	0	1	2	1	0	4	11	0	1	22	0	34	5	5	0	1	0	11	1	5	0	2	0	8	0	1	0	0	0	1	58
4:45 PM	0	0	1	0	0	1	17	0	4	11	0	32	4	2	0	2	0	8	0	4	0	0	0	4	0	0	0	0	0	0	45
Total	0	1	4	3	0	8	67	1	9	76	0	153	25	13	0	4	0	42	3	13	0	3	0	19	2	3	0	0	0	5	227
5:00 PM	0	0	2	0	0	2	13	0	5	23	0	41	3	7	1	1	0	12	2	0	0	0	0	2	0	0	0	0	0	0	57
5:15 PM	0	0	2	0	0	2	9	0	1	13	0	23	1	1	0	1	0	3	1	2	0	0	0	3	0	0	0	0	0	0	31
5:30 PM	0	0	1	0	0	1	8	0	1	13	0	22	6	2	1	0	0	9	2	2	0	0	0	4	0	0	0	0	0	0	36
5:45 PM	0	0	0	1	0	1	1	0	0	9	0	10	2	1	0	1	0	4	2	3	0	0	0	5	0	0	0	0	0	0	20
Total	0	0	5	1	0	6	31	0	7	58	0	96	12	11	2	3	0	28	7	7	0	0	0	14	0	0	0	0	0	0	144
Grand Total	0	1	9	4	0	14	98	1	16	134	0	249	37	24	2	7	0	70	10	20	0	3	0	33	2	3	0	0	0	5	371
Approach %	0.0	7.1	64.3	28.6	0.0		39.4	0.4	6.4	53.8	0.0		52.9	34.3	2.9	10.0	0.0		30.3	60.6	0.0	9.1	0.0		40.0	60.0	0.0	0.0	0.0		
Total %	0.0	0.3	2.4	1.1	0.0	3.8	26.4	0.3	4.3	36.1	0.0	67.1	10.0	6.5	0.5	1.9	0.0	18.9	2.7	5.4	0.0	0.8	0.0	8.9	0.5	0.8	0.0	0.0	0.0	1.3	
Exiting Leg Total						122						61						156						26						6	371
Cars	0	1	8	4	0	13	98	1	15	101	0	215	11	21	2	7	0	41	10	20	0	3	0	33	1	3	0	0	0	4	306
% Cars	0.0	100.0	88.9	100.0	0.0	92.9	100.0	100.0	93.8	75.4	0.0	86.3	29.7	87.5	100.0	100.0	0.0	58.6	100.0	100.0	0.0	100.0	0.0	100.0	50.0	100.0	0.0	0.0	0.0	80.0	82.5
Exiting Leg Total						119						35						122						24						6	306
Heavy Vehicles	0	0	1	0	0	1	0	0	1	33	0	34	26	3	0	0	0	29	0	0	0	0	0	0	1	0	0	0	0	1	65
% Heavy Vehicles	0.0	0.0	11.1	0.0	0.0	7.1	0.0	0.0	6.3	24.6	0.0	13.7	70.3	12.5	0.0	0.0	0.0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	20.0	17.5
Exiting Leg Total						3						26						34						2						0	65

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	1	0	1	26	1	3	23	0	53	6	5	0	1	0	12	1	3	0	1	0	5	1	1	0	0	0	2	73
4:15 PM	0	0	1	1	0	2	13	0	1	20	0	34	10	1	0	0	0	11	1	1	0	0	0	2	1	1	0	0	0	2	51
4:30 PM	0	1	2	1	0	4	11	0	1	22	0	34	5	5	0	1	0	11	1	5	0	2	0	8	0	1	0	0	0	1	58
4:45 PM	0	0	1	0	0	1	17	0	4	11	0	32	4	2	0	2	0	8	0	4	0	0	0	4	0	0	0	0	0	0	45
Total Volume	0	1	4	3	0	8	67	1	9	76	0	153	25	13	0	4	0	42	3	13	0	3	0	19	2	3	0	0	0	5	227
% Approach Total	0.0	12.5	50.0	37.5	0.0		43.8	0.7	5.9	49.7	0.0		59.5	31.0	0.0	9.5	0.0		15.8	68.4	0.0	15.8	0.0		40.0	60.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.750	0.000	0.500	0.644	0.250	0.563	0.826	0.000	0.722	0.625	0.650	0.000	0.500	0.000	0.875	0.750	0.650	0.000	0.375	0.000	0.594	0.500	0.750	0.000	0.000	0.000	0.625	0.777
Cars	0	1	3	3	0	7	67	1	8	52	0	128	8	11	0	4	0	23	3	13	0	3	0	19	1	3	0	0	0	4	181
Cars %	0.0	100.0	75.0	100.0	0.0	87.5	100.0	100.0	88.9	68.4	0.0	83.7	32.0	84.6	0.0	100.0	0.0	54.8	100.0	100.0	0.0	100.0	0.0	100.0	50.0	100.0	0.0	0.0	0.0	80.0	79.7
Heavy Vehicles	0	0	1	0	0	1	0	0	1	24	0	25	17	2	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1	46
Heavy Vehicles %	0.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	11.1	31.6	0.0	16.3	68.0	15.4	0.0	0.0	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	20.0	20.3
Cars Enter Leg	0	1	3	3	0	7	67	1	8	52	0	128	8	11	0	4	0	23	3	13	0	3	0	19	1	3	0	0	0	4	181
Heavy Enter Leg	0	0	1	0	0	1	0	0	1	24	0	25	17	2	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1	46
Total Entering Leg	0	1	4	3	0	8	67	1	9	76	0	153	25	13	0	4	0	42	3	13	0	3	0	19	2	3	0	0	0	5	227
Cars Exiting Leg						78						24						61						14						4	181
Heavy Exiting Leg						2						17						25						2						0	46
Total Exiting Leg						80						41						86						16						4	227

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	1	0	1	26	1	3	17	0	47	2	5	0	1	0	8	1	3	0	1	0	5	1	1	0	0	0	2	63
4:15 PM	0	0	0	1	0	1	13	0	1	13	0	27	1	1	0	0	0	2	1	1	0	0	0	2	0	1	0	0	0	1	33
4:30 PM	0	1	2	1	0	4	11	0	0	15	0	26	3	3	0	1	0	7	1	5	0	2	0	8	0	1	0	0	0	1	46
4:45 PM	0	0	1	0	0	1	17	0	4	7	0	28	2	2	0	2	0	6	0	4	0	0	0	4	0	0	0	0	0	0	39
Total	0	1	3	3	0	7	67	1	8	52	0	128	8	11	0	4	0	23	3	13	0	3	0	19	1	3	0	0	0	4	181
5:00 PM	0	0	2	0	0	2	13	0	5	20	0	38	0	6	1	1	0	8	2	0	0	0	0	2	0	0	0	0	0	0	50
5:15 PM	0	0	2	0	0	2	9	0	1	11	0	21	1	1	0	1	0	3	1	2	0	0	0	3	0	0	0	0	0	0	29
5:30 PM	0	0	1	0	0	1	8	0	1	12	0	21	1	2	1	0	0	4	2	2	0	0	0	4	0	0	0	0	0	0	30
5:45 PM	0	0	0	1	0	1	1	0	0	6	0	7	1	1	0	1	0	3	2	3	0	0	0	5	0	0	0	0	0	0	16
Total	0	0	5	1	0	6	31	0	7	49	0	87	3	10	2	3	0	18	7	7	0	0	0	14	0	0	0	0	0	0	125
Grand Total	0	1	8	4	0	13	98	1	15	101	0	215	11	21	2	7	0	41	10	20	0	3	0	33	1	3	0	0	0	4	306
Approach %	0.0	7.7	61.5	30.8	0.0		45.6	0.5	7.0	47.0	0.0		26.8	51.2	4.9	17.1	0.0		30.3	60.6	0.0	9.1	0.0		25.0	75.0	0.0	0.0	0.0		
Total %	0.0	0.3	2.6	1.3	0.0	4.2	32.0	0.3	4.9	33.0	0.0	70.3	3.6	6.9	0.7	2.3	0.0	13.4	3.3	6.5	0.0	1.0	0.0	10.8	0.3	1.0	0.0	0.0	0.0	1.3	
Exiting Leg Total						119						35						122						24						6	306

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	1	0	1	26	1	3	17	0	47	2	5	0	1	0	8	1	3	0	1	0	5	1	1	0	0	0	2	63
4:15 PM	0	0	0	1	0	1	13	0	1	13	0	27	1	1	0	0	0	2	1	1	0	0	0	2	0	1	0	0	0	1	33
4:30 PM	0	1	2	1	0	4	11	0	0	15	0	26	3	3	0	1	0	7	1	5	0	2	0	8	0	1	0	0	0	1	46
4:45 PM	0	0	1	0	0	1	17	0	4	7	0	28	2	2	0	2	0	6	0	4	0	0	0	4	0	0	0	0	0	0	39
Total Volume	0	1	3	3	0	7	67	1	8	52	0	128	8	11	0	4	0	23	3	13	0	3	0	19	1	3	0	0	0	4	181
% Approach Total	0.0	14.3	42.9	42.9	0.0		52.3	0.8	6.3	40.6	0.0		34.8	47.8	0.0	17.4	0.0		15.8	68.4	0.0	15.8	0.0		25.0	75.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.375	0.750	0.000	0.438	0.644	0.250	0.500	0.765	0.000	0.681	0.667	0.550	0.000	0.500	0.000	0.719	0.750	0.650	0.000	0.375	0.000	0.594	0.250	0.750	0.000	0.000	0.000	0.500	0.718
Entering Leg	0	1	3	3	0	7	67	1	8	52	0	128	8	11	0	4	0	23	3	13	0	3	0	19	1	3	0	0	0	4	181
Exiting Leg						78						24						61						14						4	181
Total						85						152						84						33						8	362

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cook Street from North						Independence Drive from East						Saratoga Boulevard from South						Buena Vista Street from West						DPW Driveway from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	0	1	0	0	1	0	0	0	7	0	7	9	0	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	18
4:30 PM	0	0	0	0	0	0	0	0	1	7	0	8	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	1	0	0	1	0	0	1	24	0	25	17	2	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1	46
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	9	0	9	9	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	19
Grand Total	0	0	1	0	0	1	0	0	1	33	0	34	26	3	0	0	0	29	0	0	0	0	0	0	1	0	0	0	0	1	65
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	2.9	97.1	0.0		89.7	10.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	50.8	0.0	52.3	40.0	4.6	0.0	0.0	0.0	44.6	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	
Exiting Leg Total						3						26						34						2						0	65
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Buses	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	1.5
Exiting Leg Total						0						0						0						1						0	1
Single-Unit Trucks	0	0	1	0	0	1	0	0	1	15	0	16	17	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	37
% Single-Unit	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	45.5	0.0	47.1	65.4	100.0	0.0	0.0	0.0	69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.9
Exiting Leg Total						3						17						16						1						0	37
Articulated Trucks	0	0	0	0	0	0	0	0	0	18	0	18	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	27
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	52.9	34.6	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.5
Exiting Leg Total						0						9						18						0						0	27

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street from North						Independence Drive from East						Saratoga Boulevard from South						Buena Vista Street from West						DPW Driveway from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	0	1	0	0	1	0	0	0	7	0	7	9	0	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	18
4:30 PM	0	0	0	0	0	0	0	0	1	7	0	8	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	1	0	0	1	0	0	1	24	0	25	17	2	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1	46
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	4.0	96.0	0.0		89.5	10.5	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.857	0.000	0.781	0.472	0.250	0.000	0.000	0.000	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.639
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Buses %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	2.2
Single-Unit Trucks	0	0	1	0	0	1	0	0	1	12	0	13	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29
Single-Unit %	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	50.0	0.0	52.0	76.5	100.0	0.0	0.0	0.0	78.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	12	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	48.0	23.5	0.0	0.0	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Single-Unit Trucks	0	0	1	0	0	1	0	0	1	12	0	13	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29
Articulated Trucks	0	0	0	0	0	0	0	0	0	12	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Total Entering Leg	0	0	1	0	0	1	0	0	1	24	0	25	17	2	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1	46

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
Buses						0						0						0						1						0	1
Single-Unit Trucks						2						13						13						1						0	29
Articulated Trucks						0						4						12						0						0	16
Total Exiting Leg						2						17						25						2						0	46

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	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
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
4:30 PM	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
4:45 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	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
5:15 PM	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
5:30 PM	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
5:45 PM	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
Total	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Approach %	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	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total						0						0						0						1						0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	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
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
4:30 PM	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
4:45 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Approach Total	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	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Exiting Leg						0						0						0						1						0	1
Total						0						0						0						1						1	2

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	1	0	0	1	0	0	0	3	0	3	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	1	5	0	6	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	1	0	0	1	0	0	1	12	0	13	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	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
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	1	0	0	1	0	0	1	15	0	16	17	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	37
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	6.3	93.8	0.0		85.0	15.0	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		
Total %	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	2.7	40.5	0.0	43.2	45.9	8.1	0.0	0.0	0.0	54.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						3						17						16						1						0	37

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	1	0	0	1	0	0	0	3	0	3	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	1	5	0	6	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	1	0	0	1	0	0	1	12	0	13	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	7.7	92.3	0.0		86.7	13.3	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		
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.600	0.000	0.542	0.464	0.250	0.000	0.000	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.659
Entering Leg	0	0	1	0	0	1	0	0	1	12	0	13	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29
Exiting Leg						2						13						13						1						0	29
Total						3						26						28						1						0	58

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	12	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	6	0	6	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	0	0	0	0	0	0	0	0	18	0	18	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						9						18						0						0	27

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	12	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	12	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Exiting Leg						0						4						12						0						0	16
Total						0						16						16						0						0	32

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	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	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	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	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	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	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
5:15 PM	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:45 PM	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Approach %	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	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total								1								0								1								0								1	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	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	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	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	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	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	50.0	50.0	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	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg								1								0								0								0								1	2
Total								1								0								2								0								1	4

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Cook Street								Independence Drive								Saratoga Boulevard								Buena Vista Street								DPW Driveway								
	from North								from East								from South								from West								from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	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	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	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	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	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	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
5:45 PM	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	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	0	0
Approach %	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	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total								0								0								0								0								0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Cook Street								Independence Drive								Saratoga Boulevard								Buena Vista Street								DPW Driveway								
	from North								from East								from South								from West								from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	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	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	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	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	0	0	0	0	0
% Approach Total	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	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	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0	0	0	0	0	0
Exiting Leg								0								0								0								0								0	0
Total								0								0								0								0								0	0

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	0	1	5	1	0	7	0	0	1	4	0	5	3	1	0	1	0	5	0	1	0	0	0	1	0	0	0	0	0	0	18
10:15 AM	0	0	2	0	0	2	0	0	2	3	0	5	1	1	1	0	0	3	1	1	3	0	0	5	0	0	0	0	0	0	15
10:30 AM	0	0	2	0	0	2	1	0	3	1	0	5	1	4	1	0	0	6	2	5	1	0	0	8	0	1	0	0	0	1	22
10:45 AM	0	1	8	1	0	10	0	0	2	3	0	5	4	2	0	1	0	7	1	1	0	1	0	3	2	0	0	0	0	2	27
Total	0	2	17	2	0	21	1	0	8	11	0	20	9	8	2	2	0	21	4	8	4	1	0	17	2	1	0	0	0	3	82
11:00 AM	0	2	4	0	0	6	2	0	1	11	0	14	5	2	0	0	0	7	2	1	0	1	0	4	1	0	0	0	0	1	32
11:15 AM	0	1	2	2	0	5	0	0	0	8	0	8	1	2	0	1	0	4	0	3	1	0	0	4	1	0	0	0	0	1	22
11:30 AM	0	1	3	0	0	4	2	0	2	8	0	12	2	1	0	0	0	3	1	2	0	1	0	4	0	0	0	0	0	0	23
11:45 AM	0	2	3	0	0	5	0	0	4	6	0	10	2	2	1	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	21
Total	0	6	12	2	0	20	4	0	7	33	0	44	10	7	1	1	0	19	3	6	1	3	0	13	2	0	0	0	0	2	98
12:00 PM	0	0	3	0	0	3	2	0	5	4	0	11	1	3	0	2	0	6	1	3	1	1	0	6	1	0	0	0	0	1	27
12:15 PM	0	0	1	0	0	1	0	0	0	6	0	6	3	1	0	1	0	5	3	2	0	0	0	5	0	1	0	0	0	1	18
12:30 PM	0	4	1	4	0	9	1	0	1	2	0	4	2	3	1	1	0	7	1	6	2	1	0	10	1	0	0	0	0	1	31
12:45 PM	0	1	3	2	0	6	1	0	0	7	0	8	2	3	0	1	0	6	2	4	0	1	0	7	0	1	0	0	0	1	28
Total	0	5	8	6	0	19	4	0	6	19	0	29	8	10	1	5	0	24	7	15	3	3	0	28	2	2	0	0	0	4	104
Grand Total	0	13	37	10	0	60	9	0	21	63	0	93	27	25	4	8	0	64	14	29	8	7	0	58	6	3	0	0	0	9	284
Approach %	0.0	21.7	61.7	16.7	0.0		9.7	0.0	22.6	67.7	0.0		42.2	39.1	6.3	12.5	0.0		24.1	50.0	13.8	12.1	0.0		66.7	33.3	0.0	0.0	0.0		
Total %	0.0	4.6	13.0	3.5	0.0	21.1	3.2	0.0	7.4	22.2	0.0	32.7	9.5	8.8	1.4	2.8	0.0	22.5	4.9	10.2	2.8	2.5	0.0	20.4	2.1	1.1	0.0	0.0	0.0	3.2	
Exiting Leg Total						42						66						117						48						11	284
Cars	0	13	36	10	0	59	9	0	21	32	0	62	16	24	4	7	0	51	14	29	8	7	0	58	6	3	0	0	0	9	239
% Cars	0.0	100.0	97.3	100.0	0.0	98.3	100.0	0.0	100.0	50.8	0.0	66.7	59.3	96.0	100.0	87.5	0.0	79.7	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	84.2
Exiting Leg Total						41						55						85						47						11	239
Heavy Vehicles	0	0	1	0	0	1	0	0	0	31	0	31	11	1	0	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	45
% Heavy Vehicles	0.0	0.0	2.7	0.0	0.0	1.7	0.0	0.0	0.0	49.2	0.0	33.3	40.7	4.0	0.0	12.5	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8
Exiting Leg Total						1						11						32						1						0	45

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:45 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:45 AM	0	1	8	1	0	10	0	0	2	3	0	5	4	2	0	1	0	7	1	1	0	1	0	3	2	0	0	0	0	2	27
11:00 AM	0	2	4	0	0	6	2	0	1	11	0	14	5	2	0	0	0	7	2	1	0	1	0	4	1	0	0	0	0	1	32
11:15 AM	0	1	2	2	0	5	0	0	0	8	0	8	1	2	0	1	0	4	0	3	1	0	0	4	1	0	0	0	0	1	22
11:30 AM	0	1	3	0	0	4	2	0	2	8	0	12	2	1	0	0	0	3	1	2	0	1	0	4	0	0	0	0	0	0	23
Total Volume	0	5	17	3	0	25	4	0	5	30	0	39	12	7	0	2	0	21	4	7	1	3	0	15	4	0	0	0	0	4	104
% Approach Total	0.0	20.0	68.0	12.0	0.0		10.3	0.0	12.8	76.9	0.0		57.1	33.3	0.0	9.5	0.0		26.7	46.7	6.7	20.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.531	0.375	0.000	0.625	0.500	0.000	0.625	0.682	0.000	0.696	0.600	0.875	0.000	0.500	0.000	0.750	0.500	0.583	0.250	0.750	0.000	0.938	0.500	0.000	0.000	0.000	0.000	0.500	0.813
Cars	0	5	16	3	0	24	4	0	5	17	0	26	4	7	0	2	0	13	4	7	1	3	0	15	4	0	0	0	0	4	82
Cars %	0.0	100.0	94.1	100.0	0.0	96.0	100.0	0.0	100.0	56.7	0.0	66.7	33.3	100.0	0.0	100.0	0.0	61.9	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	78.8
Heavy Vehicles	0	0	1	0	0	1	0	0	0	13	0	13	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22
Heavy Vehicles %	0.0	0.0	5.9	0.0	0.0	4.0	0.0	0.0	0.0	43.3	0.0	33.3	66.7	0.0	0.0	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2
Cars Enter Leg	0	5	16	3	0	24	4	0	5	17	0	26	4	7	0	2	0	13	4	7	1	3	0	15	4	0	0	0	0	4	82
Heavy Enter Leg	0	0	1	0	0	1	0	0	0	13	0	13	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22
Total Entering Leg	0	5	17	3	0	25	4	0	5	30	0	39	12	7	0	2	0	21	4	7	1	3	0	15	4	0	0	0	0	4	104
Cars Exiting Leg						12						14						37						16						3	82

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Cook Street from North						Independence Drive from East						Saratoga Boulevard from South						Buena Vista Street from West						DPW Driveway from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
Heavy Exiting Leg						0						8						14						0						0	22
Total Exiting Leg						12						22						51						16						3	104

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	0	1	5	1	0	7	0	0	1	1	0	2	2	1	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	14
10:15 AM	0	0	2	0	0	2	0	0	2	1	0	3	0	1	1	0	0	2	1	1	3	0	0	5	0	0	0	0	0	0	12
10:30 AM	0	0	2	0	0	2	1	0	3	0	0	4	1	3	1	0	0	5	2	5	1	0	0	8	0	1	0	0	0	1	20
10:45 AM	0	1	7	1	0	9	0	0	2	2	0	4	2	2	0	1	0	5	1	1	0	1	0	3	2	0	0	0	0	2	23
Total	0	2	16	2	0	20	1	0	8	4	0	13	5	7	2	2	0	16	4	8	4	1	0	17	2	1	0	0	0	3	69
11:00 AM	0	2	4	0	0	6	2	0	1	6	0	9	1	2	0	0	0	3	2	1	0	1	0	4	1	0	0	0	0	1	23
11:15 AM	0	1	2	2	0	5	0	0	0	3	0	3	0	2	0	1	0	3	0	3	1	0	0	4	1	0	0	0	0	1	16
11:30 AM	0	1	3	0	0	4	2	0	2	6	0	10	1	1	0	0	0	2	1	2	0	1	0	4	0	0	0	0	0	0	20
11:45 AM	0	2	3	0	0	5	0	0	4	2	0	6	2	2	1	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	17
Total	0	6	12	2	0	20	4	0	7	17	0	28	4	7	1	1	0	13	3	6	1	3	0	13	2	0	0	0	0	2	76
12:00 PM	0	0	3	0	0	3	2	0	5	2	0	9	1	3	0	2	0	6	1	3	1	1	0	6	1	0	0	0	0	1	25
12:15 PM	0	0	1	0	0	1	0	0	0	3	0	3	2	1	0	0	0	3	3	2	0	0	0	5	0	1	0	0	0	1	13
12:30 PM	0	4	1	4	0	9	1	0	1	2	0	4	2	3	1	1	0	7	1	6	2	1	0	10	1	0	0	0	0	1	31
12:45 PM	0	1	3	2	0	6	1	0	0	4	0	5	2	3	0	1	0	6	2	4	0	1	0	7	0	1	0	0	0	1	25
Total	0	5	8	6	0	19	4	0	6	11	0	21	7	10	1	4	0	22	7	15	3	3	0	28	2	2	0	0	0	4	94
Grand Total	0	13	36	10	0	59	9	0	21	32	0	62	16	24	4	7	0	51	14	29	8	7	0	58	6	3	0	0	0	9	239
Approach %	0.0	22.0	61.0	16.9	0.0		14.5	0.0	33.9	51.6	0.0		31.4	47.1	7.8	13.7	0.0		24.1	50.0	13.8	12.1	0.0		66.7	33.3	0.0	0.0	0.0		
Total %	0.0	5.4	15.1	4.2	0.0	24.7	3.8	0.0	8.8	13.4	0.0	25.9	6.7	10.0	1.7	2.9	0.0	21.3	5.9	12.1	3.3	2.9	0.0	24.3	2.5	1.3	0.0	0.0	0.0	3.8	
Exiting Leg Total						41						55						85						47						11	239

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
12:00 PM	0	0	3	0	0	3	2	0	5	2	0	9	1	3	0	2	0	6	1	3	1	1	0	6	1	0	0	0	0	1	25
12:15 PM	0	0	1	0	0	1	0	0	0	3	0	3	2	1	0	0	0	3	3	2	0	0	0	5	0	1	0	0	0	1	13
12:30 PM	0	4	1	4	0	9	1	0	1	2	0	4	2	3	1	1	0	7	1	6	2	1	0	10	1	0	0	0	0	1	31
12:45 PM	0	1	3	2	0	6	1	0	0	4	0	5	2	3	0	1	0	6	2	4	0	1	0	7	0	1	0	0	0	1	25
Total Volume	0	5	8	6	0	19	4	0	6	11	0	21	7	10	1	4	0	22	7	15	3	3	0	28	2	2	0	0	0	4	94
% Approach Total	0.0	26.3	42.1	31.6	0.0		19.0	0.0	28.6	52.4	0.0		31.8	45.5	4.5	18.2	0.0		25.0	53.6	10.7	10.7	0.0		50.0	50.0	0.0	0.0	0.0		
PHF	0.000	0.313	0.667	0.375	0.000	0.528	0.500	0.000	0.300	0.688	0.000	0.583	0.875	0.833	0.250	0.500	0.000	0.786	0.583	0.625	0.375	0.750	0.000	0.700	0.500	0.500	0.000	0.000	0.000	1.000	0.758
Entering Leg	0	5	8	6	0	19	4	0	6	11	0	21	7	10	1	4	0	22	7	15	3	3	0	28	2	2	0	0	0	4	94
Exiting Leg						17						28						28						17						4	94
Total						36						49						50						45						8	188

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	1	0	0	1	0	0	0	7	0	7	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	16	0	16	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	22
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	0	1	0	0	1	0	0	0	31	0	31	11	1	0	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	45
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		84.6	7.7	0.0	7.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	68.9	0.0	68.9	24.4	2.2	0.0	2.2	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						11						32						1						0	45
Buses	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
% Buses	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	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
Exiting Leg Total						0						0						0						0						0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	15	0	15	11	1	0	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	28
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	48.4	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.2
Exiting Leg Total						1						11						15						1						0	28
Articulated Trucks	0	0	1	0	0	1	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
% Articulated	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	51.6	0.0	51.6	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	0.0	0.0	37.8
Exiting Leg Total						0						0						17						0						0	17

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:45 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:45 AM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	1	0	0	1	0	0	0	13	0	13	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	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		
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.650	0.000	0.650	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.611
Buses	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
Buses %	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	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
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	7	0	7	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	53.8	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.2
Articulated Trucks	0	0	1	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

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Office: 508-875-0100 Fax: 508-875-0118

Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
Articulated %	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	46.2	0.0	46.2	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	0.0	0.0	31.8
Buses	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
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	7	0	7	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
Articulated Trucks	0	0	1	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Entering Leg	0	0	1	0	0	1	0	0	0	13	0	13	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22
Buses						0						0						0						0						0	0
Single-Unit Trucks						0						8						7						0						0	15
Articulated Trucks						0						0						7						0						0	7
Total Exiting Leg						0						8						14						0						0	22

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total	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
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
Total	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0						0						0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg						0						0						0						0						0	0
Total						0						0						0						0						0	0

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	5	0	5	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	9	0	9	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	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
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	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
12:45 PM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	15	0	15	11	1	0	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	28
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		84.6	7.7	0.0	7.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.6	0.0	53.6	39.3	3.6	0.0	3.6	0.0	46.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						11						15						1						0	28

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:45 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	7	0	7	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
Exiting Leg						0						8						7						0						0	15
Total						0						15						15						0						0	30

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:00 AM	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
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	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
10:45 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	0	1	0	0	1	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	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	0.0		
Total %	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	94.1	0.0	94.1	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	0.0	0.0	
Exiting Leg Total						0						0						17						0						0	17

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:30 AM	Cook Street						Independence Drive						Saratoga Boulevard						Buena Vista Street						DPW Driveway						
	from North						from East						from South						from West						from Northwest						
	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Total
10:30 AM	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
10:45 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	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	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	0	1	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Exiting Leg						0						0						7						0						0	7
Total						1						6						7						0						0	14

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
10:00 AM	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	0	0	0	0	0	0	0	0	0
10:15 AM	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	0	0	0	0	0	0	0	0	0
10:30 AM	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	0	0	0	0	0	0	0	0	0
10:45 AM	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	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	0	0	0	0	0	0	0	0	0
11:15 AM	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	0	0	0	0	0	0	0	0	0
11:30 AM	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	0	0	0	0	0	0	0	0	0
11:45 AM	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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	0	0	0	0	0	0	0	0	0
12:15 PM	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	0	0	0	0	0	0	0	0	0
12:30 PM	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	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	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	0	0	0
Approach %	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	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	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	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	
Exiting Leg Total								0								0								0								0								0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
10:00 AM	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	0	0	0	0	0	0	0	0	0
10:15 AM	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	0	0	0	0	0	0	0	0	0
10:30 AM	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	0	0	0	0	0	0	0	0	0
10:45 AM	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	0	0	0	0	0	0	0	0	0
Total Volume	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	0	0	0	0	0	0	0	0	0
% Approach Total	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	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	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0	0	0	0	0	0	0
Exiting Leg								0								0								0								0								0	0
Total								0								0								0								0								0	0

PDI File #: **240348 A**
Location: **N: Cook Street S: Saratoga Boulevard NW: DPW Driveway**
Location: **E: Independence Drive W: Buena Vista Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
10:00 AM	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	0	0	0	0	0	2	0	2	2
10:15 AM	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	0	0	0	0	0	0	0	0	0
10:30 AM	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	0	0	0	0	0	0	0	0	0
10:45 AM	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:00 AM	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	0	0	0	0	0	0	0	0	0
11:15 AM	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	0	0	0	0	0	0	0	0	0
11:30 AM	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	0	0	0	0	0	0	0	0	0
11:45 AM	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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	1	0	1	0	0	0	0	0	0	0	0	1
12:15 PM	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	0	0	0	0	0	0	0	0	0
12:30 PM	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	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	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	1	0	1	0	0	0	0	0	2	0	2	3
Approach %	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	100	0		0	0	0	0	0	100	0		
Total %	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	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	
Exiting Leg Total								0								0								0								1								2	3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Cook Street from North								Independence Drive from East								Saratoga Boulevard from South								Buena Vista Street from West								DPW Driveway from Northwest								
	Hard Righ	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Righ	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
10:00 AM	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	0	0	0	0	0	2	0	2	2
10:15 AM	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	0	0	0	0	0	0	0	0	0
10:30 AM	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	0	0	0	0	0	0	0	0	0
10:45 AM	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	0	0	0	0	0	0	0	0	0
Total Volume	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	0	0	0	0	0	2	0	2	2
% Approach Total	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	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	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	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	0	0	0	0	0	2	0	2	2
Exiting Leg								0								0								0								0								2	2
Total								0								0								0								0								4	4

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	68	8	0	77	4	1	19	0	24	80	149	9	0	238	2	0	0	0	2	341
7:15 AM	2	81	11	0	94	2	0	15	0	17	93	154	11	0	258	3	0	0	0	3	372
7:30 AM	2	76	7	0	85	0	0	15	0	15	77	185	18	0	280	3	0	1	0	4	384
7:45 AM	0	85	8	0	93	7	1	30	0	38	104	225	11	0	340	7	0	0	0	7	478
Total	5	310	34	0	349	13	2	79	0	94	354	713	49	0	1116	15	0	1	0	16	1575
8:00 AM	0	63	6	0	69	6	0	22	0	28	88	214	12	0	314	4	0	0	0	4	415
8:15 AM	0	83	8	0	91	8	2	29	0	39	82	211	19	0	312	1	1	2	0	4	446
8:30 AM	3	78	6	0	87	2	0	10	1	13	51	195	19	0	265	6	1	0	0	7	372
8:45 AM	1	80	6	0	87	4	0	11	0	15	68	171	16	1	256	6	2	1	0	9	367
Total	4	304	26	0	334	20	2	72	1	95	289	791	66	1	1147	17	4	3	0	24	1600
Grand Total	9	614	60	0	683	33	4	151	1	189	643	1504	115	1	2263	32	4	4	0	40	3175
Approach %	1.3	89.9	8.8	0.0		17.5	2.1	79.9	0.5		28.4	66.5	5.1	0.0		80.0	10.0	10.0	0.0		
Total %	0.3	19.3	1.9	0.0	21.5	1.0	0.1	4.8	0.0	6.0	20.3	47.4	3.6	0.0	71.3	1.0	0.1	0.1	0.0	1.3	
Exiting Leg Total					1541					708					798					128	3175
Cars	9	585	59	0	653	32	4	122	1	159	606	1463	112	1	2182	31	3	4	0	38	3032
% Cars	100.0	95.3	98.3	0.0	95.6	97.0	100.0	80.8	100.0	84.1	94.2	97.3	97.4	100.0	96.4	96.9	75.0	100.0	0.0	95.0	95.5
Exiting Leg Total					1499					669					739					125	3032
Heavy Vehicles	0	29	1	0	30	1	0	29	0	30	37	41	3	0	81	1	1	0	0	2	143
% Heavy Vehicles	0.0	4.7	1.7	0.0	4.4	3.0	0.0	19.2	0.0	15.9	5.8	2.7	2.6	0.0	3.6	3.1	25.0	0.0	0.0	5.0	4.5
Exiting Leg Total					42					39					59					3	143

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	76	7	0	85	0	0	15	0	15	77	185	18	0	280	3	0	1	0	4	384
7:45 AM	0	85	8	0	93	7	1	30	0	38	104	225	11	0	340	7	0	0	0	7	478
8:00 AM	0	63	6	0	69	6	0	22	0	28	88	214	12	0	314	4	0	0	0	4	415
8:15 AM	0	83	8	0	91	8	2	29	0	39	82	211	19	0	312	1	1	2	0	4	446
Total Volume	2	307	29	0	338	21	3	96	0	120	351	835	60	0	1246	15	1	3	0	19	1723
% Approach Total	0.6	90.8	8.6	0.0		17.5	2.5	80.0	0.0		28.2	67.0	4.8	0.0		78.9	5.3	15.8	0.0		
PHF	0.250	0.903	0.906	0.000	0.909	0.656	0.375	0.800	0.000	0.769	0.844	0.928	0.789	0.000	0.916	0.536	0.250	0.375	0.000	0.679	0.901
Cars	2	289	29	0	320	21	3	76	0	100	334	814	57	0	1205	15	1	3	0	19	1644
Cars %	100.0	94.1	100.0	0.0	94.7	100.0	100.0	79.2	0.0	83.3	95.2	97.5	95.0	0.0	96.7	100.0	100.0	100.0	0.0	100.0	95.4
Heavy Vehicles	0	18	0	0	18	0	0	20	0	20	17	21	3	0	41	0	0	0	0	0	79
Heavy Vehicles %	0.0	5.9	0.0	0.0	5.3	0.0	0.0	20.8	0.0	16.7	4.8	2.5	5.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	4.6
Cars Enter Leg	2	289	29	0	320	21	3	76	0	100	334	814	57	0	1205	15	1	3	0	19	1644
Heavy Enter Leg	0	18	0	0	18	0	0	20	0	20	17	21	3	0	41	0	0	0	0	0	79
Total Entering Leg	2	307	29	0	338	21	3	96	0	120	351	835	60	0	1246	15	1	3	0	19	1723
Cars Exiting Leg					838					364					380					62	1644
Heavy Exiting Leg					21					17					38					3	79
Total Exiting Leg					859					381					418					65	1723

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	67	8	0	76	4	1	17	0	22	76	145	9	0	230	2	0	0	0	2	330
7:15 AM	2	75	11	0	88	2	0	13	0	15	85	151	11	0	247	3	0	0	0	3	353
7:30 AM	2	70	7	0	79	0	0	12	0	12	73	182	18	0	273	3	0	1	0	4	368
7:45 AM	0	83	8	0	91	7	1	24	0	32	98	221	10	0	329	7	0	0	0	7	459
Total	5	295	34	0	334	13	2	66	0	81	332	699	48	0	1079	15	0	1	0	16	1510
8:00 AM	0	58	6	0	64	6	0	18	0	24	84	207	11	0	302	4	0	0	0	4	394
8:15 AM	0	78	8	0	86	8	2	22	0	32	79	204	18	0	301	1	1	2	0	4	423
8:30 AM	3	74	5	0	82	2	0	8	1	11	48	189	19	0	256	6	0	0	0	6	355
8:45 AM	1	80	6	0	87	3	0	8	0	11	63	164	16	1	244	5	2	1	0	8	350
Total	4	290	25	0	319	19	2	56	1	78	274	764	64	1	1103	16	3	3	0	22	1522
Grand Total	9	585	59	0	653	32	4	122	1	159	606	1463	112	1	2182	31	3	4	0	38	3032
Approach %	1.4	89.6	9.0	0.0		20.1	2.5	76.7	0.6		27.8	67.0	5.1	0.0		81.6	7.9	10.5	0.0		
Total %	0.3	19.3	1.9	0.0	21.5	1.1	0.1	4.0	0.0	5.2	20.0	48.3	3.7	0.0	72.0	1.0	0.1	0.1	0.0	1.3	
Exiting Leg Total					1499					669					739					125	3032

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	70	7	0	79	0	0	12	0	12	73	182	18	0	273	3	0	1	0	4	368
7:45 AM	0	83	8	0	91	7	1	24	0	32	98	221	10	0	329	7	0	0	0	7	459
8:00 AM	0	58	6	0	64	6	0	18	0	24	84	207	11	0	302	4	0	0	0	4	394
8:15 AM	0	78	8	0	86	8	2	22	0	32	79	204	18	0	301	1	1	2	0	4	423
Total Volume	2	289	29	0	320	21	3	76	0	100	334	814	57	0	1205	15	1	3	0	19	1644
% Approach Total	0.6	90.3	9.1	0.0		21.0	3.0	76.0	0.0		27.7	67.6	4.7	0.0		78.9	5.3	15.8	0.0		
PHF	0.250	0.870	0.906	0.000	0.879	0.656	0.375	0.792	0.000	0.781	0.852	0.921	0.792	0.000	0.916	0.536	0.250	0.375	0.000	0.679	0.895
Entering Leg	2	289	29	0	320	21	3	76	0	100	334	814	57	0	1205	15	1	3	0	19	1644
Exiting Leg					838					364					380					62	1644
Total					1158					464					1585					81	3288

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	2	0	2	4	4	0	0	8	0	0	0	0	0	11
7:15 AM	0	6	0	0	6	0	0	2	0	2	8	3	0	0	11	0	0	0	0	0	19
7:30 AM	0	6	0	0	6	0	0	3	0	3	4	3	0	0	7	0	0	0	0	0	16
7:45 AM	0	2	0	0	2	0	0	6	0	6	6	4	1	0	11	0	0	0	0	0	19
Total	0	15	0	0	15	0	0	13	0	13	22	14	1	0	37	0	0	0	0	0	65
8:00 AM	0	5	0	0	5	0	0	4	0	4	4	7	1	0	12	0	0	0	0	0	21
8:15 AM	0	5	0	0	5	0	0	7	0	7	3	7	1	0	11	0	0	0	0	0	23
8:30 AM	0	4	1	0	5	0	0	2	0	2	3	6	0	0	9	0	1	0	0	1	17
8:45 AM	0	0	0	0	0	1	0	3	0	4	5	7	0	0	12	1	0	0	0	1	17
Total	0	14	1	0	15	1	0	16	0	17	15	27	2	0	44	1	1	0	0	2	78
Grand Total	0	29	1	0	30	1	0	29	0	30	37	41	3	0	81	1	1	0	0	2	143
Approach %	0.0	96.7	3.3	0.0		3.3	0.0	96.7	0.0		45.7	50.6	3.7	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	20.3	0.7	0.0	21.0	0.7	0.0	20.3	0.0	21.0	25.9	28.7	2.1	0.0	56.6	0.7	0.7	0.0	0.0	1.4	
Exiting Leg Total					42					39					59					3	143
Buses	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	14
% Buses	0.0	17.2	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19.5	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total					8					0					5					1	14
Single-Unit Trucks	0	15	1	0	16	1	0	15	0	16	13	23	0	0	36	0	0	0	0	0	68
% Single-Unit	0.0	51.7	100.0	0.0	53.3	100.0	0.0	51.7	0.0	53.3	35.1	56.1	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	47.6
Exiting Leg Total					24					14					30					0	68
Articulated Trucks	0	9	0	0	9	0	0	14	0	14	24	10	2	0	36	1	1	0	0	2	61
% Articulated	0.0	31.0	0.0	0.0	30.0	0.0	0.0	48.3	0.0	46.7	64.9	24.4	66.7	0.0	44.4	100.0	100.0	0.0	0.0	100.0	42.7
Exiting Leg Total					10					25					24					2	61

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	2	0	0	2	0	0	6	0	6	6	4	1	0	11	0	0	0	0	0	19
8:00 AM	0	5	0	0	5	0	0	4	0	4	4	7	1	0	12	0	0	0	0	0	21
8:15 AM	0	5	0	0	5	0	0	7	0	7	3	7	1	0	11	0	0	0	0	0	23
8:30 AM	0	4	1	0	5	0	0	2	0	2	3	6	0	0	9	0	1	0	0	1	17
Total Volume	0	16	1	0	17	0	0	19	0	19	16	24	3	0	43	0	1	0	0	1	80
% Approach Total	0.0	94.1	5.9	0.0		0.0	0.0	100.0	0.0		37.2	55.8	7.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.800	0.250	0.000	0.850	0.000	0.000	0.679	0.000	0.679	0.667	0.857	0.750	0.000	0.896	0.000	0.250	0.000	0.000	0.250	0.870
Buses	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Buses %	0.0	25.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	20.8	33.3	0.0	14.0	0.0	0.0	0.0	0.0	0.0	12.5
Single-Unit Trucks	0	10	1	0	11	0	0	10	0	10	7	13	0	0	20	0	0	0	0	0	41
Single-Unit %	0.0	62.5	100.0	0.0	64.7	0.0	0.0	52.6	0.0	52.6	43.8	54.2	0.0	0.0	46.5	0.0	0.0	0.0	0.0	0.0	51.3
Articulated Trucks	0	2	0	0	2	0	0	9	0	9	9	6	2	0	17	0	1	0	0	1	29
Articulated %	0.0	12.5	0.0	0.0	11.8	0.0	0.0	47.4	0.0	47.4	56.3	25.0	66.7	0.0	39.5	0.0	100.0	0.0	0.0	100.0	36.3
Buses	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Single-Unit Trucks	0	10	1	0	11	0	0	10	0	10	7	13	0	0	20	0	0	0	0	0	41
Articulated Trucks	0	2	0	0	2	0	0	9	0	9	9	6	2	0	17	0	1	0	0	1	29
Total Entering Leg	0	16	1	0	17	0	0	19	0	19	16	24	3	0	43	0	1	0	0	1	80
Buses					5					0					4					1	10
Single-Unit Trucks					13					8					20					0	41
Articulated Trucks					6					10					11					2	29
Total Exiting Leg					24					18					35					3	80

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	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	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Grand Total	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	14
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	35.7	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	57.1	7.1	0.0	64.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					0					5					1	14

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Exiting Leg					5					0					4					1	10
Total					9					0					10					1	20

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	6
7:15 AM	0	3	0	0	3	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	8
7:30 AM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
7:45 AM	0	2	0	0	2	0	0	3	0	3	3	3	0	0	6	0	0	0	0	0	11
Total	0	7	0	0	7	0	0	8	0	8	7	8	0	0	15	0	0	0	0	0	30
8:00 AM	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	7
8:15 AM	0	3	0	0	3	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	11
8:30 AM	0	3	1	0	4	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	12
8:45 AM	0	0	0	0	0	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	8
Total	0	8	1	0	9	1	0	7	0	8	6	15	0	0	21	0	0	0	0	0	38
Grand Total	0	15	1	0	16	1	0	15	0	16	13	23	0	0	36	0	0	0	0	0	68
Approach %	0.0	93.8	6.3	0.0		6.3	0.0	93.8	0.0		36.1	63.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	22.1	1.5	0.0	23.5	1.5	0.0	22.1	0.0	23.5	19.1	33.8	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					24					14					30					0	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	2	0	0	2	0	0	3	0	3	3	3	0	0	6	0	0	0	0	0	11
8:00 AM	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	7
8:15 AM	0	3	0	0	3	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	11
8:30 AM	0	3	1	0	4	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	12
Total Volume	0	10	1	0	11	0	0	10	0	10	7	13	0	0	20	0	0	0	0	0	41
% Approach Total	0.0	90.9	9.1	0.0		0.0	0.0	100.0	0.0		35.0	65.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.833	0.250	0.000	0.688	0.000	0.000	0.833	0.000	0.833	0.583	0.813	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.854
Entering Leg	0	10	1	0	11	0	0	10	0	10	7	13	0	0	20	0	0	0	0	0	41
Exiting Leg					13					8					20					0	41
Total					24					18					40					0	82

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Articulated Trucks**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	5
7:15 AM	0	3	0	0	3	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	10
7:30 AM	0	4	0	0	4	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	3	0	3	3	0	1	0	4	0	0	0	0	0	7
Total	0	7	0	0	7	0	0	5	0	5	15	3	1	0	19	0	0	0	0	0	31
8:00 AM	0	2	0	0	2	0	0	2	0	2	4	2	0	0	6	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	4	0	4	2	2	1	0	5	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	3	0	3	3	1	0	0	4	1	0	0	0	1	8
Total	0	2	0	0	2	0	0	9	0	9	9	7	1	0	17	1	1	0	0	2	30
Grand Total	0	9	0	0	9	0	0	14	0	14	24	10	2	0	36	1	1	0	0	2	61
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	27.8	5.6	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	14.8	0.0	0.0	14.8	0.0	0.0	23.0	0.0	23.0	39.3	16.4	3.3	0.0	59.0	1.6	1.6	0.0	0.0	3.3	
Exiting Leg Total					10					25					24					2	61

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	0	0	3	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	10
7:30 AM	0	4	0	0	4	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	3	0	3	3	0	1	0	4	0	0	0	0	0	7
8:00 AM	0	2	0	0	2	0	0	2	0	2	4	2	0	0	6	0	0	0	0	0	10
Total Volume	0	9	0	0	9	0	0	7	0	7	16	3	1	0	20	0	0	0	0	0	36
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		80.0	15.0	5.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.583	0.000	0.583	0.667	0.375	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	0	9	0	0	9	0	0	7	0	7	16	3	1	0	20	0	0	0	0	0	36
Exiting Leg					3					16					16					1	36
Total					12					23					36					1	72

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Bicycles (on Roadway and Crosswalks)**

	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total	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
8:00 AM	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
8:15 AM	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
8:30 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							1							0							0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	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
8:15 AM	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
8:30 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							1							1							0	2

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total	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
8:00 AM	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
8:15 AM	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
8:30 AM	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
8:45 AM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	170	4	0	174	24	0	131	0	155	18	81	3	0	102	14	1	2	0	17	448
4:15 PM	0	173	1	0	174	14	2	110	0	126	12	79	8	1	100	19	1	1	0	21	421
4:30 PM	0	162	0	0	162	11	0	85	0	96	17	98	0	0	115	20	1	0	0	21	394
4:45 PM	0	137	1	0	138	10	0	73	0	83	17	96	0	0	113	16	0	0	0	16	350
Total	0	642	6	0	648	59	2	399	0	460	64	354	11	1	430	69	3	3	0	75	1613
5:00 PM	0	182	3	0	185	7	0	87	0	94	12	82	0	0	94	15	1	1	0	17	390
5:15 PM	0	109	1	0	110	8	0	60	0	68	12	83	0	0	95	12	0	2	0	14	287
5:30 PM	1	150	1	0	152	6	0	36	0	42	18	104	1	1	124	5	1	0	0	6	324
5:45 PM	1	80	1	0	82	4	0	36	0	40	12	73	0	0	85	6	1	0	0	7	214
Total	2	521	6	0	529	25	0	219	0	244	54	342	1	1	398	38	3	3	0	44	1215
Grand Total	2	1163	12	0	1177	84	2	618	0	704	118	696	12	2	828	107	6	6	0	119	2828
Approach %	0.2	98.8	1.0	0.0		11.9	0.3	87.8	0.0		14.3	84.1	1.4	0.2		89.9	5.0	5.0	0.0		
Total %	0.1	41.1	0.4	0.0	41.6	3.0	0.1	21.9	0.0	24.9	4.2	24.6	0.4	0.1	29.3	3.8	0.2	0.2	0.0	4.2	
Exiting Leg Total					786					136					1890					16	2828
Cars	2	1145	11	0	1158	83	2	591	0	676	100	673	12	2	787	106	5	5	0	116	2737
% Cars	100.0	98.5	91.7	0.0	98.4	98.8	100.0	95.6	0.0	96.0	84.7	96.7	100.0	100.0	95.0	99.1	83.3	83.3	0.0	97.5	96.8
Exiting Leg Total					761					116					1844					16	2737
Heavy Vehicles	0	18	1	0	19	1	0	27	0	28	18	23	0	0	41	1	1	1	0	3	91
% Heavy Vehicles	0.0	1.5	8.3	0.0	1.6	1.2	0.0	4.4	0.0	4.0	15.3	3.3	0.0	0.0	5.0	0.9	16.7	16.7	0.0	2.5	3.2
Exiting Leg Total					25					20					46					0	91

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	170	4	0	174	24	0	131	0	155	18	81	3	0	102	14	1	2	0	17	448
4:15 PM	0	173	1	0	174	14	2	110	0	126	12	79	8	1	100	19	1	1	0	21	421
4:30 PM	0	162	0	0	162	11	0	85	0	96	17	98	0	0	115	20	1	0	0	21	394
4:45 PM	0	137	1	0	138	10	0	73	0	83	17	96	0	0	113	16	0	0	0	16	350
Total Volume	0	642	6	0	648	59	2	399	0	460	64	354	11	1	430	69	3	3	0	75	1613
% Approach Total	0.0	99.1	0.9	0.0		12.8	0.4	86.7	0.0		14.9	82.3	2.6	0.2		92.0	4.0	4.0	0.0		
PHF	0.000	0.928	0.375	0.000	0.931	0.615	0.250	0.761	0.000	0.742	0.889	0.903	0.344	0.250	0.935	0.863	0.750	0.375	0.000	0.893	0.900
Cars	0	633	5	0	638	58	2	379	0	439	55	339	11	1	406	68	2	2	0	72	1555
Cars %	0.0	98.6	83.3	0.0	98.5	98.3	100.0	95.0	0.0	95.4	85.9	95.8	100.0	100.0	94.4	98.6	66.7	66.7	0.0	96.0	96.4
Heavy Vehicles	0	9	1	0	10	1	0	20	0	21	9	15	0	0	24	1	1	1	0	3	58
Heavy Vehicles %	0.0	1.4	16.7	0.0	1.5	1.7	0.0	5.0	0.0	4.6	14.1	4.2	0.0	0.0	5.6	1.4	33.3	33.3	0.0	4.0	3.6
Cars Enter Leg	0	633	5	0	638	58	2	379	0	439	55	339	11	1	406	68	2	2	0	72	1555
Heavy Enter Leg	0	9	1	0	10	1	0	20	0	21	9	15	0	0	24	1	1	1	0	3	58
Total Entering Leg	0	642	6	0	648	59	2	399	0	460	64	354	11	1	430	69	3	3	0	75	1613
Cars Exiting Leg					399					62					1081					13	1555
Heavy Exiting Leg					17					11					30					0	58
Total Exiting Leg					416					73					1111					13	1613

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	168	3	0	171	24	0	125	0	149	16	74	3	0	93	14	1	1	0	16	429
4:15 PM	0	171	1	0	172	14	2	103	0	119	6	76	8	1	91	19	1	1	0	21	403
4:30 PM	0	158	0	0	158	10	0	82	0	92	16	96	0	0	112	20	0	0	0	20	382
4:45 PM	0	136	1	0	137	10	0	69	0	79	17	93	0	0	110	15	0	0	0	15	341
Total	0	633	5	0	638	58	2	379	0	439	55	339	11	1	406	68	2	2	0	72	1555
5:00 PM	0	178	3	0	181	7	0	86	0	93	7	78	0	0	85	15	1	1	0	17	376
5:15 PM	0	106	1	0	107	8	0	58	0	66	12	81	0	0	93	12	0	2	0	14	280
5:30 PM	1	150	1	0	152	6	0	36	0	42	15	104	1	1	121	5	1	0	0	6	321
5:45 PM	1	78	1	0	80	4	0	32	0	36	11	71	0	0	82	6	1	0	0	7	205
Total	2	512	6	0	520	25	0	212	0	237	45	334	1	1	381	38	3	3	0	44	1182
Grand Total	2	1145	11	0	1158	83	2	591	0	676	100	673	12	2	787	106	5	5	0	116	2737
Approach %	0.2	98.9	0.9	0.0		12.3	0.3	87.4	0.0		12.7	85.5	1.5	0.3		91.4	4.3	4.3	0.0		
Total %	0.1	41.8	0.4	0.0	42.3	3.0	0.1	21.6	0.0	24.7	3.7	24.6	0.4	0.1	28.8	3.9	0.2	0.2	0.0	4.2	
Exiting Leg Total					761					116					1844					16	2737

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	168	3	0	171	24	0	125	0	149	16	74	3	0	93	14	1	1	0	16	429
4:15 PM	0	171	1	0	172	14	2	103	0	119	6	76	8	1	91	19	1	1	0	21	403
4:30 PM	0	158	0	0	158	10	0	82	0	92	16	96	0	0	112	20	0	0	0	20	382
4:45 PM	0	136	1	0	137	10	0	69	0	79	17	93	0	0	110	15	0	0	0	15	341
Total Volume	0	633	5	0	638	58	2	379	0	439	55	339	11	1	406	68	2	2	0	72	1555
% Approach Total	0.0	99.2	0.8	0.0		13.2	0.5	86.3	0.0		13.5	83.5	2.7	0.2		94.4	2.8	2.8	0.0		
PHF	0.000	0.925	0.417	0.000	0.927	0.604	0.250	0.758	0.000	0.737	0.809	0.883	0.344	0.250	0.906	0.850	0.500	0.500	0.000	0.857	0.906
Entering Leg	0	633	5	0	638	58	2	379	0	439	55	339	11	1	406	68	2	2	0	72	1555
Exiting Leg					399					62					1081					13	1555
Total					1037					501					1487					85	3110

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	1	0	3	0	0	6	0	6	2	7	0	0	9	0	0	1	0	1	19
4:15 PM	0	2	0	0	2	0	0	7	0	7	6	3	0	0	9	0	0	0	0	0	18
4:30 PM	0	4	0	0	4	1	0	3	0	4	1	2	0	0	3	0	1	0	0	1	12
4:45 PM	0	1	0	0	1	0	0	4	0	4	0	3	0	0	3	1	0	0	0	1	9
Total	0	9	1	0	10	1	0	20	0	21	9	15	0	0	24	1	1	1	0	3	58
5:00 PM	0	4	0	0	4	0	0	1	0	1	5	4	0	0	9	0	0	0	0	0	14
5:15 PM	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
5:45 PM	0	2	0	0	2	0	0	4	0	4	1	2	0	0	3	0	0	0	0	0	9
Total	0	9	0	0	9	0	0	7	0	7	9	8	0	0	17	0	0	0	0	0	33
Grand Total	0	18	1	0	19	1	0	27	0	28	18	23	0	0	41	1	1	1	0	3	91
Approach %	0.0	94.7	5.3	0.0		3.6	0.0	96.4	0.0		43.9	56.1	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	19.8	1.1	0.0	20.9	1.1	0.0	29.7	0.0	30.8	19.8	25.3	0.0	0.0	45.1	1.1	1.1	1.1	0.0	3.3	
Exiting Leg Total					25					20					46					0	91
Buses	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
% Buses	0.0	22.2	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	7.3	0.0	0.0	100.0	0.0	33.3	8.8
Exiting Leg Total					4					0					4					0	8
Single-Unit Trucks	0	8	1	0	9	1	0	14	0	15	3	11	0	0	14	0	1	0	0	1	39
% Single-Unit	0.0	44.4	100.0	0.0	47.4	100.0	0.0	51.9	0.0	53.6	16.7	47.8	0.0	0.0	34.1	0.0	100.0	0.0	0.0	33.3	42.9
Exiting Leg Total					12					5					22					0	39
Articulated Trucks	0	6	0	0	6	0	0	13	0	13	15	9	0	0	24	1	0	0	0	1	44
% Articulated	0.0	33.3	0.0	0.0	31.6	0.0	0.0	48.1	0.0	46.4	83.3	39.1	0.0	0.0	58.5	100.0	0.0	0.0	0.0	33.3	48.4
Exiting Leg Total					9					15					20					0	44

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	1	0	3	0	0	6	0	6	2	7	0	0	9	0	0	1	0	1	19
4:15 PM	0	2	0	0	2	0	0	7	0	7	6	3	0	0	9	0	0	0	0	0	18
4:30 PM	0	4	0	0	4	1	0	3	0	4	1	2	0	0	3	0	1	0	0	1	12
4:45 PM	0	1	0	0	1	0	0	4	0	4	0	3	0	0	3	1	0	0	0	1	9
Total Volume	0	9	1	0	10	1	0	20	0	21	9	15	0	0	24	1	1	1	0	3	58
% Approach Total	0.0	90.0	10.0	0.0		4.8	0.0	95.2	0.0		37.5	62.5	0.0	0.0		33.3	33.3	33.3	0.0		
PHF	0.000	0.563	0.250	0.000	0.625	0.250	0.000	0.714	0.000	0.750	0.375	0.536	0.000	0.000	0.667	0.250	0.250	0.250	0.000	0.750	0.763
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
Buses %	0.0	22.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.3	0.0	0.0	100.0	0.0	33.3	8.6
Single-Unit Trucks	0	5	1	0	6	1	0	11	0	12	1	5	0	0	6	0	1	0	0	1	25
Single-Unit %	0.0	55.6	100.0	0.0	60.0	100.0	0.0	55.0	0.0	57.1	11.1	33.3	0.0	0.0	25.0	0.0	100.0	0.0	0.0	33.3	43.1
Articulated Trucks	0	2	0	0	2	0	0	9	0	9	8	8	0	0	16	1	0	0	0	1	28
Articulated %	0.0	22.2	0.0	0.0	20.0	0.0	0.0	45.0	0.0	42.9	88.9	53.3	0.0	0.0	66.7	100.0	0.0	0.0	0.0	33.3	48.3
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
Single-Unit Trucks	0	5	1	0	6	1	0	11	0	12	1	5	0	0	6	0	1	0	0	1	25
Articulated Trucks	0	2	0	0	2	0	0	9	0	9	8	8	0	0	16	1	0	0	0	1	28
Total Entering Leg	0	9	1	0	10	1	0	20	0	21	9	15	0	0	24	1	1	1	0	3	58
Buses					3					0					2					0	5
Single-Unit Trucks					6					3					16					0	25
Articulated Trucks					8					8					12					0	28
Total Exiting Leg					17					11					30					0	58

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	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	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	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	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	0.0	0.0	12.5	0.0	12.5	
Exiting Leg Total					4					0					4					0	8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	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	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.313
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
Exiting Leg					3					0					2					0	5
Total					5					0					4					1	10

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	1	0	2	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	7
4:15 PM	0	2	0	0	2	0	0	4	0	4	1	2	0	0	3	0	0	0	0	0	9
4:30 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	5
4:45 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	0	5	1	0	6	1	0	11	0	12	1	5	0	0	6	0	1	0	0	1	25
5:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	3	0	3	2	6	0	0	8	0	0	0	0	0	14
Grand Total	0	8	1	0	9	1	0	14	0	15	3	11	0	0	14	0	1	0	0	1	39
Approach %	0.0	88.9	11.1	0.0		6.7	0.0	93.3	0.0		21.4	78.6	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	20.5	2.6	0.0	23.1	2.6	0.0	35.9	0.0	38.5	7.7	28.2	0.0	0.0	35.9	0.0	2.6	0.0	0.0	2.6	
Exiting Leg Total					12					5					22					0	39

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	1	0	2	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	7
4:15 PM	0	2	0	0	2	0	0	4	0	4	1	2	0	0	3	0	0	0	0	0	9
4:30 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	5
4:45 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	5	1	0	6	1	0	11	0	12	1	5	0	0	6	0	1	0	0	1	25
% Approach Total	0.0	83.3	16.7	0.0		8.3	0.0	91.7	0.0		16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.625	0.250	0.000	0.750	0.250	0.000	0.688	0.000	0.750	0.250	0.625	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.694
Entering Leg	0	5	1	0	6	1	0	11	0	12	1	5	0	0	6	0	1	0	0	1	25
Exiting Leg					6					3					16					0	25
Total					12					15					22					1	50

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Articulated Trucks**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	0	3	0	3	5	1	0	0	6	0	0	0	0	0	9
4:30 PM	0	2	0	0	2	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	5
Total	0	2	0	0	2	0	0	9	0	9	8	8	0	0	16	1	0	0	0	1	28
5:00 PM	0	1	0	0	1	0	0	1	0	1	4	1	0	0	5	0	0	0	0	0	7
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
5:45 PM	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	4	0	4	7	1	0	0	8	0	0	0	0	0	16
Grand Total	0	6	0	0	6	0	0	13	0	13	15	9	0	0	24	1	0	0	0	1	44
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	13.6	0.0	0.0	13.6	0.0	0.0	29.5	0.0	29.5	34.1	20.5	0.0	0.0	54.5	2.3	0.0	0.0	0.0	2.3	
Exiting Leg Total					9					15					20					0	44

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	0	3	0	3	5	1	0	0	6	0	0	0	0	0	9
4:30 PM	0	2	0	0	2	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	5
Total Volume	0	2	0	0	2	0	0	9	0	9	8	8	0	0	16	1	0	0	0	1	28
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.750	0.000	0.750	0.400	0.500	0.000	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.778
Entering Leg	0	2	0	0	2	0	0	9	0	9	8	8	0	0	16	1	0	0	0	1	28
Exiting Leg					8					8					12					0	28
Total					10					17					28					1	56

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total	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
5:00 PM	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
5:15 PM	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
5:30 PM	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
5:45 PM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Jackson Road from North							Patton Road from East							Jackson Road from South							Lake George Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total	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
5:00 PM	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
5:15 PM	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
5:30 PM	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
5:45 PM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Jackson Road from North							Patton Road from East							Jackson Road from South							Lake George Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	50	2	0	52	1	0	16	0	17	5	33	0	2	40	0	0	0	0	0	109
10:15 AM	0	47	1	0	48	0	0	6	0	6	12	51	0	0	63	0	0	1	0	1	118
10:30 AM	0	58	0	0	58	0	0	8	0	8	5	60	0	0	65	0	0	0	0	0	131
10:45 AM	0	58	1	0	59	0	0	10	0	10	8	40	1	0	49	1	0	0	0	1	119
Total	0	213	4	0	217	1	0	40	0	41	30	184	1	2	217	1	0	1	0	2	477
11:00 AM	0	61	3	0	64	1	0	11	0	12	10	36	2	0	48	4	0	1	0	5	129
11:15 AM	1	76	2	0	79	2	0	17	0	19	5	42	1	0	48	2	0	2	0	4	150
11:30 AM	0	57	4	0	61	1	0	18	0	19	8	52	1	0	61	0	0	0	0	0	141
11:45 AM	1	61	1	0	63	1	0	12	0	13	9	69	0	0	78	2	1	0	0	3	157
Total	2	255	10	0	267	5	0	58	0	63	32	199	4	0	235	8	1	3	0	12	577
12:00 PM	0	56	2	0	58	1	0	9	0	10	10	56	1	0	67	4	0	0	0	4	139
12:15 PM	0	57	4	0	61	0	0	9	0	9	9	55	1	0	65	1	0	0	0	1	136
12:30 PM	0	41	1	0	42	7	0	12	0	19	5	66	0	0	71	1	0	0	0	1	133
12:45 PM	0	44	2	0	46	3	0	8	0	11	11	61	1	1	74	0	0	0	0	0	131
Total	0	198	9	0	207	11	0	38	0	49	35	238	3	1	277	6	0	0	0	6	539
Grand Total	2	666	23	0	691	17	0	136	0	153	97	621	8	3	729	15	1	4	0	20	1593
Approach %	0.3	96.4	3.3	0.0		11.1	0.0	88.9	0.0		13.3	85.2	1.1	0.4		75.0	5.0	20.0	0.0		
Total %	0.1	41.8	1.4	0.0	43.4	1.1	0.0	8.5	0.0	9.6	6.1	39.0	0.5	0.2	45.8	0.9	0.1	0.3	0.0	1.3	
Exiting Leg Total					642					121					820					10	1593
Cars	2	640	23	0	665	17	0	116	0	133	82	604	8	3	697	15	1	4	0	20	1515
% Cars	100.0	96.1	100.0	0.0	96.2	100.0	0.0	85.3	0.0	86.9	84.5	97.3	100.0	100.0	95.6	100.0	100.0	100.0	0.0	100.0	95.1
Exiting Leg Total					625					106					774					10	1515
Heavy Vehicles	0	26	0	0	26	0	0	20	0	20	15	17	0	0	32	0	0	0	0	0	78
% Heavy Vehicles	0.0	3.9	0.0	0.0	3.8	0.0	0.0	14.7	0.0	13.1	15.5	2.7	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total					17					15					46					0	78

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:15 AM	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	1	76	2	0	79	2	0	17	0	19	5	42	1	0	48	2	0	2	0	4	150
11:30 AM	0	57	4	0	61	1	0	18	0	19	8	52	1	0	61	0	0	0	0	0	141
11:45 AM	1	61	1	0	63	1	0	12	0	13	9	69	0	0	78	2	1	0	0	3	157
12:00 PM	0	56	2	0	58	1	0	9	0	10	10	56	1	0	67	4	0	0	0	4	139
Total Volume	2	250	9	0	261	5	0	56	0	61	32	219	3	0	254	8	1	2	0	11	587
% Approach Total	0.8	95.8	3.4	0.0		8.2	0.0	91.8	0.0		12.6	86.2	1.2	0.0		72.7	9.1	18.2	0.0		
PHF	0.500	0.822	0.563	0.000	0.826	0.625	0.000	0.778	0.000	0.803	0.800	0.793	0.750	0.000	0.814	0.500	0.250	0.250	0.000	0.688	0.935
Cars	2	242	9	0	253	5	0	50	0	55	27	212	3	0	242	8	1	2	0	11	561
Cars %	100.0	96.8	100.0	0.0	96.9	100.0	0.0	89.3	0.0	90.2	84.4	96.8	100.0	0.0	95.3	100.0	100.0	100.0	0.0	100.0	95.6
Heavy Vehicles	0	8	0	0	8	0	0	6	0	6	5	7	0	0	12	0	0	0	0	0	26
Heavy Vehicles %	0.0	3.2	0.0	0.0	3.1	0.0	0.0	10.7	0.0	9.8	15.6	3.2	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	4.4
Cars Enter Leg	2	242	9	0	253	5	0	50	0	55	27	212	3	0	242	8	1	2	0	11	561
Heavy Enter Leg	0	8	0	0	8	0	0	6	0	6	5	7	0	0	12	0	0	0	0	0	26
Total Entering Leg	2	250	9	0	261	5	0	56	0	61	32	219	3	0	254	8	1	2	0	11	587
Cars Exiting Leg					219					37					300					5	561
Heavy Exiting Leg					7					5					14					0	26
Total Exiting Leg					226					42					314					5	587

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	47	2	0	49	1	0	13	0	14	5	32	0	2	39	0	0	0	0	0	102
10:15 AM	0	43	1	0	44	0	0	6	0	6	10	49	0	0	59	0	0	1	0	1	110
10:30 AM	0	57	0	0	57	0	0	8	0	8	3	58	0	0	61	0	0	0	0	0	126
10:45 AM	0	53	1	0	54	0	0	8	0	8	8	40	1	0	49	1	0	0	0	1	112
Total	0	200	4	0	204	1	0	35	0	36	26	179	1	2	208	1	0	1	0	2	450
11:00 AM	0	58	3	0	61	1	0	7	0	8	8	34	2	0	44	4	0	1	0	5	118
11:15 AM	1	73	2	0	76	2	0	14	0	16	3	41	1	0	45	2	0	2	0	4	141
11:30 AM	0	56	4	0	60	1	0	17	0	18	6	48	1	0	55	0	0	0	0	0	133
11:45 AM	1	58	1	0	60	1	0	10	0	11	8	67	0	0	75	2	1	0	0	3	149
Total	2	245	10	0	257	5	0	48	0	53	25	190	4	0	219	8	1	3	0	12	541
12:00 PM	0	55	2	0	57	1	0	9	0	10	10	56	1	0	67	4	0	0	0	4	138
12:15 PM	0	56	4	0	60	0	0	8	0	8	8	53	1	0	62	1	0	0	0	1	131
12:30 PM	0	40	1	0	41	7	0	10	0	17	3	66	0	0	69	1	0	0	0	1	128
12:45 PM	0	44	2	0	46	3	0	6	0	9	10	60	1	1	72	0	0	0	0	0	127
Total	0	195	9	0	204	11	0	33	0	44	31	235	3	1	270	6	0	0	0	6	524
Grand Total	2	640	23	0	665	17	0	116	0	133	82	604	8	3	697	15	1	4	0	20	1515
Approach %	0.3	96.2	3.5	0.0		12.8	0.0	87.2	0.0		11.8	86.7	1.1	0.4		75.0	5.0	20.0	0.0		
Total %	0.1	42.2	1.5	0.0	43.9	1.1	0.0	7.7	0.0	8.8	5.4	39.9	0.5	0.2	46.0	1.0	0.1	0.3	0.0	1.3	
Exiting Leg Total					625					106					774					10	1515

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:15 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	1	73	2	0	76	2	0	14	0	16	3	41	1	0	45	2	0	2	0	4	141
11:30 AM	0	56	4	0	60	1	0	17	0	18	6	48	1	0	55	0	0	0	0	0	133
11:45 AM	1	58	1	0	60	1	0	10	0	11	8	67	0	0	75	2	1	0	0	3	149
12:00 PM	0	55	2	0	57	1	0	9	0	10	10	56	1	0	67	4	0	0	0	4	138
Total Volume	2	242	9	0	253	5	0	50	0	55	27	212	3	0	242	8	1	2	0	11	561
% Approach Total	0.8	95.7	3.6	0.0		9.1	0.0	90.9	0.0		11.2	87.6	1.2	0.0		72.7	9.1	18.2	0.0		
PHF	0.500	0.829	0.563	0.000	0.832	0.625	0.000	0.735	0.000	0.764	0.675	0.791	0.750	0.000	0.807	0.500	0.250	0.250	0.000	0.688	0.941
Entering Leg	2	242	9	0	253	5	0	50	0	55	27	212	3	0	242	8	1	2	0	11	561
Exiting Leg					219					37					300					5	561
Total					472					92					542					16	1122

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	7
10:15 AM	0	4	0	0	4	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	8
10:30 AM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	5
10:45 AM	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	13	0	0	13	0	0	5	0	5	4	5	0	0	9	0	0	0	0	0	27
11:00 AM	0	3	0	0	3	0	0	4	0	4	2	2	0	0	4	0	0	0	0	0	11
11:15 AM	0	3	0	0	3	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	9
11:30 AM	0	1	0	0	1	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	8
11:45 AM	0	3	0	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8
Total	0	10	0	0	10	0	0	10	0	10	7	9	0	0	16	0	0	0	0	0	36
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
12:30 PM	0	1	0	0	1	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	5	0	5	4	3	0	0	7	0	0	0	0	0	15
Grand Total	0	26	0	0	26	0	0	20	0	20	15	17	0	0	32	0	0	0	0	0	78
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		46.9	53.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	25.6	0.0	25.6	19.2	21.8	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					17					15					46					0	78
Buses	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	0.0	11.5	0.0	0.0	11.5	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	3.8
Exiting Leg Total					0					0					3					0	3
Single-Unit Trucks	0	16	0	0	16	0	0	7	0	7	4	11	0	0	15	0	0	0	0	0	38
% Single-Unit	0.0	61.5	0.0	0.0	61.5	0.0	0.0	35.0	0.0	35.0	26.7	64.7	0.0	0.0	46.9	0.0	0.0	0.0	0.0	0.0	48.7
Exiting Leg Total					11					4					23					0	38
Articulated Trucks	0	7	0	0	7	0	0	13	0	13	11	6	0	0	17	0	0	0	0	0	37
% Articulated	0.0	26.9	0.0	0.0	26.9	0.0	0.0	65.0	0.0	65.0	73.3	35.3	0.0	0.0	53.1	0.0	0.0	0.0	0.0	0.0	47.4
Exiting Leg Total					6					11					20					0	37

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:00 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	3	0	0	3	0	0	4	0	4	2	2	0	0	4	0	0	0	0	0	11
11:15 AM	0	3	0	0	3	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	9
11:30 AM	0	1	0	0	1	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	8
11:45 AM	0	3	0	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8
Total Volume	0	10	0	0	10	0	0	10	0	10	7	9	0	0	16	0	0	0	0	0	36
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		43.8	56.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.625	0.000	0.625	0.875	0.563	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.818
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	20.0	0.0	0.0	20.0	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	5.6
Single-Unit Trucks	0	6	0	0	6	0	0	5	0	5	3	6	0	0	9	0	0	0	0	0	20
Single-Unit %	0.0	60.0	0.0	0.0	60.0	0.0	0.0	50.0	0.0	50.0	42.9	66.7	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	55.6
Articulated Trucks	0	2	0	0	2	0	0	5	0	5	4	3	0	0	7	0	0	0	0	0	14
Articulated %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	50.0	0.0	50.0	57.1	33.3	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	38.9
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	6	0	0	6	0	0	5	0	5	3	6	0	0	9	0	0	0	0	0	20
Articulated Trucks	0	2	0	0	2	0	0	5	0	5	4	3	0	0	7	0	0	0	0	0	14
Total Entering Leg	0	10	0	0	10	0	0	10	0	10	7	9	0	0	16	0	0	0	0	0	36
Buses					0					0					2					0	2
Single-Unit Trucks					6					3					11					0	20
Articulated Trucks					3					4					7					0	14
Total Exiting Leg					9					7					20					0	36

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	100.0	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		
Total %	0.0	100.0	0.0	0.0	100.0	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	
Exiting Leg Total					0					0					3					0	3

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:15 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	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		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					0					0					3					0	3
Total					3					0					3					0	6

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
10:15 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	16
11:00 AM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
11:15 AM	0	3	0	0	3	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	6
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	5	0	5	3	6	0	0	9	0	0	0	0	0	20
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	16	0	0	16	0	0	7	0	7	4	11	0	0	15	0	0	0	0	0	38
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		26.7	73.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.1	0.0	0.0	42.1	0.0	0.0	18.4	0.0	18.4	10.5	28.9	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					11					4					23					0	38

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:45 AM	Jackson Road from North					Patton Road from East					Jackson Road from South					Lake George Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
11:15 AM	0	3	0	0	3	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	6
Total Volume	0	8	0	0	8	0	0	5	0	5	3	6	0	0	9	0	0	0	0	0	22
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.625	0.000	0.625	0.750	0.375	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.786
Entering Leg	0	8	0	0	8	0	0	5	0	5	3	6	0	0	9	0	0	0	0	0	22
Exiting Leg					6					3					13					0	22
Total					14					8					22					0	44

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Articulated Trucks**

	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	10
11:00 AM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	6
Total	0	2	0	0	2	0	0	5	0	5	4	3	0	0	7	0	0	0	0	0	14
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	4	0	4	4	3	0	0	7	0	0	0	0	0	13
Grand Total	0	7	0	0	7	0	0	13	0	13	11	6	0	0	17	0	0	0	0	0	37
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		64.7	35.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	18.9	0.0	0.0	18.9	0.0	0.0	35.1	0.0	35.1	29.7	16.2	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					11					20					0	37

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:45 AM	Jackson Road					Patton Road					Jackson Road					Lake George Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	1	0	0	1	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	6
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	4	0	4	4	4	0	0	8	0	0	0	0	0	15
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.500	0.500	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	3	0	0	3	0	0	4	0	4	4	4	0	0	8	0	0	0	0	0	15
Exiting Leg					4					4					7					0	15
Total					7					8					15					0	30

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total	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
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
Total	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Jackson Road							Patton Road							Jackson Road							Lake George Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 B**
Location: **N: Jackson Road S: Jackson Road**
Location: **E: Patton Road W: Lake George Street**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Jackson Road from North							Patton Road from East							Jackson Road from South							Lake George Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total	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
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
Total	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Jackson Road from North							Patton Road from East							Jackson Road from South							Lake George Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	5	10	0	16	18	17	17	0	52	11	20	1	0	32	2	20	4	0	26	126
7:15 AM	1	2	8	0	11	10	12	11	0	33	14	23	0	0	37	0	19	8	0	27	108
7:30 AM	3	7	6	0	16	12	18	8	0	38	14	16	0	0	30	1	26	5	0	32	116
7:45 AM	2	6	7	0	15	16	31	23	0	70	10	16	2	0	28	4	23	4	0	31	144
Total	7	20	31	0	58	56	78	59	0	193	49	75	3	0	127	7	88	21	0	116	494
8:00 AM	2	9	17	0	28	33	24	15	0	72	14	17	2	0	33	3	19	8	0	30	163
8:15 AM	2	9	12	0	23	23	35	7	0	65	3	17	1	0	21	1	19	7	0	27	136
8:30 AM	6	2	11	0	19	17	15	13	0	45	10	7	1	0	18	0	17	6	0	23	105
8:45 AM	0	3	11	0	14	14	23	11	0	48	17	9	1	0	27	0	15	4	0	19	108
Total	10	23	51	0	84	87	97	46	0	230	44	50	5	0	99	4	70	25	0	99	512
Grand Total	17	43	82	0	142	143	175	105	0	423	93	125	8	0	226	11	158	46	0	215	1006
Approach %	12.0	30.3	57.7	0.0		33.8	41.4	24.8	0.0		41.2	55.3	3.5	0.0		5.1	73.5	21.4	0.0		
Total %	1.7	4.3	8.2	0.0	14.1	14.2	17.4	10.4	0.0	42.0	9.2	12.4	0.8	0.0	22.5	1.1	15.7	4.6	0.0	21.4	
Exiting Leg Total					314					333					159					200	1006
Cars	8	21	37	0	66	101	166	97	0	364	81	103	8	0	192	11	151	31	0	193	815
% Cars	47.1	48.8	45.1	0.0	46.5	70.6	94.9	92.4	0.0	86.1	87.1	82.4	100.0	0.0	85.0	100.0	95.6	67.4	0.0	89.8	81.0
Exiting Leg Total					235					269					129					182	815
Heavy Vehicles	9	22	45	0	76	42	9	8	0	59	12	22	0	0	34	0	7	15	0	22	191
% Heavy Vehicles	52.9	51.2	54.9	0.0	53.5	29.4	5.1	7.6	0.0	13.9	12.9	17.6	0.0	0.0	15.0	0.0	4.4	32.6	0.0	10.2	19.0
Exiting Leg Total					79					64					30					18	191

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	3	7	6	0	16	12	18	8	0	38	14	16	0	0	30	1	26	5	0	32	116
7:45 AM	2	6	7	0	15	16	31	23	0	70	10	16	2	0	28	4	23	4	0	31	144
8:00 AM	2	9	17	0	28	33	24	15	0	72	14	17	2	0	33	3	19	8	0	30	163
8:15 AM	2	9	12	0	23	23	35	7	0	65	3	17	1	0	21	1	19	7	0	27	136
Total Volume	9	31	42	0	82	84	108	53	0	245	41	66	5	0	112	9	87	24	0	120	559
% Approach Total	11.0	37.8	51.2	0.0		34.3	44.1	21.6	0.0		36.6	58.9	4.5	0.0		7.5	72.5	20.0	0.0		
PHF	0.750	0.861	0.618	0.000	0.732	0.636	0.771	0.576	0.000	0.851	0.732	0.971	0.625	0.000	0.848	0.563	0.837	0.750	0.000	0.938	0.857
Cars	3	13	22	0	38	65	103	48	0	216	36	58	5	0	99	9	84	17	0	110	463
Cars %	33.3	41.9	52.4	0.0	46.3	77.4	95.4	90.6	0.0	88.2	87.8	87.9	100.0	0.0	88.4	100.0	96.6	70.8	0.0	91.7	82.8
Heavy Vehicles	6	18	20	0	44	19	5	5	0	29	5	8	0	0	13	0	3	7	0	10	96
Heavy Vehicles %	66.7	58.1	47.6	0.0	53.7	22.6	4.6	9.4	0.0	11.8	12.2	12.1	0.0	0.0	11.6	0.0	3.4	29.2	0.0	8.3	17.2
Cars Enter Leg	3	13	22	0	38	65	103	48	0	216	36	58	5	0	99	9	84	17	0	110	463
Heavy Enter Leg	6	18	20	0	44	19	5	5	0	29	5	8	0	0	13	0	3	7	0	10	96
Total Entering Leg	9	31	42	0	82	84	108	53	0	245	41	66	5	0	112	9	87	24	0	120	559
Cars Exiting Leg					140					142					70					111	463
Heavy Exiting Leg					34					28					23					11	96
Total Exiting Leg					174					170					93					122	559

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	2	0	5	11	17	16	0	44	10	16	1	0	27	2	18	2	0	22	98
7:15 AM	1	2	2	0	5	8	12	10	0	30	11	16	0	0	27	0	18	6	0	24	86
7:30 AM	0	3	2	0	5	10	16	7	0	33	13	15	0	0	28	1	24	4	0	29	95
7:45 AM	1	3	4	0	8	13	30	21	0	64	7	14	2	0	23	4	23	4	0	31	126
Total	2	11	10	0	23	42	75	54	0	171	41	61	3	0	105	7	83	16	0	106	405
8:00 AM	0	2	9	0	11	24	23	14	0	61	13	13	2	0	28	3	18	7	0	28	128
8:15 AM	2	5	7	0	14	18	34	6	0	58	3	16	1	0	20	1	19	2	0	22	114
8:30 AM	4	1	5	0	10	10	14	12	0	36	10	5	1	0	16	0	16	3	0	19	81
8:45 AM	0	2	6	0	8	7	20	11	0	38	14	8	1	0	23	0	15	3	0	18	87
Total	6	10	27	0	43	59	91	43	0	193	40	42	5	0	87	4	68	15	0	87	410
Grand Total	8	21	37	0	66	101	166	97	0	364	81	103	8	0	192	11	151	31	0	193	815
Approach %	12.1	31.8	56.1	0.0		27.7	45.6	26.6	0.0		42.2	53.6	4.2	0.0		5.7	78.2	16.1	0.0		
Total %	1.0	2.6	4.5	0.0	8.1	12.4	20.4	11.9	0.0	44.7	9.9	12.6	1.0	0.0	23.6	1.3	18.5	3.8	0.0	23.7	
Exiting Leg Total					235					269					129					182	815

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	3	2	0	5	10	16	7	0	33	13	15	0	0	28	1	24	4	0	29	95
7:45 AM	1	3	4	0	8	13	30	21	0	64	7	14	2	0	23	4	23	4	0	31	126
8:00 AM	0	2	9	0	11	24	23	14	0	61	13	13	2	0	28	3	18	7	0	28	128
8:15 AM	2	5	7	0	14	18	34	6	0	58	3	16	1	0	20	1	19	2	0	22	114
Total Volume	3	13	22	0	38	65	103	48	0	216	36	58	5	0	99	9	84	17	0	110	463
% Approach Total	7.9	34.2	57.9	0.0		30.1	47.7	22.2	0.0		36.4	58.6	5.1	0.0		8.2	76.4	15.5	0.0		
PHF	0.375	0.650	0.611	0.000	0.679	0.677	0.757	0.571	0.000	0.844	0.692	0.906	0.625	0.000	0.884	0.563	0.875	0.607	0.000	0.887	0.904
Entering Leg	3	13	22	0	38	65	103	48	0	216	36	58	5	0	99	9	84	17	0	110	463
Exiting Leg					140					142					70					111	463
Total					178					358					169					221	926

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	8	0	11	7	0	1	0	8	1	4	0	0	5	0	2	2	0	4	28
7:15 AM	0	0	6	0	6	2	0	1	0	3	3	7	0	0	10	0	1	2	0	3	22
7:30 AM	3	4	4	0	11	2	2	1	0	5	1	1	0	0	2	0	2	1	0	3	21
7:45 AM	1	3	3	0	7	3	1	2	0	6	3	2	0	0	5	0	0	0	0	0	18
Total	5	9	21	0	35	14	3	5	0	22	8	14	0	0	22	0	5	5	0	10	89
8:00 AM	2	7	8	0	17	9	1	1	0	11	1	4	0	0	5	0	1	1	0	2	35
8:15 AM	0	4	5	0	9	5	1	1	0	7	0	1	0	0	1	0	0	5	0	5	22
8:30 AM	2	1	6	0	9	7	1	1	0	9	0	2	0	0	2	0	1	3	0	4	24
8:45 AM	0	1	5	0	6	7	3	0	0	10	3	1	0	0	4	0	0	1	0	1	21
Total	4	13	24	0	41	28	6	3	0	37	4	8	0	0	12	0	2	10	0	12	102
Grand Total	9	22	45	0	76	42	9	8	0	59	12	22	0	0	34	0	7	15	0	22	191
Approach %	11.8	28.9	59.2	0.0		71.2	15.3	13.6	0.0		35.3	64.7	0.0	0.0		0.0	31.8	68.2	0.0		
Total %	4.7	11.5	23.6	0.0	39.8	22.0	4.7	4.2	0.0	30.9	6.3	11.5	0.0	0.0	17.8	0.0	3.7	7.9	0.0	11.5	
Exiting Leg Total					79					64					30					18	191
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	13.6	2.1
Exiting Leg Total					1					3					0					0	4
Single-Unit Trucks	4	12	19	0	35	20	5	4	0	29	7	6	0	0	13	0	3	8	0	11	88
% Single-Unit	44.4	54.5	42.2	0.0	46.1	47.6	55.6	50.0	0.0	49.2	58.3	27.3	0.0	0.0	38.2	0.0	42.9	53.3	0.0	50.0	46.1
Exiting Leg Total					34					29					16					9	88
Articulated Trucks	5	10	26	0	41	21	4	4	0	29	5	16	0	0	21	0	1	7	0	8	99
% Articulated	55.6	45.5	57.8	0.0	53.9	50.0	44.4	50.0	0.0	49.2	41.7	72.7	0.0	0.0	61.8	0.0	14.3	46.7	0.0	36.4	51.8
Exiting Leg Total					44					32					14					9	99

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	7	8	0	17	9	1	1	0	11	1	4	0	0	5	0	1	1	0	2	35
8:15 AM	0	4	5	0	9	5	1	1	0	7	0	1	0	0	1	0	0	5	0	5	22
8:30 AM	2	1	6	0	9	7	1	1	0	9	0	2	0	0	2	0	1	3	0	4	24
8:45 AM	0	1	5	0	6	7	3	0	0	10	3	1	0	0	4	0	0	1	0	1	21
Total Volume	4	13	24	0	41	28	6	3	0	37	4	8	0	0	12	0	2	10	0	12	102
% Approach Total	9.8	31.7	58.5	0.0		75.7	16.2	8.1	0.0		33.3	66.7	0.0	0.0		0.0	16.7	83.3	0.0		
PHF	0.500	0.464	0.750	0.000	0.603	0.778	0.500	0.750	0.000	0.841	0.333	0.500	0.000	0.000	0.600	0.000	0.500	0.500	0.000	0.600	0.729
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	8.3	2.0
Single-Unit Trucks	3	7	11	0	21	13	3	2	0	18	1	3	0	0	4	0	0	3	0	3	46
Single-Unit %	75.0	53.8	45.8	0.0	51.2	46.4	50.0	66.7	0.0	48.6	25.0	37.5	0.0	0.0	33.3	0.0	0.0	30.0	0.0	25.0	45.1
Articulated Trucks	1	6	13	0	20	14	3	1	0	18	3	5	0	0	8	0	1	7	0	8	54
Articulated %	25.0	46.2	54.2	0.0	48.8	50.0	50.0	33.3	0.0	48.6	75.0	62.5	0.0	0.0	66.7	0.0	50.0	70.0	0.0	66.7	52.9
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	3	7	11	0	21	13	3	2	0	18	1	3	0	0	4	0	0	3	0	3	46
Articulated Trucks	1	6	13	0	20	14	3	1	0	18	3	5	0	0	8	0	1	7	0	8	54
Total Entering Leg	4	13	24	0	41	28	6	3	0	37	4	8	0	0	12	0	2	10	0	12	102
Buses					1					1					0					0	2
Single-Unit Trucks					19					12					9					6	46
Articulated Trucks					26					17					7					4	54
Total Exiting Leg					46					30					16					10	102

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	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	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	0	0	0	0	1	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	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	
Exiting Leg Total					1					3					0					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	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	2	0	0	2	2
7:45 AM	0	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Exiting Leg					1					2					0					0	3
Total					1					3					0					2	6

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	2	0	1	0	3	1	1	0	0	2	0	2	2	0	4	11
7:15 AM	0	0	5	0	5	1	0	0	0	1	2	1	0	0	3	0	1	2	0	3	12
7:30 AM	1	2	1	0	4	1	2	1	0	4	1	0	0	0	1	0	0	1	0	1	10
7:45 AM	0	2	1	0	3	3	0	0	0	3	2	1	0	0	3	0	0	0	0	0	9
Total	1	5	8	0	14	7	2	2	0	11	6	3	0	0	9	0	3	5	0	8	42
8:00 AM	2	4	4	0	10	6	0	1	0	7	0	1	0	0	1	0	0	0	0	0	18
8:15 AM	0	3	2	0	5	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	8
8:30 AM	1	0	3	0	4	3	0	1	0	4	0	2	0	0	2	0	0	1	0	1	11
8:45 AM	0	0	2	0	2	4	2	0	0	6	1	0	0	0	1	0	0	0	0	0	9
Total	3	7	11	0	21	13	3	2	0	18	1	3	0	0	4	0	0	3	0	3	46
Grand Total	4	12	19	0	35	20	5	4	0	29	7	6	0	0	13	0	3	8	0	11	88
Approach %	11.4	34.3	54.3	0.0		69.0	17.2	13.8	0.0		53.8	46.2	0.0	0.0		0.0	27.3	72.7	0.0		
Total %	4.5	13.6	21.6	0.0	39.8	22.7	5.7	4.5	0.0	33.0	8.0	6.8	0.0	0.0	14.8	0.0	3.4	9.1	0.0	12.5	
Exiting Leg Total					34					29					16					9	88

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	5	0	5	1	0	0	0	1	2	1	0	0	3	0	1	2	0	3	12
7:30 AM	1	2	1	0	4	1	2	1	0	4	1	0	0	0	1	0	0	1	0	1	10
7:45 AM	0	2	1	0	3	3	0	0	0	3	2	1	0	0	3	0	0	0	0	0	9
8:00 AM	2	4	4	0	10	6	0	1	0	7	0	1	0	0	1	0	0	0	0	0	18
Total Volume	3	8	11	0	22	11	2	2	0	15	5	3	0	0	8	0	1	3	0	4	49
% Approach Total	13.6	36.4	50.0	0.0		73.3	13.3	13.3	0.0		62.5	37.5	0.0	0.0		0.0	25.0	75.0	0.0		
PHF	0.375	0.500	0.550	0.000	0.550	0.458	0.250	0.500	0.000	0.536	0.625	0.750	0.000	0.000	0.667	0.000	0.250	0.375	0.000	0.333	0.681
Entering Leg	3	8	11	0	22	11	2	2	0	15	5	3	0	0	8	0	1	3	0	4	49
Exiting Leg					17					17					10					5	49
Total					39					32					18					9	98

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	7	0	9	5	0	0	0	5	0	3	0	0	3	0	0	0	0	0	17
7:15 AM	0	0	1	0	1	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	10
7:30 AM	2	2	3	0	7	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	9
7:45 AM	1	1	2	0	4	0	1	2	0	3	1	1	0	0	2	0	0	0	0	0	9
Total	4	4	13	0	21	7	1	3	0	11	2	11	0	0	13	0	0	0	0	0	45
8:00 AM	0	3	4	0	7	2	1	0	0	3	1	3	0	0	4	0	1	1	0	2	16
8:15 AM	0	1	3	0	4	5	0	1	0	6	0	1	0	0	1	0	0	3	0	3	14
8:30 AM	1	1	3	0	5	4	1	0	0	5	0	0	0	0	0	0	0	2	0	2	12
8:45 AM	0	1	3	0	4	3	1	0	0	4	2	1	0	0	3	0	0	1	0	1	12
Total	1	6	13	0	20	14	3	1	0	18	3	5	0	0	8	0	1	7	0	8	54
Grand Total	5	10	26	0	41	21	4	4	0	29	5	16	0	0	21	0	1	7	0	8	99
Approach %	12.2	24.4	63.4	0.0		72.4	13.8	13.8	0.0		23.8	76.2	0.0	0.0		0.0	12.5	87.5	0.0		
Total %	5.1	10.1	26.3	0.0	41.4	21.2	4.0	4.0	0.0	29.3	5.1	16.2	0.0	0.0	21.2	0.0	1.0	7.1	0.0	8.1	
Exiting Leg Total					44					32					14					9	99

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	3	4	0	7	2	1	0	0	3	1	3	0	0	4	0	1	1	0	2	16
8:15 AM	0	1	3	0	4	5	0	1	0	6	0	1	0	0	1	0	0	3	0	3	14
8:30 AM	1	1	3	0	5	4	1	0	0	5	0	0	0	0	0	0	0	2	0	2	12
8:45 AM	0	1	3	0	4	3	1	0	0	4	2	1	0	0	3	0	0	1	0	1	12
Total Volume	1	6	13	0	20	14	3	1	0	18	3	5	0	0	8	0	1	7	0	8	54
% Approach Total	5.0	30.0	65.0	0.0		77.8	16.7	5.6	0.0		37.5	62.5	0.0	0.0		0.0	12.5	87.5	0.0		
PHF	0.250	0.500	0.813	0.000	0.714	0.700	0.750	0.250	0.000	0.750	0.375	0.417	0.000	0.000	0.500	0.000	0.250	0.583	0.000	0.667	0.844
Entering Leg	1	6	13	0	20	14	3	1	0	18	3	5	0	0	8	0	1	7	0	8	54
Exiting Leg					26					17					7					4	54
Total					46					35					15					12	108

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total	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
8:00 AM	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
8:15 AM	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
8:30 AM	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
8:45 AM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total	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
8:00 AM	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
8:15 AM	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
8:30 AM	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
8:45 AM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	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
7:30 AM	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
7:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	27	27	0	61	5	28	36	0	69	23	4	3	1	31	1	34	1	0	36	197
4:15 PM	10	13	16	0	39	6	32	15	0	53	23	5	4	0	32	0	21	2	0	23	147
4:30 PM	3	13	20	0	36	5	23	30	0	58	14	5	1	0	20	1	30	1	0	32	146
4:45 PM	3	16	5	0	24	1	29	16	0	46	11	4	2	0	17	0	33	3	0	36	123
Total	23	69	68	0	160	17	112	97	0	226	71	18	10	1	100	2	118	7	0	127	613
5:00 PM	1	15	19	0	35	5	23	18	0	46	19	5	2	0	26	3	24	0	0	27	134
5:15 PM	2	12	11	0	25	3	17	11	0	31	9	4	3	0	16	1	29	0	0	30	102
5:30 PM	1	8	11	0	20	3	25	13	0	41	11	3	0	0	14	0	14	2	0	16	91
5:45 PM	1	8	7	0	16	7	19	12	0	38	6	1	0	0	7	0	15	2	0	17	78
Total	5	43	48	0	96	18	84	54	0	156	45	13	5	0	63	4	82	4	0	90	405
Grand Total	28	112	116	0	256	35	196	151	0	382	116	31	15	1	163	6	200	11	0	217	1018
Approach %	10.9	43.8	45.3	0.0		9.2	51.3	39.5	0.0		71.2	19.0	9.2	0.6		2.8	92.2	5.1	0.0		
Total %	2.8	11.0	11.4	0.0	25.1	3.4	19.3	14.8	0.0	37.5	11.4	3.0	1.5	0.1	16.0	0.6	19.6	1.1	0.0	21.3	
Exiting Leg Total					77					432					270					239	1018
Cars	23	101	92	0	216	17	192	141	0	350	110	18	14	1	143	6	198	6	0	210	919
% Cars	82.1	90.2	79.3	0.0	84.4	48.6	98.0	93.4	0.0	91.6	94.8	58.1	93.3	100.0	87.7	100.0	99.0	54.5	0.0	96.8	90.3
Exiting Leg Total					41					400					249					229	919
Heavy Vehicles	5	11	24	0	40	18	4	10	0	32	6	13	1	0	20	0	2	5	0	7	99
% Heavy Vehicles	17.9	9.8	20.7	0.0	15.6	51.4	2.0	6.6	0.0	8.4	5.2	41.9	6.7	0.0	12.3	0.0	1.0	45.5	0.0	3.2	9.7
Exiting Leg Total					36					32					21					10	99

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	27	27	0	61	5	28	36	0	69	23	4	3	1	31	1	34	1	0	36	197
4:15 PM	10	13	16	0	39	6	32	15	0	53	23	5	4	0	32	0	21	2	0	23	147
4:30 PM	3	13	20	0	36	5	23	30	0	58	14	5	1	0	20	1	30	1	0	32	146
4:45 PM	3	16	5	0	24	1	29	16	0	46	11	4	2	0	17	0	33	3	0	36	123
Total Volume	23	69	68	0	160	17	112	97	0	226	71	18	10	1	100	2	118	7	0	127	613
% Approach Total	14.4	43.1	42.5	0.0		7.5	49.6	42.9	0.0		71.0	18.0	10.0	1.0		1.6	92.9	5.5	0.0		
PHF	0.575	0.639	0.630	0.000	0.656	0.708	0.875	0.674	0.000	0.819	0.772	0.900	0.625	0.250	0.781	0.500	0.868	0.583	0.000	0.882	0.778
Cars	20	61	54	0	135	5	110	90	0	205	67	11	9	1	88	2	116	4	0	122	550
Cars %	87.0	88.4	79.4	0.0	84.4	29.4	98.2	92.8	0.0	90.7	94.4	61.1	90.0	100.0	88.0	100.0	98.3	57.1	0.0	96.1	89.7
Heavy Vehicles	3	8	14	0	25	12	2	7	0	21	4	7	1	0	12	0	2	3	0	5	63
Heavy Vehicles %	13.0	11.6	20.6	0.0	15.6	70.6	1.8	7.2	0.0	9.3	5.6	38.9	10.0	0.0	12.0	0.0	1.7	42.9	0.0	3.9	10.3
Cars Enter Leg	20	61	54	0	135	5	110	90	0	205	67	11	9	1	88	2	116	4	0	122	550
Heavy Enter Leg	3	8	14	0	25	12	2	7	0	21	4	7	1	0	12	0	2	3	0	5	63
Total Entering Leg	23	69	68	0	160	17	112	97	0	226	71	18	10	1	100	2	118	7	0	127	613
Cars Exiting Leg					20					237					154					139	550
Heavy Exiting Leg					22					20					15					6	63
Total Exiting Leg					42					257					169					145	613

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Saratoga Boulevard					Barnum Road					Patton Road					Barnum Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	25	23	0	54	2	28	33	0	63	22	3	3	1	29	1	33	1	0	35	181
4:15 PM	9	10	13	0	32	0	31	14	0	45	21	0	3	0	24	0	20	1	0	21	122
4:30 PM	2	12	14	0	28	3	22	28	0	53	14	4	1	0	19	1	30	1	0	32	132
4:45 PM	3	14	4	0	21	0	29	15	0	44	10	4	2	0	16	0	33	1	0	34	115
Total	20	61	54	0	135	5	110	90	0	205	67	11	9	1	88	2	116	4	0	122	550
5:00 PM	0	15	14	0	29	3	22	17	0	42	17	2	2	0	21	3	24	0	0	27	119
5:15 PM	2	11	8	0	21	1	17	11	0	29	9	4	3	0	16	1	29	0	0	30	96
5:30 PM	1	8	10	0	19	3	25	13	0	41	11	0	0	0	11	0	14	1	0	15	86
5:45 PM	0	6	6	0	12	5	18	10	0	33	6	1	0	0	7	0	15	1	0	16	68
Total	3	40	38	0	81	12	82	51	0	145	43	7	5	0	55	4	82	2	0	88	369
Grand Total	23	101	92	0	216	17	192	141	0	350	110	18	14	1	143	6	198	6	0	210	919
Approach %	10.6	46.8	42.6	0.0		4.9	54.9	40.3	0.0		76.9	12.6	9.8	0.7		2.9	94.3	2.9	0.0		
Total %	2.5	11.0	10.0	0.0	23.5	1.8	20.9	15.3	0.0	38.1	12.0	2.0	1.5	0.1	15.6	0.7	21.5	0.7	0.0	22.9	
Exiting Leg Total					41					400					249					229	919

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard					Barnum Road					Patton Road					Barnum Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	25	23	0	54	2	28	33	0	63	22	3	3	1	29	1	33	1	0	35	181
4:15 PM	9	10	13	0	32	0	31	14	0	45	21	0	3	0	24	0	20	1	0	21	122
4:30 PM	2	12	14	0	28	3	22	28	0	53	14	4	1	0	19	1	30	1	0	32	132
4:45 PM	3	14	4	0	21	0	29	15	0	44	10	4	2	0	16	0	33	1	0	34	115
Total Volume	20	61	54	0	135	5	110	90	0	205	67	11	9	1	88	2	116	4	0	122	550
% Approach Total	14.8	45.2	40.0	0.0		2.4	53.7	43.9	0.0		76.1	12.5	10.2	1.1		1.6	95.1	3.3	0.0		
PHF	0.556	0.610	0.587	0.000	0.625	0.417	0.887	0.682	0.000	0.813	0.761	0.688	0.750	0.250	0.759	0.500	0.879	1.000	0.000	0.871	0.760
Entering Leg	20	61	54	0	135	5	110	90	0	205	67	11	9	1	88	2	116	4	0	122	550
Exiting Leg					20					237					154					139	550
Total					155					442					242					261	1100

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	4	0	7	3	0	3	0	6	1	1	0	0	2	0	1	0	0	1	16
4:15 PM	1	3	3	0	7	6	1	1	0	8	2	5	1	0	8	0	1	1	0	2	25
4:30 PM	1	1	6	0	8	2	1	2	0	5	0	1	0	0	1	0	0	0	0	0	14
4:45 PM	0	2	1	0	3	1	0	1	0	2	1	0	0	0	1	0	0	2	0	2	8
Total	3	8	14	0	25	12	2	7	0	21	4	7	1	0	12	0	2	3	0	5	63
5:00 PM	1	0	5	0	6	2	1	1	0	4	2	3	0	0	5	0	0	0	0	0	15
5:15 PM	0	1	3	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
5:45 PM	1	2	1	0	4	2	1	2	0	5	0	0	0	0	0	0	0	1	0	1	10
Total	2	3	10	0	15	6	2	3	0	11	2	6	0	0	8	0	0	2	0	2	36
Grand Total	5	11	24	0	40	18	4	10	0	32	6	13	1	0	20	0	2	5	0	7	99
Approach %	12.5	27.5	60.0	0.0		56.3	12.5	31.3	0.0		30.0	65.0	5.0	0.0		0.0	28.6	71.4	0.0		
Total %	5.1	11.1	24.2	0.0	40.4	18.2	4.0	10.1	0.0	32.3	6.1	13.1	1.0	0.0	20.2	0.0	2.0	5.1	0.0	7.1	
Exiting Leg Total					36					32					21					10	99
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	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	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0
Single-Unit Trucks	3	1	11	0	15	10	2	10	0	22	2	2	1	0	5	0	1	4	0	5	47
% Single-Unit	60.0	9.1	45.8	0.0	37.5	55.6	50.0	100.0	0.0	68.8	33.3	15.4	100.0	0.0	25.0	0.0	50.0	80.0	0.0	71.4	47.5
Exiting Leg Total					16					14					11					6	47
Articulated Trucks	2	10	13	0	25	8	2	0	0	10	4	11	0	0	15	0	1	1	0	2	52
% Articulated	40.0	90.9	54.2	0.0	62.5	44.4	50.0	0.0	0.0	31.3	66.7	84.6	0.0	0.0	75.0	0.0	50.0	20.0	0.0	28.6	52.5
Exiting Leg Total					20					18					10					4	52

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	4	0	7	3	0	3	0	6	1	1	0	0	2	0	1	0	0	1	16
4:15 PM	1	3	3	0	7	6	1	1	0	8	2	5	1	0	8	0	1	1	0	2	25
4:30 PM	1	1	6	0	8	2	1	2	0	5	0	1	0	0	1	0	0	0	0	0	14
4:45 PM	0	2	1	0	3	1	0	1	0	2	1	0	0	0	1	0	0	2	0	2	8
Total Volume	3	8	14	0	25	12	2	7	0	21	4	7	1	0	12	0	2	3	0	5	63
% Approach Total	12.0	32.0	56.0	0.0		57.1	9.5	33.3	0.0		33.3	58.3	8.3	0.0		0.0	40.0	60.0	0.0		
PHF	0.750	0.667	0.583	0.000	0.781	0.500	0.500	0.583	0.000	0.656	0.500	0.350	0.250	0.000	0.375	0.000	0.500	0.375	0.000	0.625	0.630
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	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	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	2	1	9	0	12	9	1	7	0	17	1	1	1	0	3	0	1	3	0	4	36
Single-Unit %	66.7	12.5	64.3	0.0	48.0	75.0	50.0	100.0	0.0	81.0	25.0	14.3	100.0	0.0	25.0	0.0	50.0	100.0	0.0	80.0	57.1
Articulated Trucks	1	7	5	0	13	3	1	0	0	4	3	6	0	0	9	0	1	0	0	1	27
Articulated %	33.3	87.5	35.7	0.0	52.0	25.0	50.0	0.0	0.0	19.0	75.0	85.7	0.0	0.0	75.0	0.0	50.0	0.0	0.0	20.0	42.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	1	9	0	12	9	1	7	0	17	1	1	1	0	3	0	1	3	0	4	36
Articulated Trucks	1	7	5	0	13	3	1	0	0	4	3	6	0	0	9	0	1	0	0	1	27
Total Entering Leg	3	8	14	0	25	12	2	7	0	21	4	7	1	0	12	0	2	3	0	5	63
Buses					0					0					0					0	0
Single-Unit Trucks					13					11					8					4	36
Articulated Trucks					9					9					7					2	27
Total Exiting Leg					22					20					15					6	63

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Saratoga Boulevard					Barnum Road					Patton Road					Barnum Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	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	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	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	0
5:30 PM	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	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		
Total %	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	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard					Barnum Road					Patton Road					Barnum Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	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	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	2	0	3	2	0	3	0	5	0	0	0	0	0	0	1	0	0	1	9
4:15 PM	1	1	1	0	3	5	1	1	0	7	1	1	1	0	3	0	0	1	0	1	14
4:30 PM	0	0	5	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	4
Total	2	1	9	0	12	9	1	7	0	17	1	1	1	0	3	0	1	3	0	4	36
5:00 PM	1	0	2	0	3	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	6
5:15 PM	0	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	0	1	0	0	1	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	2	0	3	1	1	3	0	5	1	1	0	0	2	0	0	1	0	1	11
Grand Total	3	1	11	0	15	10	2	10	0	22	2	2	1	0	5	0	1	4	0	5	47
Approach %	20.0	6.7	73.3	0.0		45.5	9.1	45.5	0.0		40.0	40.0	20.0	0.0		0.0	20.0	80.0	0.0		
Total %	6.4	2.1	23.4	0.0	31.9	21.3	4.3	21.3	0.0	46.8	4.3	4.3	2.1	0.0	10.6	0.0	2.1	8.5	0.0	10.6	
Exiting Leg Total					16					14					11					6	47

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	2	0	3	2	0	3	0	5	0	0	0	0	0	0	1	0	0	1	9
4:15 PM	1	1	1	0	3	5	1	1	0	7	1	1	1	0	3	0	0	1	0	1	14
4:30 PM	0	0	5	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	4
Total Volume	2	1	9	0	12	9	1	7	0	17	1	1	1	0	3	0	1	3	0	4	36
% Approach Total	16.7	8.3	75.0	0.0		52.9	5.9	41.2	0.0		33.3	33.3	33.3	0.0		0.0	25.0	75.0	0.0		
PHF	0.500	0.250	0.450	0.000	0.600	0.450	0.250	0.583	0.000	0.607	0.250	0.250	0.250	0.000	0.250	0.000	0.250	0.375	0.000	0.500	0.643
Entering Leg	2	1	9	0	12	9	1	7	0	17	1	1	1	0	3	0	1	3	0	4	36
Exiting Leg					13					11					8					4	36
Total					25					28					11					8	72

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Articulated Trucks**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	2	0	4	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	7
4:15 PM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	1	0	0	1	11
4:30 PM	1	1	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
Total	1	7	5	0	13	3	1	0	0	4	3	6	0	0	9	0	1	0	0	1	27
5:00 PM	0	0	3	0	3	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	9
5:15 PM	0	1	3	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:45 PM	1	2	1	0	4	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	7
Total	1	3	8	0	12	5	1	0	0	6	1	5	0	0	6	0	0	1	0	1	25
Grand Total	2	10	13	0	25	8	2	0	0	10	4	11	0	0	15	0	1	1	0	2	52
Approach %	8.0	40.0	52.0	0.0		80.0	20.0	0.0	0.0		26.7	73.3	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	3.8	19.2	25.0	0.0	48.1	15.4	3.8	0.0	0.0	19.2	7.7	21.2	0.0	0.0	28.8	0.0	1.9	1.9	0.0	3.8	
Exiting Leg Total					20					18					10					4	52

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	1	0	0	1	11
4:30 PM	1	1	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
5:00 PM	0	0	3	0	3	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	9
Total Volume	1	5	6	0	12	4	1	0	0	5	3	8	0	0	11	0	1	0	0	1	29
% Approach Total	8.3	41.7	50.0	0.0		80.0	20.0	0.0	0.0		27.3	72.7	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.625	0.500	0.000	0.750	0.500	0.250	0.000	0.000	0.625	0.750	0.500	0.000	0.000	0.550	0.000	0.250	0.000	0.000	0.250	0.659
Entering Leg	1	5	6	0	12	4	1	0	0	5	3	8	0	0	11	0	1	0	0	1	29
Exiting Leg					12					10					5					2	29
Total					24					15					16					3	58

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total	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
5:00 PM	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
5:15 PM	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
5:30 PM	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
5:45 PM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Wednesday, December 4, 2024**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total	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
5:00 PM	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
5:15 PM	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
5:30 PM	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
5:45 PM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Saratoga Boulevard							Barnum Road							Patton Road							Barnum Road							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	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
4:15 PM	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
4:30 PM	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
4:45 PM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	8	6	5	0	19	4	11	8	0	23	7	1	2	0	10	0	7	0	0	7	59
10:15 AM	4	2	4	0	10	6	13	8	0	27	2	4	1	0	7	2	19	1	0	22	66
10:30 AM	4	0	5	0	9	4	10	10	0	24	7	2	1	0	10	1	11	2	0	14	57
10:45 AM	1	3	7	0	11	4	6	3	0	13	2	3	0	0	5	2	22	1	0	25	54
Total	17	11	21	0	49	18	40	29	0	87	18	10	4	0	32	5	59	4	0	68	236
11:00 AM	6	5	9	0	20	7	13	10	0	30	7	3	2	0	12	1	12	2	0	15	77
11:15 AM	6	4	7	0	17	5	18	5	0	28	5	0	0	0	5	1	15	1	0	17	67
11:30 AM	6	7	6	0	19	5	14	8	0	27	4	2	2	0	8	0	23	5	0	28	82
11:45 AM	1	6	11	0	18	5	19	4	0	28	6	3	1	0	10	2	21	4	0	27	83
Total	19	22	33	0	74	22	64	27	0	113	22	8	5	0	35	4	71	12	0	87	309
12:00 PM	13	2	12	0	27	9	22	5	0	36	5	3	1	0	9	1	24	1	0	26	98
12:15 PM	6	4	14	0	24	7	16	5	0	28	8	4	1	0	13	1	29	1	0	31	96
12:30 PM	2	2	3	0	7	14	18	11	0	43	2	1	0	0	3	2	16	2	0	20	73
12:45 PM	5	0	6	0	11	5	19	7	0	31	6	4	0	0	10	0	20	7	0	27	79
Total	26	8	35	0	69	35	75	28	0	138	21	12	2	0	35	4	89	11	0	104	346
Grand Total	62	41	89	0	192	75	179	84	0	338	61	30	11	0	102	13	219	27	0	259	891
Approach %	32.3	21.4	46.4	0.0		22.2	53.0	24.9	0.0		59.8	29.4	10.8	0.0		5.0	84.6	10.4	0.0		
Total %	7.0	4.6	10.0	0.0	21.5	8.4	20.1	9.4	0.0	37.9	6.8	3.4	1.2	0.0	11.4	1.5	24.6	3.0	0.0	29.1	
Exiting Leg Total					132					369					138					252	891
Cars	55	36	71	0	162	58	178	70	0	306	54	22	11	0	87	13	213	23	0	249	804
% Cars	88.7	87.8	79.8	0.0	84.4	77.3	99.4	83.3	0.0	90.5	88.5	73.3	100.0	0.0	85.3	100.0	97.3	85.2	0.0	96.1	90.2
Exiting Leg Total					103					338					119					244	804
Heavy Vehicles	7	5	18	0	30	17	1	14	0	32	7	8	0	0	15	0	6	4	0	10	87
% Heavy Vehicles	11.3	12.2	20.2	0.0	15.6	22.7	0.6	16.7	0.0	9.5	11.5	26.7	0.0	0.0	14.7	0.0	2.7	14.8	0.0	3.9	9.8
Exiting Leg Total					29					31					19					8	87

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	6	7	6	0	19	5	14	8	0	27	4	2	2	0	8	0	23	5	0	28	82
11:45 AM	1	6	11	0	18	5	19	4	0	28	6	3	1	0	10	2	21	4	0	27	83
12:00 PM	13	2	12	0	27	9	22	5	0	36	5	3	1	0	9	1	24	1	0	26	98
12:15 PM	6	4	14	0	24	7	16	5	0	28	8	4	1	0	13	1	29	1	0	31	96
Total Volume	26	19	43	0	88	26	71	22	0	119	23	12	5	0	40	4	97	11	0	112	359
% Approach Total	29.5	21.6	48.9	0.0		21.8	59.7	18.5	0.0		57.5	30.0	12.5	0.0		3.6	86.6	9.8	0.0		
PHF	0.500	0.679	0.768	0.000	0.815	0.722	0.807	0.688	0.000	0.826	0.719	0.750	0.625	0.000	0.769	0.500	0.836	0.550	0.000	0.903	0.916
Cars	24	18	36	0	78	20	71	20	0	111	21	9	5	0	35	4	97	11	0	112	336
Cars %	92.3	94.7	83.7	0.0	88.6	76.9	100.0	90.9	0.0	93.3	91.3	75.0	100.0	0.0	87.5	100.0	100.0	100.0	0.0	100.0	93.6
Heavy Vehicles	2	1	7	0	10	6	0	2	0	8	2	3	0	0	5	0	0	0	0	0	23
Heavy Vehicles %	7.7	5.3	16.3	0.0	11.4	23.1	0.0	9.1	0.0	6.7	8.7	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6.4
Cars Enter Leg	24	18	36	0	78	20	71	20	0	111	21	9	5	0	35	4	97	11	0	112	336
Heavy Enter Leg	2	1	7	0	10	6	0	2	0	8	2	3	0	0	5	0	0	0	0	0	23
Total Entering Leg	26	19	43	0	88	26	71	22	0	119	23	12	5	0	40	4	97	11	0	112	359
Cars Exiting Leg					40					154					42					100	336
Heavy Exiting Leg					9					9					3					2	23
Total Exiting Leg					49					163					45					102	359

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	7	6	2	0	15	2	11	6	0	19	7	1	2	0	10	0	6	0	0	6	50
10:15 AM	3	2	3	0	8	4	13	8	0	25	2	4	1	0	7	2	18	1	0	21	61
10:30 AM	4	0	4	0	8	3	10	9	0	22	5	1	1	0	7	1	11	1	0	13	50
10:45 AM	1	2	7	0	10	3	6	2	0	11	2	2	0	0	4	2	19	1	0	22	47
Total	15	10	16	0	41	12	40	25	0	77	16	8	4	0	28	5	54	3	0	62	208
11:00 AM	6	4	6	0	16	5	13	6	0	24	5	2	2	0	9	1	12	0	0	13	62
11:15 AM	4	2	5	0	11	4	17	4	0	25	5	0	0	0	5	1	15	1	0	17	58
11:30 AM	5	7	6	0	18	2	14	8	0	24	3	1	2	0	6	0	23	5	0	28	76
11:45 AM	1	5	9	0	15	4	19	4	0	27	5	3	1	0	9	2	21	4	0	27	78
Total	16	18	26	0	60	15	63	22	0	100	18	6	5	0	29	4	71	10	0	85	274
12:00 PM	12	2	10	0	24	9	22	5	0	36	5	2	1	0	8	1	24	1	0	26	94
12:15 PM	6	4	11	0	21	5	16	3	0	24	8	3	1	0	12	1	29	1	0	31	88
12:30 PM	2	2	3	0	7	12	18	10	0	40	1	1	0	0	2	2	16	2	0	20	69
12:45 PM	4	0	5	0	9	5	19	5	0	29	6	2	0	0	8	0	19	6	0	25	71
Total	24	8	29	0	61	31	75	23	0	129	20	8	2	0	30	4	88	10	0	102	322
Grand Total	55	36	71	0	162	58	178	70	0	306	54	22	11	0	87	13	213	23	0	249	804
Approach %	34.0	22.2	43.8	0.0		19.0	58.2	22.9	0.0		62.1	25.3	12.6	0.0		5.2	85.5	9.2	0.0		
Total %	6.8	4.5	8.8	0.0	20.1	7.2	22.1	8.7	0.0	38.1	6.7	2.7	1.4	0.0	10.8	1.6	26.5	2.9	0.0	31.0	
Exiting Leg Total					103					338					119					244	804

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

11:30 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	5	7	6	0	18	2	14	8	0	24	3	1	2	0	6	0	23	5	0	28	76
11:45 AM	1	5	9	0	15	4	19	4	0	27	5	3	1	0	9	2	21	4	0	27	78
12:00 PM	12	2	10	0	24	9	22	5	0	36	5	2	1	0	8	1	24	1	0	26	94
12:15 PM	6	4	11	0	21	5	16	3	0	24	8	3	1	0	12	1	29	1	0	31	88
Total Volume	24	18	36	0	78	20	71	20	0	111	21	9	5	0	35	4	97	11	0	112	336
% Approach Total	30.8	23.1	46.2	0.0		18.0	64.0	18.0	0.0		60.0	25.7	14.3	0.0		3.6	86.6	9.8	0.0		
PHF	0.500	0.643	0.818	0.000	0.813	0.556	0.807	0.625	0.000	0.771	0.656	0.750	0.625	0.000	0.729	0.500	0.836	0.550	0.000	0.903	0.894
Entering Leg	24	18	36	0	78	20	71	20	0	111	21	9	5	0	35	4	97	11	0	112	336
Exiting Leg					40					154					42					100	336
Total					118					265					77					212	672

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	1	0	3	0	4	2	0	2	0	4	0	0	0	0	0	0	1	0	0	1	9
10:15 AM	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	5
10:30 AM	0	0	1	0	1	1	0	1	0	2	2	1	0	0	3	0	0	1	0	1	7
10:45 AM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	3	0	0	3	7
Total	2	1	5	0	8	6	0	4	0	10	2	2	0	0	4	0	5	1	0	6	28
11:00 AM	0	1	3	0	4	2	0	4	0	6	2	1	0	0	3	0	0	2	0	2	15
11:15 AM	2	2	2	0	6	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	9
11:30 AM	1	0	0	0	1	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	6
11:45 AM	0	1	2	0	3	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	5
Total	3	4	7	0	14	7	1	5	0	13	4	2	0	0	6	0	0	2	0	2	35
12:00 PM	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	0	3	0	3	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	8
12:30 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4
12:45 PM	1	0	1	0	2	0	0	2	0	2	0	2	0	0	2	0	1	1	0	2	8
Total	2	0	6	0	8	4	0	5	0	9	1	4	0	0	5	0	1	1	0	2	24
Grand Total	7	5	18	0	30	17	1	14	0	32	7	8	0	0	15	0	6	4	0	10	87
Approach %	23.3	16.7	60.0	0.0		53.1	3.1	43.8	0.0		46.7	53.3	0.0	0.0		0.0	60.0	40.0	0.0		
Total %	8.0	5.7	20.7	0.0	34.5	19.5	1.1	16.1	0.0	36.8	8.0	9.2	0.0	0.0	17.2	0.0	6.9	4.6	0.0	11.5	
Exiting Leg Total					29					31					19					8	87
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	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	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0
Single-Unit Trucks	2	2	11	0	15	10	1	4	0	15	2	2	0	0	4	0	5	1	0	6	40
% Single-Unit	28.6	40.0	61.1	0.0	50.0	58.8	100.0	28.6	0.0	46.9	28.6	25.0	0.0	0.0	26.7	0.0	83.3	25.0	0.0	60.0	46.0
Exiting Leg Total					13					18					6					3	40
Articulated Trucks	5	3	7	0	15	7	0	10	0	17	5	6	0	0	11	0	1	3	0	4	47
% Articulated	71.4	60.0	38.9	0.0	50.0	41.2	0.0	71.4	0.0	53.1	71.4	75.0	0.0	0.0	73.3	0.0	16.7	75.0	0.0	40.0	54.0
Exiting Leg Total					16					13					13					5	47

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:30 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:30 AM	0	0	1	0	1	1	0	1	0	2	2	1	0	0	3	0	0	1	0	1	7
10:45 AM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	3	0	0	3	7
11:00 AM	0	1	3	0	4	2	0	4	0	6	2	1	0	0	3	0	0	2	0	2	15
11:15 AM	2	2	2	0	6	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	9
Total Volume	2	4	6	0	12	5	1	7	0	13	4	3	0	0	7	0	3	3	0	6	38
% Approach Total	16.7	33.3	50.0	0.0		38.5	7.7	53.8	0.0		57.1	42.9	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.500	0.500	0.000	0.500	0.625	0.250	0.438	0.000	0.542	0.500	0.750	0.000	0.000	0.583	0.000	0.250	0.375	0.000	0.500	0.633
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	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	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	1	2	3	0	6	3	1	3	0	7	1	2	0	0	3	0	3	1	0	4	20
Single-Unit %	50.0	50.0	50.0	0.0	50.0	60.0	100.0	42.9	0.0	53.8	25.0	66.7	0.0	0.0	42.9	0.0	100.0	33.3	0.0	66.7	52.6
Articulated Trucks	1	2	3	0	6	2	0	4	0	6	3	1	0	0	4	0	0	2	0	2	18
Articulated %	50.0	50.0	50.0	0.0	50.0	40.0	0.0	57.1	0.0	46.2	75.0	33.3	0.0	0.0	57.1	0.0	0.0	66.7	0.0	33.3	47.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	2	3	0	6	3	1	3	0	7	1	2	0	0	3	0	3	1	0	4	20
Articulated Trucks	1	2	3	0	6	2	0	4	0	6	3	1	0	0	4	0	0	2	0	2	18
Total Entering Leg	2	4	6	0	12	5	1	7	0	13	4	3	0	0	7	0	3	3	0	6	38
Buses					0					0					0					0	0
Single-Unit Trucks					6					7					5					2	20
Articulated Trucks					5					6					6					1	18
Total Exiting Leg					11					13					11					3	38

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	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		
Total %	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	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	5
10:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	5
Total	0	0	5	0	5	3	0	0	0	3	0	1	0	0	1	0	5	0	0	5	14
11:00 AM	0	0	2	0	2	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1	8
11:15 AM	1	2	0	0	3	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
Total	2	2	4	0	8	5	1	3	0	9	2	1	0	0	3	0	0	1	0	1	21
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Grand Total	2	2	11	0	15	10	1	4	0	15	2	2	0	0	4	0	5	1	0	6	40
Approach %	13.3	13.3	73.3	0.0		66.7	6.7	26.7	0.0		50.0	50.0	0.0	0.0		0.0	83.3	16.7	0.0		
Total %	5.0	5.0	27.5	0.0	37.5	25.0	2.5	10.0	0.0	37.5	5.0	5.0	0.0	0.0	10.0	0.0	12.5	2.5	0.0	15.0	
Exiting Leg Total					13					18					6					3	40

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:45 AM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	5
11:00 AM	0	0	2	0	2	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1	8
11:15 AM	1	2	0	0	3	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	2	2	0	6	5	1	3	0	9	1	2	0	0	3	0	3	1	0	4	22
% Approach Total	33.3	33.3	33.3	0.0		55.6	11.1	33.3	0.0		33.3	66.7	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.500	0.250	0.250	0.000	0.500	0.625	0.250	0.375	0.000	0.750	0.250	0.500	0.000	0.000	0.375	0.000	0.250	0.250	0.000	0.333	0.688
Entering Leg	2	2	2	0	6	5	1	3	0	9	1	2	0	0	3	0	3	1	0	4	22
Exiting Leg					8					6					5					3	22
Total					14					15					8					7	44

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	1	0	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	1	0	1	0	2	2	1	0	0	3	0	0	1	0	1	6
10:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	1	0	0	3	3	0	4	0	7	2	1	0	0	3	0	0	1	0	1	14
11:00 AM	0	1	1	0	2	1	0	2	0	3	1	0	0	0	1	0	0	1	0	1	7
11:15 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	3	0	6	2	0	2	0	4	2	1	0	0	3	0	0	1	0	1	14
12:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4
12:45 PM	1	0	1	0	2	0	0	2	0	2	0	2	0	0	2	0	1	1	0	2	8
Total	2	0	4	0	6	2	0	4	0	6	1	4	0	0	5	0	1	1	0	2	19
Grand Total	5	3	7	0	15	7	0	10	0	17	5	6	0	0	11	0	1	3	0	4	47
Approach %	33.3	20.0	46.7	0.0		41.2	0.0	58.8	0.0		45.5	54.5	0.0	0.0		0.0	25.0	75.0	0.0		
Total %	10.6	6.4	14.9	0.0	31.9	14.9	0.0	21.3	0.0	36.2	10.6	12.8	0.0	0.0	23.4	0.0	2.1	6.4	0.0	8.5	
Exiting Leg Total					16					13					13					5	47

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

12:00 PM	Saratoga Boulevard from North					Barnum Road from East					Patton Road from South					Barnum Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4
12:45 PM	1	0	1	0	2	0	0	2	0	2	0	2	0	0	2	0	1	1	0	2	8
Total Volume	2	0	4	0	6	2	0	4	0	6	1	4	0	0	5	0	1	1	0	2	19
% Approach Total	33.3	0.0	66.7	0.0		33.3	0.0	66.7	0.0		20.0	80.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.000	0.500	0.000	0.750	0.250	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.000	0.625	0.000	0.250	0.250	0.000	0.250	0.594
Entering Leg	2	0	4	0	6	2	0	4	0	6	1	4	0	0	5	0	1	1	0	2	19
Exiting Leg					7					6					4					2	19
Total					13					12					9					4	38

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Saratoga Boulevard from North							Barnum Road from East							Patton Road from South							Barnum Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total	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
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
Total	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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
Total	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
Grand Total	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
Approach %	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Saratoga Boulevard from North							Barnum Road from East							Patton Road from South							Barnum Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **240348 C**
Location: **N: Saratoga Boulevard S: Patton Road**
Location: **E: Barnum Road W: Barnum Road**
City, State: **Devens, MA**
Client: **GPI/ R. Brown**
Site Code: **MAX-2010569.01**
Count Date: **Saturday, December 7, 2024**
Start Time: **10:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Saratoga Boulevard from North							Barnum Road from East							Patton Road from South							Barnum Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total	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
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
Total	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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
Total	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
Grand Total	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 10:00 AM to 01:00 PM begins at:

10:00 AM	Saratoga Boulevard from North							Barnum Road from East							Patton Road from South							Barnum Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	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
10:15 AM	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
10:30 AM	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
10:45 AM	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
Total Volume	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
% Approach Total	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	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	1	1	4
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	1	2
2:15 AM	0	0	2	0	1	1	4
2:30 AM	0	0	4	0	1	0	5
2:45 AM	0	0	9	0	0	0	9
3:00 AM	0	0	4	0	0	2	6
3:15 AM	0	0	2	0	1	0	3
3:30 AM	0	0	3	0	0	1	4
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	6	0	0	1	7
4:15 AM	0	0	7	0	3	2	12
4:30 AM	0	0	15	0	1	1	17
4:45 AM	0	0	20	0	0	0	20
5:00 AM	0	0	9	0	0	0	9
5:15 AM	0	0	21	0	2	0	23
5:30 AM	0	0	19	0	0	2	21
5:45 AM	0	0	30	0	4	1	35
6:00 AM	0	0	29	0	1	1	31
6:15 AM	0	0	26	0	2	1	29
6:30 AM	0	0	32	0	1	2	35
6:45 AM	0	0	43	0	2	3	48
7:00 AM	0	0	26	0	2	3	31
7:15 AM	0	0	27	0	2	7	36
7:30 AM	0	0	28	0	1	2	31
7:45 AM	0	0	24	0	2	2	28
8:00 AM	0	0	28	0	1	4	33
8:15 AM	0	0	19	0	0	1	20
8:30 AM	0	0	17	0	2	0	19
8:45 AM	0	0	23	0	1	3	27
9:00 AM	0	0	19	0	2	1	22
9:15 AM	0	0	12	0	2	4	18
9:30 AM	0	0	13	0	2	2	17
9:45 AM	0	0	5	0	0	2	7
10:00 AM	0	0	10	0	3	3	16
10:15 AM	0	0	11	0	0	2	13
10:30 AM	0	0	3	0	1	3	7
10:45 AM	0	0	9	0	3	5	17
11:00 AM	0	0	14	0	3	1	18
11:15 AM	0	0	9	0	2	3	14
11:30 AM	0	0	23	0	1	6	30
11:45 AM	0	0	20	0	3	5	28
AM Total	**0**	**0**	**631**	**0**	**54**	**81**	**766**
Percentage	**0.00%**	**0.00%**	**82.38%**	**0.00%**	**7.05%**	**10.57%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:00 AM**	**12:00 AM**	**10:30 AM**	**6:30 AM**	**6:30 AM**
Volume	**0**	**0**	**130**	**0**	**9**	**15**	**150**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	26	0	5	3	34
12:15 PM	0	0	20	0	4	0	24
12:30 PM	0	0	20	0	0	3	23
12:45 PM	0	0	11	0	2	4	17
1:00 PM	0	0	12	0	4	3	19
1:15 PM	0	0	11	0	1	0	12
1:30 PM	0	0	5	0	2	3	10
1:45 PM	0	0	20	0	0	3	23
2:00 PM	0	0	11	0	2	3	16
2:15 PM	0	0	7	0	4	2	13
2:30 PM	0	0	13	0	0	4	17
2:45 PM	0	0	11	0	1	4	16
3:00 PM	0	0	7	0	2	4	13
3:15 PM	0	0	11	0	1	3	15
3:30 PM	0	0	24	0	2	4	30
3:45 PM	0	0	17	0	1	2	20
4:00 PM	0	0	26	0	0	2	28
4:15 PM	0	0	24	0	3	5	32
4:30 PM	0	0	18	0	0	1	19
4:45 PM	0	0	11	0	4	1	16
5:00 PM	0	0	21	0	1	4	26
5:15 PM	0	0	16	0	0	0	16
5:30 PM	0	0	10	0	1	2	13
5:45 PM	0	0	7	0	0	1	8
6:00 PM	0	0	14	0	0	0	14
6:15 PM	0	0	9	0	1	2	12
6:30 PM	0	0	12	0	0	1	13
6:45 PM	0	0	21	0	0	0	21
7:00 PM	0	0	7	0	0	0	7
7:15 PM	0	0	3	0	1	0	4
7:30 PM	0	0	6	0	0	4	10
7:45 PM	0	0	6	0	0	0	6
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	4	0	0	0	4
8:30 PM	0	0	2	0	0	2	4
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	2	0	1	0	3
9:15 PM	0	0	3	0	0	2	5
9:30 PM	0	0	2	0	0	3	5
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	2	0	1	2	5
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	2	0	1	0	3
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	2	0	1	0	3
11:30 PM	0	0	5	0	1	0	6
11:45 PM	0	0	1	0	0	1	2
PM Total	**0**	**0**	**475**	**0**	**47**	**80**	**602**
Percentage	**0.00%**	**0.00%**	**78.90%**	**0.00%**	**7.81%**	**13.29%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**	**3:30 PM**
Volume	**0**	**0**	**91**	**0**	**11**	**15**	**110**
Day Total	**0**	**0**	**1106**	**0**	**101**	**161**	**1368**
Percentage	**0.00%**	**0.00%**	**80.85%**	**0.00%**	**7.38%**	**11.77%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Thursday, December 5, 2024**
Direction: **NB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	2	0	0	1	3
12:30 AM	0	0	2	0	0	1	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	2	1	3
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	1	1	2
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	1	0	1
2:45 AM	0	0	4	0	2	1	7
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	3	0	1	0	4
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	7	0	0	0	7
4:00 AM	0	0	5	0	1	1	7
4:15 AM	0	0	5	0	1	1	7
4:30 AM	0	0	9	0	0	1	10
4:45 AM	0	0	21	0	3	1	25
5:00 AM	0	0	14	0	2	0	16
5:15 AM	0	0	9	0	1	1	11
5:30 AM	0	0	26	0	1	2	29
5:45 AM	0	0	23	0	1	0	24
6:00 AM	0	0	15	0	3	2	20
6:15 AM	0	0	21	0	2	2	25
6:30 AM	0	0	32	0	2	0	34
6:45 AM	0	0	35	0	6	0	41
7:00 AM	0	0	28	0	2	2	32
7:15 AM	0	0	24	0	3	7	34
7:30 AM	0	0	19	0	0	4	23
7:45 AM	0	0	25	0	0	1	26
8:00 AM	0	0	10	1	1	2	14
8:15 AM	0	0	14	0	3	4	21
8:30 AM	0	0	17	0	7	1	25
8:45 AM	0	0	18	0	2	0	20
9:00 AM	0	0	6	0	0	1	7
9:15 AM	0	0	14	0	0	1	15
9:30 AM	0	0	13	1	2	2	18
9:45 AM	0	0	7	0	1	3	11
10:00 AM	0	0	7	0	6	2	15
10:15 AM	0	0	10	0	1	5	16
10:30 AM	0	0	6	0	1	3	10
10:45 AM	0	0	8	0	3	2	13
11:00 AM	0	0	6	0	3	1	10
11:15 AM	0	0	6	0	1	2	9
11:30 AM	0	0	15	0	3	4	22
11:45 AM	0	0	14	0	4	4	22
AM Total	**0**	**0**	**507**	**2**	**73**	**67**	**649**
Percentage	**0.00%**	**0.00%**	**78.12%**	**0.31%**	**11.25%**	**10.32%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:30 AM**	**7:15 AM**	**6:00 AM**	**7:00 AM**	**6:30 AM**
Volume	**0**	**0**	**119**	**1**	**13**	**14**	**141**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	20	0	2	4	26
12:15 PM	0	0	17	0	0	9	26
12:30 PM	0	0	18	0	1	5	24
12:45 PM	0	0	9	0	1	5	15
1:00 PM	0	0	12	0	3	4	19
1:15 PM	0	0	12	0	4	1	17
1:30 PM	0	0	5	0	0	7	12
1:45 PM	0	0	16	0	1	1	18
2:00 PM	0	0	18	0	1	4	23
2:15 PM	0	0	10	0	2	2	14
2:30 PM	0	0	9	0	2	4	15
2:45 PM	0	0	17	0	2	7	26
3:00 PM	0	0	8	0	2	3	13
3:15 PM	0	0	9	0	3	4	16
3:30 PM	0	0	14	0	1	3	18
3:45 PM	0	0	30	0	0	2	32
4:00 PM	0	0	21	0	0	1	22
4:15 PM	0	0	27	0	1	0	28
4:30 PM	0	0	20	0	1	0	21
4:45 PM	0	0	15	0	2	1	18
5:00 PM	0	0	11	0	1	0	12
5:15 PM	0	0	8	0	0	5	13
5:30 PM	0	0	12	0	0	0	12
5:45 PM	0	0	12	0	0	1	13
6:00 PM	0	0	14	0	2	2	18
6:15 PM	0	0	8	0	0	1	9
6:30 PM	0	0	6	0	0	1	7
6:45 PM	0	0	19	0	0	0	19
7:00 PM	0	0	5	0	0	1	6
7:15 PM	0	0	5	0	0	2	7
7:30 PM	0	0	7	0	0	1	8
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	4	0	0	1	5
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	7	0	0	3	10
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	4	0	0	2	6
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	0	0	0	1	1
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	2	0	0	1	3
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	1	1
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	4	0	0	0	4
PM Total	**0**	**0**	**456**	**0**	**32**	**91**	**579**
Percentage	**0.00%**	**0.00%**	**78.76%**	**0.00%**	**5.53%**	**15.72%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:45 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**3:45 PM**
Volume	**0**	**0**	**98**	**0**	**9**	**23**	**103**
Day Total	**0**	**0**	**963**	**2**	**105**	**158**	**1228**
Percentage	**0.00%**	**0.00%**	**78.42%**	**0.16%**	**8.55%**	**12.87%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	2	3
1:30 AM	0	0	3	0	0	1	4
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	1	1	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	2	0	3
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	1	0	1	0	2
3:30 AM	0	0	2	0	0	1	3
3:45 AM	0	0	4	0	1	0	5
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	8	0	1	1	10
4:30 AM	0	0	17	0	1	0	18
4:45 AM	0	0	18	1	2	1	22
5:00 AM	0	0	7	0	4	2	13
5:15 AM	0	0	18	0	1	2	21
5:30 AM	0	0	21	0	0	2	23
5:45 AM	0	0	36	0	3	2	41
6:00 AM	0	0	26	0	2	3	31
6:15 AM	0	0	29	0	1	1	31
6:30 AM	0	0	27	0	1	4	32
6:45 AM	0	0	36	0	2	3	41
7:00 AM	0	0	21	0	3	2	26
7:15 AM	0	0	24	0	2	3	29
7:30 AM	0	0	38	0	3	2	43
7:45 AM	0	0	30	0	3	1	34
8:00 AM	0	0	20	0	2	3	25
8:15 AM	0	0	17	0	0	5	22
8:30 AM	0	0	14	0	3	0	17
8:45 AM	0	0	8	0	1	2	11
9:00 AM	0	0	20	0	2	3	25
9:15 AM	0	0	16	0	2	4	22
9:30 AM	0	0	10	0	1	1	12
9:45 AM	0	0	9	0	1	2	12
10:00 AM	0	0	3	0	2	2	7
10:15 AM	0	0	5	0	4	1	10
10:30 AM	0	0	8	0	0	1	9
10:45 AM	0	0	10	0	3	4	17
11:00 AM	0	0	10	0	2	3	15
11:15 AM	0	0	16	0	5	4	25
11:30 AM	0	0	16	0	3	1	20
11:45 AM	0	0	11	0	5	2	18
AM Total	**0**	**0**	**569**	**1**	**70**	**73**	**713**
Percentage	**0.00%**	**0.00%**	**79.80%**	**0.14%**	**9.82%**	**10.24%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**4:00 AM**	**11:00 AM**	**6:30 AM**	**6:45 AM**
Volume	**0**	**0**	**119**	**1**	**15**	**12**	**139**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	26	0	2	2	30
12:15 PM	0	0	17	0	0	3	20
12:30 PM	0	0	25	0	1	2	28
12:45 PM	0	0	12	0	1	4	17
1:00 PM	0	0	12	0	3	3	18
1:15 PM	0	0	14	0	1	3	18
1:30 PM	0	0	9	0	3	7	19
1:45 PM	0	0	13	0	2	4	19
2:00 PM	0	0	13	0	1	7	21
2:15 PM	0	0	12	0	1	4	17
2:30 PM	0	0	14	0	3	1	18
2:45 PM	0	0	13	0	0	6	19
3:00 PM	0	0	13	0	1	3	17
3:15 PM	0	0	11	0	2	2	15
3:30 PM	0	0	12	0	1	4	17
3:45 PM	0	0	23	0	1	3	27
4:00 PM	0	0	26	0	1	1	28
4:15 PM	0	0	23	0	0	1	24
4:30 PM	0	0	22	0	1	3	26
4:45 PM	0	0	13	0	1	2	16
5:00 PM	0	0	9	0	1	2	12
5:15 PM	0	0	15	0	0	1	16
5:30 PM	0	0	9	0	0	2	11
5:45 PM	0	0	10	0	1	2	13
6:00 PM	0	0	9	0	0	0	9
6:15 PM	0	0	14	0	1	3	18
6:30 PM	0	0	17	0	0	1	18
6:45 PM	0	0	14	0	0	1	15
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	5	0	0	1	6
7:30 PM	0	0	4	0	0	1	5
7:45 PM	0	0	4	0	0	1	5
8:00 PM	0	0	2	0	0	3	5
8:15 PM	0	0	4	0	0	1	5
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	2	0	0	0	2
9:00 PM	0	0	1	0	0	1	2
9:15 PM	0	0	3	0	0	1	4
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	2	0	0	1	3
10:15 PM	0	0	2	0	0	1	3
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	2	0	0	1	3
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	5	0	0	0	5
11:45 PM	0	0	1	0	0	1	2
PM Total	**0**	**0**	**475**	**0**	**29**	**90**	**594**
Percentage	**0.00%**	**0.00%**	**79.97%**	**0.00%**	**4.88%**	**15.15%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:45 PM**	**12:00 PM**	**1:00 PM**	**1:30 PM**	**3:45 PM**
Volume	**0**	**0**	**94**	**0**	**9**	**22**	**105**
Day Total	**0**	**0**	**1044**	**1**	**99**	**163**	**1307**
Percentage	**0.00%**	**0.00%**	**79.88%**	**0.08%**	**7.57%**	**12.47%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Saturday, December 7, 2024**
Direction: **NB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	1	2
12:15 AM	0	0	1	0	0	1	2
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	4	0	0	1	5
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	1	1	3
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	4	0	0	1	5
4:30 AM	0	0	9	0	1	2	12
4:45 AM	0	0	2	0	1	0	3
5:00 AM	0	0	2	0	1	1	4
5:15 AM	0	0	3	0	1	1	5
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	24	0	0	1	25
6:00 AM	0	0	14	0	2	1	17
6:15 AM	0	0	11	0	1	0	12
6:30 AM	0	0	19	0	0	1	20
6:45 AM	0	0	25	0	1	1	27
7:00 AM	0	0	10	0	2	0	12
7:15 AM	0	0	6	0	2	4	12
7:30 AM	0	0	13	0	0	2	15
7:45 AM	0	0	7	0	1	2	10
8:00 AM	0	0	4	0	2	1	7
8:15 AM	0	0	4	0	1	2	7
8:30 AM	0	0	4	0	1	1	6
8:45 AM	0	0	5	0	0	0	5
9:00 AM	0	0	7	0	0	2	9
9:15 AM	0	0	4	0	0	0	4
9:30 AM	0	0	6	0	2	0	8
9:45 AM	0	0	4	0	1	2	7
10:00 AM	0	0	9	0	1	0	10
10:15 AM	0	0	7	0	0	0	7
10:30 AM	0	0	8	0	1	3	12
10:45 AM	0	0	3	0	1	0	4
11:00 AM	0	0	8	0	3	1	12
11:15 AM	0	0	5	0	0	0	5
11:30 AM	0	0	6	0	0	2	8
11:45 AM	0	0	9	0	1	0	10
AM Total	**0**	**0**	**270**	**0**	**29**	**36**	**335**
Percentage	**0.00%**	**0.00%**	**80.60%**	**0.00%**	**8.66%**	**10.75%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:00 AM**	**12:00 AM**	**6:30 AM**	**7:15 AM**	**6:00 AM**
Volume	**0**	**0**	**69**	**0**	**5**	**9**	**76**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	8	0	0	1	9
12:15 PM	0	0	11	0	0	1	12
12:30 PM	0	0	2	0	0	1	3
12:45 PM	0	0	8	0	0	2	10
1:00 PM	0	0	7	0	0	0	7
1:15 PM	0	0	5	0	2	1	8
1:30 PM	0	0	9	0	0	2	11
1:45 PM	0	0	4	0	0	1	5
2:00 PM	0	0	15	0	0	0	15
2:15 PM	0	0	11	0	0	2	13
2:30 PM	0	0	8	0	0	0	8
2:45 PM	0	0	13	0	0	1	14
3:00 PM	0	0	6	0	0	0	6
3:15 PM	0	0	8	0	0	0	8
3:30 PM	0	0	8	0	0	0	8
3:45 PM	0	0	4	0	0	0	4
4:00 PM	0	0	8	0	0	0	8
4:15 PM	0	0	9	0	0	0	9
4:30 PM	0	0	8	0	0	0	8
4:45 PM	0	0	4	0	0	0	4
5:00 PM	0	0	4	0	2	0	6
5:15 PM	0	0	5	0	0	0	5
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	9	0	0	0	9
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	10	0	0	0	10
6:30 PM	0	0	11	0	0	0	11
6:45 PM	0	0	9	0	0	0	9
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	4	0	0	0	4
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	6	0	0	0	6
PM Total	**0**	**0**	**255**	**0**	**4**	**12**	**271**
Percentage	**0.00%**	**0.00%**	**94.10%**	**0.00%**	**1.48%**	**4.43%**	
PM Peak	**12:00 PM**	**12:00 PM**	**2:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**2:00 PM**
Volume	**0**	**0**	**47**	**0**	**2**	**5**	**50**
Day Total	**0**	**0**	**525**	**0**	**33**	**48**	**606**
Percentage	**0.00%**	**0.00%**	**86.63%**	**0.00%**	**5.45%**	**7.92%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Sunday, December 8, 2024**
Direction: **NB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	1	0	1
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	0	0	1	0	1
5:30 AM	0	0	1	0	1	0	2
5:45 AM	0	0	18	0	1	0	19
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	7	0	1	0	8
6:45 AM	0	0	14	0	1	1	16
7:00 AM	0	0	8	0	0	1	9
7:15 AM	0	0	8	0	0	1	9
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	11	0	0	1	12
8:00 AM	0	0	8	0	1	1	10
8:15 AM	0	0	5	0	0	1	6
8:30 AM	0	0	10	0	1	0	11
8:45 AM	0	0	4	0	0	0	4
9:00 AM	0	0	6	0	1	0	7
9:15 AM	0	0	6	0	0	0	6
9:30 AM	0	0	3	0	0	0	3
9:45 AM	0	0	4	0	0	1	5
10:00 AM	0	0	2	0	0	2	4
10:15 AM	0	0	6	0	0	0	6
10:30 AM	0	0	5	0	0	0	5
10:45 AM	0	0	6	0	0	0	6
11:00 AM	0	0	5	0	0	2	7
11:15 AM	0	0	2	0	0	0	2
11:30 AM	0	0	4	0	0	2	6
11:45 AM	0	0	8	0	0	0	8
AM Total	**0**	**0**	**185**	**0**	**9**	**13**	**207**
Percentage	**0.00%**	**0.00%**	**89.37%**	**0.00%**	**4.35%**	**6.28%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:45 AM**	**12:00 AM**	**4:45 AM**	**10:45 AM**	**6:30 AM**
Volume	**0**	**0**	**38**	**0**	**3**	**4**	**42**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	6	0	0	0	6
12:15 PM	0	0	5	0	0	0	5
12:30 PM	0	0	10	0	0	0	10
12:45 PM	0	0	8	0	0	1	9
1:00 PM	0	0	4	0	0	1	5
1:15 PM	1	0	7	0	0	0	8
1:30 PM	0	0	7	0	0	1	8
1:45 PM	0	0	7	0	0	0	7
2:00 PM	0	0	4	0	0	1	5
2:15 PM	0	0	8	0	0	0	8
2:30 PM	0	0	7	0	0	0	7
2:45 PM	0	0	6	0	0	1	7
3:00 PM	1	0	8	0	0	0	9
3:15 PM	0	0	3	0	0	0	3
3:30 PM	0	0	9	0	0	0	9
3:45 PM	0	0	5	0	0	0	5
4:00 PM	0	0	9	0	0	0	9
4:15 PM	0	0	5	0	0	0	5
4:30 PM	0	0	8	0	0	0	8
4:45 PM	0	0	2	0	0	0	2
5:00 PM	0	0	3	0	0	0	3
5:15 PM	0	0	6	0	0	0	6
5:30 PM	0	0	4	0	0	0	4
5:45 PM	0	0	10	0	0	0	10
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	8	0	0	0	8
6:30 PM	0	0	15	0	0	0	15
6:45 PM	0	0	11	0	0	1	12
7:00 PM	0	0	2	0	0	0	2
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	1	0	0	1	2
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	4	0	0	0	4
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	2	0	0	1	3
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	3	0	0	3	6
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	2	0	0	0	2
PM Total	**2**	**0**	**220**	**0**	**0**	**11**	**233**
Percentage	**0.86%**	**0.00%**	**94.42%**	**0.00%**	**0.00%**	**4.72%**	
PM Peak	**12:30 PM**	**12:00 PM**	**6:15 PM**	**12:00 PM**	**12:00 PM**	**12:45 PM**	**6:15 PM**
Volume	**1**	**0**	**36**	**0**	**0**	**3**	**37**
Day Total	**2**	**0**	**405**	**0**	**9**	**24**	**440**
Percentage	**0.45%**	**0.00%**	**92.05%**	**0.00%**	**2.05%**	**5.45%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	0	0	1	0	1
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	1	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	1	0	1
2:30 AM	0	0	4	0	2	0	6
2:45 AM	0	0	2	0	2	1	5
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	10	0	0	0	10
4:15 AM	0	0	7	0	0	1	8
4:30 AM	0	0	23	0	3	1	27
4:45 AM	0	0	12	0	0	1	13
5:00 AM	0	0	5	0	1	0	6
5:15 AM	0	0	19	0	1	0	20
5:30 AM	0	0	25	0	2	0	27
5:45 AM	0	0	39	0	1	2	42
6:00 AM	0	0	17	0	0	3	20
6:15 AM	0	0	21	0	2	0	23
6:30 AM	0	0	37	0	0	6	43
6:45 AM	0	0	39	0	3	1	43
7:00 AM	0	0	33	0	7	3	43
7:15 AM	0	0	21	0	4	4	29
7:30 AM	0	0	25	0	1	5	31
7:45 AM	0	0	39	0	5	2	46
8:00 AM	0	0	16	0	2	2	20
8:15 AM	0	0	24	0	2	1	27
8:30 AM	0	0	16	0	1	1	18
8:45 AM	0	0	14	0	0	5	19
9:00 AM	0	0	11	0	2	2	15
9:15 AM	0	0	9	0	2	6	17
9:30 AM	0	0	16	0	2	1	19
9:45 AM	0	0	14	0	3	6	23
10:00 AM	0	0	8	0	2	1	11
10:15 AM	0	0	9	0	4	6	19
10:30 AM	0	0	8	0	3	2	13
10:45 AM	0	0	3	0	0	5	8
11:00 AM	0	0	14	0	3	4	21
11:15 AM	0	0	14	0	4	2	20
11:30 AM	0	0	13	0	4	4	21
11:45 AM	0	0	16	0	2	0	18
AM Total	**0**	**0**	**609**	**0**	**73**	**78**	**760**
Percentage	**0.00%**	**0.00%**	**80.13%**	**0.00%**	**9.61%**	**10.26%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:15 AM**	**12:00 AM**	**7:00 AM**	**10:15 AM**	**6:30 AM**
Volume	**0**	**0**	**130**	**0**	**17**	**17**	**158**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	19	0	0	1	20
12:15 PM	0	0	14	0	4	3	21
12:30 PM	1	0	14	0	1	2	18
12:45 PM	0	0	12	0	3	2	17
1:00 PM	0	0	10	0	4	1	15
1:15 PM	0	0	15	0	1	9	25
1:30 PM	0	0	9	0	0	3	12
1:45 PM	0	0	15	0	1	0	16
2:00 PM	0	0	13	0	1	2	16
2:15 PM	0	0	7	0	4	6	17
2:30 PM	0	0	11	0	1	3	15
2:45 PM	0	0	16	0	0	1	17
3:00 PM	0	0	17	0	3	5	25
3:15 PM	0	0	17	0	0	3	20
3:30 PM	0	0	19	0	0	4	23
3:45 PM	0	0	30	0	3	1	34
4:00 PM	0	0	22	0	0	3	25
4:15 PM	0	0	23	0	1	2	26
4:30 PM	0	0	25	0	0	1	26
4:45 PM	0	0	11	0	0	4	15
5:00 PM	0	0	11	0	0	3	14
5:15 PM	0	0	13	0	1	3	17
5:30 PM	0	0	6	0	2	1	9
5:45 PM	0	0	10	0	1	0	11
6:00 PM	0	0	13	0	0	1	14
6:15 PM	0	0	13	0	2	0	15
6:30 PM	0	0	11	0	0	0	11
6:45 PM	0	0	11	0	1	1	13
7:00 PM	0	0	7	0	0	0	7
7:15 PM	0	0	3	0	0	1	4
7:30 PM	0	0	7	0	0	1	8
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	2	0	0	1	3
9:00 PM	0	0	3	0	0	1	4
9:15 PM	0	0	2	0	0	1	3
9:30 PM	0	0	4	0	1	0	5
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	2	0	0	2	4
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	3	0	0	1	4
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	2	0	0	1	3
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	5	0	0	0	5
PM Total	**1**	**0**	**466**	**0**	**35**	**75**	**577**
Percentage	**0.17%**	**0.00%**	**80.76%**	**0.00%**	**6.07%**	**13.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:45 PM**	**12:00 PM**	**12:15 PM**	**12:45 PM**	**3:45 PM**
Volume	**1**	**0**	**100**	**0**	**12**	**15**	**111**
Day Total	**1**	**0**	**1075**	**0**	**108**	**153**	**1337**
Percentage	**0.07%**	**0.00%**	**80.40%**	**0.00%**	**8.08%**	**11.44%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Tuesday, December 10, 2024**
Direction: **NB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	2	0	0	1	3
12:30 AM	0	0	0	0	1	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	4	0	2	0	6
2:30 AM	0	0	6	0	1	0	7
2:45 AM	0	0	10	0	0	2	12
3:00 AM	0	0	2	0	0	3	5
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	3	0	2	1	6
4:00 AM	0	0	8	0	0	0	8
4:15 AM	0	0	6	0	1	1	8
4:30 AM	0	0	16	0	1	2	19
4:45 AM	0	0	18	0	2	1	21
5:00 AM	0	0	5	0	2	1	8
5:15 AM	0	0	23	0	0	1	24
5:30 AM	0	0	23	0	1	1	25
5:45 AM	0	0	34	0	3	1	38
6:00 AM	0	0	22	0	2	1	25
6:15 AM	0	0	22	0	2	3	27
6:30 AM	0	0	22	0	0	3	25
6:45 AM	0	0	33	0	3	2	38
7:00 AM	0	0	35	0	4	4	43
7:15 AM	0	0	29	0	1	6	36
7:30 AM	0	0	27	0	3	1	31
7:45 AM	0	0	34	0	2	2	38
8:00 AM	0	0	26	0	3	2	31
8:15 AM	0	0	15	0	3	2	20
8:30 AM	0	0	20	0	2	2	24
8:45 AM	0	0	18	0	3	3	24
9:00 AM	0	0	19	0	1	3	23
9:15 AM	0	0	12	0	2	0	14
9:30 AM	0	0	10	0	2	3	15
9:45 AM	0	0	10	0	3	2	15
10:00 AM	0	0	10	0	1	2	13
10:15 AM	0	0	8	0	0	3	11
10:30 AM	0	0	9	0	4	3	16
10:45 AM	0	0	8	0	0	4	12
11:00 AM	0	0	16	0	1	8	25
11:15 AM	0	0	14	0	1	5	20
11:30 AM	0	0	15	0	3	2	20
11:45 AM	0	0	12	0	4	2	18
AM Total	**0**	**0**	**614**	**0**	**66**	**87**	**767**
Percentage	**0.00%**	**0.00%**	**80.05%**	**0.00%**	**8.60%**	**11.34%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**6:45 AM**	**10:30 AM**	**6:45 AM**
Volume	**0**	**0**	**125**	**0**	**11**	**20**	**148**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	16	0	0	3	19
12:15 PM	0	0	21	0	3	5	29
12:30 PM	0	0	13	0	2	3	18
12:45 PM	0	0	9	0	2	4	15
1:00 PM	0	0	4	0	1	8	13
1:15 PM	0	1	12	0	1	3	17
1:30 PM	0	0	11	0	1	5	17
1:45 PM	0	0	13	0	3	4	20
2:00 PM	0	0	14	0	0	1	15
2:15 PM	0	0	8	0	3	3	14
2:30 PM	0	0	12	0	0	5	17
2:45 PM	0	0	14	0	1	7	22
3:00 PM	0	0	18	0	3	4	25
3:15 PM	0	0	11	0	3	1	15
3:30 PM	0	0	14	0	1	3	18
3:45 PM	0	0	14	0	1	2	17
4:00 PM	0	0	33	0	3	8	44
4:15 PM	0	0	22	0	0	3	25
4:30 PM	0	0	24	0	0	3	27
4:45 PM	0	0	12	0	0	3	15
5:00 PM	0	0	7	0	0	0	7
5:15 PM	0	0	10	0	1	3	14
5:30 PM	0	0	12	0	0	2	14
5:45 PM	0	0	12	0	0	1	13
6:00 PM	0	0	12	0	0	0	12
6:15 PM	0	0	15	0	0	2	17
6:30 PM	0	0	17	0	0	1	18
6:45 PM	0	0	13	0	0	0	13
7:00 PM	0	0	13	0	0	0	13
7:15 PM	0	0	4	0	0	1	5
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	5	0	1	3	9
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	1	0	1	1	3
8:30 PM	0	0	2	0	2	3	7
8:45 PM	0	0	2	0	0	2	4
9:00 PM	0	0	0	0	0	2	2
9:15 PM	0	0	4	0	0	0	4
9:30 PM	0	0	3	0	0	1	4
9:45 PM	0	0	2	0	0	1	3
10:00 PM	0	0	4	0	1	1	6
10:15 PM	0	0	1	0	0	1	2
10:30 PM	0	0	5	0	0	0	5
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	1	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	2	0	0	1	3
11:45 PM	0	0	5	0	0	1	6
PM Total	**0**	**1**	**451**	**0**	**34**	**107**	**593**
Percentage	**0.00%**	**0.17%**	**76.05%**	**0.00%**	**5.73%**	**18.04%**	
PM Peak	**12:00 PM**	**12:30 PM**	**3:45 PM**	**12:00 PM**	**12:15 PM**	**12:15 PM**	**3:45 PM**
Volume	**0**	**1**	**93**	**0**	**8**	**20**	**113**
Day Total	**0**	**1**	**1065**	**0**	**100**	**194**	**1360**
Percentage	**0.00%**	**0.07%**	**78.31%**	**0.00%**	**7.35%**	**14.26%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	1	3
12:15 AM	0	0	2	0	0	1	3
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	3	0	0	1	4
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	2	3
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	7	0	0	0	7
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	1	0	1	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	2	2
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	2	0	0	2	4
5:15 AM	0	0	3	0	1	2	6
5:30 AM	0	0	13	0	0	2	15
5:45 AM	0	0	8	0	0	1	9
6:00 AM	0	0	10	0	0	0	10
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	7	0	1	0	8
6:45 AM	0	0	16	0	0	1	17
7:00 AM	0	0	20	1	1	1	23
7:15 AM	0	0	12	0	0	1	13
7:30 AM	0	0	12	0	2	3	17
7:45 AM	0	0	28	0	3	3	34
8:00 AM	0	0	18	0	5	4	27
8:15 AM	0	0	13	0	3	2	18
8:30 AM	0	0	13	0	1	1	15
8:45 AM	0	0	13	0	0	1	14
9:00 AM	0	0	15	0	2	2	19
9:15 AM	0	0	9	0	2	7	18
9:30 AM	0	0	8	0	2	3	13
9:45 AM	0	0	9	0	2	3	14
10:00 AM	0	0	7	0	4	2	13
10:15 AM	0	0	12	0	3	1	16
10:30 AM	0	0	6	0	3	2	11
10:45 AM	0	0	7	0	2	2	11
11:00 AM	0	0	5	0	1	2	8
11:15 AM	0	0	18	0	3	1	22
11:30 AM	0	0	11	0	1	5	17
11:45 AM	0	0	6	0	0	4	10
AM Total	**0**	**0**	**345**	**1**	**44**	**65**	**455**
Percentage	**0.00%**	**0.00%**	**75.82%**	**0.22%**	**9.67%**	**14.29%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**6:15 AM**	**7:30 AM**	**9:00 AM**	**7:30 AM**
Volume	**0**	**0**	**72**	**1**	**13**	**15**	**96**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	29	0	1	4	34
12:15 PM	0	0	23	0	2	3	28
12:30 PM	0	0	18	0	1	4	23
12:45 PM	0	0	21	0	1	3	25
1:00 PM	0	0	15	0	3	4	22
1:15 PM	0	0	9	0	3	2	14
1:30 PM	0	0	19	0	3	4	26
1:45 PM	0	0	15	0	0	1	16
2:00 PM	0	0	22	0	3	1	26
2:15 PM	0	0	20	0	7	3	30
2:30 PM	0	0	29	0	1	3	33
2:45 PM	0	0	19	0	1	5	25
3:00 PM	0	0	43	0	4	2	49
3:15 PM	0	0	26	0	1	5	32
3:30 PM	0	0	47	0	5	5	57
3:45 PM	0	0	34	0	3	3	40
4:00 PM	0	0	58	0	4	2	64
4:15 PM	0	0	26	0	1	3	30
4:30 PM	0	0	41	0	2	1	44
4:45 PM	0	0	29	0	1	2	32
5:00 PM	0	0	34	0	1	0	35
5:15 PM	0	0	23	0	0	1	24
5:30 PM	0	0	21	0	0	0	21
5:45 PM	0	0	16	0	2	2	20
6:00 PM	0	0	15	0	0	1	16
6:15 PM	0	0	15	0	1	0	16
6:30 PM	0	0	11	0	1	2	14
6:45 PM	0	0	6	0	1	1	8
7:00 PM	0	0	18	0	0	2	20
7:15 PM	0	0	10	0	0	2	12
7:30 PM	0	0	3	0	0	1	4
7:45 PM	0	0	5	0	0	1	6
8:00 PM	0	0	6	0	0	1	7
8:15 PM	0	0	3	0	0	5	8
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	2	0	2	1	5
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	2	0	1	0	3
10:00 PM	0	0	1	0	1	0	2
10:15 PM	0	0	0	0	0	1	1
10:30 PM	0	0	4	0	1	0	5
10:45 PM	0	0	2	0	1	0	3
11:00 PM	0	0	3	0	1	0	4
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	5	0	1	0	6
11:45 PM	0	0	2	0	1	1	4
PM Total	**0**	**0**	**763**	**0**	**62**	**82**	**907**
Percentage	**0.00%**	**0.00%**	**84.12%**	**0.00%**	**6.84%**	**9.04%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:15 PM**	**12:00 PM**	**1:30 PM**	**2:45 PM**	**3:15 PM**
Volume	**0**	**0**	**165**	**0**	**13**	**17**	**193**
Day Total	**0**	**0**	**1108**	**1**	**106**	**147**	**1362**
Percentage	**0.00%**	**0.00%**	**81.35%**	**0.07%**	**7.78%**	**10.79%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	3	0	0	1	4
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	1	0	0	1	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	5	0	2	0	7
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	1	1	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	1	0	0	1	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	2	0	1	0	3
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	1	0	0	1	2
5:15 AM	0	0	3	0	1	2	6
5:30 AM	0	0	8	0	0	3	11
5:45 AM	0	0	12	0	0	0	12
6:00 AM	0	0	9	0	0	3	12
6:15 AM	0	0	4	0	2	2	8
6:30 AM	0	0	5	0	1	1	7
6:45 AM	0	0	23	0	1	1	25
7:00 AM	0	0	24	0	2	1	27
7:15 AM	0	0	15	0	0	2	17
7:30 AM	0	0	12	0	0	2	14
7:45 AM	0	0	16	0	3	2	21
8:00 AM	0	0	12	0	1	4	17
8:15 AM	0	0	9	0	4	3	16
8:30 AM	0	0	11	0	1	3	15
8:45 AM	0	0	8	0	2	1	11
9:00 AM	0	0	9	0	2	6	17
9:15 AM	0	0	10	0	1	1	12
9:30 AM	0	0	7	0	1	3	11
9:45 AM	0	0	7	0	4	0	11
10:00 AM	0	0	4	1	3	3	11
10:15 AM	0	0	7	0	1	3	11
10:30 AM	0	0	9	0	5	3	17
10:45 AM	0	0	11	0	3	2	16
11:00 AM	0	0	5	0	1	2	8
11:15 AM	0	0	11	0	1	1	13
11:30 AM	0	0	10	0	1	3	14
11:45 AM	0	0	14	0	2	1	17
AM Total	**0**	**0**	**313**	**1**	**48**	**64**	**426**
Percentage	**0.00%**	**0.00%**	**73.47%**	**0.23%**	**11.27%**	**15.02%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**9:15 AM**	**9:45 AM**	**8:15 AM**	**6:45 AM**
Volume	**0**	**0**	**74**	**1**	**13**	**13**	**83**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	8	0	3	2	13
12:15 PM	0	0	20	0	4	5	29
12:30 PM	0	0	13	0	3	4	20
12:45 PM	0	0	18	0	5	2	25
1:00 PM	0	0	15	0	2	3	20
1:15 PM	0	0	24	0	1	3	28
1:30 PM	0	0	12	0	2	7	21
1:45 PM	0	0	20	0	2	2	24
2:00 PM	0	0	25	0	3	6	34
2:15 PM	0	0	24	0	2	1	27
2:30 PM	0	0	37	0	1	4	42
2:45 PM	0	0	29	0	3	3	35
3:00 PM	0	0	36	0	1	2	39
3:15 PM	0	0	21	0	4	5	30
3:30 PM	0	0	43	0	1	3	47
3:45 PM	0	0	31	0	2	2	35
4:00 PM	0	0	59	0	1	4	64
4:15 PM	0	0	21	0	1	1	23
4:30 PM	0	0	46	0	1	0	47
4:45 PM	0	0	28	0	0	2	30
5:00 PM	0	0	37	0	2	0	39
5:15 PM	0	0	20	0	1	2	23
5:30 PM	0	0	18	0	3	2	23
5:45 PM	0	0	15	0	0	1	16
6:00 PM	0	0	9	0	2	1	12
6:15 PM	0	0	1	0	0	1	2
6:30 PM	0	0	7	0	1	0	8
6:45 PM	0	0	5	0	0	2	7
7:00 PM	0	0	19	0	2	1	22
7:15 PM	0	0	12	0	0	2	14
7:30 PM	0	0	4	0	0	1	5
7:45 PM	0	0	3	0	0	3	6
8:00 PM	0	0	1	0	0	2	3
8:15 PM	0	0	3	0	0	3	6
8:30 PM	0	0	4	0	0	2	6
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	2	0	1	3	6
10:00 PM	0	0	1	0	0	1	2
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**713**	**0**	**54**	**88**	**855**
Percentage	**0.00%**	**0.00%**	**83.39%**	**0.00%**	**6.32%**	**10.29%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:45 PM**	**12:00 PM**	**12:00 PM**	**1:15 PM**	**3:15 PM**
Volume	**0**	**0**	**157**	**0**	**15**	**18**	**176**
Day Total	**0**	**0**	**1026**	**1**	**102**	**152**	**1281**
Percentage	**0.00%**	**0.00%**	**80.09%**	**0.08%**	**7.96%**	**11.87%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Friday, December 6, 2024**
Direction: **SB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	2	0	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	2	3
2:00 AM	0	0	2	0	1	0	3
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	0	0	0	1	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	2	0	0	1	3
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	1	0	0	2	3
5:15 AM	0	0	4	0	0	1	5
5:30 AM	0	0	7	0	1	0	8
5:45 AM	0	0	13	0	0	1	14
6:00 AM	0	0	8	0	1	2	11
6:15 AM	0	0	6	0	0	1	7
6:30 AM	0	0	7	0	0	1	8
6:45 AM	0	0	14	0	3	1	18
7:00 AM	0	0	29	0	1	1	31
7:15 AM	0	0	17	0	0	1	18
7:30 AM	0	0	21	0	0	0	21
7:45 AM	0	0	18	0	3	0	21
8:00 AM	0	0	13	0	4	5	22
8:15 AM	0	0	10	0	2	2	14
8:30 AM	0	0	11	0	0	1	12
8:45 AM	0	0	7	0	1	1	9
9:00 AM	0	0	7	0	1	3	11
9:15 AM	0	0	13	0	0	2	15
9:30 AM	0	0	10	0	2	6	18
9:45 AM	0	0	6	0	2	4	12
10:00 AM	0	0	8	0	2	3	13
10:15 AM	0	0	11	0	3	2	16
10:30 AM	0	0	12	0	3	6	21
10:45 AM	0	0	8	0	1	2	11
11:00 AM	0	0	16	0	0	1	17
11:15 AM	0	0	17	0	1	0	18
11:30 AM	0	0	16	0	3	2	21
11:45 AM	0	0	15	0	1	2	18
AM Total	**0**	**0**	**357**	**0**	**38**	**59**	**454**
Percentage	**0.00%**	**0.00%**	**78.63%**	**0.00%**	**8.37%**	**13.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**9:45 AM**	**9:00 AM**	**7:00 AM**
Volume	**0**	**0**	**85**	**0**	**10**	**15**	**91**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	0	3	1	25
12:15 PM	0	1	18	0	2	9	30
12:30 PM	0	0	34	0	2	2	38
12:45 PM	0	0	22	0	1	2	25
1:00 PM	0	0	9	0	2	3	14
1:15 PM	0	0	14	0	3	3	20
1:30 PM	0	0	23	0	5	4	32
1:45 PM	0	0	17	0	1	2	20
2:00 PM	0	0	24	0	2	2	28
2:15 PM	0	0	14	0	3	3	20
2:30 PM	0	0	27	0	2	2	31
2:45 PM	0	0	26	0	2	1	29
3:00 PM	0	0	40	0	1	0	41
3:15 PM	0	0	27	0	3	2	32
3:30 PM	0	0	36	0	5	4	45
3:45 PM	0	0	29	0	6	4	39
4:00 PM	0	0	43	0	5	1	49
4:15 PM	0	0	32	0	2	4	38
4:30 PM	0	0	40	0	1	2	43
4:45 PM	0	0	28	0	2	2	32
5:00 PM	0	0	40	0	2	2	44
5:15 PM	0	0	16	0	1	1	18
5:30 PM	0	0	10	0	0	1	11
5:45 PM	0	0	12	0	0	2	14
6:00 PM	0	0	14	1	1	2	18
6:15 PM	0	0	9	0	1	0	10
6:30 PM	0	0	19	0	3	1	23
6:45 PM	0	0	12	0	1	3	16
7:00 PM	0	0	25	0	1	3	29
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	5	0	0	4	9
7:45 PM	0	0	3	0	1	1	5
8:00 PM	0	0	10	0	0	0	10
8:15 PM	0	0	5	0	0	1	6
8:30 PM	0	0	5	0	0	3	8
8:45 PM	0	0	4	0	0	1	5
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	0	0	0	1	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	1	0	0	1	2
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	8	0	0	1	9
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	3	0	0	0	3
PM Total	**0**	**1**	**749**	**1**	**64**	**82**	**897**
Percentage	**0.00%**	**0.11%**	**83.50%**	**0.11%**	**7.13%**	**9.14%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:45 PM**	**5:15 PM**	**3:15 PM**	**12:15 PM**	**3:30 PM**
Volume	**0**	**1**	**144**	**1**	**19**	**16**	**171**
Day Total	**0**	**1**	**1106**	**1**	**102**	**141**	**1351**
Percentage	**0.00%**	**0.07%**	**81.87%**	**0.07%**	**7.55%**	**10.44%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Saturday, December 7, 2024**
Direction: **SB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	1	3
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	0	0	0	2	2
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	2	0	1	1	4
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	3	0	1	0	4
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	3	0	0	0	3
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	3	0	0	0	3
6:15 AM	1	0	1	0	1	1	4
6:30 AM	0	0	4	0	1	1	6
6:45 AM	0	0	6	0	0	1	7
7:00 AM	0	0	12	0	0	1	13
7:15 AM	0	0	11	0	2	1	14
7:30 AM	0	0	2	0	0	0	2
7:45 AM	0	0	5	0	1	1	7
8:00 AM	0	0	4	0	1	0	5
8:15 AM	0	0	2	0	0	1	3
8:30 AM	0	0	6	0	1	2	9
8:45 AM	0	0	6	0	0	0	6
9:00 AM	0	0	8	0	0	0	8
9:15 AM	0	0	9	0	1	0	10
9:30 AM	0	0	4	0	1	2	7
9:45 AM	0	0	8	0	1	1	10
10:00 AM	0	0	12	0	0	2	14
10:15 AM	0	0	12	0	0	0	12
10:30 AM	0	0	10	0	0	1	11
10:45 AM	0	0	6	0	0	2	8
11:00 AM	0	0	11	0	2	3	16
11:15 AM	0	0	7	0	3	0	10
11:30 AM	0	0	15	0	0	0	15
11:45 AM	0	0	10	0	0	1	11
AM Total	**1**	**0**	**204**	**0**	**18**	**26**	**249**
Percentage	**0.40%**	**0.00%**	**81.93%**	**0.00%**	**7.23%**	**10.44%**	
AM Peak	**5:30 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**10:30 AM**	**10:15 AM**	**11:00 AM**
Volume	**1**	**0**	**43**	**0**	**5**	**6**	**52**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	8	0	1	1	10
12:30 PM	0	0	14	0	0	1	15
12:45 PM	0	0	6	0	0	2	8
1:00 PM	0	0	11	0	0	3	14
1:15 PM	0	0	7	0	0	1	8
1:30 PM	0	0	4	0	0	1	5
1:45 PM	0	0	9	0	0	0	9
2:00 PM	0	0	10	0	2	0	12
2:15 PM	0	0	9	0	0	1	10
2:30 PM	0	0	17	0	1	2	20
2:45 PM	0	0	10	0	1	1	12
3:00 PM	0	0	2	0	2	3	7
3:15 PM	0	0	9	0	0	0	9
3:30 PM	0	0	4	0	0	1	5
3:45 PM	0	0	10	0	0	1	11
4:00 PM	0	0	13	0	0	2	15
4:15 PM	0	0	8	0	0	0	8
4:30 PM	0	0	12	0	0	0	12
4:45 PM	0	0	11	0	0	0	11
5:00 PM	0	0	5	0	0	0	5
5:15 PM	0	0	8	0	0	0	8
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	2	0	0	0	2
6:00 PM	0	0	12	0	0	0	12
6:15 PM	0	0	5	0	1	0	6
6:30 PM	0	0	21	0	0	0	21
6:45 PM	0	0	2	0	0	0	2
7:00 PM	0	0	19	0	0	0	19
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	4	0	0	0	4
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	3	0	0	0	3
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**294**	**0**	**8**	**20**	**322**
Percentage	**0.00%**	**0.00%**	**91.30%**	**0.00%**	**2.48%**	**6.21%**	
PM Peak	**12:00 PM**	**12:00 PM**	**6:15 PM**	**12:00 PM**	**2:00 PM**	**12:15 PM**	**2:00 PM**
Volume	**0**	**0**	**47**	**0**	**4**	**7**	**54**
Day Total	**1**	**0**	**498**	**0**	**26**	**46**	**571**
Percentage	**0.18%**	**0.00%**	**87.22%**	**0.00%**	**4.55%**	**8.06%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Sunday, December 8, 2024**
Direction: **SB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	1	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	2	0	1	0	3
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	3	0	1	0	4
6:15 AM	0	0	3	0	1	0	4
6:30 AM	0	0	1	0	1	0	2
6:45 AM	0	0	4	0	0	0	4
7:00 AM	0	0	10	0	0	0	10
7:15 AM	0	0	8	0	0	0	8
7:30 AM	0	0	6	0	0	0	6
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	2	0	1	0	3
8:30 AM	0	0	6	0	0	0	6
8:45 AM	0	0	5	0	0	0	5
9:00 AM	0	0	3	0	0	0	3
9:15 AM	0	0	4	0	0	0	4
9:30 AM	0	0	0	0	0	1	1
9:45 AM	0	0	3	0	0	1	4
10:00 AM	0	0	2	0	0	0	2
10:15 AM	0	0	9	0	1	0	10
10:30 AM	0	0	5	0	1	1	7
10:45 AM	0	0	8	0	0	1	9
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	8	0	0	1	9
11:30 AM	0	0	5	0	0	0	5
11:45 AM	0	0	6	0	0	1	7
AM Total	**0**	**0**	**128**	**0**	**8**	**6**	**142**
Percentage	**0.00%**	**0.00%**	**90.14%**	**0.00%**	**5.63%**	**4.23%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**12:00 AM**	**5:30 AM**	**10:30 AM**	**10:15 AM**
Volume	**0**	**0**	**28**	**0**	**3**	**3**	**29**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	4	0	0	0	4
12:15 PM	0	0	7	0	0	0	7
12:30 PM	0	0	5	0	0	0	5
12:45 PM	0	0	5	0	1	0	6
1:00 PM	0	0	13	0	0	0	13
1:15 PM	0	0	4	0	0	1	5
1:30 PM	1	0	10	0	0	1	12
1:45 PM	0	0	25	0	0	0	25
2:00 PM	0	0	9	0	0	0	9
2:15 PM	0	0	6	0	0	0	6
2:30 PM	0	0	10	0	1	0	11
2:45 PM	0	0	10	0	0	0	10
3:00 PM	1	0	9	0	0	1	11
3:15 PM	0	0	5	0	0	0	5
3:30 PM	0	0	5	0	0	0	5
3:45 PM	0	0	7	0	0	0	7
4:00 PM	0	0	3	0	0	0	3
4:15 PM	0	0	5	0	0	1	6
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	3	0	0	2	5
5:00 PM	0	0	3	0	0	0	3
5:15 PM	0	0	5	0	0	0	5
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	9	0	0	0	9
6:00 PM	0	0	7	0	0	1	8
6:15 PM	0	0	6	0	0	0	6
6:30 PM	0	0	11	0	0	0	11
6:45 PM	0	0	11	0	0	0	11
7:00 PM	0	0	21	0	0	1	22
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	4	0	0	0	4
8:15 PM	0	0	2	0	0	1	3
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1
PM Total	**2**	**0**	**245**	**0**	**2**	**10**	**259**
Percentage	**0.77%**	**0.00%**	**94.59%**	**0.00%**	**0.77%**	**3.86%**	
PM Peak	**12:45 PM**	**12:00 PM**	**1:00 PM**	**12:00 PM**	**12:00 PM**	**4:00 PM**	**1:00 PM**
Volume	**1**	**0**	**52**	**0**	**1**	**3**	**55**
Day Total	**2**	**0**	**373**	**0**	**10**	**16**	**401**
Percentage	**0.50%**	**0.00%**	**93.02%**	**0.00%**	**2.49%**	**3.99%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Monday, December 9, 2024**
Direction: **SB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	1	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	1	2
2:45 AM	0	0	1	0	0	1	2
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	1	2
4:30 AM	0	0	1	0	0	1	2
4:45 AM	0	0	2	0	0	4	6
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	6	0	0	1	7
5:30 AM	0	0	11	0	0	1	12
5:45 AM	0	0	8	0	0	0	8
6:00 AM	0	0	10	0	0	2	12
6:15 AM	0	0	3	0	0	2	5
6:30 AM	0	0	11	0	0	1	12
6:45 AM	0	0	20	0	1	0	21
7:00 AM	0	0	15	0	0	3	18
7:15 AM	0	0	22	0	2	3	27
7:30 AM	0	0	21	0	4	3	28
7:45 AM	0	0	17	0	2	7	26
8:00 AM	0	0	13	0	3	1	17
8:15 AM	0	0	15	0	0	2	17
8:30 AM	0	0	8	0	5	2	15
8:45 AM	0	0	8	0	2	2	12
9:00 AM	0	0	13	0	1	3	17
9:15 AM	0	0	10	0	3	2	15
9:30 AM	0	0	4	0	3	4	11
9:45 AM	0	0	14	0	4	1	19
10:00 AM	0	0	14	0	1	3	18
10:15 AM	0	0	12	0	1	4	17
10:30 AM	0	0	11	0	2	3	16
10:45 AM	0	0	6	0	3	2	11
11:00 AM	0	0	10	0	0	3	13
11:15 AM	0	0	10	0	1	6	17
11:30 AM	0	0	10	0	2	1	13
11:45 AM	1	0	17	0	5	5	28
AM Total	**1**	**0**	**335**	**0**	**45**	**78**	**459**
Percentage	**0.22%**	**0.00%**	**72.98%**	**0.00%**	**9.80%**	**16.99%**	
AM Peak	**11:00 AM**	**12:00 AM**	**6:45 AM**	**12:00 AM**	**7:15 AM**	**7:00 AM**	**7:00 AM**
Volume	**1**	**0**	**78**	**0**	**11**	**16**	**99**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	0	3	4	28
12:15 PM	0	0	16	0	3	2	21
12:30 PM	0	0	21	0	3	2	26
12:45 PM	0	0	11	0	3	3	17
1:00 PM	1	1	17	0	1	3	23
1:15 PM	0	0	13	0	0	1	14
1:30 PM	0	0	14	0	2	4	20
1:45 PM	0	0	17	0	2	5	24
2:00 PM	0	0	22	0	2	3	27
2:15 PM	1	0	16	0	4	1	22
2:30 PM	0	0	37	0	4	5	46
2:45 PM	1	0	25	0	4	2	32
3:00 PM	0	0	45	0	2	7	54
3:15 PM	0	0	28	0	3	3	34
3:30 PM	0	0	43	0	1	2	46
3:45 PM	0	0	27	0	0	3	30
4:00 PM	0	0	64	0	0	2	66
4:15 PM	0	0	24	0	3	2	29
4:30 PM	0	0	34	0	2	4	40
4:45 PM	0	0	37	0	1	2	40
5:00 PM	0	0	26	0	0	0	26
5:15 PM	0	0	23	0	2	2	27
5:30 PM	0	0	14	0	1	3	18
5:45 PM	0	0	13	0	1	2	16
6:00 PM	0	0	13	0	0	1	14
6:15 PM	0	0	11	0	1	1	13
6:30 PM	0	0	9	0	0	1	10
6:45 PM	0	0	7	0	0	1	8
7:00 PM	0	0	15	0	0	1	16
7:15 PM	0	0	8	0	0	2	10
7:30 PM	0	0	4	0	0	3	7
7:45 PM	0	0	5	0	1	2	8
8:00 PM	0	0	4	0	0	2	6
8:15 PM	0	0	5	0	1	0	6
8:30 PM	0	0	1	0	0	1	2
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	0	0	0	1	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	1	0	1	1	3
PM Total	**3**	**1**	**713**	**0**	**51**	**85**	**853**
Percentage	**0.35%**	**0.12%**	**83.59%**	**0.00%**	**5.98%**	**9.96%**	
PM Peak	**2:00 PM**	**12:15 PM**	**3:15 PM**	**12:00 PM**	**2:00 PM**	**2:30 PM**	**3:15 PM**
Volume	**2**	**1**	**162**	**0**	**14**	**17**	**176**
Day Total	**4**	**1**	**1048**	**0**	**96**	**163**	**1312**
Percentage	**0.30%**	**0.08%**	**79.88%**	**0.00%**	**7.32%**	**12.42%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-A

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	1	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	5	0	1	0	6
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	1	0	0	1	2
3:00 AM	0	0	6	0	1	1	8
3:15 AM	0	0	0	0	0	1	1
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	3	0	0	1	4
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	2	0	0	1	3
4:30 AM	0	0	1	0	0	1	2
4:45 AM	0	0	5	0	0	1	6
5:00 AM	0	0	0	0	1	2	3
5:15 AM	0	0	5	0	0	4	9
5:30 AM	0	0	9	0	1	3	13
5:45 AM	0	0	14	0	1	0	15
6:00 AM	0	0	7	0	0	1	8
6:15 AM	0	0	7	0	3	4	14
6:30 AM	0	0	7	0	1	1	9
6:45 AM	0	0	13	0	3	1	17
7:00 AM	0	0	22	0	1	2	25
7:15 AM	0	0	15	0	2	3	20
7:30 AM	0	0	18	0	0	6	24
7:45 AM	0	0	26	0	4	1	31
8:00 AM	0	0	20	0	3	3	26
8:15 AM	0	0	12	0	2	1	15
8:30 AM	0	0	11	0	4	4	19
8:45 AM	0	0	9	0	1	6	16
9:00 AM	0	1	7	0	2	0	10
9:15 AM	0	0	7	0	3	2	12
9:30 AM	0	0	5	0	2	0	7
9:45 AM	0	0	6	0	1	1	8
10:00 AM	0	0	3	0	1	3	7
10:15 AM	0	0	10	1	1	3	15
10:30 AM	0	0	6	0	3	3	12
10:45 AM	0	0	8	0	0	6	14
11:00 AM	0	0	8	0	1	0	9
11:15 AM	0	0	7	0	1	2	10
11:30 AM	0	0	6	0	1	1	8
11:45 AM	0	0	17	0	2	2	21
AM Total	**0**	**1**	**323**	**1**	**48**	**73**	**446**
Percentage	**0.00%**	**0.22%**	**72.42%**	**0.22%**	**10.76%**	**16.37%**	
AM Peak	**12:00 AM**	**8:15 AM**	**7:00 AM**	**9:30 AM**	**7:45 AM**	**10:00 AM**	**7:15 AM**
Volume	**0**	**1**	**81**	**1**	**13**	**15**	**101**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	29	1	1	2	33
12:15 PM	0	0	30	0	1	1	32
12:30 PM	0	0	20	0	1	3	24
12:45 PM	0	0	16	0	5	2	23
1:00 PM	0	0	13	0	2	4	19
1:15 PM	0	0	7	0	3	4	14
1:30 PM	0	0	11	0	4	7	22
1:45 PM	0	0	14	0	0	3	17
2:00 PM	0	0	17	0	4	4	25
2:15 PM	0	0	18	0	1	5	24
2:30 PM	0	0	32	0	2	1	35
2:45 PM	0	0	26	0	1	5	32
3:00 PM	0	0	53	0	4	3	60
3:15 PM	0	0	19	0	1	3	23
3:30 PM	0	0	42	0	2	1	45
3:45 PM	0	0	36	0	5	5	46
4:00 PM	0	0	64	0	2	1	67
4:15 PM	0	0	39	0	1	2	42
4:30 PM	0	0	42	0	0	4	46
4:45 PM	0	0	34	0	1	2	37
5:00 PM	0	0	43	0	1	1	45
5:15 PM	0	0	25	0	0	1	26
5:30 PM	0	0	25	0	3	4	32
5:45 PM	0	0	13	0	1	3	17
6:00 PM	0	0	11	0	0	2	13
6:15 PM	0	0	8	0	2	0	10
6:30 PM	0	0	12	0	1	0	13
6:45 PM	0	0	5	0	0	2	7
7:00 PM	0	0	15	0	0	3	18
7:15 PM	0	0	4	0	0	1	5
7:30 PM	0	0	5	0	0	2	7
7:45 PM	0	0	4	0	0	3	7
8:00 PM	0	0	4	0	0	1	5
8:15 PM	0	0	3	0	1	1	5
8:30 PM	0	0	2	0	0	5	7
8:45 PM	0	0	2	0	0	2	4
9:00 PM	0	0	2	0	0	2	4
9:15 PM	0	0	3	0	0	2	5
9:30 PM	0	0	2	0	0	2	4
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	1	1	4
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	8	0	0	1	9
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	3	0	1	0	4
PM Total	**0**	**0**	**775**	**1**	**52**	**101**	**929**
Percentage	**0.00%**	**0.00%**	**83.42%**	**0.11%**	**5.60%**	**10.87%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**12:45 PM**	**1:30 PM**	**3:45 PM**
Volume	**0**	**0**	**181**	**1**	**14**	**19**	**201**
Day Total	**0**	**1**	**1098**	**2**	**100**	**174**	**1375**
Percentage	**0.00%**	**0.07%**	**79.85%**	**0.15%**	**7.27%**	**12.65%**	

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-A**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	4	34	2	26	0	30	2	9	2	6	3	20	3	19	2	21
12:15	1	24	3	26	0	20	2	12	0	5	1	21	3	29	1	20
12:30	2	23	3	24	0	28	1	3	1	10	1	18	1	18	1	18
12:45	0	17	0	15	0	17	1	10	0	9	1	17	1	15	0	14
1:00	0	19	0	19	0	18	1	7	0	5	2	15	1	13	1	14
1:15	1	12	3	17	3	18	2	8	0	8	1	25	0	17	1	15
1:30	1	10	0	12	4	19	1	11	2	8	1	12	2	17	2	13
1:45	0	23	2	18	1	19	1	5	1	7	0	16	0	20	1	15
2:00	2	16	1	23	2	21	1	15	0	5	1	16	1	15	1	16
2:15	4	13	0	14	1	17	0	13	0	8	1	17	6	14	2	14
2:30	5	17	1	15	3	18	1	8	1	7	6	15	7	17	3	14
2:45	9	16	7	26	2	19	2	14	2	7	5	17	12	22	6	17
3:00	6	13	0	13	2	17	5	6	3	9	3	25	5	25	3	15
3:15	3	15	4	16	2	15	1	8	0	3	5	20	2	15	2	13
3:30	4	30	4	18	3	17	3	8	0	9	3	23	2	18	3	18
3:45	5	20	7	32	5	27	1	4	0	5	6	34	6	17	4	20
4:00	7	28	7	22	3	28	2	8	0	9	10	25	8	44	5	23
4:15	12	32	7	28	10	24	5	9	2	5	8	26	8	25	7	21
4:30	17	19	10	21	18	26	12	8	0	8	27	26	19	27	15	19
4:45	20	16	25	18	22	16	3	4	1	2	13	15	21	15	15	12
5:00	9	26	16	12	13	12	4	6	2	3	6	14	8	7	8	11
5:15	23	16	11	13	21	16	5	5	1	6	20	17	24	14	15	12
5:30	21	13	29	12	23	11	8	2	2	4	27	9	25	14	19	9
5:45	35	8	24	13	41	13	25	9	19	10	42	11	38	13	32	11
6:00	31	14	20	18	31	9	17	1	6	1	20	14	25	12	21	10
6:15	29	12	25	9	31	18	12	10	7	8	23	15	27	17	22	13
6:30	35	13	34	7	32	18	20	11	8	15	43	11	25	18	28	13
6:45	48	21	41	19	41	15	27	9	16	12	43	13	38	13	36	15
7:00	31	7	32	6	26	3	12	5	9	2	43	7	43	13	28	6
7:15	36	4	34	7	29	6	12	2	9	2	29	4	36	5	26	4
7:30	31	10	23	8	43	5	15	2	5	2	31	8	31	0	26	5
7:45	28	6	26	1	34	5	10	3	12	0	46	5	38	9	28	4
8:00	33	4	14	5	25	5	7	2	10	2	20	4	31	4	20	4
8:15	20	4	21	2	22	5	7	1	6	2	27	2	20	3	18	3
8:30	19	4	25	10	17	3	6	2	11	4	18	2	24	7	17	5
8:45	27	4	20	3	11	2	5	1	4	0	19	3	24	4	16	2
9:00	22	3	7	3	25	2	9	2	7	2	15	4	23	2	15	3
9:15	18	5	15	6	22	4	4	4	6	3	17	3	14	4	14	4
9:30	17	5	18	2	12	4	8	2	3	2	19	5	15	4	13	3
9:45	7	2	11	1	12	2	7	3	5	3	23	2	15	3	11	2
10:00	16	5	15	4	7	3	10	2	4	2	11	4	13	6	11	4
10:15	13	2	16	0	10	3	7	1	6	6	19	1	11	2	12	2
10:30	7	2	10	3	9	4	12	0	5	3	13	2	16	5	10	3
10:45	17	3	13	3	17	3	4	2	6	1	8	4	12	1	11	2
11:00	18	1	10	0	15	1	12	4	7	0	21	0	25	1	15	1
11:15	14	3	9	1	25	1	5	1	2	0	20	3	20	1	14	1
11:30	30	6	22	4	20	5	8	3	6	1	21	2	20	3	18	3
11:45	28	2	22	4	18	2	10	6	8	2	18	5	18	6	17	4
Total	**766**	**602**	**649**	**579**	**713**	**594**	**335**	**271**	**207**	**233**	**760**	**577**	**767**	**593**	**600**	**493**
Day Total	**1368**		**1228**		**1307**		**606**		**440**		**1337**		**1360**		**1092**	
Peak HR	**6:30 AM**	**3:30 PM**	**6:30 AM**	**3:45 PM**	**6:45 AM**	**3:45 PM**	**6:00 AM**	**2:00 PM**	**6:30 AM**	**6:15 PM**	**6:30 AM**	**3:45 PM**	**6:45 AM**	**3:45 PM**	**6:30 AM**	**3:45 PM**
Volume	**150**	**110**	**141**	**103**	**139**	**105**	**76**	**50**	**42**	**37**	**158**	**111**	**148**	**113**	**119**	**84**

Patton Road
south of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-A**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	34	2	13	3	25	2	7	1	4	0	28	0	33	2	21
12:15	3	28	2	29	0	30	0	10	1	7	0	21	1	32	1	22
12:30	1	23	4	20	2	38	3	15	0	5	2	26	2	24	2	22
12:45	4	25	4	25	2	25	2	8	1	6	2	17	1	23	2	18
1:00	3	22	1	20	1	14	0	14	0	13	1	23	0	19	1	18
1:15	0	14	2	28	1	20	0	8	0	5	1	14	0	14	1	15
1:30	0	26	0	21	1	32	1	5	0	12	0	20	1	22	0	20
1:45	3	16	1	24	3	20	1	9	1	25	2	24	0	17	2	19
2:00	6	26	6	34	3	28	2	12	0	9	0	27	3	25	3	23
2:15	3	30	7	27	5	20	2	10	2	6	0	22	6	24	4	20
2:30	2	33	0	42	1	31	1	20	0	11	2	46	4	35	1	31
2:45	1	25	3	35	2	29	0	12	0	10	2	32	2	32	1	25
3:00	7	49	1	39	1	41	0	7	1	11	0	54	8	60	3	37
3:15	4	32	1	30	3	32	4	9	1	5	2	34	1	23	2	24
3:30	2	57	2	47	0	45	1	5	1	5	0	46	3	45	1	36
3:45	1	40	0	35	3	39	0	11	1	7	1	30	4	46	1	30
4:00	2	64	1	64	1	49	1	15	0	3	1	66	2	67	1	47
4:15	2	30	3	23	3	38	4	8	1	6	2	29	3	42	3	25
4:30	0	44	3	47	3	43	2	12	0	3	2	40	2	46	2	34
4:45	4	32	4	30	3	32	2	11	2	5	6	40	6	37	4	27
5:00	4	35	2	39	3	44	1	5	0	3	1	26	3	45	2	28
5:15	6	24	6	23	5	18	0	8	0	5	7	27	9	26	5	19
5:30	15	21	11	23	8	11	3	3	3	2	12	18	13	32	9	16
5:45	9	20	12	16	14	14	6	2	3	9	8	16	15	17	10	13
6:00	10	16	12	12	11	18	3	12	4	8	12	14	8	13	9	13
6:15	2	16	8	2	7	10	4	6	4	6	5	13	14	10	6	9
6:30	8	14	7	8	8	23	6	21	2	11	12	10	9	13	7	14
6:45	17	8	25	7	18	16	7	2	4	11	21	8	17	7	16	8
7:00	23	20	27	22	31	29	13	19	10	22	18	16	25	18	21	21
7:15	13	12	17	14	18	4	14	4	8	2	27	10	20	5	17	7
7:30	17	4	14	5	21	9	2	4	6	1	28	7	24	7	16	5
7:45	34	6	21	6	21	5	7	3	1	1	26	8	31	7	20	5
8:00	27	7	17	3	22	10	5	4	6	4	17	6	26	5	17	6
8:15	18	8	16	6	14	6	3	2	3	3	17	6	15	5	12	5
8:30	15	0	15	6	12	8	9	2	6	1	15	2	19	7	13	4
8:45	14	5	11	0	9	5	6	0	5	1	12	4	16	4	10	3
9:00	19	7	17	4	11	2	8	0	3	1	17	1	10	4	12	3
9:15	18	0	12	2	15	1	10	0	4	2	15	1	12	5	12	2
9:30	13	4	11	3	18	1	7	1	1	2	11	2	7	4	10	2
9:45	14	3	11	6	12	2	10	3	4	2	19	1	8	3	11	3
10:00	13	2	11	2	13	2	14	0	2	0	18	3	7	4	11	2
10:15	16	1	11	1	16	2	12	3	10	1	17	1	15	1	14	1
10:30	11	5	17	1	21	2	11	1	7	1	16	0	12	9	14	3
10:45	11	3	16	2	11	3	8	3	9	0	11	6	14	0	11	2
11:00	8	4	8	2	17	9	16	4	3	0	13	1	9	1	11	3
11:15	22	2	13	1	18	6	10	0	9	1	17	0	10	1	14	2
11:30	17	6	14	4	21	3	15	0	5	0	13	4	8	6	13	3
11:45	10	4	17	2	18	3	11	2	7	1	28	3	21	4	16	3
Total	**455**	**907**	**426**	**855**	**454**	**897**	**249**	**322**	**142**	**259**	**459**	**853**	**446**	**929**	**376**	**717**
Day Total	**1362**		**1281**		**1351**		**571**		**401**		**1312**		**1375**		**1093**	
Peak HR	**7:30 AM**	**3:15 PM**	**6:45 AM**	**3:15 PM**	**7:00 AM**	**3:30 PM**	**11:00 AM**	**2:00 PM**	**10:15 AM**	**1:00 PM**	**7:00 AM**	**3:15 PM**	**7:15 AM**	**3:45 PM**	**7:00 AM**	**3:30 PM**
Volume	**96**	**193**	**83**	**176**	**91**	**171**	**52**	**54**	**29**	**55**	**99**	**176**	**101**	**201**	**74**	**137**

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	1	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	8	0	1	1	10
5:00 AM	0	0	3	0	1	0	4
5:15 AM	0	0	6	0	0	0	6
5:30 AM	0	0	10	0	0	0	10
5:45 AM	1	0	10	0	0	0	11
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	9	0	1	0	10
6:30 AM	0	0	24	0	0	0	24
6:45 AM	0	0	24	0	0	0	24
7:00 AM	0	0	22	0	4	0	26
7:15 AM	0	0	25	0	3	0	28
7:30 AM	0	0	29	2	1	0	32
7:45 AM	0	0	31	0	0	0	31
8:00 AM	0	0	28	0	0	2	30
8:15 AM	0	0	22	0	2	3	27
8:30 AM	0	0	20	1	1	2	24
8:45 AM	0	0	17	0	0	1	18
9:00 AM	0	0	25	0	2	0	27
9:15 AM	0	0	21	0	0	0	21
9:30 AM	0	0	20	0	0	3	23
9:45 AM	0	0	12	0	1	1	14
10:00 AM	0	0	17	0	2	3	22
10:15 AM	0	0	10	0	1	0	11
10:30 AM	0	0	22	0	1	3	26
10:45 AM	0	0	17	0	0	0	17
11:00 AM	0	0	8	0	1	2	11
11:15 AM	0	0	22	0	1	1	24
11:30 AM	0	0	25	0	0	1	26
11:45 AM	0	0	21	0	4	0	25
AM Total	**1**	**0**	**527**	**3**	**28**	**24**	**583**
Percentage	**0.17%**	**0.00%**	**90.39%**	**0.51%**	**4.80%**	**4.12%**	
AM Peak	**5:00 AM**	**12:00 AM**	**7:15 AM**	**6:45 AM**	**6:45 AM**	**8:00 AM**	**7:15 AM**
Volume	**1**	**0**	**113**	**2**	**8**	**8**	**121**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	36	0	3	0	39
12:15 PM	0	0	25	0	1	0	26
12:30 PM	0	0	30	0	1	2	33
12:45 PM	0	0	32	0	0	1	33
1:00 PM	0	0	23	0	3	1	27
1:15 PM	0	0	23	0	2	1	26
1:30 PM	0	0	27	0	0	0	27
1:45 PM	0	0	18	0	2	2	22
2:00 PM	0	0	20	0	5	1	26
2:15 PM	0	0	14	0	1	1	16
2:30 PM	0	0	30	0	1	0	31
2:45 PM	0	0	18	0	4	1	23
3:00 PM	0	0	16	0	1	1	18
3:15 PM	0	0	26	1	2	1	30
3:30 PM	0	0	28	0	0	0	28
3:45 PM	0	0	22	0	0	1	23
4:00 PM	0	0	35	0	0	1	36
4:15 PM	0	0	21	0	1	1	23
4:30 PM	0	0	34	0	0	0	34
4:45 PM	0	0	32	0	2	0	34
5:00 PM	0	0	27	0	0	0	27
5:15 PM	0	0	30	0	0	0	30
5:30 PM	0	0	15	0	1	0	16
5:45 PM	0	0	16	0	0	1	17
6:00 PM	0	0	19	0	0	0	19
6:15 PM	0	0	11	0	0	0	11
6:30 PM	0	0	20	0	0	0	20
6:45 PM	0	0	15	0	0	1	16
7:00 PM	0	0	7	0	0	0	7
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	9	0	0	0	9
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	4	0	0	0	4
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	3	0	1	0	4
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	2	0	1	0	3
9:30 PM	0	0	8	0	0	0	8
9:45 PM	0	0	3	0	1	0	4
10:00 PM	0	0	3	0	1	0	4
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	2	0	1	0	3
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	3	0	2	0	5
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**743**	**1**	**37**	**17**	**798**
Percentage	**0.00%**	**0.00%**	**93.11%**	**0.13%**	**4.64%**	**2.13%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**	**2:00 PM**	**12:30 PM**	**12:00 PM**
Volume	**0**	**0**	**123**	**1**	**11**	**5**	**131**

Day Total	**1**	**0**	**1270**	**4**	**65**	**41**	**1381**
Percentage	**0.07%**	**0.00%**	**91.96%**	**0.29%**	**4.71%**	**2.97%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	2	0	1	0	3
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	4	0	1	0	5
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	2	1	4
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	2	0	4
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	4	0	2	0	6
4:30 AM	0	0	4	0	1	0	5
4:45 AM	0	0	6	0	2	0	8
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	9	0	1	0	10
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	13	0	2	0	15
6:00 AM	0	0	10	0	2	0	12
6:15 AM	0	0	10	0	2	1	13
6:30 AM	0	0	15	0	0	0	15
6:45 AM	0	0	32	0	1	0	33
7:00 AM	0	0	18	0	1	0	19
7:15 AM	0	0	28	0	3	1	32
7:30 AM	0	0	25	1	1	0	27
7:45 AM	0	0	32	1	1	0	34
8:00 AM	0	0	14	0	2	1	17
8:15 AM	0	0	24	0	3	0	27
8:30 AM	0	0	31	1	2	0	34
8:45 AM	0	0	21	0	1	3	25
9:00 AM	0	0	22	0	2	1	25
9:15 AM	0	0	11	0	1	2	14
9:30 AM	0	0	17	0	5	1	23
9:45 AM	0	0	12	0	3	1	16
10:00 AM	0	0	7	0	2	1	10
10:15 AM	0	0	9	0	0	0	9
10:30 AM	0	0	12	0	2	1	15
10:45 AM	0	0	12	0	1	0	13
11:00 AM	0	0	11	0	3	2	16
11:15 AM	0	0	23	0	3	0	26
11:30 AM	0	0	28	0	1	2	31
11:45 AM	0	0	28	0	0	2	30
AM Total	**0**	**0**	**523**	**3**	**56**	**21**	**603**
Percentage	**0.00%**	**0.00%**	**86.73%**	**0.50%**	**9.29%**	**3.48%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**7:00 AM**	**9:00 AM**	**8:45 AM**	**7:00 AM**
Volume	**0**	**0**	**103**	**2**	**11**	**7**	**112**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	27	0	0	1	28
12:15 PM	0	0	27	0	0	3	30
12:30 PM	0	0	24	0	0	1	25
12:45 PM	0	0	29	0	1	3	33
1:00 PM	0	0	18	0	2	2	22
1:15 PM	0	0	19	0	0	0	19
1:30 PM	0	0	15	0	0	2	17
1:45 PM	0	0	13	0	1	1	15
2:00 PM	0	0	15	0	3	0	18
2:15 PM	0	0	17	1	0	3	21
2:30 PM	0	0	14	0	1	1	16
2:45 PM	0	0	20	0	0	1	21
3:00 PM	0	0	22	1	1	0	24
3:15 PM	0	0	26	0	3	1	30
3:30 PM	0	0	32	0	1	0	33
3:45 PM	0	0	23	0	0	1	24
4:00 PM	0	0	29	0	0	0	29
4:15 PM	0	0	31	0	2	0	33
4:30 PM	0	0	34	0	1	1	36
4:45 PM	0	0	25	0	0	0	25
5:00 PM	0	0	26	0	0	0	26
5:15 PM	0	0	30	0	1	0	31
5:30 PM	0	0	23	0	0	1	24
5:45 PM	0	0	16	0	0	0	16
6:00 PM	0	0	16	0	0	0	16
6:15 PM	0	0	14	0	0	0	14
6:30 PM	0	0	17	0	0	0	17
6:45 PM	0	0	12	0	0	0	12
7:00 PM	0	0	24	0	0	0	24
7:15 PM	0	0	17	0	0	1	18
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	4	0	0	0	4
8:30 PM	0	0	7	0	3	0	10
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	3	0	0	0	3
9:15 PM	0	0	4	0	0	0	4
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**718**	**2**	**20**	**23**	**763**
Percentage	**0.00%**	**0.00%**	**94.10%**	**0.26%**	**2.62%**	**3.01%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**2:15 PM**	**1:45 PM**	**12:15 PM**	**4:00 PM**
Volume	**0**	**0**	**119**	**2**	**5**	**9**	**123**
Day Total	**0**	**0**	**1241**	**5**	**76**	**44**	**1366**
Percentage	**0.00%**	**0.00%**	**90.85%**	**0.37%**	**5.56%**	**3.22%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	1	0	0	2	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	1	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	1	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	5	0	1	2	8
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	6	0	0	0	6
5:30 AM	0	0	9	0	0	1	10
5:45 AM	1	0	9	0	0	0	10
6:00 AM	0	0	8	0	0	0	8
6:15 AM	0	0	14	0	0	0	14
6:30 AM	0	0	19	0	0	1	20
6:45 AM	0	0	26	0	1	0	27
7:00 AM	0	0	22	0	0	1	23
7:15 AM	0	0	28	0	1	1	30
7:30 AM	0	0	35	1	1	1	38
7:45 AM	0	0	31	1	1	0	33
8:00 AM	0	0	33	0	1	0	34
8:15 AM	0	0	27	0	1	1	29
8:30 AM	0	0	29	1	1	0	31
8:45 AM	0	0	18	0	0	1	19
9:00 AM	0	0	17	0	1	0	18
9:15 AM	0	0	16	0	1	1	18
9:30 AM	0	0	15	0	0	0	15
9:45 AM	0	0	19	0	0	3	22
10:00 AM	0	0	10	0	2	0	12
10:15 AM	0	0	17	0	3	0	20
10:30 AM	0	0	13	0	0	2	15
10:45 AM	0	0	12	0	0	1	13
11:00 AM	0	0	29	1	0	1	31
11:15 AM	0	0	26	0	1	1	28
11:30 AM	0	0	27	0	1	1	29
11:45 AM	0	0	22	0	2	2	26
AM Total	**1**	**0**	**571**	**4**	**23**	**23**	**622**
Percentage	**0.16%**	**0.00%**	**91.80%**	**0.64%**	**3.70%**	**3.70%**	
AM Peak	**5:00 AM**	**12:00 AM**	**7:15 AM**	**7:00 AM**	**9:30 AM**	**9:45 AM**	**7:15 AM**
Volume	**1**	**0**	**127**	**2**	**5**	**5**	**135**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	27	0	1	0	28
12:15 PM	0	0	31	0	0	0	31
12:30 PM	0	0	21	0	2	0	23
12:45 PM	0	0	28	1	2	1	32
1:00 PM	0	0	29	1	3	0	33
1:15 PM	0	0	22	1	1	1	25
1:30 PM	0	0	20	0	1	2	23
1:45 PM	0	0	20	0	0	1	21
2:00 PM	0	0	14	0	3	0	17
2:15 PM	0	0	18	0	0	1	19
2:30 PM	0	0	24	0	4	0	28
2:45 PM	0	0	28	0	1	1	30
3:00 PM	0	0	23	0	0	2	25
3:15 PM	0	0	28	1	1	1	31
3:30 PM	0	0	34	0	0	0	34
3:45 PM	0	0	26	0	0	0	26
4:00 PM	0	0	31	0	0	0	31
4:15 PM	0	0	29	0	0	0	29
4:30 PM	0	0	28	0	1	1	30
4:45 PM	0	0	28	0	2	0	30
5:00 PM	0	0	34	0	1	0	35
5:15 PM	0	0	17	0	0	1	18
5:30 PM	0	0	23	0	0	1	24
5:45 PM	0	0	11	0	0	0	11
6:00 PM	0	0	18	0	0	0	18
6:15 PM	0	0	11	0	0	0	11
6:30 PM	0	0	14	0	0	0	14
6:45 PM	0	0	16	0	0	0	16
7:00 PM	0	0	13	0	1	0	14
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	12	0	0	0	12
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	10	0	0	0	10
8:15 PM	0	0	8	0	0	0	8
8:30 PM	0	0	10	0	0	0	10
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	3	0	0	0	3
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	5	0	0	0	5
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**753**	**4**	**24**	**13**	**794**
Percentage	**0.00%**	**0.00%**	**94.84%**	**0.50%**	**3.02%**	**1.64%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:30 PM**	**12:30 PM**	**12:45 PM**	**4:15 PM**
Volume	**0**	**0**	**120**	**3**	**8**	**4**	**124**

Day Total	**1**	**0**	**1324**	**8**	**47**	**36**	**1416**
Percentage	**0.07%**	**0.00%**	**93.50%**	**0.56%**	**3.32%**	**2.54%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	1	0	1
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	1	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	1	0	0	1	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	7	0	0	0	7
6:00 AM	0	0	2	0	0	1	3
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	15	0	0	0	15
6:45 AM	0	0	27	0	0	0	27
7:00 AM	0	0	16	0	0	0	16
7:15 AM	0	0	7	0	0	1	8
7:30 AM	0	0	13	0	0	1	14
7:45 AM	0	0	10	0	0	0	10
8:00 AM	0	0	14	0	0	0	14
8:15 AM	0	0	10	0	0	0	10
8:30 AM	0	0	12	0	0	0	12
8:45 AM	0	0	17	0	1	0	18
9:00 AM	0	0	10	0	0	0	10
9:15 AM	0	0	12	0	0	0	12
9:30 AM	0	0	15	0	1	0	16
9:45 AM	0	0	7	0	1	0	8
10:00 AM	0	0	7	0	0	0	7
10:15 AM	0	0	22	0	0	0	22
10:30 AM	0	0	13	0	0	1	14
10:45 AM	0	0	22	0	3	0	25
11:00 AM	0	0	15	0	1	1	17
11:15 AM	0	0	15	0	0	0	15
11:30 AM	0	0	28	0	0	0	28
11:45 AM	0	0	27	0	0	0	27
AM Total	**0**	**0**	**371**	**0**	**9**	**6**	**386**
Percentage	**0.00%**	**0.00%**	**96.11%**	**0.00%**	**2.33%**	**1.55%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**10:15 AM**	**6:45 AM**	**11:00 AM**
Volume	**0**	**0**	**85**	**0**	**4**	**2**	**87**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	26	0	0	0	26
12:15 PM	0	0	28	0	0	0	28
12:30 PM	0	0	17	0	0	0	17
12:45 PM	0	0	25	0	0	2	27
1:00 PM	0	0	12	0	0	0	12
1:15 PM	0	0	15	0	0	0	15
1:30 PM	0	0	11	0	0	0	11
1:45 PM	0	0	22	0	0	0	22
2:00 PM	0	0	18	0	0	0	18
2:15 PM	0	0	15	0	0	0	15
2:30 PM	0	0	15	0	0	0	15
2:45 PM	0	0	16	0	1	0	17
3:00 PM	0	0	15	0	1	0	16
3:15 PM	0	0	13	0	2	0	15
3:30 PM	0	0	16	0	0	0	16
3:45 PM	0	0	3	0	0	0	3
4:00 PM	0	0	22	0	0	0	22
4:15 PM	0	0	15	0	0	0	15
4:30 PM	0	0	14	0	0	0	14
4:45 PM	0	0	16	0	0	0	16
5:00 PM	0	0	9	0	0	0	9
5:15 PM	0	0	9	0	0	0	9
5:30 PM	0	0	9	0	0	0	9
5:45 PM	0	0	7	0	0	0	7
6:00 PM	0	0	12	0	1	0	13
6:15 PM	0	0	16	0	0	0	16
6:30 PM	0	0	19	0	0	0	19
6:45 PM	0	0	16	0	0	0	16
7:00 PM	0	0	10	0	0	0	10
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	6	0	0	0	6
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	9	0	0	0	9
8:15 PM	0	0	8	0	0	0	8
8:30 PM	0	0	8	0	0	0	8
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	1	0	3	0	4
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	0	5	0	0	0	5
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**518**	**0**	**8**	**2**	**528**
Percentage	**0.00%**	**0.00%**	**98.11%**	**0.00%**	**1.52%**	**0.38%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**96**	**0**	**4**	**2**	**98**
Day Total	**0**	**0**	**889**	**0**	**17**	**8**	**914**
Percentage	**0.00%**	**0.00%**	**97.26%**	**0.00%**	**1.86%**	**0.88%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Sunday, December 8, 2024**
Direction: **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-B

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	2	0	1	0	3
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	1	0	1
4:45 AM	0	0	0	0	3	0	3
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	1	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	2	0	2	0	4
6:00 AM	0	0	2	0	1	0	3
6:15 AM	0	0	4	0	2	0	6
6:30 AM	0	0	6	0	1	0	7
6:45 AM	0	0	8	0	0	1	9
7:00 AM	0	0	3	0	0	0	3
7:15 AM	0	0	8	0	0	0	8
7:30 AM	0	0	4	0	0	0	4
7:45 AM	0	0	7	0	0	0	7
8:00 AM	0	0	17	0	0	0	17
8:15 AM	0	0	16	0	0	0	16
8:30 AM	0	0	16	0	0	0	16
8:45 AM	0	0	9	0	1	0	10
9:00 AM	0	0	11	0	0	0	11
9:15 AM	0	0	11	0	0	0	11
9:30 AM	0	0	4	0	0	0	4
9:45 AM	0	0	9	0	0	0	9
10:00 AM	0	0	10	0	0	1	11
10:15 AM	0	0	6	0	0	0	6
10:30 AM	0	0	8	0	0	0	8
10:45 AM	0	0	8	0	1	2	11
11:00 AM	0	0	12	0	0	1	13
11:15 AM	0	0	11	0	0	0	11
11:30 AM	0	0	20	0	0	0	20
11:45 AM	0	0	23	0	0	0	23
AM Total	**0**	**0**	**252**	**0**	**16**	**5**	**273**
Percentage	**0.00%**	**0.00%**	**92.31%**	**0.00%**	**5.86%**	**1.83%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**5:45 AM**	**10:00 AM**	**11:00 AM**
Volume	**0**	**0**	**66**	**0**	**6**	**3**	**67**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	14	0	0	0	14
12:15 PM	0	0	12	0	0	0	12
12:30 PM	0	0	16	0	0	0	16
12:45 PM	0	0	16	0	0	1	17
1:00 PM	0	0	9	0	0	0	9
1:15 PM	0	0	22	0	0	0	22
1:30 PM	0	0	20	0	0	1	21
1:45 PM	0	0	15	0	0	1	16
2:00 PM	0	0	13	0	0	0	13
2:15 PM	0	0	11	0	0	0	11
2:30 PM	0	0	8	0	0	0	8
2:45 PM	0	0	10	0	0	0	10
3:00 PM	1	0	9	0	0	0	10
3:15 PM	0	0	5	0	0	0	5
3:30 PM	0	0	22	0	0	0	22
3:45 PM	0	0	8	0	0	0	8
4:00 PM	0	0	7	0	0	0	7
4:15 PM	0	0	7	0	0	0	7
4:30 PM	0	0	8	0	0	0	8
4:45 PM	0	0	4	0	0	0	4
5:00 PM	0	0	3	0	0	0	3
5:15 PM	0	0	7	0	0	0	7
5:30 PM	0	0	7	0	0	0	7
5:45 PM	0	0	7	0	0	0	7
6:00 PM	0	0	7	0	0	0	7
6:15 PM	0	0	5	1	0	1	7
6:30 PM	0	0	6	0	0	0	6
6:45 PM	0	0	11	0	0	0	11
7:00 PM	0	0	4	0	0	0	4
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	4	0	0	1	5
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	1	2	0	0	0	3
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1
PM Total	**1**	**1**	**336**	**1**	**0**	**5**	**344**
Percentage	**0.29%**	**0.29%**	**97.67%**	**0.29%**	**0.00%**	**1.45%**	
PM Peak	**2:15 PM**	**9:15 PM**	**1:15 PM**	**5:30 PM**	**12:00 PM**	**12:45 PM**	**1:15 PM**
Volume	**1**	**1**	**70**	**1**	**0**	**2**	**72**
Day Total	**1**	**1**	**588**	**1**	**16**	**10**	**617**
Percentage	**0.16%**	**0.16%**	**95.30%**	**0.16%**	**2.59%**	**1.62%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	1	1	2
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	4	0	1	0	5
5:15 AM	0	0	7	0	1	0	8
5:30 AM	0	0	7	0	1	0	8
5:45 AM	0	0	8	0	0	0	8
6:00 AM	0	0	7	0	0	0	7
6:15 AM	0	0	15	0	0	0	15
6:30 AM	0	0	15	0	0	0	15
6:45 AM	0	0	35	0	1	0	36
7:00 AM	0	0	15	0	0	2	17
7:15 AM	0	0	30	0	0	0	30
7:30 AM	0	0	41	1	0	0	42
7:45 AM	0	0	44	1	0	3	48
8:00 AM	0	0	21	0	1	0	22
8:15 AM	0	0	23	0	0	1	24
8:30 AM	0	0	18	1	7	0	26
8:45 AM	0	0	14	0	0	1	15
9:00 AM	0	0	10	0	0	0	10
9:15 AM	0	0	13	0	0	1	14
9:30 AM	0	0	8	0	2	0	10
9:45 AM	0	0	12	0	0	3	15
10:00 AM	0	0	9	0	3	2	14
10:15 AM	0	0	18	0	2	2	22
10:30 AM	0	0	13	0	0	0	13
10:45 AM	0	0	13	0	0	0	13
11:00 AM	0	0	16	0	3	0	19
11:15 AM	0	0	11	0	0	1	12
11:30 AM	0	0	21	0	2	0	23
11:45 AM	0	0	24	0	1	0	25
AM Total	**0**	**0**	**494**	**3**	**26**	**17**	**540**
Percentage	**0.00%**	**0.00%**	**91.48%**	**0.56%**	**4.81%**	**3.15%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**7:00 AM**	**7:45 AM**	**9:30 AM**	**7:15 AM**
Volume	**0**	**0**	**136**	**2**	**8**	**7**	**142**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	30	0	1	1	32
12:15 PM	0	0	21	0	0	0	21
12:30 PM	0	0	27	0	5	1	33
12:45 PM	0	0	18	0	1	0	19
1:00 PM	0	0	27	0	0	0	27
1:15 PM	0	0	18	0	2	2	22
1:30 PM	0	0	20	0	1	2	23
1:45 PM	0	0	12	0	1	0	13
2:00 PM	0	0	14	0	2	0	16
2:15 PM	0	0	20	0	0	2	22
2:30 PM	0	0	22	0	1	0	23
2:45 PM	0	0	14	0	0	3	17
3:00 PM	0	0	16	1	2	2	21
3:15 PM	0	0	14	0	1	0	15
3:30 PM	0	0	30	0	1	1	32
3:45 PM	0	0	22	0	1	1	24
4:00 PM	0	0	36	0	1	0	37
4:15 PM	0	0	26	0	0	3	29
4:30 PM	0	0	25	0	0	1	26
4:45 PM	0	0	24	0	1	1	26
5:00 PM	0	0	23	0	1	0	24
5:15 PM	0	0	19	0	0	0	19
5:30 PM	0	0	9	0	1	0	10
5:45 PM	0	0	10	0	0	0	10
6:00 PM	0	0	15	0	0	0	15
6:15 PM	0	0	6	0	0	0	6
6:30 PM	0	0	10	0	0	1	11
6:45 PM	0	0	15	0	0	0	15
7:00 PM	0	0	12	0	0	0	12
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	3	0	0	0	3
7:45 PM	0	0	8	0	0	0	8
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	5	0	0	1	6
8:30 PM	0	0	8	0	0	0	8
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	3	0	0	0	3
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	3	0	0	1	4
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**614**	**1**	**23**	**23**	**661**
Percentage	**0.00%**	**0.00%**	**92.89%**	**0.15%**	**3.48%**	**3.48%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**2:15 PM**	**12:30 PM**	**2:15 PM**	**3:30 PM**
Volume	**0**	**0**	**114**	**1**	**8**	**7**	**122**
Day Total	**0**	**0**	**1108**	**4**	**49**	**40**	**1201**
Percentage	**0.00%**	**0.00%**	**92.26%**	**0.33%**	**4.08%**	**3.33%**	

Barnum Road
west of Patton Road
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Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	1	0	1
2:00 AM	0	0	3	0	1	0	4
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	0	0	1	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	7	0	1	0	8
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	5	0	0	2	7
5:30 AM	0	0	9	0	0	0	9
5:45 AM	0	0	12	0	1	1	14
6:00 AM	0	0	9	0	0	1	10
6:15 AM	0	0	15	0	0	0	15
6:30 AM	0	0	20	0	0	0	20
6:45 AM	0	0	36	0	1	0	37
7:00 AM	0	0	28	0	1	0	29
7:15 AM	0	0	15	0	2	0	17
7:30 AM	0	0	29	1	0	0	30
7:45 AM	0	0	28	1	2	0	31
8:00 AM	0	0	21	0	2	1	24
8:15 AM	0	0	24	0	0	0	24
8:30 AM	0	0	21	1	1	0	23
8:45 AM	0	0	18	0	2	0	20
9:00 AM	0	0	15	0	3	1	19
9:15 AM	0	0	16	0	0	0	16
9:30 AM	0	0	13	0	1	0	14
9:45 AM	0	0	13	0	1	1	15
10:00 AM	0	0	12	0	0	1	13
10:15 AM	0	0	13	0	0	1	14
10:30 AM	0	0	16	0	4	1	21
10:45 AM	0	0	15	0	1	0	16
11:00 AM	0	0	17	0	3	2	22
11:15 AM	0	0	13	0	2	1	16
11:30 AM	0	0	24	0	1	0	25
11:45 AM	0	0	22	0	0	0	22
AM Total	**0**	**0**	**508**	**3**	**33**	**14**	**558**
Percentage	**0.00%**	**0.00%**	**91.04%**	**0.54%**	**5.91%**	**2.51%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**7:00 AM**	**10:30 AM**	**5:15 AM**	**6:45 AM**
Volume	**0**	**0**	**108**	**2**	**10**	**4**	**113**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	2	2	36
12:15 PM	0	0	29	0	2	2	33
12:30 PM	0	0	22	0	2	1	25
12:45 PM	0	0	31	0	1	2	34
1:00 PM	0	0	24	0	3	2	29
1:15 PM	0	0	19	0	1	4	24
1:30 PM	0	0	12	0	0	1	13
1:45 PM	0	0	18	0	0	0	18
2:00 PM	0	0	11	0	2	1	14
2:15 PM	0	0	24	0	0	0	24
2:30 PM	0	0	28	0	1	2	31
2:45 PM	0	0	21	0	0	2	23
3:00 PM	0	0	24	0	0	0	24
3:15 PM	0	0	21	1	1	2	25
3:30 PM	0	0	35	0	0	0	35
3:45 PM	0	0	14	0	1	2	17
4:00 PM	0	0	40	0	0	1	41
4:15 PM	0	0	26	0	2	0	28
4:30 PM	0	0	37	0	1	0	38
4:45 PM	0	0	28	0	0	0	28
5:00 PM	0	0	26	0	0	0	26
5:15 PM	0	0	12	0	0	0	12
5:30 PM	0	0	17	0	1	2	20
5:45 PM	0	0	19	0	0	0	19
6:00 PM	0	0	15	0	0	0	15
6:15 PM	0	0	18	0	0	1	19
6:30 PM	0	0	15	0	0	1	16
6:45 PM	0	0	10	0	0	0	10
7:00 PM	0	0	12	0	0	0	12
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	6	0	0	0	6
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	5	0	0	1	6
9:15 PM	0	0	7	0	0	0	7
9:30 PM	0	0	3	0	1	0	4
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	3	0	0	1	4
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**700**	**1**	**21**	**30**	**752**
Percentage	**0.00%**	**0.00%**	**93.09%**	**0.13%**	**2.79%**	**3.99%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**2:30 PM**	**12:15 PM**	**12:30 PM**	**4:00 PM**
Volume	**0**	**0**	**131**	**1**	**8**	**9**	**135**
Day Total	**0**	**0**	**1208**	**4**	**54**	**44**	**1310**
Percentage	**0.00%**	**0.00%**	**92.21%**	**0.31%**	**4.12%**	**3.36%**	

Barnum Road
west of Patton Road
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Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	3	0	2	0	5
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	0	1	3
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	4	0	0	1	5
5:45 AM	0	0	7	0	1	0	8
6:00 AM	0	0	7	0	0	0	7
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	12	0	0	0	12
6:45 AM	0	0	14	0	1	1	16
7:00 AM	0	0	19	0	0	1	20
7:15 AM	0	0	14	0	0	0	14
7:30 AM	0	0	16	0	3	2	21
7:45 AM	0	0	32	0	1	2	35
8:00 AM	0	0	26	0	2	1	29
8:15 AM	0	0	37	0	1	0	38
8:30 AM	0	0	19	0	1	2	22
8:45 AM	0	0	22	0	2	1	25
9:00 AM	0	0	16	0	0	2	18
9:15 AM	0	0	17	0	2	0	19
9:30 AM	0	0	12	0	2	0	14
9:45 AM	0	0	6	0	0	1	7
10:00 AM	0	0	18	0	1	1	20
10:15 AM	0	0	11	0	0	3	14
10:30 AM	0	0	12	0	2	1	15
10:45 AM	0	0	11	0	4	1	16
11:00 AM	0	0	9	0	5	0	14
11:15 AM	0	0	19	0	2	1	22
11:30 AM	0	0	16	0	1	4	21
11:45 AM	0	0	28	0	2	1	31
AM Total	**0**	**0**	**429**	**0**	**35**	**29**	**493**
Percentage	**0.00%**	**0.00%**	**87.02%**	**0.00%**	**7.10%**	**5.88%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**10:30 AM**	**9:45 AM**	**7:45 AM**
Volume	**0**	**0**	**114**	**0**	**13**	**6**	**124**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	2	2	36
12:15 PM	0	0	32	0	3	1	36
12:30 PM	0	0	28	0	2	0	30
12:45 PM	0	0	23	0	0	0	23
1:00 PM	0	0	22	0	2	4	28
1:15 PM	0	0	18	0	2	1	21
1:30 PM	0	0	15	0	1	0	16
1:45 PM	0	0	13	0	1	1	15
2:00 PM	0	0	18	1	0	2	21
2:15 PM	0	0	28	0	3	1	32
2:30 PM	0	0	19	0	2	3	24
2:45 PM	0	0	24	0	2	4	30
3:00 PM	0	0	20	0	3	1	24
3:15 PM	0	0	10	0	0	0	10
3:30 PM	0	0	35	0	3	1	39
3:45 PM	0	0	36	0	4	0	40
4:00 PM	0	0	36	0	1	0	37
4:15 PM	0	0	42	0	4	0	46
4:30 PM	0	0	24	0	0	2	26
4:45 PM	0	0	33	0	0	0	33
5:00 PM	0	0	25	0	2	0	27
5:15 PM	0	0	23	0	0	0	23
5:30 PM	0	0	27	0	0	0	27
5:45 PM	0	0	18	0	0	2	20
6:00 PM	0	0	18	0	0	0	18
6:15 PM	0	0	12	0	0	0	12
6:30 PM	0	0	10	0	0	0	10
6:45 PM	0	0	9	0	0	0	9
7:00 PM	0	0	16	0	0	0	16
7:15 PM	0	0	4	0	0	1	5
7:30 PM	0	0	7	0	0	1	8
7:45 PM	0	0	6	0	0	0	6
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	5	0	0	0	5
8:30 PM	0	0	5	0	1	0	6
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	4	0	1	0	5
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	1	0	3
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	4	0	1	0	5
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	0	0	1	0	1
PM Total	**0**	**0**	**734**	**1**	**42**	**27**	**804**
Percentage	**0.00%**	**0.00%**	**91.29%**	**0.12%**	**5.22%**	**3.36%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**1:15 PM**	**3:30 PM**	**2:00 PM**	**3:30 PM**
Volume	**0**	**0**	**149**	**1**	**12**	**10**	**162**
Day Total	**0**	**0**	**1163**	**1**	**77**	**56**	**1297**
Percentage	**0.00%**	**0.00%**	**89.67%**	**0.08%**	**5.94%**	**4.32%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	1	1	2
12:30 AM	0	0	1	0	0	1	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	1	0	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	2	0	3
2:00 AM	0	0	2	0	1	0	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	1	0	3
2:45 AM	0	0	5	0	0	0	5
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	1	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	3	0	1	0	4
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	3	0	1	1	5
5:00 AM	0	0	3	0	0	1	4
5:15 AM	0	0	3	0	1	1	5
5:30 AM	0	0	6	0	0	0	6
5:45 AM	0	0	11	0	1	0	12
6:00 AM	0	0	10	0	0	1	11
6:15 AM	0	0	6	0	0	0	6
6:30 AM	0	0	12	0	0	0	12
6:45 AM	0	0	15	0	1	0	16
7:00 AM	0	0	21	0	1	0	22
7:15 AM	0	0	9	0	3	1	13
7:30 AM	0	0	27	0	1	1	29
7:45 AM	0	0	14	0	2	0	16
8:00 AM	0	0	19	0	1	2	22
8:15 AM	0	0	18	0	2	1	21
8:30 AM	0	0	18	0	7	1	26
8:45 AM	0	0	18	0	2	0	20
9:00 AM	0	0	15	0	2	0	17
9:15 AM	0	0	15	0	1	0	16
9:30 AM	0	0	23	0	0	1	24
9:45 AM	0	0	15	0	2	4	21
10:00 AM	0	0	15	0	3	5	23
10:15 AM	0	0	11	0	1	1	13
10:30 AM	0	0	9	0	4	1	14
10:45 AM	0	0	12	0	2	5	19
11:00 AM	0	0	13	0	0	0	13
11:15 AM	0	0	10	0	2	2	14
11:30 AM	0	0	24	0	3	1	28
11:45 AM	0	0	20	0	0	2	22
AM Total	**0**	**0**	**421**	**0**	**51**	**34**	**506**
Percentage	**0.00%**	**0.00%**	**83.20%**	**0.00%**	**10.08%**	**6.72%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**8:15 AM**	**10:00 AM**	**8:00 AM**
Volume	**0**	**0**	**78**	**0**	**13**	**12**	**89**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	28	0	3	2	33
12:15 PM	0	0	39	0	0	3	42
12:30 PM	0	0	26	0	1	2	29
12:45 PM	0	0	25	0	0	2	27
1:00 PM	0	0	17	0	1	3	21
1:15 PM	0	0	16	0	1	1	18
1:30 PM	0	0	20	0	1	0	21
1:45 PM	0	0	16	0	1	1	18
2:00 PM	0	0	8	0	2	1	11
2:15 PM	0	0	14	1	1	2	18
2:30 PM	0	0	22	0	2	0	24
2:45 PM	0	0	34	0	3	1	38
3:00 PM	0	0	33	0	2	3	38
3:15 PM	0	0	30	0	2	1	33
3:30 PM	0	0	25	0	2	1	28
3:45 PM	0	0	25	1	0	2	28
4:00 PM	0	0	38	0	2	0	40
4:15 PM	0	0	52	0	0	0	52
4:30 PM	0	1	26	0	1	0	28
4:45 PM	0	0	35	0	2	0	37
5:00 PM	0	0	33	0	0	0	33
5:15 PM	0	0	18	0	0	0	18
5:30 PM	0	0	26	0	0	0	26
5:45 PM	0	0	14	0	0	0	14
6:00 PM	0	0	7	0	1	0	8
6:15 PM	0	0	12	0	0	0	12
6:30 PM	0	0	9	0	0	0	9
6:45 PM	0	0	5	0	2	0	7
7:00 PM	0	0	13	0	1	0	14
7:15 PM	0	0	8	0	0	0	8
7:30 PM	0	0	8	0	0	0	8
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	9	0	0	0	9
8:15 PM	0	0	7	0	0	0	7
8:30 PM	0	0	4	0	1	0	5
8:45 PM	0	0	6	0	0	0	6
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	4	0	0	0	4
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	16	0	1	0	17
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**1**	**758**	**2**	**33**	**25**	**819**
Percentage	**0.00%**	**0.12%**	**92.55%**	**0.24%**	**4.03%**	**3.05%**	
PM Peak	**12:00 PM**	**3:45 PM**	**4:00 PM**	**1:30 PM**	**2:30 PM**	**12:15 PM**	**4:00 PM**
Volume	**0**	**1**	**151**	**1**	**9**	**10**	**157**
Day Total	**0**	**1**	**1179**	**2**	**84**	**59**	**1325**
Percentage	**0.00%**	**0.08%**	**88.98%**	**0.15%**	**6.34%**	**4.45%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	1	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	2	0	1	0	3
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	9	0	0	0	9
5:00 AM	0	0	4	0	1	0	5
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	8	0	0	0	8
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	8	0	0	1	9
6:30 AM	0	0	19	0	0	0	19
6:45 AM	0	0	7	0	1	0	8
7:00 AM	0	0	17	0	1	0	18
7:15 AM	0	0	22	0	1	0	23
7:30 AM	0	0	19	0	2	0	21
7:45 AM	0	0	22	0	4	2	28
8:00 AM	0	0	24	0	0	0	24
8:15 AM	0	0	39	0	2	0	41
8:30 AM	0	0	16	0	1	2	19
8:45 AM	0	0	21	0	2	0	23
9:00 AM	0	0	14	0	2	0	16
9:15 AM	0	0	12	0	3	1	16
9:30 AM	0	0	16	0	3	0	19
9:45 AM	0	0	16	0	2	0	18
10:00 AM	0	0	25	0	0	0	25
10:15 AM	0	0	17	0	6	1	24
10:30 AM	0	0	16	0	1	0	17
10:45 AM	0	0	22	1	0	1	24
11:00 AM	0	0	17	0	1	0	18
11:15 AM	0	0	17	0	2	0	19
11:30 AM	0	0	19	0	1	0	20
11:45 AM	0	0	21	0	2	2	25
AM Total	**0**	**0**	**474**	**1**	**41**	**10**	**526**
Percentage	**0.00%**	**0.00%**	**90.11%**	**0.19%**	**7.79%**	**1.90%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**10:00 AM**	**9:30 AM**	**7:45 AM**	**7:30 AM**
Volume	**0**	**0**	**104**	**1**	**11**	**4**	**114**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	34	0	6	1	41
12:15 PM	0	0	21	1	2	2	26
12:30 PM	0	0	29	1	1	1	32
12:45 PM	0	0	24	0	1	0	25
1:00 PM	0	0	18	0	0	0	18
1:15 PM	0	0	21	0	0	1	22
1:30 PM	0	0	18	0	1	2	21
1:45 PM	0	0	14	0	2	1	17
2:00 PM	0	0	13	0	1	2	16
2:15 PM	0	0	15	0	0	0	15
2:30 PM	0	0	11	0	0	1	12
2:45 PM	0	0	20	0	3	0	23
3:00 PM	0	0	28	0	4	0	32
3:15 PM	0	0	20	0	1	0	21
3:30 PM	0	0	32	0	0	2	34
3:45 PM	0	0	26	0	2	1	29
4:00 PM	0	0	37	0	3	1	41
4:15 PM	0	0	35	0	0	2	37
4:30 PM	0	1	35	0	0	0	36
4:45 PM	0	0	34	0	2	0	36
5:00 PM	0	0	41	0	4	0	45
5:15 PM	0	0	28	0	0	2	30
5:30 PM	0	0	20	0	2	0	22
5:45 PM	0	0	23	0	0	0	23
6:00 PM	0	0	18	0	0	0	18
6:15 PM	0	0	17	0	1	1	19
6:30 PM	0	0	14	0	0	0	14
6:45 PM	0	0	21	0	0	0	21
7:00 PM	0	0	15	0	0	1	16
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	6	0	1	0	7
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	9	0	0	0	9
8:15 PM	0	0	8	0	0	0	8
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	3	0	1	0	4
11:45 PM	0	0	4	0	0	0	4
PM Total	**0**	**1**	**758**	**2**	**38**	**21**	**820**
Percentage	**0.00%**	**0.12%**	**92.44%**	**0.24%**	**4.63%**	**2.56%**	
PM Peak	**12:00 PM**	**3:45 PM**	**4:15 PM**	**12:00 PM**	**12:00 PM**	**1:15 PM**	**4:15 PM**
Volume	**0**	**1**	**145**	**2**	**10**	**6**	**154**
Day Total	**0**	**1**	**1232**	**3**	**79**	**31**	**1346**
Percentage	**0.00%**	**0.07%**	**91.53%**	**0.22%**	**5.87%**	**2.30%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	0	1	3
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	5	0	0	0	5
6:30 AM	0	0	4	0	0	0	4
6:45 AM	0	0	9	0	0	0	9
7:00 AM	0	0	9	0	0	0	9
7:15 AM	0	0	9	0	1	0	10
7:30 AM	0	0	8	0	0	0	8
7:45 AM	0	0	13	0	1	0	14
8:00 AM	0	0	15	0	0	1	16
8:15 AM	0	0	13	0	0	0	13
8:30 AM	0	0	10	0	0	0	10
8:45 AM	0	0	11	0	0	0	11
9:00 AM	0	0	18	0	0	0	18
9:15 AM	0	0	17	0	0	0	17
9:30 AM	0	0	12	0	0	0	12
9:45 AM	0	0	13	0	1	0	14
10:00 AM	0	0	19	0	2	1	22
10:15 AM	0	0	17	0	0	1	18
10:30 AM	0	0	15	0	0	0	15
10:45 AM	0	0	7	0	0	0	7
11:00 AM	0	0	19	0	2	0	21
11:15 AM	0	0	20	0	3	1	24
11:30 AM	0	0	17	0	5	0	22
11:45 AM	0	0	26	0	0	0	26
AM Total	**0**	**0**	**332**	**0**	**15**	**5**	**352**
Percentage	**0.00%**	**0.00%**	**94.32%**	**0.00%**	**4.26%**	**1.42%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**10:45 AM**	**9:30 AM**	**11:00 AM**
Volume	**0**	**0**	**82**	**0**	**10**	**2**	**93**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	35	0	0	1	36
12:15 PM	0	0	23	0	0	0	23
12:30 PM	0	0	21	0	0	0	21
12:45 PM	0	0	23	0	0	1	24
1:00 PM	0	0	16	0	0	0	16
1:15 PM	0	0	18	0	0	0	18
1:30 PM	1	0	11	0	0	0	12
1:45 PM	1	0	14	0	0	0	15
2:00 PM	1	0	11	0	0	0	12
2:15 PM	0	0	9	0	1	0	10
2:30 PM	0	0	11	0	0	1	12
2:45 PM	0	0	6	0	0	0	6
3:00 PM	0	0	10	0	1	0	11
3:15 PM	0	0	14	0	0	1	15
3:30 PM	0	0	11	0	0	0	11
3:45 PM	0	0	15	0	0	0	15
4:00 PM	0	0	21	0	0	1	22
4:15 PM	0	0	24	0	1	1	26
4:30 PM	0	0	21	0	0	0	21
4:45 PM	0	0	22	0	0	0	22
5:00 PM	0	0	12	0	0	0	12
5:15 PM	0	0	21	0	0	0	21
5:30 PM	0	0	18	0	0	0	18
5:45 PM	0	0	15	0	0	0	15
6:00 PM	0	0	7	0	0	0	7
6:15 PM	0	0	16	0	0	0	16
6:30 PM	0	0	15	0	0	0	15
6:45 PM	0	0	11	0	0	0	11
7:00 PM	0	0	11	0	0	0	11
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	6	0	0	0	6
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	6	0	0	0	6
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	4	0	1	0	5
PM Total	**3**	**0**	**533**	**0**	**4**	**6**	**546**
Percentage	**0.55%**	**0.00%**	**97.62%**	**0.00%**	**0.73%**	**1.10%**	
PM Peak	**1:15 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:15 PM**	**12:00 PM**	**12:00 PM**
Volume	**3**	**0**	**102**	**0**	**2**	**2**	**104**
Day Total	**3**	**0**	**865**	**0**	**19**	**11**	**898**
Percentage	**0.33%**	**0.00%**	**96.33%**	**0.00%**	**2.12%**	**1.22%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	2	0	1	0	3
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	1	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	1	0	1
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	2	0	2	0	4
5:15 AM	0	0	1	0	2	0	3
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	3	0	1	1	5
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	7	0	1	0	8
6:45 AM	0	0	0	2	1	0	3
7:00 AM	0	0	8	0	0	0	8
7:15 AM	0	0	3	0	0	0	3
7:30 AM	0	0	7	0	0	0	7
7:45 AM	0	0	8	0	0	0	8
8:00 AM	0	0	2	0	0	0	2
8:15 AM	0	0	6	0	0	0	6
8:30 AM	0	0	13	0	1	1	15
8:45 AM	0	0	4	0	0	0	4
9:00 AM	0	0	5	0	0	0	5
9:15 AM	0	0	6	0	0	0	6
9:30 AM	0	0	9	0	0	0	9
9:45 AM	0	0	12	0	0	0	12
10:00 AM	0	0	7	0	0	1	8
10:15 AM	0	0	11	0	0	0	11
10:30 AM	0	0	5	0	0	0	5
10:45 AM	0	0	11	0	1	0	12
11:00 AM	0	0	12	0	0	0	12
11:15 AM	0	0	5	0	0	0	5
11:30 AM	0	0	14	0	0	1	15
11:45 AM	0	0	16	0	0	0	16
AM Total	**0**	**0**	**203**	**2**	**12**	**4**	**221**
Percentage	**0.00%**	**0.00%**	**91.86%**	**0.90%**	**5.43%**	**1.81%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**6:00 AM**	**5:00 AM**	**5:00 AM**	**11:00 AM**
Volume	**0**	**0**	**47**	**2**	**5**	**1**	**48**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	0	0	0	21
12:15 PM	0	0	15	0	0	0	15
12:30 PM	0	0	27	0	0	0	27
12:45 PM	0	0	12	0	1	0	13
1:00 PM	0	0	13	0	0	0	13
1:15 PM	0	0	9	0	1	0	10
1:30 PM	0	0	5	0	0	1	6
1:45 PM	0	0	27	0	0	1	28
2:00 PM	0	0	21	0	0	0	21
2:15 PM	1	0	6	0	0	0	7
2:30 PM	0	0	6	0	0	0	6
2:45 PM	0	0	11	0	0	1	12
3:00 PM	0	0	12	0	0	1	13
3:15 PM	0	0	10	0	0	1	11
3:30 PM	0	0	6	0	0	0	6
3:45 PM	0	0	8	0	0	1	9
4:00 PM	0	0	8	0	0	0	8
4:15 PM	0	0	8	0	0	1	9
4:30 PM	0	0	6	0	0	0	6
4:45 PM	0	0	8	0	0	1	9
5:00 PM	0	0	11	0	0	0	11
5:15 PM	0	0	20	0	0	0	20
5:30 PM	0	0	13	0	0	0	13
5:45 PM	0	0	12	0	0	0	12
6:00 PM	0	0	0	0	0	1	1
6:15 PM	0	0	7	0	0	0	7
6:30 PM	0	0	4	0	0	0	4
6:45 PM	0	0	7	0	0	0	7
7:00 PM	0	0	13	0	0	0	13
7:15 PM	0	0	6	0	0	0	6
7:30 PM	0	0	3	0	0	0	3
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	1	0	0	0	1
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	7	0	0	0	7
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	1	0	1
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0
PM Total	**1**	**0**	**364**	**0**	**3**	**9**	**377**
Percentage	**0.27%**	**0.00%**	**96.55%**	**0.00%**	**0.80%**	**2.39%**	
PM Peak	**1:30 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:30 PM**	**2:30 PM**	**12:00 PM**
Volume	**1**	**0**	**75**	**0**	**2**	**3**	**76**
Day Total	**1**	**0**	**567**	**2**	**15**	**13**	**598**
Percentage	**0.17%**	**0.00%**	**94.82%**	**0.33%**	**2.51%**	**2.17%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	1	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	1	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	3	0	1	0	4
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	12	0	1	0	13
6:00 AM	0	0	11	0	0	0	11
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	11	0	0	0	11
6:45 AM	0	0	17	0	0	0	17
7:00 AM	0	0	23	0	0	1	24
7:15 AM	0	0	19	0	1	0	20
7:30 AM	0	0	20	0	0	0	20
7:45 AM	0	0	24	0	4	1	29
8:00 AM	0	0	27	0	1	4	32
8:15 AM	0	0	16	0	2	0	18
8:30 AM	0	0	20	0	1	3	24
8:45 AM	0	0	20	0	1	1	22
9:00 AM	0	1	19	0	1	2	23
9:15 AM	0	0	10	0	3	2	15
9:30 AM	0	0	17	0	2	1	20
9:45 AM	0	0	14	0	2	1	17
10:00 AM	0	0	10	0	1	0	11
10:15 AM	0	0	15	0	0	0	15
10:30 AM	0	0	18	0	2	2	22
10:45 AM	0	0	15	0	0	2	17
11:00 AM	0	0	15	0	4	0	19
11:15 AM	0	0	15	0	2	0	17
11:30 AM	0	0	12	0	3	0	15
11:45 AM	0	0	19	1	3	1	24
AM Total	**0**	**1**	**423**	**1**	**37**	**21**	**483**
Percentage	**0.00%**	**0.21%**	**87.58%**	**0.21%**	**7.66%**	**4.35%**	
AM Peak	**12:00 AM**	**8:15 AM**	**7:15 AM**	**11:00 AM**	**11:00 AM**	**7:45 AM**	**7:45 AM**
Volume	**0**	**1**	**90**	**1**	**12**	**8**	**103**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	1	1	34
12:15 PM	0	0	27	0	4	2	33
12:30 PM	0	0	20	0	1	0	21
12:45 PM	1	0	21	0	1	2	25
1:00 PM	1	0	20	0	0	0	21
1:15 PM	0	0	17	0	2	3	22
1:30 PM	0	0	17	0	1	0	18
1:45 PM	0	0	16	0	3	1	20
2:00 PM	0	0	15	0	2	2	19
2:15 PM	0	0	11	0	4	0	15
2:30 PM	0	0	20	0	3	1	24
2:45 PM	0	0	29	0	2	0	31
3:00 PM	0	0	19	0	2	0	21
3:15 PM	0	0	20	0	1	2	23
3:30 PM	0	0	24	0	2	2	28
3:45 PM	0	0	17	0	2	0	19
4:00 PM	0	0	38	0	1	0	39
4:15 PM	0	0	23	0	2	0	25
4:30 PM	0	0	43	0	1	1	45
4:45 PM	0	0	32	0	1	3	36
5:00 PM	0	0	34	0	1	1	36
5:15 PM	0	0	23	0	1	0	24
5:30 PM	0	0	21	0	0	2	23
5:45 PM	0	0	16	0	1	1	18
6:00 PM	0	0	8	0	0	0	8
6:15 PM	0	0	10	0	0	2	12
6:30 PM	0	0	7	0	0	0	7
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	13	0	0	2	15
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	6	0	0	1	7
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	7	0	0	0	7
8:30 PM	0	0	3	0	0	1	4
8:45 PM	0	0	4	0	0	2	6
9:00 PM	0	0	5	0	0	1	6
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	1	2
11:15 PM	0	0	0	0	1	0	1
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	1	2
PM Total	**2**	**0**	**644**	**0**	**40**	**35**	**721**
Percentage	**0.28%**	**0.00%**	**89.32%**	**0.00%**	**5.55%**	**4.85%**	
PM Peak	**12:15 PM**	**12:00 PM**	**4:00 PM**	**12:00 PM**	**1:45 PM**	**1:15 PM**	**4:00 PM**
Volume	**2**	**0**	**136**	**0**	**12**	**6**	**145**
Day Total	**2**	**1**	**1067**	**1**	**77**	**56**	**1204**
Percentage	**0.17%**	**0.08%**	**88.62%**	**0.08%**	**6.40%**	**4.65%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-B

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: Tuesday, December 10, 2024
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	1	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	1	0	1
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	1	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	1	0	3
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	3	0	1	0	4
5:30 AM	0	0	5	0	0	0	5
5:45 AM	0	0	11	0	0	0	11
6:00 AM	0	0	13	0	0	0	13
6:15 AM	0	0	3	0	2	0	5
6:30 AM	0	0	7	0	0	0	7
6:45 AM	0	0	15	0	0	0	15
7:00 AM	0	0	14	0	1	0	15
7:15 AM	0	0	18	0	3	0	21
7:30 AM	0	0	30	0	3	0	33
7:45 AM	0	0	29	0	1	1	31
8:00 AM	0	0	22	0	1	1	24
8:15 AM	0	0	26	0	0	0	26
8:30 AM	0	0	19	0	2	1	22
8:45 AM	0	0	21	0	3	1	25
9:00 AM	0	0	15	0	0	1	16
9:15 AM	0	0	12	0	4	1	17
9:30 AM	0	0	6	0	0	3	9
9:45 AM	0	0	20	0	3	0	23
10:00 AM	0	0	13	0	0	0	13
10:15 AM	0	0	11	0	1	0	12
10:30 AM	0	0	10	0	1	0	11
10:45 AM	0	0	15	0	0	0	15
11:00 AM	0	0	16	0	2	0	18
11:15 AM	0	0	19	0	2	1	22
11:30 AM	0	0	17	0	3	2	22
11:45 AM	0	0	19	0	3	1	23
AM Total	**0**	**0**	**431**	**0**	**38**	**16**	**485**
Percentage	**0.00%**	**0.00%**	**88.87%**	**0.00%**	**7.84%**	**3.30%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**11:00 AM**	**8:45 AM**	**7:30 AM**
Volume	**0**	**0**	**107**	**0**	**10**	**6**	**114**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	28	0	1	1	30
12:15 PM	0	0	25	0	3	1	29
12:30 PM	0	0	33	0	3	0	36
12:45 PM	0	0	21	0	1	1	23
1:00 PM	0	0	16	0	2	2	20
1:15 PM	0	0	21	0	0	1	22
1:30 PM	0	0	23	0	0	0	23
1:45 PM	0	0	12	0	1	0	13
2:00 PM	0	0	23	0	0	3	26
2:15 PM	0	0	7	0	1	3	11
2:30 PM	0	0	14	0	3	2	19
2:45 PM	0	0	22	0	1	3	26
3:00 PM	0	0	31	0	0	0	31
3:15 PM	0	0	19	0	1	0	20
3:30 PM	0	0	27	0	3	1	31
3:45 PM	0	0	33	1	3	1	38
4:00 PM	0	0	39	0	2	2	43
4:15 PM	0	0	34	0	2	1	37
4:30 PM	0	0	32	0	0	0	32
4:45 PM	0	0	43	0	0	1	44
5:00 PM	0	0	27	0	2	0	29
5:15 PM	0	0	30	0	0	0	30
5:30 PM	0	0	20	0	0	0	20
5:45 PM	0	0	22	0	0	2	24
6:00 PM	0	0	10	0	0	0	10
6:15 PM	0	0	13	0	0	0	13
6:30 PM	0	0	11	0	0	0	11
6:45 PM	0	0	8	0	0	0	8
7:00 PM	0	0	16	0	0	0	16
7:15 PM	0	0	10	0	0	0	10
7:30 PM	0	0	6	0	0	0	6
7:45 PM	0	0	10	0	0	2	12
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	4	0	1	0	5
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	3	0	0	0	3
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	2	0	1	0	3
10:15 PM	0	0	2	0	1	0	3
10:30 PM	0	0	2	0	1	1	4
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	3	0	0	0	3
PM Total	**0**	**0**	**724**	**1**	**33**	**29**	**787**
Percentage	**0.00%**	**0.00%**	**91.99%**	**0.13%**	**4.19%**	**3.68%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**3:00 PM**	**3:30 PM**	**2:00 PM**	**4:00 PM**
Volume	**0**	**0**	**148**	**1**	**10**	**11**	**156**
Day Total	**0**	**0**	**1155**	**1**	**71**	**45**	**1272**
Percentage	**0.00%**	**0.00%**	**90.80%**	**0.08%**	**5.58%**	**3.54%**	

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-B**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	39	3	28	3	28	1	26	2	14	0	32	0	36	1	29
12:15	1	26	3	30	3	31	1	28	0	12	0	21	1	33	1	26
12:30	0	33	1	25	3	23	0	17	0	16	3	33	1	25	1	25
12:45	2	33	5	33	0	32	0	27	2	17	1	19	2	34	2	28
1:00	1	27	1	22	0	33	1	12	1	9	0	27	0	29	1	23
1:15	1	26	0	19	0	25	0	15	0	22	2	22	1	24	1	22
1:30	1	27	1	17	1	23	1	11	0	21	1	23	0	13	1	19
1:45	0	22	0	15	0	21	1	22	1	16	2	13	1	18	1	18
2:00	0	26	3	18	2	17	1	18	2	13	0	16	4	14	2	17
2:15	1	16	4	21	1	19	1	15	1	11	1	22	0	24	1	18
2:30	2	31	1	16	0	28	0	15	1	8	3	23	1	31	1	22
2:45	1	23	4	21	1	30	1	17	1	10	1	17	3	23	2	20
3:00	0	18	0	24	1	25	0	16	3	10	0	21	0	24	1	20
3:15	1	30	1	30	1	31	0	15	1	5	2	15	2	25	1	22
3:30	0	28	2	33	0	34	2	16	1	22	0	32	1	35	1	29
3:45	1	23	0	24	5	26	1	3	1	8	1	24	1	17	1	18
4:00	0	36	1	29	2	31	2	22	0	7	0	37	2	41	1	29
4:15	1	23	6	33	5	29	1	15	0	7	0	29	2	28	2	23
4:30	2	34	5	36	6	30	3	14	1	8	3	26	8	38	4	27
4:45	10	34	8	25	8	30	2	16	3	4	4	26	4	28	6	23
5:00	4	27	5	26	1	35	0	9	1	3	5	24	1	26	2	21
5:15	6	30	10	31	6	18	3	9	1	7	8	19	7	12	6	18
5:30	10	16	8	24	10	24	2	9	2	7	8	10	9	20	7	16
5:45	11	17	15	16	10	11	7	7	4	7	8	10	14	19	10	12
6:00	5	19	12	16	8	18	3	13	3	7	7	15	10	15	7	15
6:15	10	11	13	14	14	11	7	16	6	7	15	6	15	19	11	12
6:30	24	20	15	17	20	14	15	19	7	6	15	11	20	16	17	15
6:45	24	16	33	12	27	16	27	16	9	11	36	15	37	10	28	14
7:00	26	7	19	24	23	14	16	10	3	4	17	12	29	12	19	12
7:15	28	7	32	18	30	4	8	7	8	4	30	4	17	0	22	6
7:30	32	9	27	7	38	12	14	6	4	2	42	3	30	6	27	6
7:45	31	5	34	5	33	4	10	4	7	4	48	8	31	7	28	5
8:00	30	2	17	5	34	10	14	9	17	3	22	5	24	3	23	5
8:15	27	4	27	4	29	8	10	8	16	2	24	6	24	6	22	5
8:30	24	3	34	10	31	10	12	8	16	5	26	8	23	2	24	7
8:45	18	4	25	4	19	4	18	5	10	1	15	1	20	5	18	3
9:00	27	4	25	3	18	3	10	4	11	4	10	4	19	6	17	4
9:15	21	3	14	4	18	3	12	3	11	1	14	2	16	7	15	3
9:30	23	8	23	2	15	1	16	3	4	2	10	3	14	4	15	3
9:45	14	4	16	2	22	5	8	2	9	4	15	3	15	4	14	3
10:00	22	4	10	4	12	2	7	1	11	3	14	0	13	2	13	2
10:15	11	4	9	4	20	2	22	1	6	2	22	3	14	4	15	3
10:30	26	4	15	4	15	5	14	4	8	4	13	3	21	1	16	4
10:45	17	2	13	1	13	2	25	4	11	1	13	2	16	2	15	2
11:00	11	3	16	1	31	4	17	5	13	1	19	4	22	1	18	3
11:15	24	3	26	2	28	3	15	1	11	1	12	0	16	0	19	1
11:30	26	5	31	3	29	4	28	4	20	0	23	1	25	2	26	3
11:45	25	2	30	1	26	1	27	1	23	1	25	1	22	1	25	1
Total	**583**	**798**	**603**	**763**	**622**	**794**	**386**	**528**	**273**	**344**	**540**	**661**	**558**	**752**	**509**	**663**
Day Total	**1381**		**1366**		**1416**		**914**		**617**		**1201**		**1310**		**1172**	
Peak HR	**7:15 AM**	**12:00 PM**	**7:00 AM**	**4:00 PM**	**7:15 AM**	**4:15 PM**	**11:00 AM**	**12:00 PM**	**11:00 AM**	**1:15 PM**	**7:15 AM**	**3:30 PM**	**6:45 AM**	**4:00 PM**	**7:30 AM**	**12:00 PM**
Volume	**121**	**131**	**112**	**123**	**135**	**124**	**87**	**98**	**67**	**72**	**142**	**122**	**113**	**135**	**99**	**107**

Barnum Road
west of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-B**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	36	0	33	2	41	0	36	1	21	2	34	1	30	1	33
12:15	0	36	2	42	0	26	0	23	3	15	0	33	0	29	1	29
12:30	0	30	2	29	2	32	0	21	1	27	0	21	2	36	1	28
12:45	1	23	2	27	1	25	1	24	0	13	2	25	1	23	1	23
1:00	0	28	3	21	0	18	3	16	5	13	0	21	1	20	2	20
1:15	1	21	1	18	0	22	1	18	1	10	0	22	2	22	1	19
1:30	2	16	1	21	0	21	1	12	0	6	0	18	0	23	1	17
1:45	0	15	3	18	0	17	0	15	2	28	0	20	0	13	1	18
2:00	5	21	3	11	2	16	0	12	1	21	0	19	4	26	2	18
2:15	1	32	1	18	1	15	0	10	0	7	0	15	3	11	1	15
2:30	2	24	3	24	0	12	0	12	0	6	0	24	1	19	1	17
2:45	2	30	5	38	3	23	4	6	2	12	0	31	1	26	2	24
3:00	2	24	0	38	0	32	0	11	1	13	2	21	3	31	1	24
3:15	0	10	2	33	1	21	0	15	0	11	0	23	0	20	0	19
3:30	0	39	0	28	0	34	0	11	0	6	0	28	2	31	0	25
3:45	1	40	4	28	3	29	0	15	0	9	1	19	1	38	1	25
4:00	1	37	3	40	0	41	0	22	1	8	1	39	1	43	1	33
4:15	1	46	0	52	3	37	1	26	1	9	1	25	1	37	1	33
4:30	0	26	1	28	2	36	1	21	1	6	2	45	0	32	1	28
4:45	3	33	5	37	9	36	3	22	1	9	1	36	3	44	4	31
5:00	0	27	4	33	5	45	1	12	4	11	0	36	0	29	2	28
5:15	0	23	5	18	3	30	0	21	3	20	4	24	4	30	3	24
5:30	5	27	6	26	1	22	1	18	1	13	4	23	5	20	3	21
5:45	8	20	12	14	8	23	6	15	5	12	13	18	11	24	9	18
6:00	7	18	11	8	6	18	4	7	5	1	11	8	13	10	8	10
6:15	7	12	6	12	9	19	5	16	2	7	7	12	5	13	6	13
6:30	12	10	12	9	19	14	4	15	8	4	11	7	7	11	10	10
6:45	16	9	16	7	8	21	9	11	3	7	17	6	15	8	12	10
7:00	20	16	22	14	18	16	9	11	8	13	24	15	15	16	17	14
7:15	14	5	13	8	23	7	10	3	3	6	20	4	21	10	15	6
7:30	21	8	29	8	21	7	8	4	7	3	20	4	33	6	20	6
7:45	35	6	16	5	28	3	14	7	8	3	29	7	31	12	23	6
8:00	29	3	22	9	24	9	16	3	2	1	32	0	24	4	21	4
8:15	38	5	21	7	41	8	13	6	6	2	18	7	26	2	23	5
8:30	22	6	26	5	19	3	10	6	15	7	24	4	22	5	20	5
8:45	25	3	20	6	23	5	11	6	4	3	22	6	25	4	19	5
9:00	18	2	17	7	16	1	18	2	5	0	23	6	16	3	16	3
9:15	19	2	16	4	16	3	17	2	6	1	15	1	17	2	15	2
9:30	14	6	24	3	19	3	12	1	9	1	20	2	9	6	15	3
9:45	7	5	21	3	18	5	14	5	12	2	17	0	23	1	16	3
10:00	20	3	23	3	25	2	22	4	8	0	11	2	13	3	17	2
10:15	14	5	13	5	24	5	18	6	11	0	15	1	12	3	15	4
10:30	15	2	14	1	17	1	15	2	5	4	22	2	11	4	14	2
10:45	16	3	19	0	24	4	7	2	12	3	17	1	15	2	16	2
11:00	14	1	13	1	18	2	21	0	12	1	19	2	18	2	16	1
11:15	22	5	14	0	19	2	24	4	5	1	17	1	22	0	18	2
11:30	21	4	28	17	20	4	22	4	15	1	15	1	22	0	20	4
11:45	31	1	22	2	25	4	26	5	16	0	24	2	23	3	24	2
Total	**493**	**804**	**506**	**819**	**526**	**820**	**352**	**546**	**221**	**377**	**483**	**721**	**485**	**787**	**438**	**696**
Day Total	**1297**		**1325**		**1346**		**898**		**598**		**1204**		**1272**		**1134**	
Peak HR	**7:45 AM**	**3:30 PM**	**8:00 AM**	**4:00 PM**	**7:30 AM**	**4:15 PM**	**11:00 AM**	**12:00 PM**	**11:00 AM**	**12:00 PM**	**7:45 AM**	**4:00 PM**	**7:30 AM**	**4:00 PM**	**7:30 AM**	**4:00 PM**
Volume	**124**	**162**	**89**	**157**	**114**	**154**	**93**	**104**	**48**	**76**	**103**	**145**	**114**	**156**	**87**	**125**

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	3	0	0	1	4
1:15 AM	0	0	0	0	1	2	3
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	1	0	0	1	2
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	6	0	1	1	8
2:30 AM	0	0	3	0	1	1	5
2:45 AM	0	0	3	0	0	2	5
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	3	0	1	0	4
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	4	0	0	1	5
4:00 AM	0	0	3	0	0	1	4
4:15 AM	0	0	5	0	3	1	9
4:30 AM	0	0	3	0	1	1	5
4:45 AM	0	0	12	0	1	1	14
5:00 AM	0	0	11	0	2	3	16
5:15 AM	0	0	11	0	2	1	14
5:30 AM	0	0	14	0	0	0	14
5:45 AM	0	0	22	0	3	2	27
6:00 AM	0	0	15	0	2	3	20
6:15 AM	0	0	27	0	1	4	32
6:30 AM	0	0	39	0	1	2	42
6:45 AM	0	0	45	0	3	6	54
7:00 AM	0	0	29	0	4	7	40
7:15 AM	0	0	31	0	8	2	41
7:30 AM	0	0	39	2	2	3	46
7:45 AM	0	0	35	0	2	3	40
8:00 AM	0	0	40	0	4	6	50
8:15 AM	0	0	29	0	2	3	34
8:30 AM	0	0	32	1	3	3	39
8:45 AM	0	0	35	0	3	5	43
9:00 AM	0	0	31	0	4	1	36
9:15 AM	0	0	26	0	7	6	39
9:30 AM	0	0	24	0	1	4	29
9:45 AM	0	0	17	0	4	7	28
10:00 AM	0	0	23	0	4	6	33
10:15 AM	0	0	22	0	9	2	33
10:30 AM	0	0	28	0	3	5	36
10:45 AM	0	0	29	0	3	6	38
11:00 AM	0	0	24	0	5	6	35
11:15 AM	0	0	30	0	5	7	42
11:30 AM	0	0	47	0	4	2	53
11:45 AM	0	0	43	0	15	4	62
AM Total	**0**	**0**	**861**	**3**	**117**	**122**	**1103**
Percentage	**0.00%**	**0.00%**	**78.06%**	**0.27%**	**10.61%**	**11.06%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**6:45 AM**	**11:00 AM**	**10:30 AM**	**11:00 AM**
Volume	**0**	**0**	**145**	**2**	**29**	**24**	**192**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	64	0	7	2	73
12:15 PM	0	0	54	0	6	4	64
12:30 PM	0	0	57	0	5	5	67
12:45 PM	0	0	35	0	5	8	48
1:00 PM	0	0	35	0	8	2	45
1:15 PM	0	0	39	0	6	3	48
1:30 PM	0	0	61	0	6	2	69
1:45 PM	0	0	46	1	4	5	56
2:00 PM	0	0	36	0	5	4	45
2:15 PM	0	0	19	0	9	9	37
2:30 PM	0	0	42	0	4	2	48
2:45 PM	0	1	27	1	4	7	40
3:00 PM	0	0	38	0	5	3	46
3:15 PM	0	0	48	1	3	5	57
3:30 PM	0	0	63	0	5	4	72
3:45 PM	0	0	40	0	2	2	44
4:00 PM	0	0	78	0	2	4	84
4:15 PM	0	0	54	0	2	4	60
4:30 PM	0	0	61	0	6	1	68
4:45 PM	0	0	47	0	1	1	49
5:00 PM	0	0	55	0	3	4	62
5:15 PM	0	0	46	0	0	3	49
5:30 PM	0	0	34	0	0	1	35
5:45 PM	0	0	27	0	0	1	28
6:00 PM	0	0	33	0	0	1	34
6:15 PM	0	0	23	0	0	2	25
6:30 PM	0	0	34	0	1	0	35
6:45 PM	0	0	37	0	0	1	38
7:00 PM	0	0	14	0	0	1	15
7:15 PM	0	0	10	0	0	1	11
7:30 PM	0	0	18	0	1	1	20
7:45 PM	0	0	14	0	0	3	17
8:00 PM	0	0	14	0	0	3	17
8:15 PM	0	0	6	0	0	4	10
8:30 PM	0	0	3	0	0	3	6
8:45 PM	0	0	4	0	0	1	5
9:00 PM	0	0	9	0	0	0	9
9:15 PM	0	0	5	0	1	0	6
9:30 PM	0	0	10	0	0	0	10
9:45 PM	0	0	4	0	0	1	5
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	5	0	0	3	8
10:30 PM	0	0	4	0	0	1	5
10:45 PM	0	0	2	0	2	0	4
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	9	0	0	1	10
11:45 PM	0	0	6	0	0	1	7
PM Total	**0**	**1**	**1381**	**3**	**103**	**114**	**1602**
Percentage	**0.00%**	**0.06%**	**86.20%**	**0.19%**	**6.43%**	**7.12%**	
PM Peak	**12:00 PM**	**2:00 PM**	**4:00 PM**	**2:30 PM**	**12:45 PM**	**2:00 PM**	**4:00 PM**
Volume	**0**	**1**	**240**	**2**	**25**	**22**	**261**
Day Total	**0**	**1**	**2242**	**6**	**220**	**236**	**2705**
Percentage	**0.00%**	**0.04%**	**82.88%**	**0.22%**	**8.13%**	**8.72%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	1	1	6
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	3	0	1	0	4
1:00 AM	0	0	3	0	0	2	5
1:15 AM	0	0	2	0	2	0	4
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	1	0	1	0	2
2:00 AM	0	0	3	0	0	1	4
2:15 AM	0	0	3	0	0	1	4
2:30 AM	0	0	1	0	1	1	3
2:45 AM	0	0	4	0	2	0	6
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	6	0	0	0	6
3:30 AM	0	0	5	0	2	1	8
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	3	0	1	0	4
4:15 AM	0	0	7	0	3	0	10
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	13	0	3	1	17
5:00 AM	0	0	9	0	1	0	10
5:15 AM	0	0	11	0	0	3	14
5:30 AM	0	0	15	0	0	0	15
5:45 AM	0	0	12	0	2	2	16
6:00 AM	0	0	16	0	2	2	20
6:15 AM	0	0	24	0	3	2	29
6:30 AM	0	0	35	0	5	2	42
6:45 AM	0	0	47	0	9	2	58
7:00 AM	0	0	30	0	5	6	41
7:15 AM	0	0	26	0	6	2	34
7:30 AM	0	0	27	1	5	4	37
7:45 AM	0	0	34	1	5	1	41
8:00 AM	0	0	26	0	9	2	37
8:15 AM	0	0	33	0	8	2	43
8:30 AM	0	0	35	1	10	3	49
8:45 AM	0	0	23	0	5	2	30
9:00 AM	0	0	24	0	6	7	37
9:15 AM	0	0	14	0	3	1	18
9:30 AM	0	0	25	1	6	3	35
9:45 AM	0	0	17	0	6	6	29
10:00 AM	0	0	11	0	3	4	18
10:15 AM	0	0	18	0	5	3	26
10:30 AM	0	0	19	0	2	4	25
10:45 AM	0	0	13	0	5	8	26
11:00 AM	0	0	17	0	5	4	26
11:15 AM	0	0	27	0	3	6	36
11:30 AM	0	0	40	0	5	7	52
11:45 AM	0	0	40	0	7	5	52
AM Total	**0**	**0**	**745**	**4**	**148**	**101**	**998**
Percentage	**0.00%**	**0.00%**	**74.65%**	**0.40%**	**14.83%**	**10.12%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:30 AM**	**7:00 AM**	**7:45 AM**	**10:45 AM**	**6:30 AM**
Volume	**0**	**0**	**138**	**2**	**32**	**25**	**175**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	52	0	6	7	65
12:15 PM	0	0	40	0	3	6	49
12:30 PM	0	0	39	0	4	5	48
12:45 PM	0	0	32	0	2	4	38
1:00 PM	0	0	36	0	11	6	53
1:15 PM	0	0	27	0	8	2	37
1:30 PM	0	0	31	0	3	7	41
1:45 PM	0	0	33	0	2	5	40
2:00 PM	0	0	29	0	3	4	36
2:15 PM	0	0	27	1	3	4	35
2:30 PM	0	0	29	0	0	5	34
2:45 PM	0	0	37	0	3	6	46
3:00 PM	0	0	40	1	3	6	50
3:15 PM	0	0	40	0	6	4	50
3:30 PM	0	0	65	0	5	8	78
3:45 PM	0	0	58	0	0	5	63
4:00 PM	0	0	65	0	1	1	67
4:15 PM	0	0	62	0	5	3	70
4:30 PM	0	0	53	0	5	3	61
4:45 PM	0	0	45	0	3	3	51
5:00 PM	0	0	51	0	2	1	54
5:15 PM	0	0	48	0	1	3	52
5:30 PM	0	0	37	0	0	1	38
5:45 PM	0	0	33	0	0	1	34
6:00 PM	0	0	34	0	0	0	34
6:15 PM	0	0	26	0	1	2	29
6:30 PM	0	0	21	0	0	1	22
6:45 PM	0	0	25	0	1	0	26
7:00 PM	0	0	19	0	0	3	22
7:15 PM	0	0	10	0	0	1	11
7:30 PM	0	0	16	0	0	2	18
7:45 PM	0	0	8	0	0	2	10
8:00 PM	0	0	20	0	0	3	23
8:15 PM	0	0	9	0	0	2	11
8:30 PM	0	0	14	0	1	0	15
8:45 PM	0	0	6	0	0	3	9
9:00 PM	0	0	6	0	0	0	6
9:15 PM	0	0	12	0	0	4	16
9:30 PM	0	0	4	0	0	1	5
9:45 PM	0	0	2	0	1	0	3
10:00 PM	0	0	6	0	0	0	6
10:15 PM	0	0	3	0	0	1	4
10:30 PM	0	0	6	0	0	2	8
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	6	0	0	0	6
PM Total	**0**	**0**	**1273**	**2**	**83**	**127**	**1485**
Percentage	**0.00%**	**0.00%**	**85.72%**	**0.13%**	**5.59%**	**8.55%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**2:15 PM**	**12:30 PM**	**2:45 PM**	**3:30 PM**
Volume	**0**	**0**	**250**	**2**	**25**	**24**	**278**
Day Total	**0**	**0**	**2018**	**6**	**231**	**228**	**2483**
Percentage	**0.00%**	**0.00%**	**81.27%**	**0.24%**	**9.30%**	**9.18%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: Friday, December 6, 2024
Direction: EB

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-C

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	2	5
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	2	2
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	9	0	1	0	10
1:45 AM	0	0	1	0	1	1	3
2:00 AM	0	0	2	0	1	1	4
2:15 AM	0	0	5	0	0	2	7
2:30 AM	0	0	2	0	2	0	4
2:45 AM	0	0	2	0	1	1	4
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	1	0	2
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	4	0	1	0	5
4:00 AM	0	0	4	0	0	1	5
4:15 AM	0	0	6	0	3	1	10
4:30 AM	0	0	7	0	1	1	9
4:45 AM	0	0	11	0	2	3	16
5:00 AM	0	0	11	0	5	1	17
5:15 AM	0	0	15	0	1	1	17
5:30 AM	0	0	12	0	0	3	15
5:45 AM	0	1	17	0	1	1	20
6:00 AM	0	0	17	0	1	2	20
6:15 AM	0	0	29	0	4	3	36
6:30 AM	0	0	29	0	2	7	38
6:45 AM	0	0	46	0	2	5	53
7:00 AM	0	0	29	0	5	6	40
7:15 AM	0	0	28	0	4	7	39
7:30 AM	0	0	44	1	2	4	51
7:45 AM	0	0	33	1	5	4	43
8:00 AM	0	0	41	0	4	3	48
8:15 AM	0	0	29	0	5	5	39
8:30 AM	0	0	34	1	7	2	44
8:45 AM	0	0	18	0	4	3	25
9:00 AM	0	0	25	0	4	7	36
9:15 AM	0	0	22	0	4	4	30
9:30 AM	0	0	21	0	0	5	26
9:45 AM	0	0	24	0	8	5	37
10:00 AM	0	0	13	0	1	8	22
10:15 AM	0	0	20	0	2	2	24
10:30 AM	0	0	22	0	6	8	36
10:45 AM	0	0	21	0	2	6	29
11:00 AM	0	0	42	1	3	11	57
11:15 AM	0	0	33	0	4	6	43
11:30 AM	0	0	40	0	2	8	50
11:45 AM	0	0	37	0	5	5	47
AM Total	**0**	**1**	**821**	**4**	**107**	**147**	**1080**
Percentage	**0.00%**	**0.09%**	**76.02%**	**0.37%**	**9.91%**	**13.61%**	
AM Peak	**12:00 AM**	**5:00 AM**	**11:00 AM**	**7:00 AM**	**7:45 AM**	**10:30 AM**	**11:00 AM**
Volume	**0**	**1**	**152**	**2**	**21**	**31**	**197**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	53	0	4	3	60
12:15 PM	0	0	46	0	4	5	55
12:30 PM	0	0	43	0	6	2	51
12:45 PM	0	0	41	0	4	8	53
1:00 PM	0	0	37	3	6	8	54
1:15 PM	0	0	33	1	4	8	46
1:30 PM	0	0	30	0	6	7	43
1:45 PM	0	0	30	0	6	2	38
2:00 PM	0	0	36	0	2	9	47
2:15 PM	0	0	33	0	8	4	45
2:30 PM	0	0	32	0	7	5	44
2:45 PM	1	0	38	0	1	8	48
3:00 PM	0	0	45	0	5	6	56
3:15 PM	0	0	45	1	3	1	50
3:30 PM	0	0	67	0	4	6	77
3:45 PM	0	0	54	0	4	5	63
4:00 PM	0	0	60	0	1	5	66
4:15 PM	0	0	60	0	2	5	67
4:30 PM	0	0	47	0	2	0	49
4:45 PM	0	0	46	0	4	2	52
5:00 PM	0	0	42	0	1	4	47
5:15 PM	0	0	39	0	0	2	41
5:30 PM	0	0	42	0	0	2	44
5:45 PM	0	0	19	0	0	2	21
6:00 PM	0	0	27	0	1	1	29
6:15 PM	0	0	27	0	0	1	28
6:30 PM	0	0	29	0	2	1	32
6:45 PM	0	0	32	0	0	3	35
7:00 PM	0	0	18	0	1	2	21
7:15 PM	0	0	9	0	0	0	9
7:30 PM	0	0	17	0	1	1	19
7:45 PM	0	0	9	0	0	0	9
8:00 PM	0	0	20	0	1	3	24
8:15 PM	0	0	15	0	0	6	21
8:30 PM	0	0	16	0	0	1	17
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	5	0	0	2	7
9:15 PM	0	0	7	0	0	0	7
9:30 PM	0	0	5	0	0	1	6
9:45 PM	0	0	7	0	0	0	7
10:00 PM	0	0	3	0	0	1	4
10:15 PM	0	0	6	0	0	1	7
10:30 PM	0	0	8	0	0	0	8
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	5	0	0	2	7
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	2	0	0	0	2
PM Total	**1**	**0**	**1307**	**5**	**90**	**135**	**1538**
Percentage	**0.07%**	**0.00%**	**84.98%**	**0.33%**	**5.85%**	**8.78%**	
PM Peak	**2:00 PM**	**12:00 PM**	**3:30 PM**	**12:30 PM**	**1:45 PM**	**12:45 PM**	**3:30 PM**
Volume	**1**	**0**	**241**	**4**	**23**	**31**	**273**
Day Total	**1**	**1**	**2128**	**9**	**197**	**282**	**2618**
Percentage	**0.04%**	**0.04%**	**81.28%**	**0.34%**	**7.52%**	**10.77%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	2	0	0	1	3
12:30 AM	0	0	1	0	0	1	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	1	0	1	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	1	0	2
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	3	0	0	1	4
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	2	0	1	0	3
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	5	0	1	0	6
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	4	0	1	1	6
4:45 AM	0	0	1	0	1	0	2
5:00 AM	0	0	2	0	1	0	3
5:15 AM	0	0	6	0	1	1	8
5:30 AM	0	0	3	0	0	0	3
5:45 AM	0	0	10	0	1	1	12
6:00 AM	0	0	4	0	1	1	6
6:15 AM	0	0	13	0	1	0	14
6:30 AM	0	0	19	0	1	0	20
6:45 AM	0	0	28	0	1	1	30
7:00 AM	0	0	15	0	2	0	17
7:15 AM	0	0	5	0	1	4	10
7:30 AM	0	0	14	0	1	1	16
7:45 AM	0	0	9	0	5	1	15
8:00 AM	0	0	23	0	1	2	26
8:15 AM	0	0	15	0	0	1	16
8:30 AM	0	0	18	0	2	1	21
8:45 AM	0	0	17	0	2	0	19
9:00 AM	0	0	12	0	0	1	13
9:15 AM	0	0	13	0	0	2	15
9:30 AM	0	0	18	0	2	1	21
9:45 AM	0	0	13	0	1	3	17
10:00 AM	0	0	12	0	7	0	19
10:15 AM	0	0	24	0	1	0	25
10:30 AM	0	0	20	0	1	2	23
10:45 AM	0	0	28	0	3	0	31
11:00 AM	0	0	23	0	3	2	28
11:15 AM	0	0	24	0	1	2	27
11:30 AM	0	0	32	0	0	1	33
11:45 AM	0	0	35	0	3	0	38
AM Total	**0**	**0**	**495**	**0**	**49**	**32**	**576**
Percentage	**0.00%**	**0.00%**	**85.94%**	**0.00%**	**8.51%**	**5.56%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**10:00 AM**	**7:15 AM**	**11:00 AM**
Volume	**0**	**0**	**114**	**0**	**12**	**8**	**126**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	40	0	1	1	42
12:15 PM	0	0	48	0	1	2	51
12:30 PM	0	0	20	0	0	1	21
12:45 PM	0	0	30	0	1	1	32
1:00 PM	0	0	20	0	0	1	21
1:15 PM	0	0	21	0	2	2	25
1:30 PM	0	0	20	0	0	0	20
1:45 PM	0	0	14	0	0	3	17
2:00 PM	0	0	23	0	2	0	25
2:15 PM	0	0	21	0	2	1	24
2:30 PM	0	0	16	0	0	0	16
2:45 PM	0	0	22	0	3	1	26
3:00 PM	0	0	14	0	1	3	18
3:15 PM	0	0	27	0	1	0	28
3:30 PM	0	0	23	0	0	0	23
3:45 PM	0	0	9	0	0	0	9
4:00 PM	0	0	31	0	0	1	32
4:15 PM	0	0	31	0	1	0	32
4:30 PM	0	0	34	0	0	1	35
4:45 PM	0	0	22	0	0	0	22
5:00 PM	0	0	17	0	1	0	18
5:15 PM	0	0	22	0	0	0	22
5:30 PM	0	0	11	0	0	0	11
5:45 PM	0	0	14	0	1	0	15
6:00 PM	0	0	14	0	0	0	14
6:15 PM	0	0	27	0	0	0	27
6:30 PM	0	0	36	0	0	0	36
6:45 PM	0	0	23	0	0	0	23
7:00 PM	0	0	17	0	0	1	18
7:15 PM	0	0	12	0	0	1	13
7:30 PM	0	0	8	0	0	0	8
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	17	0	0	0	17
8:15 PM	0	0	10	0	0	0	10
8:30 PM	0	0	10	0	0	0	10
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	6	0	0	0	6
9:15 PM	0	0	8	0	0	0	8
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	10	0	0	0	10
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	5	0	0	0	5
11:45 PM	0	0	6	0	0	0	6
PM Total	**0**	**0**	**796**	**0**	**17**	**20**	**833**
Percentage	**0.00%**	**0.00%**	**95.56%**	**0.00%**	**2.04%**	**2.40%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:00 PM**	**1:00 PM**	**12:00 PM**
Volume	**0**	**0**	**138**	**0**	**7**	**6**	**146**
Day Total	**0**	**0**	**1291**	**0**	**66**	**52**	**1409**
Percentage	**0.00%**	**0.00%**	**91.63%**	**0.00%**	**4.68%**	**3.69%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	1	0	5
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	1	0	3
5:00 AM	0	0	2	0	1	0	3
5:15 AM	0	0	1	0	2	0	3
5:30 AM	0	0	3	0	1	0	4
5:45 AM	0	0	8	0	2	0	10
6:00 AM	0	0	4	0	2	0	6
6:15 AM	0	0	9	0	0	0	9
6:30 AM	0	0	9	0	0	1	10
6:45 AM	0	0	21	0	2	0	23
7:00 AM	0	0	6	0	0	1	7
7:15 AM	0	0	7	0	0	1	8
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	5	0	0	1	6
8:00 AM	0	0	17	0	1	1	19
8:15 AM	0	0	13	0	1	2	16
8:30 AM	0	0	18	0	1	0	19
8:45 AM	0	0	8	0	0	1	9
9:00 AM	0	0	6	0	0	1	7
9:15 AM	0	0	11	0	0	0	11
9:30 AM	0	0	4	0	0	0	4
9:45 AM	0	0	14	0	0	2	16
10:00 AM	0	0	11	0	0	2	13
10:15 AM	0	0	10	0	0	1	11
10:30 AM	0	0	12	0	0	0	12
10:45 AM	0	0	8	0	0	0	8
11:00 AM	0	0	15	0	1	0	16
11:15 AM	0	0	14	0	0	0	14
11:30 AM	0	0	24	0	0	1	25
11:45 AM	0	0	30	0	0	2	32
AM Total	**0**	**0**	**324**	**0**	**16**	**17**	**357**
Percentage	**0.00%**	**0.00%**	**90.76%**	**0.00%**	**4.48%**	**4.76%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**5:15 AM**	**9:30 AM**	**11:00 AM**
Volume	**0**	**0**	**83**	**0**	**7**	**5**	**87**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	22	0	0	0	22
12:15 PM	0	0	19	0	0	0	19
12:30 PM	0	0	19	0	0	2	21
12:45 PM	0	0	20	0	0	1	21
1:00 PM	0	0	12	0	0	1	13
1:15 PM	1	0	25	0	0	0	26
1:30 PM	0	0	32	0	0	0	32
1:45 PM	0	0	37	0	0	1	38
2:00 PM	0	0	21	0	0	0	21
2:15 PM	0	0	17	0	0	1	18
2:30 PM	0	0	13	0	0	0	13
2:45 PM	0	0	18	0	0	2	20
3:00 PM	1	0	20	0	0	0	21
3:15 PM	0	0	11	0	0	2	13
3:30 PM	0	0	31	0	0	1	32
3:45 PM	0	0	16	0	0	0	16
4:00 PM	0	0	15	0	0	1	16
4:15 PM	0	0	11	0	0	0	11
4:30 PM	0	0	15	0	0	0	15
4:45 PM	0	0	6	0	0	0	6
5:00 PM	0	0	7	0	0	0	7
5:15 PM	0	0	15	0	0	0	15
5:30 PM	0	0	12	0	0	0	12
5:45 PM	0	0	16	0	0	0	16
6:00 PM	0	0	9	0	0	0	9
6:15 PM	0	0	13	0	0	0	13
6:30 PM	0	0	28	0	0	0	28
6:45 PM	0	0	22	0	1	0	23
7:00 PM	0	0	9	0	0	0	9
7:15 PM	0	0	8	0	0	0	8
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	3	0	1	0	4
8:00 PM	0	0	9	0	0	0	9
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	8	0	0	0	8
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	7	0	1	0	8
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	5	0	0	0	5
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	6	0	0	0	6
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	2	0	0	0	2
PM Total	**2**	**0**	**593**	**0**	**3**	**12**	**610**
Percentage	**0.33%**	**0.00%**	**97.21%**	**0.00%**	**0.49%**	**1.97%**	
PM Peak	**12:30 PM**	**12:00 PM**	**1:15 PM**	**12:00 PM**	**6:00 PM**	**2:45 PM**	**1:15 PM**
Volume	**1**	**0**	**115**	**0**	**1**	**5**	**117**
Day Total	**2**	**0**	**917**	**0**	**19**	**29**	**967**
Percentage	**0.21%**	**0.00%**	**94.83%**	**0.00%**	**1.96%**	**3.00%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	0	0	1	0	1
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	2	0	0	1	3
1:15 AM	0	0	0	0	1	0	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	2	0	0	1	3
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	1	0	2
2:30 AM	0	0	2	0	2	0	4
2:45 AM	0	0	2	0	2	0	4
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	1	2
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	7	0	0	0	7
4:15 AM	0	0	2	0	1	0	3
4:30 AM	0	0	5	0	3	4	12
4:45 AM	0	0	6	0	0	1	7
5:00 AM	0	0	5	0	2	1	8
5:15 AM	0	0	11	0	1	1	13
5:30 AM	0	0	15	0	2	1	18
5:45 AM	0	0	23	0	0	2	25
6:00 AM	0	0	12	0	0	5	17
6:15 AM	0	0	25	0	3	5	33
6:30 AM	0	0	39	0	2	5	46
6:45 AM	0	0	46	0	2	4	52
7:00 AM	0	0	27	0	5	4	36
7:15 AM	0	0	37	0	4	4	45
7:30 AM	0	0	31	1	0	5	37
7:45 AM	0	0	40	0	5	4	49
8:00 AM	0	0	31	0	5	4	40
8:15 AM	0	0	32	0	3	7	42
8:30 AM	0	0	30	1	5	2	38
8:45 AM	0	0	18	0	3	9	30
9:00 AM	0	0	15	0	4	4	23
9:15 AM	0	0	23	0	1	5	29
9:30 AM	0	0	19	0	2	7	28
9:45 AM	0	0	15	0	5	4	24
10:00 AM	0	0	20	0	7	8	35
10:15 AM	0	0	29	0	5	7	41
10:30 AM	0	0	21	0	5	2	28
10:45 AM	0	0	15	0	3	6	24
11:00 AM	0	0	32	0	6	6	44
11:15 AM	0	0	23	0	3	3	29
11:30 AM	0	0	36	0	6	7	49
11:45 AM	0	0	33	0	2	4	39
AM Total	**0**	**0**	**749**	**2**	**102**	**134**	**987**
Percentage	**0.00%**	**0.00%**	**75.89%**	**0.20%**	**10.33%**	**13.58%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:30 AM**	**6:45 AM**	**9:45 AM**	**9:30 AM**	**6:30 AM**
Volume	**0**	**0**	**149**	**1**	**22**	**26**	**179**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	54	0	6	8	68
12:15 PM	0	0	36	0	3	8	47
12:30 PM	1	0	29	0	3	1	34
12:45 PM	0	0	35	0	6	4	45
1:00 PM	0	0	42	0	4	2	48
1:15 PM	0	0	35	0	1	6	42
1:30 PM	0	0	35	0	7	6	48
1:45 PM	0	0	29	0	6	5	40
2:00 PM	0	0	26	0	5	5	36
2:15 PM	0	1	27	0	3	5	36
2:30 PM	0	0	39	0	6	4	49
2:45 PM	0	0	30	0	1	4	35
3:00 PM	0	0	45	0	3	7	55
3:15 PM	0	0	32	1	3	4	40
3:30 PM	0	0	73	0	4	3	80
3:45 PM	0	0	55	1	4	5	65
4:00 PM	0	0	67	0	2	2	71
4:15 PM	0	0	56	0	1	3	60
4:30 PM	0	0	53	0	2	2	57
4:45 PM	0	0	43	0	3	1	47
5:00 PM	0	0	48	0	1	3	52
5:15 PM	0	0	38	0	2	3	43
5:30 PM	0	0	16	0	2	2	20
5:45 PM	0	0	22	0	0	0	22
6:00 PM	0	0	28	0	1	1	30
6:15 PM	0	0	22	0	2	0	24
6:30 PM	0	0	21	0	0	0	21
6:45 PM	0	0	27	0	0	1	28
7:00 PM	0	0	15	0	1	4	20
7:15 PM	0	0	15	0	0	0	15
7:30 PM	0	0	12	0	0	0	12
7:45 PM	0	0	16	0	1	1	18
8:00 PM	0	0	14	0	1	2	17
8:15 PM	0	0	7	0	0	3	10
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	3	0	0	2	5
9:00 PM	0	0	9	0	0	1	10
9:15 PM	0	0	6	0	0	0	6
9:30 PM	0	0	9	0	1	1	11
9:45 PM	0	0	5	0	0	2	7
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	5	0	1	1	7
10:30 PM	0	0	8	0	0	1	9
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	2	0	0	2	4
11:15 PM	0	0	3	0	0	1	4
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	7	0	0	0	7
PM Total	**1**	**1**	**1218**	**2**	**86**	**116**	**1424**
Percentage	**0.07%**	**0.07%**	**85.53%**	**0.14%**	**6.04%**	**8.15%**	
PM Peak	**12:00 PM**	**1:30 PM**	**3:30 PM**	**3:00 PM**	**1:30 PM**	**1:15 PM**	**3:30 PM**
Volume	**1**	**1**	**251**	**2**	**21**	**22**	**276**
Day Total	**1**	**1**	**1967**	**4**	**188**	**250**	**2411**
Percentage	**0.04%**	**0.04%**	**81.58%**	**0.17%**	**7.80%**	**10.37%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	4	0	0	3	7
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	3	0	1	1	5
2:15 AM	0	0	7	0	0	1	8
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	5	0	0	3	8
3:00 AM	0	0	6	0	0	0	6
3:15 AM	0	0	2	0	0	1	3
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	4	0	0	2	6
4:00 AM	0	0	6	0	2	3	11
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	4	0	1	1	6
4:45 AM	0	0	10	0	3	0	13
5:00 AM	0	0	6	0	0	3	9
5:15 AM	0	0	11	0	0	0	11
5:30 AM	0	0	18	0	1	1	20
5:45 AM	0	0	23	0	2	2	27
6:00 AM	0	0	18	0	2	0	20
6:15 AM	0	0	30	0	1	3	34
6:30 AM	0	0	37	0	1	7	45
6:45 AM	0	0	52	0	5	5	62
7:00 AM	0	0	38	0	6	3	47
7:15 AM	0	0	35	0	5	6	46
7:30 AM	0	0	38	1	3	1	43
7:45 AM	0	0	35	1	3	6	45
8:00 AM	0	0	41	0	7	5	53
8:15 AM	0	0	34	0	3	1	38
8:30 AM	0	0	28	1	6	4	39
8:45 AM	0	0	25	0	5	5	35
9:00 AM	0	0	29	0	1	7	37
9:15 AM	0	0	23	0	3	3	29
9:30 AM	0	0	20	0	3	4	27
9:45 AM	0	0	20	0	2	3	25
10:00 AM	0	0	18	0	4	4	26
10:15 AM	0	0	21	0	3	5	29
10:30 AM	0	0	14	0	4	5	23
10:45 AM	0	0	17	0	5	15	37
11:00 AM	0	0	32	0	4	8	44
11:15 AM	0	0	27	0	4	6	37
11:30 AM	0	0	33	0	4	7	44
11:45 AM	0	0	31	0	2	5	38
AM Total	**0**	**0**	**823**	**3**	**97**	**140**	**1063**
Percentage	**0.00%**	**0.00%**	**77.42%**	**0.28%**	**9.13%**	**13.17%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:45 AM**	**7:00 AM**	**8:00 AM**	**10:45 AM**	**6:30 AM**
Volume	**0**	**0**	**163**	**2**	**21**	**36**	**200**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	61	0	6	2	69
12:15 PM	0	0	47	0	6	2	55
12:30 PM	0	0	36	0	4	8	48
12:45 PM	0	0	32	0	5	6	43
1:00 PM	0	0	32	0	5	5	42
1:15 PM	1	0	32	0	3	3	39
1:30 PM	0	0	28	0	5	4	37
1:45 PM	0	0	36	0	1	3	40
2:00 PM	0	0	29	0	5	4	38
2:15 PM	0	0	31	0	5	4	40
2:30 PM	0	0	47	0	2	5	54
2:45 PM	0	1	35	1	3	8	48
3:00 PM	0	0	65	0	3	5	73
3:15 PM	0	0	33	1	5	7	46
3:30 PM	0	0	73	0	2	12	87
3:45 PM	0	0	33	0	8	4	45
4:00 PM	0	0	80	0	4	4	88
4:15 PM	0	0	52	0	3	5	60
4:30 PM	0	0	64	0	4	1	69
4:45 PM	0	0	44	0	2	5	51
5:00 PM	0	0	49	0	1	1	51
5:15 PM	0	0	41	0	2	1	44
5:30 PM	0	0	34	0	1	4	39
5:45 PM	0	0	36	0	0	1	37
6:00 PM	0	0	31	0	0	3	34
6:15 PM	0	0	35	0	0	0	35
6:30 PM	0	0	32	0	0	1	33
6:45 PM	0	0	24	0	0	1	25
7:00 PM	0	0	21	0	0	3	24
7:15 PM	0	0	5	0	0	1	6
7:30 PM	0	0	9	0	0	1	10
7:45 PM	0	0	16	0	0	2	18
8:00 PM	0	0	16	0	0	2	18
8:15 PM	0	0	10	0	0	4	14
8:30 PM	0	0	7	0	1	1	9
8:45 PM	0	0	6	0	2	5	13
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	9	0	0	1	10
9:30 PM	0	0	9	0	0	0	9
9:45 PM	0	0	7	0	0	1	8
10:00 PM	0	0	5	0	0	1	6
10:15 PM	0	0	2	0	0	1	3
10:30 PM	0	0	4	0	0	1	5
10:45 PM	0	0	5	0	0	1	6
11:00 PM	0	0	3	0	0	1	4
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	2	0	0	1	3
PM Total	**1**	**1**	**1326**	**2**	**88**	**136**	**1554**
Percentage	**0.06%**	**0.06%**	**85.33%**	**0.13%**	**5.66%**	**8.75%**	
PM Peak	**12:30 PM**	**2:00 PM**	**4:00 PM**	**2:30 PM**	**12:00 PM**	**2:45 PM**	**3:30 PM**
Volume	**1**	**1**	**240**	**2**	**21**	**32**	**280**
Day Total	**1**	**1**	**2149**	**5**	**185**	**276**	**2617**
Percentage	**0.04%**	**0.04%**	**82.12%**	**0.19%**	**7.07%**	**10.55%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	2	1	4
12:15 AM	0	0	1	0	0	1	2
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	4	0	1	1	6
1:00 AM	0	0	2	0	0	1	3
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	1	0	0	1	2
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	0	0	0	1	1
3:15 AM	0	0	3	0	0	1	4
3:30 AM	0	0	0	0	1	0	1
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	3	0	0	1	4
4:30 AM	0	0	8	0	0	0	8
4:45 AM	0	0	18	0	1	3	22
5:00 AM	0	0	5	0	0	6	11
5:15 AM	0	0	11	0	0	1	12
5:30 AM	0	1	19	0	1	2	23
5:45 AM	0	0	19	0	0	2	21
6:00 AM	0	0	16	0	0	3	19
6:15 AM	0	0	9	0	1	2	12
6:30 AM	0	0	22	0	1	1	24
6:45 AM	0	0	38	0	4	1	43
7:00 AM	0	0	44	0	3	5	52
7:15 AM	0	0	30	0	1	2	33
7:30 AM	0	0	33	0	4	1	38
7:45 AM	0	0	63	0	3	5	71
8:00 AM	0	0	62	1	7	2	72
8:15 AM	0	0	56	0	1	6	63
8:30 AM	0	0	36	0	4	5	45
8:45 AM	0	0	39	0	6	4	49
9:00 AM	0	0	28	0	4	5	37
9:15 AM	0	0	28	0	4	6	38
9:30 AM	0	0	20	0	2	6	28
9:45 AM	0	0	15	0	6	5	26
10:00 AM	0	0	25	0	8	7	40
10:15 AM	0	0	24	0	8	2	34
10:30 AM	0	0	19	0	6	3	28
10:45 AM	0	0	23	0	6	3	32
11:00 AM	0	0	14	0	8	6	28
11:15 AM	0	0	29	0	7	6	42
11:30 AM	0	0	25	0	8	7	40
11:45 AM	0	0	38	0	4	11	53
AM Total	**0**	**1**	**844**	**1**	**113**	**126**	**1085**
Percentage	**0.00%**	**0.09%**	**77.79%**	**0.09%**	**10.41%**	**11.61%**	
AM Peak	**12:00 AM**	**4:45 AM**	**7:45 AM**	**7:15 AM**	**10:45 AM**	**11:00 AM**	**7:45 AM**
Volume	**0**	**1**	**217**	**1**	**29**	**30**	**251**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	52	0	0	9	61
12:15 PM	0	0	57	0	12	5	74
12:30 PM	0	0	36	0	2	6	44
12:45 PM	0	0	42	0	6	7	55
1:00 PM	0	0	34	0	4	9	47
1:15 PM	0	0	29	0	5	4	38
1:30 PM	0	0	27	0	6	3	36
1:45 PM	0	0	21	0	7	5	33
2:00 PM	0	0	29	1	7	2	39
2:15 PM	0	0	37	0	9	5	51
2:30 PM	0	0	39	0	4	4	47
2:45 PM	0	0	33	1	6	3	43
3:00 PM	0	0	43	0	10	6	59
3:15 PM	0	0	26	0	6	5	37
3:30 PM	0	0	56	0	4	5	65
3:45 PM	0	0	49	1	6	4	60
4:00 PM	0	0	63	0	6	1	70
4:15 PM	0	0	45	0	7	1	53
4:30 PM	0	0	52	0	4	1	57
4:45 PM	0	0	43	0	1	1	45
5:00 PM	0	0	43	0	2	2	47
5:15 PM	0	0	29	0	0	2	31
5:30 PM	0	0	42	0	0	0	42
5:45 PM	0	0	33	0	4	2	39
6:00 PM	0	0	27	0	0	0	27
6:15 PM	0	0	21	0	0	1	22
6:30 PM	0	0	20	0	0	0	20
6:45 PM	0	0	15	0	1	0	16
7:00 PM	0	0	34	0	0	1	35
7:15 PM	0	0	13	0	0	2	15
7:30 PM	0	0	12	0	0	1	13
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	6	0	0	2	8
8:15 PM	0	0	5	0	0	0	5
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	7	0	1	0	8
9:00 PM	0	0	6	0	1	1	8
9:15 PM	0	0	6	0	0	2	8
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	8	0	0	1	9
10:00 PM	0	0	4	0	1	0	5
10:15 PM	0	0	3	0	1	1	5
10:30 PM	0	0	6	0	0	0	6
10:45 PM	0	0	5	0	2	1	8
11:00 PM	0	0	2	0	0	1	3
11:15 PM	0	0	3	0	0	1	4
11:30 PM	0	0	4	0	0	1	5
11:45 PM	0	0	0	0	1	0	1
PM Total	**0**	**0**	**1186**	**3**	**126**	**108**	**1423**
Percentage	**0.00%**	**0.00%**	**83.35%**	**0.21%**	**8.85%**	**7.59%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**2:00 PM**	**1:30 PM**	**12:00 PM**	**3:30 PM**
Volume	**0**	**0**	**213**	**2**	**29**	**27**	**248**
Day Total	**0**	**1**	**2030**	**4**	**239**	**234**	**2508**
Percentage	**0.00%**	**0.04%**	**80.94%**	**0.16%**	**9.53%**	**9.33%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	3	4
12:15 AM	0	0	3	0	1	0	4
12:30 AM	0	0	3	0	1	0	4
12:45 AM	0	0	0	0	0	1	1
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	3	0	0	1	4
1:45 AM	0	0	1	0	1	1	3
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	0	0	1	0	1
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	1	1	2
3:45 AM	0	0	3	0	1	1	5
4:00 AM	0	0	5	0	0	1	6
4:15 AM	0	0	3	0	1	1	5
4:30 AM	0	0	11	0	0	2	13
4:45 AM	0	0	17	0	1	2	20
5:00 AM	0	0	10	0	1	1	12
5:15 AM	0	0	7	0	1	1	9
5:30 AM	0	0	17	0	1	3	21
5:45 AM	0	0	23	0	2	2	27
6:00 AM	0	0	13	0	2	5	20
6:15 AM	0	0	12	0	4	2	18
6:30 AM	0	0	22	0	3	1	26
6:45 AM	0	0	42	0	6	4	52
7:00 AM	0	0	46	0	8	1	55
7:15 AM	0	0	30	0	4	5	39
7:30 AM	0	0	46	0	3	3	52
7:45 AM	0	0	47	0	6	4	57
8:00 AM	0	0	45	1	5	6	57
8:15 AM	0	0	46	0	3	5	54
8:30 AM	0	0	36	0	3	4	43
8:45 AM	0	0	32	0	6	1	39
9:00 AM	0	0	25	0	6	3	34
9:15 AM	0	0	26	0	8	2	36
9:30 AM	0	0	30	0	4	3	37
9:45 AM	0	0	24	0	3	5	32
10:00 AM	0	0	21	0	3	7	31
10:15 AM	0	0	15	0	5	8	28
10:30 AM	0	0	19	0	5	6	30
10:45 AM	0	0	16	0	4	10	30
11:00 AM	0	0	16	0	4	5	25
11:15 AM	0	0	19	0	6	6	31
11:30 AM	0	0	25	0	6	6	37
11:45 AM	0	0	33	0	3	7	43
AM Total	**0**	**0**	**800**	**1**	**124**	**132**	**1057**
Percentage	**0.00%**	**0.00%**	**75.69%**	**0.09%**	**11.73%**	**12.49%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**7:15 AM**	**8:45 AM**	**10:00 AM**	**7:30 AM**
Volume	**0**	**0**	**184**	**1**	**24**	**31**	**220**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	39	0	8	5	52
12:15 PM	0	0	58	0	4	5	67
12:30 PM	0	0	37	0	11	6	54
12:45 PM	0	0	39	0	7	5	51
1:00 PM	0	0	30	0	3	3	36
1:15 PM	0	0	35	0	4	7	46
1:30 PM	0	0	27	0	3	3	33
1:45 PM	0	0	27	0	3	4	34
2:00 PM	0	0	26	0	4	5	35
2:15 PM	0	0	18	1	5	5	29
2:30 PM	0	0	51	0	4	5	60
2:45 PM	0	0	31	1	6	5	43
3:00 PM	0	0	39	0	5	6	50
3:15 PM	0	0	45	0	6	6	57
3:30 PM	0	0	47	0	2	4	53
3:45 PM	0	0	39	1	3	4	47
4:00 PM	0	0	53	0	6	2	61
4:15 PM	0	0	57	0	4	3	64
4:30 PM	0	1	48	0	1	3	53
4:45 PM	0	0	43	0	1	3	47
5:00 PM	0	0	48	0	2	2	52
5:15 PM	0	0	30	0	1	1	32
5:30 PM	0	0	39	0	3	2	44
5:45 PM	0	0	28	0	0	0	28
6:00 PM	0	0	15	0	2	1	18
6:15 PM	0	0	12	0	0	1	13
6:30 PM	0	0	17	0	0	1	18
6:45 PM	0	0	12	0	3	0	15
7:00 PM	0	0	29	0	2	2	33
7:15 PM	0	0	19	0	0	0	19
7:30 PM	0	0	11	0	0	1	12
7:45 PM	0	0	11	0	0	2	13
8:00 PM	0	0	6	0	0	0	6
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	9	0	1	0	10
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	10	0	0	0	10
9:15 PM	0	0	6	0	0	2	8
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	5	0	1	1	7
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	8	0	0	1	9
10:30 PM	0	0	3	0	0	2	5
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	2	3
11:30 PM	0	0	0	0	1	0	1
11:45 PM	0	0	3	0	0	0	3
PM Total	**0**	**1**	**1130**	**3**	**106**	**110**	**1350**
Percentage	**0.00%**	**0.07%**	**83.70%**	**0.22%**	**7.85%**	**8.15%**	
PM Peak	**12:00 PM**	**3:45 PM**	**4:00 PM**	**2:00 PM**	**12:00 PM**	**2:30 PM**	**3:30 PM**
Volume	**0**	**1**	**201**	**2**	**30**	**22**	**225**
Day Total	**0**	**1**	**1930**	**4**	**230**	**242**	**2407**
Percentage	**0.00%**	**0.04%**	**80.18%**	**0.17%**	**9.56%**	**10.05%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Friday, December 6, 2024**
Direction: **WB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-C

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	0	0	2	0	2
12:45 AM	0	0	1	0	1	1	3
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	1	2
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	1	0	0	1	2
2:00 AM	0	0	1	0	2	0	3
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	2	2
2:45 AM	0	0	3	0	1	1	5
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	3	0	0	1	4
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	5	0	1	3	9
4:30 AM	0	0	20	0	0	1	21
4:45 AM	0	0	18	0	0	1	19
5:00 AM	0	0	4	0	0	1	5
5:15 AM	0	0	12	0	0	1	13
5:30 AM	0	1	14	0	0	2	17
5:45 AM	0	0	22	0	2	1	25
6:00 AM	0	0	14	0	2	4	20
6:15 AM	0	0	13	0	2	3	18
6:30 AM	0	0	27	0	0	2	29
6:45 AM	0	0	26	0	4	5	35
7:00 AM	0	0	49	0	4	4	57
7:15 AM	0	0	38	0	6	3	47
7:30 AM	0	0	45	0	2	2	49
7:45 AM	0	0	40	0	4	7	51
8:00 AM	0	0	47	1	4	1	53
8:15 AM	0	0	63	0	5	3	71
8:30 AM	0	0	30	0	4	5	39
8:45 AM	0	0	32	0	5	7	44
9:00 AM	0	0	18	0	4	6	28
9:15 AM	0	0	18	0	3	1	22
9:30 AM	0	0	22	0	5	12	39
9:45 AM	0	0	26	0	3	2	31
10:00 AM	0	0	28	0	1	8	37
10:15 AM	0	0	25	0	5	8	38
10:30 AM	0	0	23	0	3	3	29
10:45 AM	0	0	25	1	8	2	36
11:00 AM	0	0	29	0	4	5	38
11:15 AM	0	0	20	0	5	7	32
11:30 AM	0	0	30	0	5	4	39
11:45 AM	0	0	35	0	6	1	42
AM Total	**0**	**1**	**838**	**2**	**103**	**124**	**1068**
Percentage	**0.00%**	**0.09%**	**78.46%**	**0.19%**	**9.64%**	**11.61%**	
AM Peak	**12:00 AM**	**4:45 AM**	**7:30 AM**	**7:15 AM**	**10:45 AM**	**9:30 AM**	**7:30 AM**
Volume	**0**	**1**	**195**	**1**	**22**	**30**	**224**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	47	0	7	6	60
12:15 PM	0	1	31	1	7	11	51
12:30 PM	0	0	48	1	6	6	61
12:45 PM	0	0	41	0	5	6	52
1:00 PM	0	0	27	0	5	4	36
1:15 PM	0	0	31	0	7	5	43
1:30 PM	0	0	31	0	8	6	45
1:45 PM	0	0	19	0	6	1	26
2:00 PM	0	0	23	0	4	7	34
2:15 PM	0	0	25	0	3	2	30
2:30 PM	0	0	34	0	6	4	44
2:45 PM	0	0	35	1	10	2	48
3:00 PM	0	0	47	0	7	6	60
3:15 PM	0	0	37	0	6	3	46
3:30 PM	0	0	45	0	1	5	51
3:45 PM	0	0	38	1	10	5	54
4:00 PM	0	0	54	0	7	1	62
4:15 PM	0	0	49	0	5	3	57
4:30 PM	0	1	69	0	0	3	73
4:45 PM	0	0	56	0	2	1	59
5:00 PM	0	0	56	0	5	5	66
5:15 PM	0	0	34	0	1	1	36
5:30 PM	0	0	29	0	2	2	33
5:45 PM	0	0	30	0	0	2	32
6:00 PM	0	0	29	0	2	0	31
6:15 PM	0	0	24	0	0	2	26
6:30 PM	0	0	22	0	3	1	26
6:45 PM	0	0	29	0	1	1	31
7:00 PM	0	0	42	0	1	1	44
7:15 PM	0	0	13	0	0	1	14
7:30 PM	0	0	12	0	1	1	14
7:45 PM	0	0	10	0	1	0	11
8:00 PM	0	0	13	0	0	0	13
8:15 PM	0	0	9	0	0	0	9
8:30 PM	0	0	7	0	0	1	8
8:45 PM	0	0	10	0	0	1	11
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	6	0	0	0	6
10:00 PM	0	0	4	0	0	1	5
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	0	5	0	0	0	5
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	5	0	1	1	7
11:45 PM	0	0	5	0	0	1	6
PM Total	**0**	**2**	**1209**	**4**	**130**	**109**	**1454**
Percentage	**0.00%**	**0.14%**	**83.15%**	**0.28%**	**8.94%**	**7.50%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:15 PM**	**12:00 PM**	**2:30 PM**	**12:00 PM**	**4:15 PM**
Volume	**0**	**1**	**230**	**2**	**29**	**29**	**255**
Day Total	**0**	**3**	**2047**	**6**	**233**	**233**	**2522**
Percentage	**0.00%**	**0.12%**	**81.17%**	**0.24%**	**9.24%**	**9.24%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	1	0	0	2	3
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	0	1	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	5	0	0	0	5
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	2	0	1	0	3
3:30 AM	0	0	2	0	0	1	3
3:45 AM	0	0	0	0	0	1	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	6	0	0	1	7
5:00 AM	0	0	1	0	0	1	2
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	6	0	1	0	7
5:45 AM	0	0	12	0	0	2	14
6:00 AM	0	0	5	0	0	0	5
6:15 AM	1	0	8	0	1	1	11
6:30 AM	0	0	15	0	1	1	17
6:45 AM	0	0	21	0	1	3	25
7:00 AM	0	0	28	0	0	1	29
7:15 AM	0	0	28	0	4	4	36
7:30 AM	0	0	14	0	1	1	16
7:45 AM	0	0	12	0	2	2	16
8:00 AM	0	0	15	0	1	3	19
8:15 AM	0	0	12	0	2	1	15
8:30 AM	0	0	11	0	2	2	15
8:45 AM	0	0	18	0	0	3	21
9:00 AM	0	0	19	0	0	2	21
9:15 AM	0	0	19	0	2	0	21
9:30 AM	0	0	16	0	1	2	19
9:45 AM	0	0	16	0	1	2	19
10:00 AM	0	0	18	0	1	3	22
10:15 AM	0	0	25	0	1	1	27
10:30 AM	0	0	21	0	0	2	23
10:45 AM	0	0	10	0	1	1	12
11:00 AM	0	0	24	0	2	3	29
11:15 AM	0	0	25	0	3	0	28
11:30 AM	0	0	22	0	1	2	25
11:45 AM	0	0	32	0	0	1	33
AM Total	**1**	**0**	**489**	**0**	**32**	**51**	**573**
Percentage	**0.17%**	**0.00%**	**85.34%**	**0.00%**	**5.58%**	**8.90%**	
AM Peak	**5:30 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**7:15 AM**	**7:15 AM**	**11:00 AM**
Volume	**1**	**0**	**103**	**0**	**8**	**10**	**115**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	36	0	0	0	36
12:15 PM	0	0	24	0	3	1	28
12:30 PM	0	0	41	0	0	3	44
12:45 PM	0	0	29	0	0	2	31
1:00 PM	0	0	19	0	0	2	21
1:15 PM	0	0	22	0	0	1	23
1:30 PM	0	0	18	0	0	1	19
1:45 PM	0	0	21	0	0	0	21
2:00 PM	0	0	19	0	3	0	22
2:15 PM	0	0	16	0	1	1	18
2:30 PM	0	0	22	0	1	1	24
2:45 PM	0	0	12	0	1	1	14
3:00 PM	0	0	13	0	3	1	17
3:15 PM	0	0	17	0	0	0	17
3:30 PM	0	0	15	0	0	0	15
3:45 PM	0	0	24	0	1	1	26
4:00 PM	0	0	26	0	1	0	27
4:15 PM	0	0	24	0	1	0	25
4:30 PM	0	0	15	0	0	0	15
4:45 PM	0	0	24	0	0	0	24
5:00 PM	0	0	14	0	0	0	14
5:15 PM	0	0	21	0	0	1	22
5:30 PM	0	0	17	0	0	1	18
5:45 PM	0	0	16	0	0	0	16
6:00 PM	0	0	10	0	0	0	10
6:15 PM	0	0	19	0	0	0	19
6:30 PM	0	0	18	0	4	0	22
6:45 PM	0	0	14	0	0	0	14
7:00 PM	0	0	32	0	0	1	33
7:15 PM	0	0	9	0	0	0	9
7:30 PM	0	0	13	0	0	0	13
7:45 PM	0	0	9	0	0	0	9
8:00 PM	0	0	8	0	0	0	8
8:15 PM	0	0	7	0	0	0	7
8:30 PM	0	0	8	0	0	0	8
8:45 PM	0	0	5	0	0	0	5
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	8	0	0	0	8
10:00 PM	0	0	5	0	0	0	5
10:15 PM	0	0	7	0	0	0	7
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	7	0	1	0	8
PM Total	**0**	**0**	**712**	**0**	**20**	**18**	**750**
Percentage	**0.00%**	**0.00%**	**94.93%**	**0.00%**	**2.67%**	**2.40%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:00 PM**	**12:15 PM**	**12:00 PM**
Volume	**0**	**0**	**130**	**0**	**6**	**8**	**139**
Day Total	**1**	**0**	**1201**	**0**	**52**	**69**	**1323**
Percentage	**0.08%**	**0.00%**	**90.78%**	**0.00%**	**3.93%**	**5.22%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Sunday, December 8, 2024**
Direction: **WB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: **240348 ATR-C**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	4	0	2	0	6
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	1	0	4
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	2	0	2	0	4
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	10	0	0	1	11
6:00 AM	0	0	5	0	1	0	6
6:15 AM	0	0	4	0	1	0	5
6:30 AM	0	0	8	0	1	0	9
6:45 AM	0	0	7	2	0	0	9
7:00 AM	0	0	19	0	0	0	19
7:15 AM	0	0	14	0	0	0	14
7:30 AM	0	0	15	0	0	0	15
7:45 AM	0	0	17	0	1	0	18
8:00 AM	0	0	9	0	0	0	9
8:15 AM	0	0	22	0	1	1	24
8:30 AM	0	0	18	0	2	0	20
8:45 AM	0	0	20	0	0	1	21
9:00 AM	0	0	13	0	0	1	14
9:15 AM	0	0	6	0	1	1	8
9:30 AM	0	0	8	0	0	0	8
9:45 AM	0	0	11	0	0	1	12
10:00 AM	0	0	7	0	1	0	8
10:15 AM	0	0	19	1	0	0	20
10:30 AM	0	0	10	0	1	1	12
10:45 AM	0	0	16	0	1	1	18
11:00 AM	0	0	14	0	0	0	14
11:15 AM	0	0	12	0	2	1	15
11:30 AM	0	0	17	0	0	0	17
11:45 AM	0	0	21	0	1	4	26
AM Total	**0**	**0**	**352**	**3**	**19**	**14**	**388**
Percentage	**0.00%**	**0.00%**	**90.72%**	**0.77%**	**4.90%**	**3.61%**	
AM Peak	**12:00 AM**	**12:00 AM**	**8:15 AM**	**6:00 AM**	**7:45 AM**	**11:00 AM**	**8:15 AM**
Volume	**0**	**0**	**73**	**2**	**4**	**5**	**79**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	25	0	0	0	25
12:15 PM	0	0	22	0	0	0	22
12:30 PM	0	0	28	0	0	0	28
12:45 PM	0	0	16	0	1	1	18
1:00 PM	0	0	23	0	0	0	23
1:15 PM	0	0	11	0	0	2	13
1:30 PM	0	0	11	0	0	1	12
1:45 PM	0	0	27	0	0	1	28
2:00 PM	0	0	28	0	0	0	28
2:15 PM	0	0	10	0	0	0	10
2:30 PM	0	0	14	0	0	0	14
2:45 PM	0	0	20	0	0	0	20
3:00 PM	1	0	15	0	0	2	18
3:15 PM	0	0	12	0	0	0	12
3:30 PM	0	0	8	0	0	0	8
3:45 PM	0	0	12	0	0	0	12
4:00 PM	0	0	11	0	0	0	11
4:15 PM	0	0	14	0	0	0	14
4:30 PM	0	0	9	0	0	0	9
4:45 PM	0	0	9	0	0	0	9
5:00 PM	0	0	9	0	0	0	9
5:15 PM	0	0	17	0	0	0	17
5:30 PM	0	0	5	0	0	0	5
5:45 PM	0	0	11	0	0	0	11
6:00 PM	0	0	2	0	0	1	3
6:15 PM	0	0	13	0	0	0	13
6:30 PM	0	0	8	0	0	1	9
6:45 PM	0	0	16	0	0	0	16
7:00 PM	0	0	33	0	0	0	33
7:15 PM	0	0	9	0	0	0	9
7:30 PM	0	0	7	0	0	2	9
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	7	0	0	0	7
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	4	0	0	1	5
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	4	0	0	1	5
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	1	1	3
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	2	3
PM Total	**1**	**0**	**506**	**0**	**2**	**17**	**526**
Percentage	**0.19%**	**0.00%**	**96.20%**	**0.00%**	**0.38%**	**3.23%**	
PM Peak	**2:15 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:45 PM**	**12:00 PM**
Volume	**1**	**0**	**91**	**0**	**1**	**4**	**93**
Day Total	**1**	**0**	**858**	**3**	**21**	**31**	**914**
Percentage	**0.11%**	**0.00%**	**93.87%**	**0.33%**	**2.30%**	**3.39%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Monday, December 9, 2024**
Direction: **WB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: **240348 ATR-C**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	2	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	1	3
12:45 AM	0	0	2	0	2	0	4
1:00 AM	0	0	1	0	0	1	2
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	1	1
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	2	0	0	1	3
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	1	1	4
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	5	0	0	2	7
4:30 AM	0	0	11	0	0	2	13
4:45 AM	0	0	16	0	0	3	19
5:00 AM	0	0	5	0	0	1	6
5:15 AM	0	0	12	0	0	2	14
5:30 AM	0	0	22	0	0	3	25
5:45 AM	0	0	28	0	2	0	30
6:00 AM	0	0	21	0	1	2	24
6:15 AM	0	0	12	0	1	3	16
6:30 AM	0	0	24	0	2	3	29
6:45 AM	0	0	39	0	2	0	41
7:00 AM	0	0	42	0	2	4	48
7:15 AM	0	0	40	0	3	5	48
7:30 AM	0	0	43	0	3	5	51
7:45 AM	0	0	53	0	5	5	63
8:00 AM	0	0	52	1	4	4	61
8:15 AM	0	0	39	0	2	6	47
8:30 AM	0	0	35	0	6	2	43
8:45 AM	0	0	32	0	4	2	38
9:00 AM	0	0	30	0	7	12	49
9:15 AM	0	0	17	0	3	7	27
9:30 AM	0	0	23	0	0	6	29
9:45 AM	0	0	26	0	3	5	34
10:00 AM	0	0	22	0	5	5	32
10:15 AM	0	0	14	0	2	6	22
10:30 AM	0	0	19	0	6	5	30
10:45 AM	0	0	20	0	6	8	34
11:00 AM	0	0	18	0	5	4	27
11:15 AM	0	0	19	0	4	7	30
11:30 AM	0	0	16	0	5	6	27
11:45 AM	0	0	29	1	9	4	43
AM Total	**0**	**0**	**797**	**2**	**95**	**137**	**1031**
Percentage	**0.00%**	**0.00%**	**77.30%**	**0.19%**	**9.21%**	**13.29%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**7:15 AM**	**11:00 AM**	**9:00 AM**	**7:15 AM**
Volume	**0**	**0**	**188**	**1**	**23**	**30**	**223**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	43	0	5	3	51
12:15 PM	0	0	33	1	6	3	43
12:30 PM	0	0	37	0	7	4	48
12:45 PM	2	0	35	0	3	7	47
1:00 PM	0	1	31	0	4	5	41
1:15 PM	0	0	23	0	7	6	36
1:30 PM	0	0	24	0	4	6	34
1:45 PM	0	0	29	0	2	9	40
2:00 PM	0	0	30	0	9	7	46
2:15 PM	1	0	19	0	8	1	29
2:30 PM	0	0	39	0	8	7	54
2:45 PM	0	0	42	1	5	3	51
3:00 PM	0	0	43	0	3	4	50
3:15 PM	0	0	44	0	3	6	53
3:30 PM	0	0	48	0	5	2	55
3:45 PM	0	0	28	1	2	3	34
4:00 PM	0	0	67	0	4	4	75
4:15 PM	0	0	34	0	6	3	43
4:30 PM	0	0	62	0	2	1	65
4:45 PM	0	0	47	0	3	0	50
5:00 PM	0	0	38	0	2	2	42
5:15 PM	0	0	32	0	1	0	33
5:30 PM	0	0	30	0	1	5	36
5:45 PM	0	0	26	0	2	2	30
6:00 PM	0	0	10	0	0	0	10
6:15 PM	0	0	21	0	3	1	25
6:30 PM	0	0	19	0	0	1	20
6:45 PM	0	0	14	0	1	0	15
7:00 PM	0	0	31	0	0	2	33
7:15 PM	0	0	12	0	0	1	13
7:30 PM	0	0	11	0	0	0	11
7:45 PM	0	0	10	0	1	2	13
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	9	0	1	1	11
8:30 PM	0	0	3	0	0	1	4
8:45 PM	0	0	7	0	0	2	9
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	3	0	0	1	4
9:30 PM	0	0	5	0	0	0	5
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	6	0	1	1	8
10:15 PM	0	0	3	0	0	0	3
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	6	0	1	1	8
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	1	1	2
11:30 PM	0	0	2	0	0	2	4
11:45 PM	0	0	2	0	0	3	5
PM Total	**3**	**1**	**1074**	**3**	**111**	**113**	**1305**
Percentage	**0.23%**	**0.08%**	**82.30%**	**0.23%**	**8.51%**	**8.66%**	
PM Peak	**12:00 PM**	**12:15 PM**	**4:00 PM**	**12:00 PM**	**2:00 PM**	**1:15 PM**	**4:00 PM**
Volume	**2**	**1**	**210**	**1**	**30**	**28**	**233**
Day Total	**3**	**1**	**1871**	**5**	**206**	**250**	**2336**
Percentage	**0.13%**	**0.04%**	**80.09%**	**0.21%**	**8.82%**	**10.70%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-C

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	1	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	3	4
1:15 AM	0	0	3	0	0	1	4
1:30 AM	0	0	0	0	1	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	2	0	0	1	3
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	2	0	0	1	3
3:15 AM	0	0	1	0	0	2	3
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	4	0	0	3	7
4:00 AM	0	0	2	0	1	1	4
4:15 AM	0	0	4	0	0	1	5
4:30 AM	0	0	10	0	0	2	12
4:45 AM	0	0	19	0	0	1	20
5:00 AM	0	0	6	0	1	4	11
5:15 AM	0	0	8	0	0	1	9
5:30 AM	0	0	21	0	1	2	24
5:45 AM	0	0	32	0	2	4	38
6:00 AM	0	0	21	0	3	2	26
6:15 AM	0	0	10	0	0	3	13
6:30 AM	0	0	17	0	2	3	22
6:45 AM	0	0	34	0	4	2	40
7:00 AM	0	0	40	0	5	7	52
7:15 AM	0	0	37	0	1	3	41
7:30 AM	0	0	52	0	2	5	59
7:45 AM	0	0	63	0	2	1	66
8:00 AM	0	0	53	1	4	5	63
8:15 AM	0	0	54	0	2	4	60
8:30 AM	0	0	33	0	5	6	44
8:45 AM	0	0	35	0	5	1	41
9:00 AM	0	1	22	0	3	3	29
9:15 AM	0	0	15	0	8	3	26
9:30 AM	0	0	14	0	1	10	25
9:45 AM	0	0	27	0	3	2	32
10:00 AM	0	0	13	0	2	5	20
10:15 AM	0	0	19	0	5	5	29
10:30 AM	0	0	18	0	6	9	33
10:45 AM	0	0	16	0	4	7	27
11:00 AM	0	0	16	0	1	5	22
11:15 AM	0	0	20	0	3	3	26
11:30 AM	0	0	21	0	6	4	31
11:45 AM	0	0	34	0	5	4	43
AM Total	**0**	**1**	**808**	**1**	**89**	**132**	**1031**
Percentage	**0.00%**	**0.10%**	**78.37%**	**0.10%**	**8.63%**	**12.80%**	
AM Peak	**12:00 AM**	**8:15 AM**	**7:30 AM**	**7:15 AM**	**8:30 AM**	**10:00 AM**	**7:30 AM**
Volume	**0**	**1**	**222**	**1**	**21**	**26**	**248**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	49	0	4	3	56
12:15 PM	0	0	52	0	3	2	57
12:30 PM	0	0	54	0	7	4	65
12:45 PM	0	0	37	0	7	3	47
1:00 PM	0	0	29	0	4	6	39
1:15 PM	0	0	28	0	5	4	37
1:30 PM	0	0	27	0	4	4	35
1:45 PM	0	0	18	0	7	3	28
2:00 PM	0	0	29	0	8	9	46
2:15 PM	0	0	24	0	2	5	31
2:30 PM	0	0	46	0	6	9	61
2:45 PM	0	0	29	1	1	4	35
3:00 PM	0	0	56	0	6	5	67
3:15 PM	0	0	37	0	4	3	44
3:30 PM	0	0	46	0	8	5	59
3:45 PM	0	0	57	2	7	5	71
4:00 PM	0	0	70	0	6	5	81
4:15 PM	0	0	50	1	2	3	56
4:30 PM	0	0	56	0	0	4	60
4:45 PM	0	0	60	0	2	1	63
5:00 PM	0	0	41	0	2	0	43
5:15 PM	0	0	48	0	0	4	52
5:30 PM	0	0	41	0	3	1	45
5:45 PM	0	0	30	0	1	2	33
6:00 PM	0	0	17	0	0	0	17
6:15 PM	0	0	17	0	0	1	18
6:30 PM	0	0	23	0	1	0	24
6:45 PM	0	0	17	0	0	1	18
7:00 PM	0	0	34	0	0	1	35
7:15 PM	0	0	20	0	0	3	23
7:30 PM	0	0	16	0	0	0	16
7:45 PM	0	0	11	0	0	1	12
8:00 PM	0	0	6	0	0	1	7
8:15 PM	0	0	4	0	1	1	6
8:30 PM	0	0	5	0	0	2	7
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	6	0	0	0	6
9:15 PM	0	0	6	0	0	2	8
9:30 PM	0	0	7	0	1	1	9
9:45 PM	0	0	6	0	0	0	6
10:00 PM	0	0	5	0	1	0	6
10:15 PM	0	0	6	0	0	0	6
10:30 PM	0	0	5	0	1	1	7
10:45 PM	0	0	4	0	1	0	5
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	3	0	0	1	4
11:30 PM	0	0	3	0	0	1	4
11:45 PM	0	0	2	0	1	1	4
PM Total	**0**	**0**	**1246**	**4**	**106**	**112**	**1468**
Percentage	**0.00%**	**0.00%**	**84.88%**	**0.27%**	**7.22%**	**7.63%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**3:30 PM**	**3:00 PM**	**2:00 PM**	**3:45 PM**
Volume	**0**	**0**	**236**	**3**	**25**	**27**	**268**
Day Total	**0**	**1**	**2054**	**5**	**195**	**244**	**2499**
Percentage	**0.00%**	**0.04%**	**82.19%**	**0.20%**	**7.80%**	**9.76%**	

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-C**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	2	73	6	65	5	60	2	42	5	22	3	68	3	69	4	57
12:15	0	64	5	49	3	55	3	51	1	19	1	47	7	55	3	49
12:30	2	67	2	48	1	51	2	21	0	21	4	34	1	48	2	41
12:45	2	48	4	38	0	53	1	32	1	21	2	45	2	43	2	40
1:00	4	45	5	53	2	54	3	21	2	13	3	48	0	42	3	39
1:15	3	48	4	37	2	46	2	25	0	26	1	42	2	39	2	38
1:30	5	69	3	41	10	43	3	20	2	32	1	48	0	37	3	41
1:45	2	56	2	40	3	38	2	17	0	38	3	40	0	40	2	38
2:00	2	45	4	36	4	47	0	25	1	21	1	36	5	38	2	35
2:15	8	37	4	35	7	45	2	24	1	18	2	36	8	40	5	34
2:30	5	48	3	34	4	44	0	16	2	13	4	49	5	54	3	37
2:45	5	40	6	46	4	48	4	26	3	20	4	35	8	48	5	38
3:00	4	46	0	50	1	56	5	18	5	21	2	55	6	73	3	46
3:15	4	57	6	50	2	50	0	28	0	13	1	40	3	46	2	41
3:30	2	72	8	78	5	77	3	23	2	32	2	80	2	87	3	64
3:45	5	44	6	63	5	63	2	9	0	16	2	65	6	45	4	44
4:00	4	84	4	67	5	66	6	32	1	16	7	71	11	88	5	61
4:15	9	60	10	70	10	67	2	32	2	11	3	60	5	60	6	51
4:30	5	68	3	61	9	49	6	35	0	15	12	57	6	69	6	51
4:45	14	49	17	51	16	52	2	22	3	6	7	47	13	51	10	40
5:00	16	62	10	54	17	47	3	18	3	7	8	52	9	51	9	42
5:15	14	49	14	52	17	41	8	22	3	15	13	43	11	44	11	38
5:30	14	35	15	38	15	44	3	11	4	12	18	20	20	39	13	28
5:45	27	28	16	34	20	21	12	15	10	16	25	22	27	37	20	25
6:00	20	34	20	34	20	29	6	14	6	9	17	30	20	34	16	26
6:15	32	25	29	29	36	28	14	27	9	13	33	24	34	35	27	26
6:30	42	35	42	22	38	32	20	36	10	28	46	21	45	33	35	30
6:45	54	38	58	26	53	35	30	23	23	23	52	28	62	25	47	28
7:00	40	15	41	22	40	21	17	18	7	9	36	20	47	24	33	18
7:15	41	11	34	11	39	9	10	13	8	8	45	15	46	6	32	10
7:30	46	20	37	18	51	19	16	8	5	5	37	12	43	10	34	13
7:45	40	17	41	10	43	9	15	7	6	4	49	18	45	18	34	12
8:00	50	17	37	23	48	24	26	17	19	9	40	17	53	18	39	18
8:15	34	10	43	11	39	21	16	10	16	6	42	10	38	14	33	12
8:30	39	6	49	15	44	17	21	10	19	8	38	6	39	9	36	10
8:45	43	5	30	9	25	7	19	5	9	4	30	5	35	13	27	7
9:00	36	9	37	6	36	7	13	6	7	8	23	10	37	7	27	8
9:15	39	6	18	16	30	7	15	8	11	3	29	6	29	10	24	8
9:30	29	10	35	5	26	6	21	6	4	5	28	11	27	9	24	7
9:45	28	5	29	3	37	7	17	5	16	5	24	7	25	8	25	6
10:00	33	4	18	6	22	4	19	3	13	2	35	1	26	6	24	4
10:15	33	8	26	4	24	7	25	0	11	5	41	7	29	3	27	5
10:30	36	5	25	8	36	8	23	4	12	6	28	9	23	5	26	6
10:45	38	4	26	2	29	1	31	6	8	2	24	3	37	6	28	3
11:00	35	2	26	1	57	7	28	10	16	1	44	4	44	4	36	4
11:15	42	5	36	2	43	5	27	1	14	1	29	4	37	2	33	3
11:30	53	10	52	6	50	9	33	5	25	0	49	9	44	9	44	7
11:45	62	7	52	6	47	2	38	6	32	2	39	7	38	3	44	5
Total	**1103**	**1602**	**998**	**1485**	**1080**	**1538**	**576**	**833**	**357**	**610**	**987**	**1424**	**1063**	**1554**	**881**	**1292**
Day Total	**2705**		**2483**		**2618**		**1409**		**967**		**2411**		**2617**		**2173**	
Peak HR	**11:00 AM**	**4:00 PM**	**6:30 AM**	**3:30 PM**	**11:00 AM**	**3:30 PM**	**11:00 AM**	**12:00 PM**	**11:00 AM**	**1:15 PM**	**6:30 AM**	**3:30 PM**	**6:30 AM**	**3:30 PM**	**11:00 AM**	**3:30 PM**
Volume	**192**	**261**	**175**	**278**	**197**	**273**	**126**	**146**	**87**	**117**	**179**	**276**	**200**	**280**	**156**	**220**

Barnum Road
east of Patton Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-C**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	4	61	4	52	3	60	2	36	2	25	3	51	3	56	3	49
12:15	2	74	4	67	1	51	0	28	6	22	0	43	0	57	2	49
12:30	1	44	4	54	2	61	1	44	0	28	3	48	3	65	2	49
12:45	6	55	1	51	3	52	2	31	0	18	4	47	0	47	2	43
1:00	3	47	3	36	0	36	1	21	4	23	2	41	4	39	2	35
1:15	1	38	1	46	2	43	3	23	0	13	0	36	4	37	2	34
1:30	1	36	4	33	2	45	2	19	0	12	0	34	2	35	2	31
1:45	1	33	3	34	2	26	1	21	3	28	1	40	0	28	2	30
2:00	2	39	1	35	3	34	2	22	0	28	0	46	2	46	1	36
2:15	2	51	0	29	0	30	1	18	0	10	0	29	3	31	1	28
2:30	2	47	0	60	2	44	0	24	0	14	0	54	0	61	1	43
2:45	2	43	4	43	5	48	5	14	2	20	1	51	3	35	3	36
3:00	1	59	1	50	2	60	0	17	0	18	2	50	3	67	1	46
3:15	4	37	1	57	1	46	3	17	2	12	3	53	3	44	2	38
3:30	1	65	2	53	1	51	3	15	2	8	0	55	1	59	1	44
3:45	2	60	5	47	4	54	1	26	0	12	4	34	7	71	3	43
4:00	2	70	6	61	2	62	0	27	1	11	1	75	4	81	2	55
4:15	4	53	5	64	9	57	5	25	1	14	7	43	5	56	5	45
4:30	8	57	13	53	21	73	6	15	1	9	13	65	12	60	11	47
4:45	22	45	20	47	19	59	7	24	2	9	19	50	20	63	16	42
5:00	11	47	12	52	5	66	2	14	4	9	6	42	11	43	7	39
5:15	12	31	9	32	13	36	1	22	2	17	14	33	9	52	9	32
5:30	23	42	21	44	17	33	7	18	4	5	25	36	24	45	17	32
5:45	21	39	27	28	25	32	14	16	11	11	30	30	38	33	24	27
6:00	19	27	20	18	20	31	5	10	6	3	24	10	26	17	17	17
6:15	12	22	18	13	18	26	11	19	5	13	16	25	13	18	13	19
6:30	24	20	26	18	29	26	17	22	9	9	29	20	22	24	22	20
6:45	43	16	52	15	35	31	25	14	9	16	41	15	40	18	35	18
7:00	52	35	55	33	57	44	29	33	19	33	48	33	52	35	45	35
7:15	33	15	39	19	47	14	36	9	14	9	48	13	41	23	37	15
7:30	38	13	52	12	49	14	16	13	15	9	51	11	59	16	40	13
7:45	71	7	57	13	51	11	16	9	18	5	63	13	66	12	49	10
8:00	72	8	57	6	53	13	19	8	9	7	61	5	63	7	48	8
8:15	63	5	54	6	71	9	15	7	24	3	47	11	60	6	48	7
8:30	45	6	43	10	39	8	15	8	20	6	43	4	44	7	36	7
8:45	49	8	39	5	44	11	21	5	21	5	38	9	41	7	36	7
9:00	37	8	34	10	28	4	21	2	14	3	49	7	29	6	30	6
9:15	38	8	36	8	22	3	21	3	8	5	27	4	26	8	25	6
9:30	28	6	37	3	39	6	19	3	8	3	29	5	25	9	26	5
9:45	26	9	32	7	31	6	19	8	12	4	34	2	32	6	27	6
10:00	40	5	31	3	37	5	22	5	8	0	32	8	20	6	27	5
10:15	34	5	28	9	38	5	27	7	20	1	22	3	29	6	28	5
10:30	28	6	30	5	29	1	23	3	12	4	30	1	33	7	26	4
10:45	32	8	30	1	36	5	12	6	18	5	34	8	27	5	27	5
11:00	28	3	25	1	38	5	29	4	14	1	27	1	22	2	26	2
11:15	42	4	31	3	32	4	28	4	15	3	30	2	26	4	29	3
11:30	40	5	37	1	39	7	25	3	17	0	27	4	31	4	31	3
11:45	53	1	43	3	42	6	33	8	26	3	43	5	43	4	40	4
Total	**1085**	**1423**	**1057**	**1350**	**1068**	**1454**	**573**	**750**	**388**	**526**	**1031**	**1305**	**1031**	**1468**	**890**	**1182**
Day Total	**2508**		**2407**		**2522**		**1323**		**914**		**2336**		**2499**		**2073**	
Peak HR	**7:45 AM**	**3:30 PM**	**7:30 AM**	**3:30 PM**	**7:30 AM**	**4:15 PM**	**11:00 AM**	**12:00 PM**	**8:15 AM**	**12:00 PM**	**7:15 AM**	**4:00 PM**	**7:30 AM**	**3:45 PM**	**7:30 AM**	**3:45 PM**
Volume	**251**	**248**	**220**	**225**	**224**	**255**	**115**	**139**	**79**	**93**	**223**	**233**	**248**	**268**	**184**	**191**

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	0	0	1	2	3
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	1	2
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	2	2
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	2	0	0	1	3
2:30 AM	0	0	4	0	0	1	5
2:45 AM	0	0	7	0	0	0	7
3:00 AM	0	0	2	0	0	3	5
3:15 AM	0	0	2	0	0	1	3
3:30 AM	0	0	2	0	0	1	3
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	3	0	0	1	4
4:15 AM	0	0	6	0	0	3	9
4:30 AM	0	0	23	0	0	0	23
4:45 AM	0	0	30	0	1	4	35
5:00 AM	0	0	9	0	0	5	14
5:15 AM	0	0	23	0	0	2	25
5:30 AM	0	0	24	0	1	3	28
5:45 AM	0	0	28	0	1	4	33
6:00 AM	0	0	22	0	2	5	29
6:15 AM	0	0	10	0	2	3	15
6:30 AM	0	0	21	0	1	3	25
6:45 AM	0	0	31	0	4	2	37
7:00 AM	0	0	29	0	5	8	42
7:15 AM	0	0	30	0	4	7	41
7:30 AM	0	0	29	0	2	2	33
7:45 AM	0	0	31	0	3	2	36
8:00 AM	0	0	43	1	7	7	58
8:15 AM	0	0	36	0	2	9	47
8:30 AM	0	0	18	0	6	6	30
8:45 AM	0	0	18	0	4	5	27
9:00 AM	0	0	16	0	6	2	24
9:15 AM	0	0	15	0	3	9	27
9:30 AM	0	0	15	0	2	8	25
9:45 AM	0	0	7	0	6	5	18
10:00 AM	0	0	10	0	9	10	29
10:15 AM	0	0	13	0	6	4	23
10:30 AM	0	0	10	0	5	8	23
10:45 AM	0	0	10	0	6	6	22
11:00 AM	0	0	7	0	8	10	25
11:15 AM	0	0	8	0	5	8	21
11:30 AM	0	0	20	0	7	10	37
11:45 AM	0	0	20	0	6	11	37
AM Total	**0**	**0**	**641**	**1**	**115**	**187**	**944**
Percentage	**0.00%**	**0.00%**	**67.90%**	**0.11%**	**12.18%**	**19.81%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**7:15 AM**	**9:45 AM**	**11:00 AM**	**7:30 AM**
Volume	**0**	**0**	**139**	**1**	**26**	**39**	**174**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	11	0	5	10	26
12:15 PM	0	0	13	0	10	2	25
12:30 PM	0	0	10	0	1	8	19
12:45 PM	0	0	20	0	7	9	36
1:00 PM	0	0	19	0	5	11	35
1:15 PM	0	0	14	0	4	5	23
1:30 PM	0	0	10	0	9	5	24
1:45 PM	0	0	8	0	8	8	24
2:00 PM	0	0	13	0	4	6	23
2:15 PM	0	0	13	0	6	8	27
2:30 PM	0	0	12	0	2	7	21
2:45 PM	0	0	10	1	7	2	20
3:00 PM	0	0	14	0	7	7	28
3:15 PM	0	0	8	0	6	8	22
3:30 PM	0	0	10	0	2	7	19
3:45 PM	0	0	6	1	4	4	15
4:00 PM	0	0	7	0	2	2	11
4:15 PM	0	0	1	0	7	5	13
4:30 PM	0	0	7	0	1	2	10
4:45 PM	0	0	5	0	2	1	8
5:00 PM	0	0	5	0	0	5	10
5:15 PM	0	0	5	0	0	2	7
5:30 PM	0	0	4	0	2	2	8
5:45 PM	0	0	7	0	1	2	10
6:00 PM	0	0	6	0	0	1	7
6:15 PM	0	0	5	0	0	3	8
6:30 PM	0	0	3	0	0	1	4
6:45 PM	0	0	4	0	0	1	5
7:00 PM	0	0	4	0	0	0	4
7:15 PM	0	0	4	0	1	2	7
7:30 PM	0	0	6	0	0	4	10
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	1	0	0	3	4
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	3	0	0	1	4
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	0	0	1	1	2
9:15 PM	0	0	3	0	1	4	8
9:30 PM	0	0	4	0	0	3	7
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	2	2	6
10:15 PM	0	0	2	0	0	1	3
10:30 PM	0	0	3	0	0	1	4
10:45 PM	0	0	3	0	1	1	5
11:00 PM	0	0	2	0	0	1	3
11:15 PM	0	0	1	0	0	1	2
11:30 PM	0	0	3	0	1	1	5
11:45 PM	0	0	0	0	0	1	1
PM Total	**0**	**0**	**304**	**2**	**109**	**161**	**576**
Percentage	**0.00%**	**0.00%**	**52.78%**	**0.35%**	**18.92%**	**27.95%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**2:00 PM**	**1:30 PM**	**12:30 PM**	**12:45 PM**
Volume	**0**	**0**	**63**	**1**	**27**	**33**	**118**
Day Total	**0**	**0**	**945**	**3**	**224**	**348**	**1520**
Percentage	**0.00%**	**0.00%**	**62.17%**	**0.20%**	**14.74%**	**22.89%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	3	4
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	2	0	1	2	5
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	1	0	1
1:30 AM	0	0	0	0	2	1	3
1:45 AM	0	0	0	0	0	2	2
2:00 AM	0	0	2	0	0	1	3
2:15 AM	0	0	1	0	0	1	2
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	3	0	0	1	4
3:00 AM	0	0	0	0	1	0	1
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	2	0	0	1	3
3:45 AM	0	0	1	0	0	1	2
4:00 AM	0	0	4	0	0	2	6
4:15 AM	0	0	5	0	0	2	7
4:30 AM	0	0	21	0	0	3	24
4:45 AM	0	0	33	0	2	2	37
5:00 AM	0	0	19	0	0	1	20
5:15 AM	0	0	11	0	1	2	14
5:30 AM	0	0	28	0	2	4	34
5:45 AM	0	0	28	0	1	3	32
6:00 AM	0	0	18	0	3	5	26
6:15 AM	0	0	10	0	5	4	19
6:30 AM	0	0	22	0	4	1	27
6:45 AM	0	0	29	0	6	4	39
7:00 AM	0	0	25	0	7	1	33
7:15 AM	0	0	33	0	6	12	51
7:30 AM	0	0	30	0	2	6	38
7:45 AM	0	0	41	0	4	5	50
8:00 AM	0	0	26	1	5	8	40
8:15 AM	0	0	32	0	8	8	48
8:30 AM	0	0	21	0	4	6	31
8:45 AM	0	0	31	0	4	3	38
9:00 AM	0	0	14	0	4	1	19
9:15 AM	0	0	18	0	8	5	31
9:30 AM	0	0	17	0	8	4	29
9:45 AM	0	0	7	0	2	4	13
10:00 AM	0	0	13	0	4	5	22
10:15 AM	0	0	6	0	4	11	21
10:30 AM	0	0	12	0	2	7	21
10:45 AM	0	0	9	0	3	9	21
11:00 AM	0	0	9	0	7	6	22
11:15 AM	0	0	18	0	5	7	30
11:30 AM	0	0	15	0	9	7	31
11:45 AM	0	0	15	0	4	11	30
AM Total	**0**	**0**	**636**	**1**	**129**	**173**	**939**
Percentage	**0.00%**	**0.00%**	**67.73%**	**0.11%**	**13.74%**	**18.42%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**7:15 AM**	**11:00 AM**	**10:15 AM**	**7:15 AM**
Volume	**0**	**0**	**130**	**1**	**25**	**33**	**179**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	18	0	4	8	30
12:15 PM	0	0	23	0	2	12	37
12:30 PM	0	0	15	0	10	8	33
12:45 PM	0	0	19	0	6	12	37
1:00 PM	0	0	14	0	4	6	24
1:15 PM	0	0	13	0	6	7	26
1:30 PM	0	0	6	0	1	10	17
1:45 PM	0	0	13	0	2	6	21
2:00 PM	0	0	15	0	4	7	26
2:15 PM	0	0	15	0	4	9	28
2:30 PM	0	0	13	0	5	8	26
2:45 PM	0	0	13	1	4	8	26
3:00 PM	0	0	11	0	6	6	23
3:15 PM	0	0	11	0	4	8	23
3:30 PM	0	0	13	0	1	5	19
3:45 PM	0	0	12	1	1	2	16
4:00 PM	0	0	5	0	3	4	12
4:15 PM	0	0	12	0	1	5	18
4:30 PM	0	0	10	0	1	5	16
4:45 PM	0	0	7	0	1	4	12
5:00 PM	0	0	4	0	1	2	7
5:15 PM	0	0	8	0	1	4	13
5:30 PM	0	0	5	0	0	3	8
5:45 PM	0	0	7	0	0	0	7
6:00 PM	0	0	7	0	1	3	11
6:15 PM	0	0	1	0	0	2	3
6:30 PM	0	0	3	0	0	2	5
6:45 PM	0	0	12	0	1	0	13
7:00 PM	0	0	16	0	0	3	19
7:15 PM	0	0	17	0	1	4	22
7:30 PM	0	0	5	0	0	2	7
7:45 PM	0	0	5	0	0	2	7
8:00 PM	0	0	0	0	0	1	1
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	4	0	3	2	9
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	2	0	0	3	5
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	3	0	0	2	5
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	3	0	0	1	4
10:30 PM	0	0	2	0	0	2	4
10:45 PM	0	0	1	0	0	1	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	3	3
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**375**	**2**	**78**	**183**	**638**
Percentage	**0.00%**	**0.00%**	**58.78%**	**0.31%**	**12.23%**	**28.68%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:00 PM**	**12:30 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**75**	**1**	**26**	**40**	**137**
Day Total	**0**	**0**	**1011**	**3**	**207**	**356**	**1577**
Percentage	**0.00%**	**0.00%**	**64.11%**	**0.19%**	**13.13%**	**22.57%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	0	0	0	2	2
12:45 AM	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	3	3
1:30 AM	0	0	1	0	0	2	3
1:45 AM	0	0	0	0	0	1	1
2:00 AM	0	0	1	0	0	1	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	1	1
2:45 AM	0	0	0	0	1	1	2
3:00 AM	0	0	3	0	0	1	4
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	0	1	3
3:45 AM	0	0	2	0	0	1	3
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	9	0	0	4	13
4:30 AM	0	0	33	0	0	1	34
4:45 AM	0	0	28	0	1	3	32
5:00 AM	0	0	4	0	1	3	8
5:15 AM	0	0	17	0	0	3	20
5:30 AM	0	0	23	0	0	3	26
5:45 AM	0	0	39	0	3	4	46
6:00 AM	0	0	22	0	0	7	29
6:15 AM	0	0	15	0	2	4	21
6:30 AM	0	0	25	0	1	5	31
6:45 AM	0	0	25	0	3	7	35
7:00 AM	0	0	23	0	3	5	31
7:15 AM	0	0	33	0	7	5	45
7:30 AM	0	0	39	0	3	7	49
7:45 AM	0	0	33	0	5	8	46
8:00 AM	0	0	42	1	6	5	54
8:15 AM	0	0	40	0	5	7	52
8:30 AM	0	0	19	0	7	4	30
8:45 AM	0	0	17	0	3	10	30
9:00 AM	0	0	13	0	5	9	27
9:15 AM	0	0	8	0	7	3	18
9:30 AM	0	0	10	0	2	12	24
9:45 AM	0	0	12	0	3	6	21
10:00 AM	0	0	6	0	4	8	18
10:15 AM	0	0	8	0	8	7	23
10:30 AM	0	0	13	0	1	3	17
10:45 AM	0	0	9	0	10	7	26
11:00 AM	0	0	12	0	5	8	25
11:15 AM	0	0	13	0	7	11	31
11:30 AM	0	0	10	0	5	5	20
11:45 AM	0	0	7	0	8	6	21
AM Total	**0**	**0**	**620**	**1**	**116**	**196**	**933**
Percentage	**0.00%**	**0.00%**	**66.45%**	**0.11%**	**12.43%**	**21.01%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**7:15 AM**	**10:45 AM**	**8:45 AM**	**7:30 AM**
Volume	**0**	**0**	**154**	**1**	**27**	**34**	**201**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	14	0	4	6	24
12:15 PM	0	0	13	0	3	11	27
12:30 PM	0	0	14	0	5	6	25
12:45 PM	0	0	14	0	4	10	28
1:00 PM	0	0	17	0	6	6	29
1:15 PM	0	0	11	0	4	6	21
1:30 PM	0	0	8	0	6	10	24
1:45 PM	0	0	9	0	5	4	18
2:00 PM	0	0	5	0	4	10	19
2:15 PM	0	0	7	0	1	5	13
2:30 PM	0	0	16	0	7	4	27
2:45 PM	0	0	5	1	6	4	16
3:00 PM	0	0	7	0	6	7	20
3:15 PM	0	0	11	0	6	6	23
3:30 PM	0	0	7	0	1	4	12
3:45 PM	0	0	7	1	3	4	15
4:00 PM	0	0	4	0	2	2	8
4:15 PM	0	0	9	0	4	0	13
4:30 PM	0	0	13	0	1	6	20
4:45 PM	0	0	12	0	2	2	16
5:00 PM	0	0	9	0	3	6	18
5:15 PM	0	0	8	0	0	2	10
5:30 PM	0	0	4	0	0	3	7
5:45 PM	0	0	7	0	1	3	11
6:00 PM	0	0	4	0	0	0	4
6:15 PM	0	0	9	0	0	4	13
6:30 PM	0	0	10	0	0	2	12
6:45 PM	0	0	6	0	0	1	7
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	6	0	0	2	8
7:30 PM	0	0	4	0	0	2	6
7:45 PM	0	0	4	0	0	1	5
8:00 PM	0	0	0	0	0	3	3
8:15 PM	0	0	2	0	0	1	3
8:30 PM	0	0	1	0	0	1	2
8:45 PM	0	0	4	0	0	1	5
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	0	0	0	1	1
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	1	0	0	2	3
10:15 PM	0	0	0	0	0	1	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	1	0	0	1	2
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	2	0	0	1	3
11:45 PM	0	0	0	0	0	2	2
PM Total	**0**	**0**	**299**	**2**	**84**	**154**	**539**
Percentage	**0.00%**	**0.00%**	**55.47%**	**0.37%**	**15.58%**	**28.57%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**2:00 PM**	**2:30 PM**	**12:00 PM**	**12:15 PM**
Volume	**0**	**0**	**58**	**1**	**25**	**33**	**109**
Day Total	**0**	**0**	**919**	**3**	**200**	**350**	**1472**
Percentage	**0.00%**	**0.00%**	**62.43%**	**0.20%**	**13.59%**	**23.78%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	1	1
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	2	2
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	2	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	3	3
3:45 AM	0	0	0	0	0	1	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	1	4
4:30 AM	0	0	11	0	0	1	12
4:45 AM	0	0	6	0	0	1	7
5:00 AM	0	0	1	0	0	1	2
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	10	0	1	0	11
5:45 AM	0	0	27	0	0	2	29
6:00 AM	0	0	15	0	0	1	16
6:15 AM	0	0	8	0	0	0	8
6:30 AM	0	0	26	0	0	0	26
6:45 AM	0	0	33	0	1	3	37
7:00 AM	0	0	21	0	0	1	22
7:15 AM	0	0	20	0	4	4	28
7:30 AM	0	0	16	0	1	3	20
7:45 AM	0	0	15	0	0	3	18
8:00 AM	0	0	7	0	1	3	11
8:15 AM	0	0	6	0	2	2	10
8:30 AM	0	0	4	0	2	1	7
8:45 AM	0	0	11	0	0	4	15
9:00 AM	0	0	6	0	0	3	9
9:15 AM	0	0	10	0	0	0	10
9:30 AM	0	0	13	0	2	2	17
9:45 AM	0	0	7	0	2	1	10
10:00 AM	0	0	3	0	1	1	5
10:15 AM	0	0	9	0	1	1	11
10:30 AM	0	0	5	0	1	3	9
10:45 AM	0	0	6	0	2	0	8
11:00 AM	0	0	7	0	3	2	12
11:15 AM	0	0	5	0	1	0	6
11:30 AM	0	0	8	0	1	3	12
11:45 AM	0	0	11	0	0	1	12
AM Total	**0**	**0**	**336**	**0**	**26**	**60**	**422**
Percentage	**0.00%**	**0.00%**	**79.62%**	**0.00%**	**6.16%**	**14.22%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:30 AM**	**12:00 AM**	**10:15 AM**	**7:15 AM**	**6:30 AM**
Volume	**0**	**0**	**100**	**0**	**7**	**13**	**113**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	12	0	0	1	13
12:15 PM	0	0	8	0	2	1	11
12:30 PM	0	0	16	0	0	2	18
12:45 PM	0	0	13	0	0	3	16
1:00 PM	0	0	5	0	0	0	5
1:15 PM	0	0	5	0	0	1	6
1:30 PM	0	0	8	0	0	2	10
1:45 PM	0	0	16	0	0	0	16
2:00 PM	0	0	9	0	0	0	9
2:15 PM	0	0	8	0	0	1	9
2:30 PM	0	0	8	0	0	1	9
2:45 PM	0	0	9	0	0	0	9
3:00 PM	0	0	7	0	0	0	7
3:15 PM	0	0	5	0	0	0	5
3:30 PM	0	0	3	0	0	0	3
3:45 PM	0	0	4	0	1	1	6
4:00 PM	0	0	5	0	1	0	6
4:15 PM	0	0	4	0	0	0	4
4:30 PM	0	0	4	0	0	0	4
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	3	0	0	0	3
5:15 PM	0	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	7	0	0	0	7
6:00 PM	0	0	1	0	1	0	2
6:15 PM	0	0	5	0	0	0	5
6:30 PM	0	0	4	0	0	0	4
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	5	0	0	1	6
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**206**	**0**	**5**	**15**	**226**
Percentage	**0.00%**	**0.00%**	**91.15%**	**0.00%**	**2.21%**	**6.64%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**49**	**0**	**2**	**7**	**58**
Day Total	**0**	**0**	**542**	**0**	**31**	**75**	**648**
Percentage	**0.00%**	**0.00%**	**83.64%**	**0.00%**	**4.78%**	**11.57%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	1	0	2
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	1	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	1
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	1	0	1
4:45 AM	0	0	0	0	1	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	2	0	2
5:30 AM	0	0	2	0	1	0	3
5:45 AM	0	0	19	0	0	0	19
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	3	0	1	0	4
6:30 AM	0	0	2	0	0	0	2
6:45 AM	0	0	5	0	0	1	6
7:00 AM	0	0	7	0	0	0	7
7:15 AM	0	0	12	0	0	0	12
7:30 AM	0	0	7	0	0	0	7
7:45 AM	0	0	22	0	1	0	23
8:00 AM	0	0	14	0	0	1	15
8:15 AM	0	0	20	0	0	1	21
8:30 AM	0	0	12	0	1	0	13
8:45 AM	0	0	15	0	1	1	17
9:00 AM	0	0	18	0	0	1	19
9:15 AM	0	0	10	0	0	1	11
9:30 AM	0	0	3	0	0	0	3
9:45 AM	0	0	2	0	0	0	2
10:00 AM	0	0	5	0	1	2	8
10:15 AM	0	0	3	0	1	0	4
10:30 AM	0	0	3	0	0	1	4
10:45 AM	0	0	9	0	1	3	13
11:00 AM	0	0	6	0	0	3	9
11:15 AM	0	0	4	0	1	1	6
11:30 AM	0	0	5	0	0	1	6
11:45 AM	0	0	5	0	1	3	9
AM Total	**0**	**0**	**224**	**0**	**17**	**21**	**262**
Percentage	**0.00%**	**0.00%**	**85.50%**	**0.00%**	**6.49%**	**8.02%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**4:30 AM**	**10:30 AM**	**7:45 AM**
Volume	**0**	**0**	**68**	**0**	**4**	**8**	**72**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	3	0	0	0	3
12:15 PM	0	0	8	0	0	0	8
12:30 PM	0	0	11	0	0	0	11
12:45 PM	0	0	10	0	0	3	13
1:00 PM	0	0	6	0	0	1	7
1:15 PM	0	0	5	0	0	1	6
1:30 PM	1	0	9	0	0	3	13
1:45 PM	0	0	8	0	0	2	10
2:00 PM	0	0	7	0	0	1	8
2:15 PM	0	0	4	0	0	0	4
2:30 PM	0	0	4	0	0	0	4
2:45 PM	0	0	6	0	0	0	6
3:00 PM	1	0	3	0	0	2	6
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	2	0	0	1	3
3:45 PM	0	0	4	0	0	0	4
4:00 PM	0	0	2	0	0	0	2
4:15 PM	0	0	4	0	0	0	4
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	4	0	0	0	4
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	5	0	0	0	5
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	2	0	0	2	4
6:30 PM	0	0	1	0	0	1	2
6:45 PM	0	0	4	0	0	1	5
7:00 PM	0	0	1	0	0	0	1
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	4	0	0	2	6
7:45 PM	0	0	2	0	0	0	2
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	0	0	0	1	1
8:45 PM	0	0	2	0	0	1	3
9:00 PM	0	0	1	0	0	1	2
9:15 PM	0	0	1	0	0	2	3
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	3	3
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	1	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	2	3
PM Total	**2**	**0**	**146**	**0**	**0**	**32**	**180**
Percentage	**1.11%**	**0.00%**	**81.11%**	**0.00%**	**0.00%**	**17.78%**	
PM Peak	**12:45 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**12:00 PM**	**12:45 PM**	**12:15 PM**
Volume	**1**	**0**	**35**	**0**	**0**	**8**	**39**
Day Total	**2**	**0**	**370**	**0**	**17**	**53**	**442**
Percentage	**0.45%**	**0.00%**	**83.71%**	**0.00%**	**3.85%**	**11.99%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	2	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	1	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	2	3
1:30 AM	0	0	0	0	1	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	2	0	0	1	3
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	6	0	0	0	6
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	7	0	0	1	8
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	6	0	0	2	8
4:30 AM	0	0	31	0	1	2	34
4:45 AM	0	0	27	0	0	2	29
5:00 AM	0	0	9	0	0	1	10
5:15 AM	0	0	20	0	0	2	22
5:30 AM	0	1	27	0	0	3	31
5:45 AM	0	0	36	0	2	2	40
6:00 AM	0	0	15	0	1	1	17
6:15 AM	0	0	15	0	1	3	19
6:30 AM	0	0	20	0	1	4	25
6:45 AM	0	0	25	0	3	1	29
7:00 AM	0	0	29	0	9	8	46
7:15 AM	0	0	24	0	3	7	34
7:30 AM	0	0	46	0	4	8	58
7:45 AM	0	0	63	0	6	7	76
8:00 AM	0	0	33	1	3	4	41
8:15 AM	0	0	33	0	3	7	43
8:30 AM	0	0	20	0	7	2	29
8:45 AM	0	0	17	0	3	5	25
9:00 AM	0	0	13	0	7	9	29
9:15 AM	0	0	10	0	4	11	25
9:30 AM	0	0	17	0	1	7	25
9:45 AM	0	0	10	0	3	11	24
10:00 AM	0	0	6	0	6	7	19
10:15 AM	0	0	4	0	6	8	18
10:30 AM	0	0	5	0	6	5	16
10:45 AM	0	0	8	0	7	9	24
11:00 AM	0	0	6	0	8	7	21
11:15 AM	0	0	7	0	8	8	23
11:30 AM	0	0	6	0	6	10	22
11:45 AM	0	0	18	0	8	2	28
AM Total	**0**	**1**	**633**	**1**	**119**	**174**	**928**
Percentage	**0.00%**	**0.11%**	**68.21%**	**0.11%**	**12.82%**	**18.75%**	
AM Peak	**12:00 AM**	**4:45 AM**	**7:30 AM**	**7:15 AM**	**11:00 AM**	**9:00 AM**	**7:30 AM**
Volume	**0**	**1**	**175**	**1**	**30**	**38**	**218**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	8	0	2	2	12
12:15 PM	0	0	9	0	8	6	23
12:30 PM	0	0	22	0	9	7	38
12:45 PM	0	0	15	0	3	8	26
1:00 PM	0	0	18	0	8	4	30
1:15 PM	0	0	12	0	9	14	35
1:30 PM	0	0	7	0	5	9	21
1:45 PM	0	0	13	0	2	8	23
2:00 PM	0	0	11	0	7	8	26
2:15 PM	0	0	9	0	5	6	20
2:30 PM	0	0	13	0	4	7	24
2:45 PM	0	0	7	1	2	6	16
3:00 PM	0	0	15	0	6	7	28
3:15 PM	0	0	19	0	3	7	29
3:30 PM	0	0	14	0	2	5	21
3:45 PM	0	0	9	1	2	3	15
4:00 PM	0	0	8	0	4	6	18
4:15 PM	0	0	6	0	4	7	17
4:30 PM	0	0	4	0	0	3	7
4:45 PM	0	0	6	0	2	3	11
5:00 PM	0	0	5	0	1	5	11
5:15 PM	0	0	1	0	0	3	4
5:30 PM	0	0	5	0	2	4	11
5:45 PM	0	0	7	0	1	1	9
6:00 PM	0	0	4	0	0	0	4
6:15 PM	0	0	4	0	0	1	5
6:30 PM	0	0	6	0	0	3	9
6:45 PM	0	0	7	0	1	2	10
7:00 PM	0	0	8	0	0	1	9
7:15 PM	0	0	3	0	0	2	5
7:30 PM	0	0	5	0	0	1	6
7:45 PM	0	0	3	0	0	2	5
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	0	0	0	2	2
8:30 PM	0	0	4	0	0	1	5
8:45 PM	0	0	2	0	0	3	5
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	1	0	0	2	3
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	3	0	0	4	7
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	3	0	0	2	5
11:00 PM	0	0	0	0	0	1	1
11:15 PM	0	0	0	0	0	2	2
11:30 PM	0	0	0	0	0	2	2
11:45 PM	0	0	2	0	0	2	4
PM Total	**0**	**0**	**312**	**2**	**92**	**173**	**579**
Percentage	**0.00%**	**0.00%**	**53.89%**	**0.35%**	**15.89%**	**29.88%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**2:00 PM**	**12:30 PM**	**1:15 PM**	**12:30 PM**
Volume	**0**	**0**	**67**	**1**	**29**	**39**	**129**
Day Total	**0**	**1**	**945**	**3**	**211**	**347**	**1507**
Percentage	**0.00%**	**0.07%**	**62.71%**	**0.20%**	**14.00%**	**23.03%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-D

Count Date: Tuesday, December 10, 2024
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	2	2
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	3	3
1:15 AM	0	0	1	0	0	2	3
1:30 AM	0	0	2	0	0	1	3
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	1	0	3
2:15 AM	0	0	3	0	1	1	5
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	9	0	0	1	10
3:00 AM	0	0	0	0	0	3	3
3:15 AM	0	0	4	0	0	1	5
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	2	0	0	2	4
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	5	0	0	2	7
4:30 AM	0	0	31	0	1	2	34
4:45 AM	0	0	29	0	0	2	31
5:00 AM	0	0	8	0	2	3	13
5:15 AM	0	0	22	0	0	4	26
5:30 AM	0	0	26	0	1	3	30
5:45 AM	0	0	40	0	2	5	47
6:00 AM	0	0	20	0	1	4	25
6:15 AM	0	0	11	0	1	6	18
6:30 AM	0	0	12	0	1	4	17
6:45 AM	0	0	29	0	3	2	34
7:00 AM	0	0	34	0	5	7	46
7:15 AM	0	0	24	0	3	8	35
7:30 AM	0	0	27	0	2	4	33
7:45 AM	0	0	53	0	1	3	57
8:00 AM	0	0	34	1	6	8	49
8:15 AM	0	0	31	0	3	5	39
8:30 AM	0	0	27	0	4	6	37
8:45 AM	0	0	20	0	7	3	30
9:00 AM	0	0	11	0	6	7	24
9:15 AM	0	0	11	0	4	2	17
9:30 AM	0	0	11	0	3	11	25
9:45 AM	0	0	7	0	5	6	18
10:00 AM	0	0	6	0	2	7	15
10:15 AM	0	0	12	0	2	7	21
10:30 AM	0	0	12	0	11	10	33
10:45 AM	0	0	9	0	3	6	18
11:00 AM	0	0	8	0	2	9	19
11:15 AM	0	0	7	0	4	9	20
11:30 AM	0	0	11	0	7	5	23
11:45 AM	0	0	10	0	5	7	22
AM Total	**0**	**0**	**631**	**1**	**99**	**185**	**916**
Percentage	**0.00%**	**0.00%**	**68.89%**	**0.11%**	**10.81%**	**20.20%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**7:15 AM**	**8:30 AM**	**10:30 AM**	**7:45 AM**
Volume	**0**	**0**	**145**	**1**	**21**	**34**	**182**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	16	0	5	7	28
12:15 PM	0	0	17	0	6	8	31
12:30 PM	0	0	25	0	7	5	37
12:45 PM	0	0	17	0	4	7	28
1:00 PM	0	0	14	0	4	12	30
1:15 PM	0	0	12	0	3	10	25
1:30 PM	0	0	12	0	2	7	21
1:45 PM	0	0	13	0	9	7	29
2:00 PM	0	0	9	0	5	4	18
2:15 PM	0	0	11	0	2	6	19
2:30 PM	0	0	20	0	4	11	35
2:45 PM	0	0	12	1	3	9	25
3:00 PM	0	0	12	0	4	8	24
3:15 PM	0	0	21	0	6	3	30
3:30 PM	0	0	13	0	6	6	25
3:45 PM	0	0	7	1	3	6	17
4:00 PM	0	0	5	0	4	12	21
4:15 PM	0	0	6	0	1	6	13
4:30 PM	0	0	7	0	2	7	16
4:45 PM	0	0	6	0	1	3	10
5:00 PM	0	0	8	0	0	0	8
5:15 PM	0	0	8	0	0	5	13
5:30 PM	0	0	6	0	3	4	13
5:45 PM	0	0	3	0	0	2	5
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	5	0	0	4	9
6:30 PM	0	0	5	0	0	2	7
6:45 PM	0	0	7	0	0	1	8
7:00 PM	0	0	8	0	0	1	9
7:15 PM	0	0	8	0	0	4	12
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	4	0	1	4	9
8:00 PM	0	0	3	0	0	2	5
8:15 PM	0	0	1	0	1	2	4
8:30 PM	0	0	0	0	1	5	6
8:45 PM	0	0	3	0	0	2	5
9:00 PM	0	0	0	0	0	3	3
9:15 PM	0	0	4	0	0	2	6
9:30 PM	0	0	2	0	0	2	4
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	3	0	0	1	4
10:15 PM	0	0	4	0	0	2	6
10:30 PM	0	0	4	0	0	1	5
10:45 PM	0	0	2	0	1	0	3
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	1	2
11:30 PM	0	0	1	0	0	2	3
11:45 PM	0	0	1	0	0	2	3
PM Total	**0**	**0**	**355**	**2**	**88**	**198**	**643**
Percentage	**0.00%**	**0.00%**	**55.21%**	**0.31%**	**13.69%**	**30.79%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:00 PM**	**12:00 PM**	**12:45 PM**	**12:15 PM**
Volume	**0**	**0**	**75**	**1**	**22**	**36**	**126**
Day Total	**0**	**0**	**986**	**3**	**187**	**383**	**1559**
Percentage	**0.00%**	**0.00%**	**63.25%**	**0.19%**	**11.99%**	**24.57%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-D

Count Date: Wednesday, December 4, 2024
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	1	2
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	1	1
1:00 AM	0	0	3	0	0	1	4
1:15 AM	0	0	1	0	0	2	3
1:30 AM	0	0	4	0	0	1	5
1:45 AM	0	0	1	0	0	3	4
2:00 AM	0	0	9	0	1	0	10
2:15 AM	0	0	7	0	0	1	8
2:30 AM	0	0	5	0	0	1	6
2:45 AM	0	0	1	0	0	2	3
3:00 AM	0	0	10	0	0	1	11
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	1	0	0	1	2
4:00 AM	0	0	0	0	0	3	3
4:15 AM	0	0	2	0	0	1	3
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	4	0	0	3	7
5:00 AM	0	0	3	0	0	5	8
5:15 AM	0	0	3	0	0	5	8
5:30 AM	0	0	6	0	0	2	8
5:45 AM	0	0	2	0	1	3	6
6:00 AM	0	0	6	0	0	4	10
6:15 AM	0	0	1	0	0	3	4
6:30 AM	0	0	1	0	3	2	6
6:45 AM	0	0	2	0	1	5	8
7:00 AM	0	0	6	0	2	9	17
7:15 AM	0	0	6	0	5	1	12
7:30 AM	0	0	5	0	4	7	16
7:45 AM	0	0	7	0	4	4	15
8:00 AM	0	0	11	0	8	10	29
8:15 AM	0	0	15	0	4	5	24
8:30 AM	0	0	10	0	4	5	19
8:45 AM	0	0	8	0	2	4	14
9:00 AM	0	0	11	0	3	3	17
9:15 AM	0	0	7	0	7	11	25
9:30 AM	0	0	5	0	3	5	13
9:45 AM	0	0	10	0	4	8	22
10:00 AM	0	0	8	0	5	5	18
10:15 AM	0	0	11	0	9	7	27
10:30 AM	0	0	11	0	4	7	22
10:45 AM	0	0	10	0	6	6	22
11:00 AM	0	0	6	0	10	8	24
11:15 AM	0	0	16	0	4	6	26
11:30 AM	0	0	18	0	5	6	29
11:45 AM	0	0	20	0	10	5	35
AM Total	**0**	**0**	**281**	**0**	**109**	**173**	**563**
Percentage	**0.00%**	**0.00%**	**49.91%**	**0.00%**	**19.36%**	**30.73%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**10:15 AM**	**9:15 AM**	**11:00 AM**
Volume	**0**	**0**	**60**	**0**	**29**	**29**	**114**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	22	0	6	5	33
12:15 PM	0	0	17	0	5	6	28
12:30 PM	0	0	29	0	6	7	42
12:45 PM	0	0	14	0	4	9	27
1:00 PM	0	0	21	0	7	8	36
1:15 PM	0	0	14	0	9	5	28
1:30 PM	0	0	46	0	9	6	61
1:45 PM	0	0	27	1	3	6	37
2:00 PM	0	0	25	0	2	6	33
2:15 PM	0	0	26	0	9	13	48
2:30 PM	0	0	20	0	4	7	31
2:45 PM	0	1	17	0	3	10	31
3:00 PM	0	0	48	0	6	4	58
3:15 PM	0	0	24	0	3	8	35
3:30 PM	0	0	44	0	9	9	62
3:45 PM	0	0	26	0	6	3	35
4:00 PM	0	0	53	0	3	4	60
4:15 PM	0	0	33	0	3	5	41
4:30 PM	0	0	27	0	6	3	36
4:45 PM	0	0	21	0	2	2	25
5:00 PM	0	0	29	0	3	3	35
5:15 PM	0	0	20	0	0	4	24
5:30 PM	0	0	19	0	0	1	20
5:45 PM	0	0	13	0	0	4	17
6:00 PM	0	0	12	0	0	2	14
6:15 PM	0	0	12	0	1	1	14
6:30 PM	0	0	7	0	1	2	10
6:45 PM	0	0	6	0	0	2	8
7:00 PM	0	0	3	0	0	2	5
7:15 PM	0	0	5	0	0	4	9
7:30 PM	0	0	7	0	1	3	11
7:45 PM	0	0	8	0	0	5	13
8:00 PM	0	0	13	0	0	3	16
8:15 PM	0	0	3	0	0	9	12
8:30 PM	0	0	1	0	1	2	4
8:45 PM	0	0	1	0	0	2	3
9:00 PM	0	0	5	0	0	0	5
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	8	0	0	0	8
9:45 PM	0	0	1	0	0	1	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	4	5
10:30 PM	0	0	2	0	0	2	4
10:45 PM	0	0	1	0	1	0	2
11:00 PM	0	0	2	0	1	0	3
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	8	0	0	1	9
11:45 PM	0	0	5	0	1	2	8
PM Total	**0**	**1**	**752**	**1**	**115**	**185**	**1054**
Percentage	**0.00%**	**0.09%**	**71.35%**	**0.09%**	**10.91%**	**17.55%**	
PM Peak	**12:00 PM**	**2:00 PM**	**3:30 PM**	**1:00 PM**	**12:45 PM**	**2:00 PM**	**3:30 PM**
Volume	**0**	**1**	**156**	**1**	**29**	**36**	**198**
Day Total	**0**	**1**	**1033**	**1**	**224**	**358**	**1617**
Percentage	**0.00%**	**0.06%**	**63.88%**	**0.06%**	**13.85%**	**22.14%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	1	3
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	3	0	0	1	4
12:45 AM	0	0	3	0	0	1	4
1:00 AM	0	0	4	0	0	2	6
1:15 AM	0	0	3	0	0	1	4
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	2	0	0	1	3
2:00 AM	0	0	9	0	1	1	11
2:15 AM	0	0	9	0	0	1	10
2:30 AM	0	0	3	0	1	1	5
2:45 AM	0	0	2	0	0	1	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	5	0	1	0	6
3:30 AM	0	0	2	0	1	2	5
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	1	1
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	6	0	0	2	8
5:00 AM	0	0	3	0	0	1	4
5:15 AM	0	0	3	0	0	6	9
5:30 AM	0	0	6	0	0	2	8
5:45 AM	0	0	5	0	1	1	7
6:00 AM	0	0	8	0	2	4	14
6:15 AM	0	0	1	0	1	4	6
6:30 AM	0	0	5	0	6	3	14
6:45 AM	0	0	3	0	5	4	12
7:00 AM	0	0	9	0	4	5	18
7:15 AM	0	0	5	0	4	4	13
7:30 AM	0	0	5	0	4	6	15
7:45 AM	0	0	4	0	5	3	12
8:00 AM	0	0	14	0	8	8	30
8:15 AM	0	0	10	0	11	7	28
8:30 AM	0	0	7	0	6	7	20
8:45 AM	0	0	9	0	4	4	17
9:00 AM	0	0	8	0	7	9	24
9:15 AM	0	0	5	0	4	2	11
9:30 AM	0	0	9	0	5	7	21
9:45 AM	0	0	5	0	8	5	18
10:00 AM	0	0	5	0	5	7	17
10:15 AM	0	0	7	0	6	5	18
10:30 AM	0	0	11	0	5	5	21
10:45 AM	0	0	9	0	6	11	26
11:00 AM	0	0	9	0	3	4	16
11:15 AM	0	0	17	0	3	8	28
11:30 AM	0	0	15	0	7	7	29
11:45 AM	0	0	15	0	6	7	28
AM Total	**0**	**0**	**271**	**0**	**131**	**164**	**566**
Percentage	**0.00%**	**0.00%**	**47.88%**	**0.00%**	**23.14%**	**28.98%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**7:45 AM**	**10:45 AM**	**11:00 AM**
Volume	**0**	**0**	**56**	**0**	**30**	**30**	**101**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	0	8	8	37
12:15 PM	0	0	17	0	4	9	30
12:30 PM	0	0	13	0	6	8	27
12:45 PM	0	0	20	0	4	7	31
1:00 PM	0	0	24	0	8	9	41
1:15 PM	0	0	11	0	7	6	24
1:30 PM	0	0	21	0	5	10	36
1:45 PM	0	0	27	0	2	9	38
2:00 PM	0	0	22	0	4	9	35
2:15 PM	0	0	34	0	3	6	43
2:30 PM	0	0	27	0	1	7	35
2:45 PM	0	0	45	0	4	5	54
3:00 PM	0	0	51	0	4	8	63
3:15 PM	0	0	25	0	5	6	36
3:30 PM	0	0	51	0	5	10	66
3:45 PM	0	0	32	0	1	4	37
4:00 PM	0	0	62	0	3	4	69
4:15 PM	0	0	32	0	3	4	39
4:30 PM	0	0	33	0	5	3	41
4:45 PM	0	0	32	0	3	5	40
5:00 PM	0	0	41	0	2	1	44
5:15 PM	0	0	26	0	1	3	30
5:30 PM	0	0	13	0	0	3	16
5:45 PM	0	0	15	0	0	1	16
6:00 PM	0	0	8	0	1	2	11
6:15 PM	0	0	6	0	2	3	11
6:30 PM	0	0	2	0	0	1	3
6:45 PM	0	0	2	0	0	3	5
7:00 PM	0	0	9	0	1	4	14
7:15 PM	0	0	3	0	1	1	5
7:30 PM	0	0	8	0	1	2	11
7:45 PM	0	0	4	0	1	4	9
8:00 PM	0	0	16	0	0	7	23
8:15 PM	0	0	7	0	0	4	11
8:30 PM	0	0	2	0	1	2	5
8:45 PM	0	0	3	0	0	3	6
9:00 PM	0	0	5	0	0	0	5
9:15 PM	0	0	5	0	0	3	8
9:30 PM	0	0	5	0	0	1	6
9:45 PM	0	0	3	0	1	3	7
10:00 PM	0	0	0	0	0	1	1
10:15 PM	0	0	0	0	0	1	1
10:30 PM	0	0	0	0	0	2	2
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	20	0	0	0	20
11:45 PM	0	0	4	0	0	0	4
PM Total	**0**	**0**	**809**	**0**	**97**	**192**	**1098**
Percentage	**0.00%**	**0.00%**	**73.68%**	**0.00%**	**8.83%**	**17.49%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**12:30 PM**	**1:00 PM**	**2:45 PM**
Volume	**0**	**0**	**177**	**0**	**25**	**34**	**219**
Day Total	**0**	**0**	**1080**	**0**	**228**	**356**	**1664**
Percentage	**0.00%**	**0.00%**	**64.90%**	**0.00%**	**13.70%**	**21.39%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	3	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	3	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	0	0	1	3	4
2:00 AM	0	0	3	0	0	1	4
2:15 AM	0	0	9	0	0	2	11
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	1	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	1	2
4:15 AM	0	0	2	0	0	2	4
4:30 AM	0	0	3	0	0	1	4
4:45 AM	0	0	9	0	0	2	11
5:00 AM	0	0	10	0	0	3	13
5:15 AM	0	0	3	0	0	2	5
5:30 AM	0	0	1	0	1	1	3
5:45 AM	0	0	7	0	0	2	9
6:00 AM	0	0	5	0	1	2	8
6:15 AM	0	0	5	0	6	2	13
6:30 AM	0	0	7	0	4	4	15
6:45 AM	0	0	2	0	4	2	8
7:00 AM	0	0	5	0	3	7	15
7:15 AM	0	0	10	0	4	7	21
7:30 AM	0	0	6	0	2	6	14
7:45 AM	0	0	8	0	8	9	25
8:00 AM	0	0	17	0	6	8	31
8:15 AM	0	0	12	0	8	6	26
8:30 AM	0	0	7	0	5	5	17
8:45 AM	0	0	6	0	4	3	13
9:00 AM	0	0	6	0	5	10	21
9:15 AM	0	0	9	0	4	5	18
9:30 AM	0	0	8	0	1	10	19
9:45 AM	0	0	6	0	10	8	24
10:00 AM	0	0	12	0	2	9	23
10:15 AM	0	0	12	0	6	3	21
10:30 AM	0	0	15	0	8	11	34
10:45 AM	0	0	14	0	2	8	24
11:00 AM	0	0	22	0	8	7	37
11:15 AM	0	0	21	0	5	2	28
11:30 AM	0	0	11	0	3	8	22
11:45 AM	0	0	16	0	3	8	27
AM Total	**0**	**0**	**310**	**0**	**114**	**177**	**601**
Percentage	**0.00%**	**0.00%**	**51.58%**	**0.00%**	**18.97%**	**29.45%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:30 AM**	**12:00 AM**	**7:45 AM**	**9:00 AM**	**10:30 AM**
Volume	**0**	**0**	**72**	**0**	**27**	**33**	**123**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	23	0	8	3	34
12:15 PM	0	0	18	0	4	13	35
12:30 PM	0	0	25	0	6	3	34
12:45 PM	0	0	17	0	3	9	29
1:00 PM	0	0	15	0	4	11	30
1:15 PM	0	0	13	0	2	9	24
1:30 PM	0	0	18	0	5	8	31
1:45 PM	0	0	18	0	6	4	28
2:00 PM	0	0	28	0	2	9	39
2:15 PM	0	0	11	0	7	6	24
2:30 PM	0	0	14	0	3	7	24
2:45 PM	0	0	15	0	1	4	20
3:00 PM	0	0	39	0	7	3	49
3:15 PM	0	0	23	0	4	3	30
3:30 PM	0	0	51	0	8	7	66
3:45 PM	0	0	23	0	5	6	34
4:00 PM	0	0	35	0	4	6	45
4:15 PM	0	0	33	0	3	6	42
4:30 PM	0	0	18	0	2	1	21
4:45 PM	0	0	24	0	3	3	30
5:00 PM	0	0	34	0	3	5	42
5:15 PM	0	0	21	0	0	5	26
5:30 PM	0	0	15	0	0	1	16
5:45 PM	0	0	10	0	0	3	13
6:00 PM	0	0	10	0	1	3	14
6:15 PM	0	0	11	0	1	0	12
6:30 PM	0	0	18	0	2	2	22
6:45 PM	0	0	12	0	0	5	17
7:00 PM	0	0	6	0	0	5	11
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	4	0	1	5	10
7:45 PM	0	0	1	0	0	1	2
8:00 PM	0	0	13	0	1	3	17
8:15 PM	0	0	9	0	0	7	16
8:30 PM	0	0	6	0	0	4	10
8:45 PM	0	0	4	0	0	1	5
9:00 PM	0	0	2	0	0	2	4
9:15 PM	0	0	2	0	1	1	4
9:30 PM	0	0	0	0	0	1	1
9:45 PM	0	0	1	0	0	1	2
10:00 PM	0	0	0	0	0	1	1
10:15 PM	0	0	4	0	0	1	5
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	6	0	0	3	9
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**666**	**0**	**97**	**182**	**945**
Percentage	**0.00%**	**0.00%**	**70.48%**	**0.00%**	**10.26%**	**19.26%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**3:00 PM**	**12:45 PM**	**3:30 PM**
Volume	**0**	**0**	**142**	**0**	**24**	**37**	**187**
Day Total	**0**	**0**	**976**	**0**	**211**	**359**	**1546**
Percentage	**0.00%**	**0.00%**	**63.13%**	**0.00%**	**13.65%**	**23.22%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-D

Count Date: **Saturday, December 7, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	1	0	0	2	3
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	1	2	3
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	1	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	1	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	5	0	1	0	6
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	3	0	0	0	3
6:45 AM	0	0	2	0	0	1	3
7:00 AM	0	0	4	0	0	1	5
7:15 AM	0	0	3	0	1	1	5
7:30 AM	0	0	4	0	1	0	5
7:45 AM	0	0	9	0	5	1	15
8:00 AM	0	0	16	0	0	2	18
8:15 AM	0	0	11	0	0	1	12
8:30 AM	0	0	11	0	2	0	13
8:45 AM	0	0	3	0	2	1	6
9:00 AM	0	0	10	0	0	0	10
9:15 AM	0	0	11	0	0	2	13
9:30 AM	0	0	10	0	1	3	14
9:45 AM	0	0	15	0	2	1	18
10:00 AM	0	0	15	0	3	1	19
10:15 AM	0	0	8	0	1	1	10
10:30 AM	0	0	8	0	1	0	9
10:45 AM	0	0	10	0	0	1	11
11:00 AM	0	0	16	0	2	2	20
11:15 AM	0	0	11	0	3	3	17
11:30 AM	0	0	18	0	1	0	19
11:45 AM	0	0	14	0	2	1	17
AM Total	**0**	**0**	**244**	**0**	**29**	**30**	**303**
Percentage	**0.00%**	**0.00%**	**80.53%**	**0.00%**	**9.57%**	**9.90%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**11:00 AM**	**9:15 AM**	**11:00 AM**
Volume	**0**	**0**	**59**	**0**	**8**	**7**	**73**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	24	0	1	2	27
12:15 PM	0	0	21	0	1	2	24
12:30 PM	0	0	7	0	0	0	7
12:45 PM	0	0	10	0	0	2	12
1:00 PM	0	0	15	0	0	3	18
1:15 PM	0	0	12	0	1	0	13
1:30 PM	1	0	5	0	0	0	6
1:45 PM	1	0	5	0	0	2	8
2:00 PM	1	0	3	0	0	0	4
2:15 PM	0	0	7	0	0	1	8
2:30 PM	0	0	7	0	0	1	8
2:45 PM	0	0	8	0	0	0	8
3:00 PM	0	0	1	0	0	4	5
3:15 PM	0	0	15	0	0	1	16
3:30 PM	0	0	2	0	0	1	3
3:45 PM	0	0	7	0	0	1	8
4:00 PM	0	0	15	0	0	4	19
4:15 PM	0	0	20	0	1	1	22
4:30 PM	0	0	32	0	0	1	33
4:45 PM	0	0	13	0	0	0	13
5:00 PM	0	0	8	0	0	0	8
5:15 PM	0	0	15	0	0	0	15
5:30 PM	0	0	4	0	0	0	4
5:45 PM	0	0	6	0	1	0	7
6:00 PM	0	0	11	0	0	0	11
6:15 PM	0	0	8	0	1	0	9
6:30 PM	0	0	24	0	0	0	24
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	3	0	0	1	4
7:15 PM	0	0	3	0	0	1	4
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	2	0	0	0	2
8:00 PM	0	0	7	0	0	0	7
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**3**	**0**	**336**	**0**	**6**	**28**	**373**
Percentage	**0.80%**	**0.00%**	**90.08%**	**0.00%**	**1.61%**	**7.51%**	
PM Peak	**1:15 PM**	**12:00 PM**	**4:00 PM**	**12:00 PM**	**12:00 PM**	**12:15 PM**	**4:00 PM**
Volume	**3**	**0**	**80**	**0**	**2**	**7**	**87**
Day Total	**3**	**0**	**580**	**0**	**35**	**58**	**676**
Percentage	**0.44%**	**0.00%**	**85.80%**	**0.00%**	**5.18%**	**8.58%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	1	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	0	1
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	1	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	1	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	3	0	4
5:30 AM	0	0	2	0	1	0	3
5:45 AM	0	0	2	0	1	0	3
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	0	0	1	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	1	0	1
7:00 AM	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	0	6	0	0	1	7
8:15 AM	0	0	3	0	0	1	4
8:30 AM	0	0	11	0	0	1	12
8:45 AM	0	0	4	0	0	1	5
9:00 AM	0	0	1	0	1	0	2
9:15 AM	0	0	7	0	0	0	7
9:30 AM	0	0	5	0	0	2	7
9:45 AM	0	0	5	0	0	1	6
10:00 AM	0	0	6	0	0	2	8
10:15 AM	0	0	2	0	1	1	4
10:30 AM	0	0	1	0	0	1	2
10:45 AM	0	0	6	0	0	1	7
11:00 AM	0	0	6	0	1	0	7
11:15 AM	0	0	7	0	0	0	7
11:30 AM	0	0	6	0	0	1	7
11:45 AM	0	0	5	0	0	2	7
AM Total	**0**	**0**	**104**	**0**	**14**	**15**	**133**
Percentage	**0.00%**	**0.00%**	**78.20%**	**0.00%**	**10.53%**	**11.28%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:45 AM**	**12:00 AM**	**4:45 AM**	**9:30 AM**	**8:00 AM**
Volume	**0**	**0**	**25**	**0**	**5**	**6**	**28**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	8	0	0	0	8
12:30 PM	0	0	8	0	0	2	10
12:45 PM	0	0	8	0	0	2	10
1:00 PM	0	0	6	0	0	1	7
1:15 PM	0	0	6	0	0	0	6
1:30 PM	1	0	18	0	0	2	21
1:45 PM	0	0	50	0	0	2	52
2:00 PM	0	0	13	0	0	0	13
2:15 PM	1	0	7	0	0	1	9
2:30 PM	0	0	3	0	0	1	4
2:45 PM	0	0	8	0	0	2	10
3:00 PM	0	0	12	0	0	2	14
3:15 PM	0	0	7	0	0	3	10
3:30 PM	0	0	7	0	0	1	8
3:45 PM	0	0	10	0	0	1	11
4:00 PM	0	0	1	0	0	1	2
4:15 PM	0	0	3	0	0	2	5
4:30 PM	0	0	2	0	0	0	2
4:45 PM	0	0	3	0	0	3	6
5:00 PM	0	0	7	0	0	0	7
5:15 PM	0	0	14	0	0	0	14
5:30 PM	0	0	14	0	0	0	14
5:45 PM	0	0	14	0	0	0	14
6:00 PM	0	0	8	0	0	1	9
6:15 PM	0	0	2	0	0	0	2
6:30 PM	0	0	13	0	0	0	13
6:45 PM	0	0	6	0	1	0	7
7:00 PM	0	0	3	0	0	1	4
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	1	0	1	0	2
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	2	0	0	1	3
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	1	0	1	0	2
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**2**	**0**	**289**	**0**	**3**	**30**	**324**
Percentage	**0.62%**	**0.00%**	**89.20%**	**0.00%**	**0.93%**	**9.26%**	
PM Peak	**1:30 PM**	**12:00 PM**	**1:30 PM**	**12:00 PM**	**6:00 PM**	**2:30 PM**	**1:30 PM**
Volume	**2**	**0**	**88**	**0**	**1**	**8**	**95**
Day Total	**2**	**0**	**393**	**0**	**17**	**45**	**457**
Percentage	**0.44%**	**0.00%**	**86.00%**	**0.00%**	**3.72%**	**9.85%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	1	1
1:45 AM	0	0	0	0	0	2	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	1	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	1	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	2	0	1	4	7
4:45 AM	0	0	2	0	0	3	5
5:00 AM	0	0	0	0	0	2	2
5:15 AM	0	0	2	0	0	2	4
5:30 AM	0	0	4	0	0	1	5
5:45 AM	0	0	4	0	0	2	6
6:00 AM	0	0	5	0	0	3	8
6:15 AM	0	0	3	0	2	7	12
6:30 AM	0	0	4	0	2	3	9
6:45 AM	0	0	2	0	0	4	6
7:00 AM	0	0	7	0	3	7	17
7:15 AM	0	0	12	0	3	5	20
7:30 AM	0	0	7	0	4	7	18
7:45 AM	0	0	8	0	6	9	23
8:00 AM	0	0	13	0	9	5	27
8:15 AM	0	0	12	0	3	9	24
8:30 AM	0	0	7	0	4	7	18
8:45 AM	0	0	1	0	5	9	15
9:00 AM	0	0	9	0	4	4	17
9:15 AM	0	0	14	0	5	6	25
9:30 AM	0	0	10	0	6	11	27
9:45 AM	0	0	6	0	7	6	19
10:00 AM	0	0	10	0	4	10	24
10:15 AM	0	0	18	0	4	6	28
10:30 AM	0	0	16	0	5	5	26
10:45 AM	0	0	7	0	5	8	20
11:00 AM	0	0	16	0	6	9	31
11:15 AM	0	0	12	0	5	6	23
11:30 AM	0	0	15	0	6	7	28
11:45 AM	1	0	18	0	7	8	34
AM Total	**1**	**0**	**254**	**0**	**106**	**181**	**542**
Percentage	**0.18%**	**0.00%**	**46.86%**	**0.00%**	**19.56%**	**33.39%**	
AM Peak	**11:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**11:00 AM**	**9:15 AM**	**11:00 AM**
Volume	**1**	**0**	**61**	**0**	**24**	**33**	**116**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	24	0	6	10	40
12:15 PM	0	0	20	0	7	11	38
12:30 PM	0	0	13	0	5	3	21
12:45 PM	0	0	16	0	6	8	30
1:00 PM	2	0	26	0	8	2	38
1:15 PM	0	0	20	0	3	7	30
1:30 PM	0	0	19	0	9	9	37
1:45 PM	0	0	17	0	10	10	37
2:00 PM	0	0	16	0	5	9	30
2:15 PM	1	0	18	0	5	4	28
2:30 PM	0	0	37	0	8	5	50
2:45 PM	0	0	22	0	5	5	32
3:00 PM	0	0	46	0	3	9	58
3:15 PM	0	0	26	0	5	7	38
3:30 PM	0	0	58	0	4	5	67
3:45 PM	0	0	27	0	3	6	36
4:00 PM	0	0	49	0	2	3	54
4:15 PM	0	0	28	0	3	4	35
4:30 PM	0	0	28	0	2	6	36
4:45 PM	0	0	31	0	3	6	40
5:00 PM	0	0	41	0	1	4	46
5:15 PM	0	0	20	0	3	5	28
5:30 PM	0	0	11	0	1	5	17
5:45 PM	0	0	11	0	0	2	13
6:00 PM	0	0	15	0	0	2	17
6:15 PM	0	0	3	0	2	2	7
6:30 PM	0	0	5	0	0	1	6
6:45 PM	0	0	4	0	0	2	6
7:00 PM	0	0	3	0	1	6	10
7:15 PM	0	0	9	0	0	2	11
7:30 PM	0	0	4	0	0	3	7
7:45 PM	0	0	6	0	0	5	11
8:00 PM	0	0	10	0	1	4	15
8:15 PM	0	0	3	0	0	3	6
8:30 PM	0	0	2	0	0	2	4
8:45 PM	0	0	3	0	0	4	7
9:00 PM	0	0	2	0	0	3	5
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	2	0	0	2	4
9:45 PM	0	0	0	0	0	2	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	2	1	3
10:30 PM	0	0	6	0	0	1	7
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	3	4
11:15 PM	0	0	0	0	0	1	1
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	3	0	1	1	5
PM Total	**3**	**0**	**716**	**0**	**114**	**195**	**1028**
Percentage	**0.29%**	**0.00%**	**69.65%**	**0.00%**	**11.09%**	**18.97%**	
PM Peak	**12:15 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**1:00 PM**	**1:15 PM**	**3:00 PM**
Volume	**2**	**0**	**162**	**0**	**30**	**35**	**199**
Day Total	**4**	**0**	**970**	**0**	**220**	**376**	**1570**
Percentage	**0.25%**	**0.00%**	**61.78%**	**0.00%**	**14.01%**	**23.95%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-D

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	1	1
12:15 AM	0	0	2	0	0	3	5
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	1	0	1
1:30 AM	0	0	0	0	0	1	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	7	0	1	1	9
2:15 AM	0	0	11	0	0	1	12
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	0	0	2	2	4
3:00 AM	0	0	10	0	1	0	11
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	3	0	0	1	4
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	1	3	4
4:15 AM	0	0	0	0	0	1	1
4:30 AM	0	0	2	0	0	1	3
4:45 AM	0	0	4	0	2	1	7
5:00 AM	0	0	2	0	0	4	6
5:15 AM	0	0	5	0	1	3	9
5:30 AM	0	0	4	0	0	5	9
5:45 AM	0	0	6	0	0	1	7
6:00 AM	0	0	5	0	0	1	6
6:15 AM	0	0	5	0	4	6	15
6:30 AM	0	0	3	0	1	6	10
6:45 AM	0	0	7	0	4	4	15
7:00 AM	0	0	5	0	2	2	9
7:15 AM	0	0	6	0	6	9	21
7:30 AM	0	0	8	0	4	3	15
7:45 AM	0	0	14	0	3	8	25
8:00 AM	0	0	13	0	7	9	29
8:15 AM	0	0	9	0	3	1	13
8:30 AM	0	0	9	0	8	7	24
8:45 AM	0	0	1	0	7	10	18
9:00 AM	0	0	7	0	2	9	18
9:15 AM	0	0	7	0	6	5	18
9:30 AM	0	0	4	0	4	6	14
9:45 AM	0	0	7	0	4	4	15
10:00 AM	0	0	5	0	6	5	16
10:15 AM	0	0	10	0	5	5	20
10:30 AM	0	0	3	0	3	6	12
10:45 AM	0	0	14	0	4	15	33
11:00 AM	0	0	12	0	5	4	21
11:15 AM	0	0	11	0	5	7	23
11:30 AM	0	0	6	0	5	10	21
11:45 AM	0	0	12	0	4	9	25
AM Total	**0**	**0**	**247**	**0**	**111**	**181**	**539**
Percentage	**0.00%**	**0.00%**	**45.83%**	**0.00%**	**20.59%**	**33.58%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**8:00 AM**	**10:45 AM**	**10:45 AM**
Volume	**0**	**0**	**45**	**0**	**25**	**36**	**98**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	36	0	7	4	47
12:15 PM	0	0	16	0	7	4	27
12:30 PM	0	0	21	0	5	11	37
12:45 PM	0	0	13	0	6	5	24
1:00 PM	0	0	15	0	5	6	26
1:15 PM	0	0	15	0	2	6	23
1:30 PM	0	0	19	0	8	8	35
1:45 PM	0	0	26	0	3	5	34
2:00 PM	0	0	21	0	4	6	31
2:15 PM	0	0	14	0	4	10	28
2:30 PM	0	0	26	0	4	5	35
2:45 PM	0	1	32	0	5	12	50
3:00 PM	0	0	67	0	2	7	76
3:15 PM	0	0	20	0	5	7	32
3:30 PM	0	0	61	0	3	12	76
3:45 PM	0	0	27	0	10	7	44
4:00 PM	0	0	49	0	5	4	58
4:15 PM	0	0	34	0	4	6	44
4:30 PM	0	0	30	0	3	6	39
4:45 PM	0	0	26	0	2	7	35
5:00 PM	0	0	46	0	3	2	51
5:15 PM	0	0	31	0	1	0	32
5:30 PM	0	0	19	0	1	7	27
5:45 PM	0	0	12	0	1	5	18
6:00 PM	0	0	7	0	0	5	12
6:15 PM	0	0	11	0	2	0	13
6:30 PM	0	0	5	0	0	1	6
6:45 PM	0	0	3	0	0	3	6
7:00 PM	0	0	1	0	0	6	7
7:15 PM	0	0	4	0	0	2	6
7:30 PM	0	0	3	0	1	2	6
7:45 PM	0	0	10	0	2	5	17
8:00 PM	0	0	13	0	0	4	17
8:15 PM	0	0	4	0	0	5	9
8:30 PM	0	0	3	0	1	6	10
8:45 PM	0	0	0	0	2	8	10
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	5	0	0	3	8
9:30 PM	0	0	1	0	0	2	3
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	2	0	0	2	4
10:15 PM	0	0	1	0	0	1	2
10:30 PM	0	0	7	0	0	3	10
10:45 PM	0	0	1	0	0	1	2
11:00 PM	0	0	3	0	0	0	3
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	8	0	0	0	8
11:45 PM	0	0	3	0	0	1	4
PM Total	**0**	**1**	**775**	**0**	**108**	**212**	**1096**
Percentage	**0.00%**	**0.09%**	**70.71%**	**0.00%**	**9.85%**	**19.34%**	
PM Peak	**12:00 PM**	**2:00 PM**	**2:45 PM**	**12:00 PM**	**12:00 PM**	**2:45 PM**	**2:45 PM**
Volume	**0**	**1**	**180**	**0**	**25**	**38**	**234**
Day Total	**0**	**1**	**1022**	**0**	**219**	**393**	**1635**
Percentage	**0.00%**	**0.06%**	**62.51%**	**0.00%**	**13.39%**	**24.04%**	

Saratoga Boulevard
north of Barnum Road
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-D**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	26	4	30	0	24	1	13	0	3	2	12	2	28	2	19
12:15	3	25	1	37	1	27	1	11	2	8	0	23	1	31	1	23
12:30	0	19	5	33	2	25	0	18	0	11	1	38	1	37	1	26
12:45	2	36	0	37	1	28	0	16	0	13	1	26	0	28	1	26
1:00	1	35	1	24	0	29	0	5	0	7	0	30	3	30	1	23
1:15	2	23	1	26	3	21	2	6	0	6	3	35	3	25	2	20
1:30	1	24	3	17	3	24	2	10	0	13	2	21	3	21	2	19
1:45	0	24	2	21	1	18	0	16	2	10	0	23	1	29	1	20
2:00	1	23	3	26	2	19	2	9	1	8	0	26	3	18	2	18
2:15	3	27	2	28	0	13	1	9	0	4	0	20	5	19	2	17
2:30	5	21	1	26	1	27	1	9	0	4	4	24	4	35	2	21
2:45	7	20	4	26	2	16	1	9	0	6	3	16	10	25	4	17
3:00	5	28	1	23	4	20	1	7	1	6	2	28	3	24	2	19
3:15	3	22	2	23	1	23	0	5	2	1	6	29	5	30	3	19
3:30	3	19	3	19	3	12	3	3	1	3	3	21	1	25	2	15
3:45	3	15	2	16	3	15	1	6	0	4	8	15	4	17	3	13
4:00	4	11	6	12	3	8	0	6	0	2	3	18	4	21	3	11
4:15	9	13	7	18	13	13	4	4	0	4	8	17	7	13	7	12
4:30	23	10	24	16	34	20	12	4	1	3	34	7	34	16	23	11
4:45	35	8	37	12	32	16	7	1	1	1	29	11	31	10	25	8
5:00	14	10	20	7	8	18	2	3	0	1	10	11	13	8	10	8
5:15	25	7	14	13	20	10	2	2	2	4	22	4	26	13	16	8
5:30	28	8	34	8	26	7	11	0	3	3	31	11	30	13	23	7
5:45	33	10	32	7	46	11	29	7	19	5	40	9	47	5	35	8
6:00	29	7	26	11	29	4	16	2	6	2	17	4	25	1	21	4
6:15	15	8	19	3	21	13	8	5	4	4	19	5	18	9	15	7
6:30	25	4	27	5	31	12	26	4	2	2	25	9	17	7	22	6
6:45	37	5	39	13	35	7	37	6	6	5	29	10	34	8	31	8
7:00	42	4	33	19	31	5	22	6	7	1	46	9	46	9	32	8
7:15	41	7	51	22	45	8	28	2	12	1	34	5	35	12	35	8
7:30	33	10	38	7	49	6	20	7	7	6	58	6	33	5	34	7
7:45	36	1	50	7	46	5	18	1	23	2	76	5	57	9	44	4
8:00	58	4	40	1	54	3	11	3	15	4	41	5	49	5	38	4
8:15	47	2	48	0	52	3	10	1	21	1	43	2	39	4	37	2
8:30	30	4	31	9	30	2	7	1	13	1	29	5	37	6	25	4
8:45	27	7	38	4	30	5	15	0	17	3	25	5	30	5	26	4
9:00	24	2	19	3	27	3	9	1	19	2	29	3	24	3	22	2
9:15	27	8	31	5	18	1	10	1	11	3	25	3	17	6	20	4
9:30	25	7	29	2	24	2	17	1	3	1	25	2	25	4	21	3
9:45	18	3	13	5	21	1	10	0	2	2	24	3	18	3	15	2
10:00	29	6	22	1	18	3	5	1	8	0	19	7	15	4	17	3
10:15	23	3	21	4	23	1	11	0	4	3	18	1	21	6	17	3
10:30	23	4	21	4	17	1	9	0	4	1	16	1	33	5	18	2
10:45	22	5	21	2	26	2	8	1	13	2	24	5	18	3	19	3
11:00	25	3	22	0	25	2	12	0	9	0	21	1	19	0	19	1
11:15	21	2	30	3	31	1	6	1	6	1	23	2	20	2	20	2
11:30	37	5	31	1	20	3	12	1	6	0	22	2	23	3	22	2
11:45	37	1	30	2	21	2	12	2	9	3	28	4	22	3	23	2
Total	**944**	**576**	**939**	**638**	**933**	**539**	**422**	**226**	**262**	**180**	**928**	**579**	**916**	**643**	**763**	**483**
Day Total	**1520**		**1577**		**1472**		**648**		**442**		**1507**		**1559**		**1246**	
Peak HR	**7:30 AM**	**12:45 PM**	**7:15 AM**	**12:00 PM**	**7:30 AM**	**12:15 PM**	**6:30 AM**	**12:00 PM**	**7:45 AM**	**12:15 PM**	**7:30 AM**	**12:30 PM**	**7:45 AM**	**12:15 PM**	**7:30 AM**	**12:15 PM**
Volume	**174**	**118**	**179**	**137**	**201**	**109**	**113**	**58**	**72**	**39**	**218**	**129**	**182**	**126**	**153**	**98**

Saratoga Boulevard
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PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-D**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	33	3	37	3	34	0	27	1	7	1	40	1	47	1	32
12:15	2	28	1	30	0	35	1	24	0	8	0	38	5	27	1	27
12:30	0	42	4	27	0	34	3	7	0	10	0	21	0	37	1	25
12:45	1	27	4	31	1	29	1	12	0	10	1	30	1	24	1	23
1:00	4	36	6	41	3	30	3	18	2	7	1	38	0	26	3	28
1:15	3	28	4	24	2	24	0	13	1	6	1	30	1	23	2	21
1:30	5	61	2	36	6	31	3	6	0	21	1	37	1	35	3	32
1:45	4	37	3	38	4	28	0	8	0	52	2	37	0	34	2	33
2:00	10	33	11	35	4	39	0	4	1	13	0	30	9	31	5	26
2:15	8	48	10	43	11	24	3	8	2	9	0	28	12	28	7	27
2:30	6	31	5	35	1	24	1	8	0	4	1	50	5	35	3	27
2:45	3	31	3	54	3	20	1	8	0	10	2	32	4	50	2	29
3:00	11	58	1	63	1	49	1	5	2	14	1	58	11	76	4	46
3:15	3	35	6	36	3	30	1	16	0	10	0	38	2	32	2	28
3:30	2	62	5	66	4	66	0	3	1	8	1	67	4	76	2	50
3:45	2	35	0	37	0	34	0	8	0	11	1	36	1	44	1	29
4:00	3	60	1	69	2	45	3	19	1	2	1	54	4	58	2	44
4:15	3	41	1	39	4	42	0	22	1	5	0	35	1	44	1	33
4:30	1	36	4	41	4	21	0	33	0	2	7	36	3	39	3	30
4:45	7	25	8	40	11	30	3	13	1	6	5	40	7	35	6	27
5:00	8	35	4	44	13	42	1	8	0	7	2	46	6	51	5	33
5:15	8	24	9	30	5	26	1	15	4	14	4	28	9	32	6	24
5:30	8	20	8	16	3	16	2	4	3	14	5	17	9	27	5	16
5:45	6	17	7	16	9	13	6	7	3	14	6	13	7	18	6	14
6:00	10	14	14	11	8	14	5	11	5	9	8	17	6	12	8	13
6:15	4	14	6	11	13	12	2	9	1	2	12	7	15	13	8	10
6:30	6	10	14	3	15	22	3	24	0	13	9	6	10	6	8	12
6:45	8	8	12	5	8	17	3	6	1	7	6	6	15	6	8	8
7:00	17	5	18	14	15	11	5	4	1	4	17	10	9	7	12	8
7:15	12	9	13	5	21	3	5	4	0	2	20	11	21	6	13	6
7:30	16	11	15	11	14	10	5	2	1	2	18	7	15	6	12	7
7:45	15	13	12	9	25	2	15	2	2	2	23	11	25	17	17	8
8:00	29	16	30	23	31	17	18	7	7	5	27	15	29	17	24	14
8:15	24	12	28	11	26	16	12	3	4	3	24	6	13	9	19	9
8:30	19	4	20	5	17	10	13	1	12	2	18	4	24	10	18	5
8:45	14	3	17	6	13	5	6	0	5	4	15	7	18	10	13	5
9:00	17	5	24	5	21	4	10	1	2	2	17	5	18	1	16	3
9:15	25	1	11	8	18	4	13	1	7	0	25	1	18	8	17	3
9:30	13	8	21	6	19	1	14	1	7	2	27	4	14	3	16	4
9:45	22	2	18	7	24	2	18	0	6	0	19	2	15	2	17	2
10:00	18	1	17	1	23	1	19	0	8	0	24	1	16	4	18	1
10:15	27	5	18	1	21	5	10	0	4	0	28	3	20	2	18	2
10:30	22	4	21	2	34	2	9	0	2	1	26	7	12	10	18	4
10:45	22	2	26	0	24	1	11	0	7	0	20	0	33	2	20	1
11:00	24	3	16	2	37	9	20	1	7	0	31	4	21	3	22	3
11:15	26	4	28	0	28	6	17	0	7	0	23	1	23	1	22	2
11:30	29	9	29	20	22	3	19	0	7	0	28	9	21	8	22	7
11:45	35	8	28	4	27	2	17	0	7	0	34	5	25	4	25	3
Total	**563**	**1054**	**566**	**1098**	**601**	**945**	**303**	**373**	**133**	**324**	**542**	**1028**	**539**	**1096**	**464**	**845**
Day Total	**1617**		**1664**		**1546**		**676**		**457**		**1570**		**1635**		**1309**	
Peak HR	**11:00 AM**	**3:30 PM**	**11:00 AM**	**2:45 PM**	**10:30 AM**	**3:30 PM**	**11:00 AM**	**4:00 PM**	**8:00 AM**	**1:30 PM**	**11:00 AM**	**3:00 PM**	**10:45 AM**	**2:45 PM**	**11:00 AM**	**3:30 PM**
Volume	**114**	**198**	**101**	**219**	**123**	**187**	**73**	**87**	**28**	**95**	**116**	**199**	**98**	**234**	**91**	**155**

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	2	0	2
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	1	0	0	1	2
1:00 AM	0	0	0	0	1	0	1
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	1	0	0	1	2
2:30 AM	0	0	2	0	0	1	3
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	0	3	4
3:30 AM	0	0	8	0	0	0	8
3:45 AM	0	0	12	0	0	1	13
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	10	0	0	1	11
4:30 AM	0	0	37	0	0	2	39
4:45 AM	0	0	64	0	1	4	69
5:00 AM	0	0	14	0	0	4	18
5:15 AM	0	0	12	0	1	1	14
5:30 AM	0	0	29	0	0	1	30
5:45 AM	0	0	40	0	0	4	44
6:00 AM	0	0	22	0	1	4	27
6:15 AM	0	0	22	0	1	3	26
6:30 AM	0	0	23	0	1	0	24
6:45 AM	0	0	33	0	3	2	38
7:00 AM	0	0	35	0	4	3	42
7:15 AM	0	0	43	0	4	2	49
7:30 AM	0	0	38	0	1	1	40
7:45 AM	0	0	50	0	3	1	54
8:00 AM	0	0	36	1	2	6	45
8:15 AM	0	0	21	0	4	5	30
8:30 AM	0	0	15	0	4	5	24
8:45 AM	0	0	20	0	3	5	28
9:00 AM	0	0	10	0	2	3	15
9:15 AM	0	0	6	0	5	5	16
9:30 AM	0	0	11	0	2	4	17
9:45 AM	0	0	13	0	5	2	20
10:00 AM	0	0	9	0	8	4	21
10:15 AM	0	0	10	0	6	2	18
10:30 AM	0	0	11	0	3	6	20
10:45 AM	0	0	15	0	4	3	22
11:00 AM	0	0	14	0	9	1	24
11:15 AM	0	0	11	0	4	4	19
11:30 AM	0	0	18	0	5	5	28
11:45 AM	0	0	20	0	9	4	33
AM Total	**0**	**0**	**744**	**1**	**98**	**107**	**950**
Percentage	**0.00%**	**0.00%**	**78.32%**	**0.11%**	**10.32%**	**11.26%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**7:15 AM**	**11:00 AM**	**8:00 AM**	**7:15 AM**
Volume	**0**	**0**	**167**	**1**	**27**	**21**	**188**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	14	0	4	6	24
12:15 PM	0	0	14	0	7	1	22
12:30 PM	0	0	20	0	5	3	28
12:45 PM	0	0	21	0	6	6	33
1:00 PM	0	0	21	0	3	4	28
1:15 PM	0	0	11	0	3	3	17
1:30 PM	0	0	16	0	5	3	24
1:45 PM	0	0	18	0	7	3	28
2:00 PM	0	0	5	0	4	3	12
2:15 PM	0	0	12	0	5	5	22
2:30 PM	0	0	14	0	3	3	20
2:45 PM	0	0	15	0	6	0	21
3:00 PM	0	0	12	0	7	4	23
3:15 PM	0	0	4	0	6	3	13
3:30 PM	0	0	5	0	1	3	9
3:45 PM	0	0	6	0	3	1	10
4:00 PM	0	0	8	0	3	1	12
4:15 PM	0	0	3	0	7	2	12
4:30 PM	0	0	8	0	1	1	10
4:45 PM	0	0	7	0	2	0	9
5:00 PM	0	0	1	0	0	3	4
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	3	0	3	2	8
5:45 PM	0	0	6	0	0	0	6
6:00 PM	0	0	4	0	0	1	5
6:15 PM	0	0	4	0	0	1	5
6:30 PM	0	0	2	0	0	1	3
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	7	0	0	1	8
7:30 PM	0	0	9	0	0	0	9
7:45 PM	0	0	9	0	0	1	10
8:00 PM	0	0	5	0	0	2	7
8:15 PM	0	0	3	0	1	0	4
8:30 PM	0	0	10	0	0	0	10
8:45 PM	0	0	6	0	0	0	6
9:00 PM	0	0	2	0	1	0	3
9:15 PM	0	0	2	0	0	1	3
9:30 PM	0	0	4	0	0	2	6
9:45 PM	0	0	2	0	0	1	3
10:00 PM	0	0	4	0	0	1	5
10:15 PM	0	0	3	0	1	0	4
10:30 PM	0	0	1	0	2	1	4
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	1	0	2
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	3	0	0	2	5
11:45 PM	0	0	0	0	0	1	1
PM Total	**0**	**0**	**340**	**0**	**97**	**76**	**513**
Percentage	**0.00%**	**0.00%**	**66.28%**	**0.00%**	**18.91%**	**14.81%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:15 PM**
Volume	**0**	**0**	**76**	**0**	**22**	**16**	**111**
Day Total	**0**	**0**	**1084**	**1**	**195**	**183**	**1463**
Percentage	**0.00%**	**0.00%**	**74.09%**	**0.07%**	**13.33%**	**12.51%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

Count Date: Thursday, December 5, 2024
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	3	4
12:15 AM	0	0	1	0	0	1	2
12:30 AM	0	0	3	0	1	2	6
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	3	0	1	2	6
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	1	0	1
2:45 AM	0	0	2	0	0	1	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	9	0	0	0	9
3:45 AM	0	0	5	0	0	1	6
4:00 AM	0	0	10	0	0	2	12
4:15 AM	0	0	12	0	0	2	14
4:30 AM	0	0	36	0	0	3	39
4:45 AM	0	0	56	0	0	2	58
5:00 AM	0	0	16	0	0	0	16
5:15 AM	0	0	13	0	2	1	16
5:30 AM	0	0	24	0	0	3	27
5:45 AM	0	0	42	0	2	1	45
6:00 AM	0	0	31	0	3	1	35
6:15 AM	0	0	17	0	6	1	24
6:30 AM	0	0	29	0	2	3	34
6:45 AM	0	0	37	0	2	3	42
7:00 AM	0	0	33	0	8	0	41
7:15 AM	0	0	37	0	4	8	49
7:30 AM	0	0	42	0	2	4	48
7:45 AM	0	0	48	0	3	1	52
8:00 AM	0	0	27	0	5	4	36
8:15 AM	0	0	15	0	8	2	25
8:30 AM	0	0	15	0	4	6	25
8:45 AM	0	0	15	0	3	2	20
9:00 AM	0	0	12	0	5	1	18
9:15 AM	0	0	9	0	4	2	15
9:30 AM	0	0	14	0	5	1	20
9:45 AM	0	0	20	0	3	4	27
10:00 AM	0	0	9	0	4	3	16
10:15 AM	0	0	7	0	4	5	16
10:30 AM	0	0	12	0	5	5	22
10:45 AM	0	0	16	0	2	7	25
11:00 AM	0	0	8	0	5	2	15
11:15 AM	0	0	9	0	7	8	24
11:30 AM	0	0	11	0	8	6	25
11:45 AM	0	0	14	0	3	5	22
AM Total	**0**	**0**	**728**	**0**	**112**	**109**	**949**
Percentage	**0.00%**	**0.00%**	**76.71%**	**0.00%**	**11.80%**	**11.49%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**11:00 AM**	**10:45 AM**	**7:00 AM**
Volume	**0**	**0**	**160**	**0**	**23**	**23**	**190**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	0	5	3	29
12:15 PM	0	0	10	0	2	9	21
12:30 PM	0	0	26	0	9	4	39
12:45 PM	0	0	24	0	6	5	35
1:00 PM	0	0	21	0	4	4	29
1:15 PM	0	0	13	0	3	3	19
1:30 PM	0	0	10	0	1	2	13
1:45 PM	0	0	11	0	2	3	16
2:00 PM	0	0	17	0	3	3	23
2:15 PM	0	0	12	0	2	5	19
2:30 PM	0	0	11	0	5	4	20
2:45 PM	0	0	16	0	4	0	20
3:00 PM	0	0	11	0	5	4	20
3:15 PM	0	0	5	0	5	6	16
3:30 PM	0	0	5	0	1	1	7
3:45 PM	0	0	8	0	0	1	9
4:00 PM	0	0	12	0	4	1	17
4:15 PM	0	0	8	0	3	2	13
4:30 PM	0	0	15	0	3	0	18
4:45 PM	0	0	9	0	1	1	11
5:00 PM	0	0	4	0	1	0	5
5:15 PM	0	0	3	0	1	1	5
5:30 PM	0	0	4	0	1	1	6
5:45 PM	0	0	5	0	0	1	6
6:00 PM	0	0	1	0	2	3	6
6:15 PM	0	0	2	0	0	1	3
6:30 PM	0	0	3	0	0	0	3
6:45 PM	0	0	11	0	0	1	12
7:00 PM	0	0	9	0	0	0	9
7:15 PM	0	0	4	0	0	1	5
7:30 PM	0	0	6	0	0	2	8
7:45 PM	0	0	15	0	0	0	15
8:00 PM	0	0	1	0	0	1	2
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	1	0	0	1	2
8:45 PM	0	0	6	0	0	0	6
9:00 PM	0	0	3	0	0	1	4
9:15 PM	0	0	2	0	1	2	5
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	5	0	0	1	6
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	1	0	0	1	2
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	0	0	0	1	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	2	0	1	0	3
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	2	0	0	0	2
PM Total	**0**	**0**	**370**	**0**	**75**	**80**	**525**
Percentage	**0.00%**	**0.00%**	**70.48%**	**0.00%**	**14.29%**	**15.24%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**
Volume	**0**	**0**	**84**	**0**	**22**	**22**	**124**
Day Total	**0**	**0**	**1098**	**0**	**187**	**189**	**1474**
Percentage	**0.00%**	**0.00%**	**74.49%**	**0.00%**	**12.69%**	**12.82%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Friday, December 6, 2024**
Direction: **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: **240348 ATR-E**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	1	1
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	1	0	0	1	2
1:30 AM	0	0	1	0	0	2	3
1:45 AM	0	0	0	0	1	1	2
2:00 AM	0	0	0	0	0	1	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	2	0	0	2	4
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	8	0	0	1	9
3:45 AM	0	0	10	0	0	1	11
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	14	0	0	4	18
4:30 AM	0	0	46	0	0	1	47
4:45 AM	0	0	52	0	0	3	55
5:00 AM	0	0	13	0	0	3	16
5:15 AM	0	0	11	0	0	2	13
5:30 AM	0	0	27	0	1	5	33
5:45 AM	0	0	34	0	2	2	38
6:00 AM	0	0	25	0	1	3	29
6:15 AM	0	0	19	0	4	2	25
6:30 AM	0	0	29	0	1	3	33
6:45 AM	0	0	38	0	1	5	44
7:00 AM	0	0	32	0	2	4	38
7:15 AM	0	0	24	0	4	5	33
7:30 AM	0	0	38	0	4	1	43
7:45 AM	0	0	48	0	8	6	62
8:00 AM	0	0	32	0	6	4	42
8:15 AM	0	0	14	0	6	1	21
8:30 AM	0	0	17	0	4	4	25
8:45 AM	0	0	17	0	4	4	25
9:00 AM	0	0	11	0	3	3	17
9:15 AM	0	0	7	0	7	1	15
9:30 AM	0	0	6	0	3	6	15
9:45 AM	0	0	12	0	3	3	18
10:00 AM	0	0	9	0	3	4	16
10:15 AM	0	0	6	0	8	3	17
10:30 AM	0	0	10	0	1	3	14
10:45 AM	0	0	15	0	7	3	25
11:00 AM	0	0	13	0	4	3	20
11:15 AM	0	0	16	0	5	3	24
11:30 AM	0	0	9	0	5	2	16
11:45 AM	0	0	11	0	4	3	18
AM Total	**0**	**0**	**688**	**0**	**102**	**112**	**902**
Percentage	**0.00%**	**0.00%**	**76.27%**	**0.00%**	**11.31%**	**12.42%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**7:30 AM**	**6:30 AM**	**7:15 AM**
Volume	**0**	**0**	**142**	**0**	**24**	**17**	**180**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	14	0	6	4	24
12:15 PM	0	0	9	0	2	6	17
12:30 PM	0	0	23	0	3	3	29
12:45 PM	0	0	24	0	4	5	33
1:00 PM	0	0	18	0	6	4	28
1:15 PM	0	0	14	0	7	6	27
1:30 PM	0	0	13	0	4	1	18
1:45 PM	0	0	9	0	5	2	16
2:00 PM	0	0	8	0	2	8	18
2:15 PM	0	0	7	0	1	2	10
2:30 PM	0	0	9	0	6	4	19
2:45 PM	0	0	13	0	6	1	20
3:00 PM	0	0	6	0	4	2	12
3:15 PM	0	0	4	0	6	4	14
3:30 PM	0	0	1	0	4	2	7
3:45 PM	0	0	5	0	4	1	10
4:00 PM	0	0	6	0	1	0	7
4:15 PM	0	0	2	0	4	0	6
4:30 PM	0	0	12	0	1	1	14
4:45 PM	0	0	12	0	1	1	14
5:00 PM	0	0	2	0	3	1	6
5:15 PM	0	0	6	0	1	2	9
5:30 PM	0	0	4	0	0	1	5
5:45 PM	0	0	3	0	1	0	4
6:00 PM	0	0	3	0	0	0	3
6:15 PM	0	0	5	0	0	1	6
6:30 PM	0	0	12	0	0	0	12
6:45 PM	0	0	8	0	0	0	8
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	8	0	0	1	9
7:30 PM	0	0	16	0	0	1	17
7:45 PM	0	0	11	0	0	0	11
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	4	0	0	1	5
8:30 PM	0	0	4	0	0	1	5
8:45 PM	0	0	5	0	0	1	6
9:00 PM	0	0	3	0	0	1	4
9:15 PM	0	0	0	0	0	1	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	1	1
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	1	0	1
10:45 PM	0	0	0	0	0	1	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	1	2
PM Total	**0**	**0**	**315**	**0**	**83**	**72**	**470**
Percentage	**0.00%**	**0.00%**	**67.02%**	**0.00%**	**17.66%**	**15.32%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**1:00 PM**	**12:00 PM**	**12:30 PM**
Volume	**0**	**0**	**79**	**0**	**22**	**18**	**117**
Day Total	**0**	**0**	**1003**	**0**	**185**	**184**	**1372**
Percentage	**0.00%**	**0.00%**	**73.10%**	**0.00%**	**13.48%**	**13.41%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

Count Date: Saturday, December 7, 2024
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	2	2
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	1	1	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	1	0	1
2:00 AM	0	0	0	0	0	2	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	3	3
3:45 AM	0	0	0	0	0	1	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	5	0	1	1	7
4:30 AM	0	0	15	0	0	1	16
4:45 AM	1	0	11	0	0	1	13
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	3	0	1	0	4
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	7	0	0	1	8
6:30 AM	0	0	9	0	0	0	9
6:45 AM	0	0	9	0	0	3	12
7:00 AM	0	0	6	0	0	0	6
7:15 AM	0	0	13	0	3	0	16
7:30 AM	0	0	13	0	1	2	16
7:45 AM	0	0	12	0	0	1	13
8:00 AM	0	0	3	0	1	2	6
8:15 AM	0	0	1	0	2	2	5
8:30 AM	0	0	4	0	1	0	5
8:45 AM	0	0	4	0	0	1	5
9:00 AM	0	0	2	0	0	0	2
9:15 AM	0	0	1	0	1	0	2
9:30 AM	0	0	2	0	1	0	3
9:45 AM	0	0	1	0	3	0	4
10:00 AM	0	0	4	0	1	0	5
10:15 AM	0	0	1	0	1	0	2
10:30 AM	0	0	6	0	0	0	6
10:45 AM	0	0	3	0	2	0	5
11:00 AM	0	0	3	0	3	0	6
11:15 AM	0	0	5	0	1	0	6
11:30 AM	0	0	5	0	1	0	6
11:45 AM	0	0	2	0	0	0	2
AM Total	**1**	**0**	**163**	**0**	**26**	**24**	**214**
Percentage	**0.47%**	**0.00%**	**76.17%**	**0.00%**	**12.15%**	**11.21%**	
AM Peak	**4:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**10:45 AM**	**7:30 AM**	**7:00 AM**
Volume	**1**	**0**	**44**	**0**	**7**	**7**	**51**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	11	0	0	0	11
12:15 PM	0	0	5	0	1	0	6
12:30 PM	0	0	16	0	0	0	16
12:45 PM	0	0	10	0	0	0	10
1:00 PM	0	0	2	0	0	0	2
1:15 PM	0	0	4	0	1	0	5
1:30 PM	1	0	0	0	0	0	1
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	2	0	0	0	2
2:15 PM	0	0	2	0	0	0	2
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	3	0	1	0	4
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	2	0	0	0	2
4:00 PM	0	0	6	0	0	0	6
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	1	0	1	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	7	0	0	0	7
7:00 PM	0	0	4	0	0	0	4
7:15 PM	0	0	8	0	0	0	8
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	9	0	0	0	9
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	2	0	1	0	3
PM Total	**1**	**0**	**120**	**0**	**6**	**0**	**127**
Percentage	**0.79%**	**0.00%**	**94.49%**	**0.00%**	**4.72%**	**0.00%**	
PM Peak	**12:45 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**	**12:00 PM**	**12:00 PM**
Volume	**1**	**0**	**42**	**0**	**2**	**0**	**43**

Day Total	**2**	**0**	**283**	**0**	**32**	**24**	**341**
Percentage	**0.59%**	**0.00%**	**82.99%**	**0.00%**	**9.38%**	**7.04%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Sunday, December 8, 2024**
Direction: **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	1	0	1
4:45 AM	0	0	1	0	1	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	1	2
6:30 AM	0	0	5	0	0	0	5
6:45 AM	0	0	12	0	0	0	12
7:00 AM	0	0	7	0	0	0	7
7:15 AM	0	0	9	0	0	0	9
7:30 AM	0	0	12	0	0	0	12
7:45 AM	0	0	14	0	0	0	14
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	8	0	0	0	8
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	2	0	0	0	2
9:00 AM	0	0	2	0	0	0	2
9:15 AM	0	0	1	0	0	0	1
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	1	0	0	0	1
10:15 AM	0	0	1	0	0	0	1
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	1	0	0	1	2
11:15 AM	0	0	1	0	0	0	1
11:30 AM	0	0	3	0	0	0	3
11:45 AM	0	0	0	0	0	0	0
AM Total	**0**	**0**	**97**	**0**	**2**	**2**	**101**
Percentage	**0.00%**	**0.00%**	**96.04%**	**0.00%**	**1.98%**	**1.98%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:00 AM**	**12:00 AM**	**4:00 AM**	**5:30 AM**	**7:00 AM**
Volume	**0**	**0**	**42**	**0**	**2**	**1**	**42**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	0	0	1
12:15 PM	0	0	3	0	0	0	3
12:30 PM	0	0	5	0	0	0	5
12:45 PM	0	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	1
1:30 PM	1	0	4	0	0	0	5
1:45 PM	0	0	2	0	0	0	2
2:00 PM	0	0	4	0	0	0	4
2:15 PM	0	0	2	0	0	0	2
2:30 PM	0	0	0	0	0	1	1
2:45 PM	0	0	1	0	0	0	1
3:00 PM	0	0	2	0	0	0	2
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	3	0	0	0	3
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	5	0	0	0	5
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	1
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	4	0	0	1	5
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	10	0	0	0	10
7:45 PM	0	0	6	0	0	0	6
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	0	0	0	1	1
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	0	0	0	1	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	2	0	0	0	2
PM Total	**1**	**0**	**93**	**0**	**0**	**8**	**102**
Percentage	**0.98%**	**0.00%**	**91.18%**	**0.00%**	**0.00%**	**7.84%**	
PM Peak	**12:45 PM**	**12:00 PM**	**7:00 PM**	**12:00 PM**	**12:00 PM**	**6:00 PM**	**7:15 PM**
Volume	**1**	**0**	**23**	**0**	**0**	**2**	**24**
Day Total	**1**	**0**	**190**	**0**	**2**	**10**	**203**
Percentage	**0.49%**	**0.00%**	**93.60%**	**0.00%**	**0.99%**	**4.93%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	2	2
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	1	1
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	11	0	0	0	11
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	12	0	0	1	13
4:30 AM	0	0	40	0	0	2	42
4:45 AM	0	0	65	0	0	2	67
5:00 AM	0	0	7	0	0	1	8
5:15 AM	0	0	18	0	0	1	19
5:30 AM	0	1	25	0	0	0	26
5:45 AM	0	0	38	0	1	2	41
6:00 AM	0	0	15	0	2	0	17
6:15 AM	0	0	19	0	1	0	20
6:30 AM	0	0	25	0	0	1	26
6:45 AM	0	0	41	0	4	3	48
7:00 AM	0	0	33	0	7	3	43
7:15 AM	0	0	35	0	4	2	41
7:30 AM	0	0	42	0	2	3	47
7:45 AM	0	0	42	0	7	3	52
8:00 AM	0	0	39	0	3	2	44
8:15 AM	0	0	28	0	6	2	36
8:30 AM	0	0	10	0	4	1	15
8:45 AM	0	0	13	0	3	2	18
9:00 AM	0	0	10	0	7	6	23
9:15 AM	0	0	8	0	3	5	16
9:30 AM	0	0	13	0	4	1	18
9:45 AM	0	0	9	0	2	4	15
10:00 AM	0	0	9	0	5	1	15
10:15 AM	0	0	3	0	6	5	14
10:30 AM	0	0	9	0	5	2	16
10:45 AM	0	0	17	0	4	2	23
11:00 AM	0	0	10	0	6	5	21
11:15 AM	0	0	9	0	7	5	21
11:30 AM	0	0	8	0	7	3	18
11:45 AM	0	0	12	0	9	3	24
AM Total	**0**	**1**	**693**	**0**	**109**	**79**	**882**
Percentage	**0.00%**	**0.11%**	**78.57%**	**0.00%**	**12.36%**	**8.96%**	
AM Peak	**12:00 AM**	**4:45 AM**	**7:15 AM**	**12:00 AM**	**11:00 AM**	**9:00 AM**	**7:15 AM**
Volume	**0**	**1**	**158**	**0**	**29**	**16**	**184**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	8	1	1	1	11
12:15 PM	0	0	8	0	6	2	16
12:30 PM	0	0	29	0	7	4	40
12:45 PM	1	0	23	0	3	1	28
1:00 PM	0	0	21	0	9	2	32
1:15 PM	0	0	15	0	7	6	28
1:30 PM	0	0	13	0	4	4	21
1:45 PM	0	0	15	0	2	1	18
2:00 PM	0	0	8	0	7	6	21
2:15 PM	0	0	5	0	3	3	11
2:30 PM	0	0	15	0	5	4	24
2:45 PM	0	0	13	0	1	2	16
3:00 PM	0	0	12	0	6	2	20
3:15 PM	0	0	6	0	3	7	16
3:30 PM	0	0	3	0	3	2	8
3:45 PM	0	0	7	0	0	2	9
4:00 PM	0	0	7	0	2	2	11
4:15 PM	0	0	4	0	3	3	10
4:30 PM	0	0	7	0	2	1	10
4:45 PM	0	0	7	0	2	0	9
5:00 PM	0	0	6	0	2	1	9
5:15 PM	0	0	2	0	0	2	4
5:30 PM	0	0	2	0	2	2	6
5:45 PM	0	0	4	0	1	0	5
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	3	0	0	1	4
6:45 PM	0	0	10	0	0	1	11
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	7	0	0	2	9
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	10	0	0	2	12
8:00 PM	0	0	7	0	0	1	8
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	7	0	0	2	9
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	2	0	0	1	3
9:15 PM	0	0	1	0	0	2	3
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	4	0	1	0	5
10:00 PM	0	0	2	0	2	1	5
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	0	0	0	2	2
11:00 PM	0	0	0	0	0	1	1
11:15 PM	0	0	2	0	0	1	3
11:30 PM	0	0	1	0	0	1	2
11:45 PM	0	0	1	0	0	4	5
PM Total	**1**	**0**	**322**	**1**	**84**	**82**	**490**
Percentage	**0.20%**	**0.00%**	**65.71%**	**0.20%**	**17.14%**	**16.73%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**12:30 PM**	**1:15 PM**	**12:30 PM**
Volume	**1**	**0**	**88**	**1**	**26**	**17**	**128**
Day Total	**1**	**1**	**1015**	**1**	**193**	**161**	**1372**
Percentage	**0.07%**	**0.07%**	**73.98%**	**0.07%**	**14.07%**	**11.73%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Tuesday, December 10, 2024**
Direction: **EB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	1	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	1	0	1
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	1	1	2
1:30 AM	0	0	0	0	1	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	1	3
2:15 AM	0	0	0	0	1	1	2
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	1	3
3:00 AM	0	0	0	0	0	3	3
3:15 AM	0	0	3	0	0	1	4
3:30 AM	0	0	11	0	0	0	11
3:45 AM	0	0	7	0	0	2	9
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	8	0	0	1	9
4:30 AM	0	0	38	0	1	3	42
4:45 AM	0	0	49	0	0	2	51
5:00 AM	0	0	17	0	1	2	20
5:15 AM	0	0	13	0	0	2	15
5:30 AM	0	1	26	0	1	1	29
5:45 AM	0	0	51	0	2	5	58
6:00 AM	0	0	18	0	0	4	22
6:15 AM	0	0	15	0	1	2	18
6:30 AM	0	0	25	0	3	2	30
6:45 AM	0	0	42	0	2	1	45
7:00 AM	0	0	40	0	6	2	48
7:15 AM	0	0	25	0	2	2	29
7:30 AM	0	0	40	0	3	2	45
7:45 AM	0	0	64	0	1	4	69
8:00 AM	0	0	38	0	5	3	46
8:15 AM	0	0	25	0	7	2	34
8:30 AM	0	0	20	0	3	3	26
8:45 AM	0	0	14	0	7	2	23
9:00 AM	0	0	7	0	5	4	16
9:15 AM	0	0	7	0	4	0	11
9:30 AM	0	0	11	0	4	4	19
9:45 AM	0	0	8	0	5	3	16
10:00 AM	0	0	9	0	3	7	19
10:15 AM	0	0	8	0	3	2	13
10:30 AM	0	0	10	0	7	3	20
10:45 AM	0	0	15	0	5	6	26
11:00 AM	0	0	8	0	1	0	9
11:15 AM	0	0	7	0	4	4	15
11:30 AM	0	0	9	0	4	1	14
11:45 AM	0	0	9	0	6	2	17
AM Total	**0**	**1**	**706**	**0**	**100**	**93**	**900**
Percentage	**0.00%**	**0.11%**	**78.44%**	**0.00%**	**11.11%**	**10.33%**	
AM Peak	**12:00 AM**	**4:45 AM**	**7:00 AM**	**12:00 AM**	**8:00 AM**	**10:00 AM**	**7:30 AM**
Volume	**0**	**1**	**169**	**0**	**22**	**18**	**194**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	10	0	5	1	16
12:15 PM	0	0	26	0	5	1	32
12:30 PM	0	0	25	0	5	3	33
12:45 PM	0	0	19	0	6	7	32
1:00 PM	0	0	17	0	6	5	28
1:15 PM	0	0	13	0	3	4	20
1:30 PM	0	0	14	0	2	4	20
1:45 PM	0	0	15	0	5	3	23
2:00 PM	0	0	9	0	7	2	18
2:15 PM	0	0	13	0	1	3	17
2:30 PM	0	0	13	0	2	4	19
2:45 PM	0	0	11	0	3	5	19
3:00 PM	0	0	12	0	6	3	21
3:15 PM	0	0	5	0	5	1	11
3:30 PM	0	0	5	0	7	1	13
3:45 PM	0	0	11	0	3	3	17
4:00 PM	0	0	3	0	5	3	11
4:15 PM	0	0	5	0	1	2	8
4:30 PM	0	0	16	1	2	3	22
4:45 PM	0	0	9	0	1	1	11
5:00 PM	0	0	5	0	0	0	5
5:15 PM	0	0	3	0	1	2	6
5:30 PM	0	0	3	0	1	5	9
5:45 PM	0	0	1	0	1	0	2
6:00 PM	0	0	3	0	0	0	3
6:15 PM	0	0	0	0	0	2	2
6:30 PM	0	0	5	0	0	1	6
6:45 PM	0	0	8	0	0	0	8
7:00 PM	0	0	8	0	0	0	8
7:15 PM	0	0	8	0	0	1	9
7:30 PM	0	0	10	0	0	0	10
7:45 PM	0	0	9	0	1	3	13
8:00 PM	0	0	3	0	0	1	4
8:15 PM	0	0	3	0	0	1	4
8:30 PM	0	0	6	0	0	2	8
8:45 PM	0	0	2	0	0	2	4
9:00 PM	0	0	2	0	1	0	3
9:15 PM	0	0	1	0	0	1	2
9:30 PM	0	0	1	0	0	2	3
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	5	0	0	0	5
10:15 PM	0	0	5	0	0	2	7
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	1	0	0	2	3
11:45 PM	0	0	2	0	1	2	5
PM Total	**0**	**0**	**352**	**1**	**86**	**89**	**528**
Percentage	**0.00%**	**0.00%**	**66.67%**	**0.19%**	**16.29%**	**16.86%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**3:45 PM**	**12:15 PM**	**12:45 PM**	**12:15 PM**
Volume	**0**	**0**	**87**	**1**	**22**	**20**	**125**
Day Total	**0**	**1**	**1058**	**1**	**186**	**182**	**1428**
Percentage	**0.00%**	**0.07%**	**74.09%**	**0.07%**	**13.03%**	**12.75%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

Count Date: Wednesday, December 4, 2024
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	3	0	0	1	4
12:45 AM	0	0	0	0	1	0	1
1:00 AM	0	0	6	0	0	2	8
1:15 AM	0	0	2	0	1	2	5
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	1	0	0	2	3
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	1	1
2:30 AM	0	0	3	0	0	1	4
2:45 AM	0	0	1	0	0	1	2
3:00 AM	0	0	2	0	0	1	3
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	1	0	0	1	2
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	1	0	0	1	2
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	11	0	0	1	12
5:15 AM	0	0	4	0	1	2	7
5:30 AM	0	0	6	0	0	1	7
5:45 AM	0	0	4	0	0	3	7
6:00 AM	0	0	9	0	0	3	12
6:15 AM	0	0	3	0	0	2	5
6:30 AM	0	0	3	0	2	1	6
6:45 AM	0	0	2	0	0	6	8
7:00 AM	0	0	7	0	1	4	12
7:15 AM	0	0	10	0	5	3	18
7:30 AM	0	0	6	0	3	4	13
7:45 AM	0	0	6	0	2	2	10
8:00 AM	0	0	27	0	2	4	33
8:15 AM	0	0	9	0	4	3	16
8:30 AM	0	0	11	0	2	3	16
8:45 AM	0	0	5	0	1	3	9
9:00 AM	0	0	10	0	4	3	17
9:15 AM	0	0	8	0	7	7	22
9:30 AM	0	0	1	0	2	4	7
9:45 AM	0	0	3	0	4	7	14
10:00 AM	0	0	8	0	6	3	17
10:15 AM	0	0	7	0	9	6	22
10:30 AM	0	0	15	0	4	5	24
10:45 AM	0	0	4	0	4	5	13
11:00 AM	0	0	3	0	7	6	16
11:15 AM	0	0	10	0	3	4	17
11:30 AM	0	0	22	0	5	5	32
11:45 AM	0	0	18	0	7	6	31
AM Total	**0**	**0**	**277**	**0**	**87**	**119**	**483**
Percentage	**0.00%**	**0.00%**	**57.35%**	**0.00%**	**18.01%**	**24.64%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**10:15 AM**	**10:15 AM**	**11:00 AM**
Volume	**0**	**0**	**53**	**0**	**24**	**22**	**96**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	26	0	6	2	34
12:15 PM	0	0	10	0	6	4	20
12:30 PM	0	0	19	0	5	6	30
12:45 PM	0	0	15	0	5	5	25
1:00 PM	0	0	23	0	3	7	33
1:15 PM	0	0	28	0	10	3	41
1:30 PM	0	0	41	0	5	6	52
1:45 PM	0	0	18	0	4	5	27
2:00 PM	1	0	30	0	2	5	38
2:15 PM	0	0	29	0	8	8	45
2:30 PM	1	0	23	0	4	7	35
2:45 PM	0	0	19	0	3	7	29
3:00 PM	0	0	34	0	6	2	42
3:15 PM	0	0	19	0	5	4	28
3:30 PM	0	0	40	0	8	4	52
3:45 PM	0	0	23	0	5	1	29
4:00 PM	0	0	48	0	2	4	54
4:15 PM	0	0	27	0	3	4	34
4:30 PM	0	0	26	0	6	2	34
4:45 PM	0	0	28	0	2	2	32
5:00 PM	0	0	36	0	2	1	39
5:15 PM	0	0	21	0	0	2	23
5:30 PM	0	0	21	0	0	1	22
5:45 PM	0	0	7	0	1	2	10
6:00 PM	0	0	12	0	0	0	12
6:15 PM	0	0	9	0	1	1	11
6:30 PM	0	0	1	0	1	1	3
6:45 PM	0	0	1	0	0	2	3
7:00 PM	0	0	15	0	0	2	17
7:15 PM	0	0	5	0	0	3	8
7:30 PM	0	0	11	0	0	2	13
7:45 PM	0	0	17	0	0	6	23
8:00 PM	0	0	41	0	0	4	45
8:15 PM	0	0	6	0	0	5	11
8:30 PM	0	0	1	0	0	3	4
8:45 PM	0	0	1	0	0	1	2
9:00 PM	0	0	11	0	0	0	11
9:15 PM	0	0	7	0	0	0	7
9:30 PM	0	0	6	0	0	0	6
9:45 PM	0	0	4	0	1	1	6
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	2	0	0	2	4
10:30 PM	0	0	2	0	0	1	3
10:45 PM	0	0	1	0	1	0	2
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	16	0	0	2	18
11:45 PM	0	0	14	0	0	1	15
PM Total	**2**	**0**	**798**	**0**	**105**	**131**	**1036**
Percentage	**0.19%**	**0.00%**	**77.03%**	**0.00%**	**10.14%**	**12.64%**	
PM Peak	**1:45 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**3:00 PM**	**2:00 PM**	**3:30 PM**
Volume	**2**	**0**	**138**	**0**	**24**	**27**	**169**
Day Total	**2**	**0**	**1075**	**0**	**192**	**250**	**1519**
Percentage	**0.13%**	**0.00%**	**70.77%**	**0.00%**	**12.64%**	**16.46%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	1	2	5
12:15 AM	0	0	1	0	0	1	2
12:30 AM	0	0	4	0	3	1	8
12:45 AM	0	0	2	0	0	2	4
1:00 AM	0	0	5	0	0	3	8
1:15 AM	0	0	8	0	0	0	8
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	3	0	0	1	4
2:00 AM	0	0	1	0	1	2	4
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	2	0	1	0	3
2:45 AM	0	0	1	0	0	1	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	4	0	0	1	5
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	6	0	0	1	7
5:00 AM	0	0	8	0	0	1	9
5:15 AM	0	0	12	0	4	0	16
5:30 AM	0	0	5	0	1	0	6
5:45 AM	0	0	8	0	1	1	10
6:00 AM	0	0	9	0	1	0	10
6:15 AM	0	0	2	0	3	6	11
6:30 AM	0	0	4	0	4	1	9
6:45 AM	0	0	3	0	4	3	10
7:00 AM	0	0	9	0	3	3	15
7:15 AM	0	0	7	0	2	5	14
7:30 AM	0	0	6	0	5	2	13
7:45 AM	0	0	6	0	4	3	13
8:00 AM	0	0	24	0	7	5	36
8:15 AM	0	0	13	0	7	3	23
8:30 AM	0	0	9	0	5	5	19
8:45 AM	0	0	3	0	4	2	9
9:00 AM	0	0	13	0	4	5	22
9:15 AM	0	0	6	0	2	4	12
9:30 AM	0	0	8	0	6	3	17
9:45 AM	0	0	6	0	7	4	17
10:00 AM	0	0	7	0	2	4	13
10:15 AM	0	0	7	0	7	4	18
10:30 AM	0	0	15	0	5	3	23
10:45 AM	0	0	9	0	3	7	19
11:00 AM	0	0	8	0	3	1	12
11:15 AM	0	0	6	0	3	8	17
11:30 AM	0	0	16	0	5	6	27
11:45 AM	0	0	25	0	7	5	37
AM Total	**0**	**0**	**305**	**0**	**115**	**110**	**530**
Percentage	**0.00%**	**0.00%**	**57.55%**	**0.00%**	**21.70%**	**20.75%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**7:30 AM**	**10:45 AM**	**11:00 AM**
Volume	**0**	**0**	**55**	**0**	**23**	**22**	**93**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	25	0	6	8	39
12:15 PM	0	0	15	0	4	6	25
12:30 PM	0	0	16	0	4	4	24
12:45 PM	0	0	10	0	4	4	18
1:00 PM	0	0	24	0	5	6	35
1:15 PM	0	0	25	0	6	4	35
1:30 PM	0	0	27	0	5	6	38
1:45 PM	0	0	26	0	2	4	32
2:00 PM	0	0	32	0	3	5	40
2:15 PM	0	0	32	0	2	4	38
2:30 PM	0	0	22	0	2	2	26
2:45 PM	0	0	31	0	6	2	39
3:00 PM	0	0	35	0	2	5	42
3:15 PM	0	0	21	0	5	5	31
3:30 PM	0	0	39	0	5	3	47
3:45 PM	0	0	26	0	2	2	30
4:00 PM	0	0	52	0	2	2	56
4:15 PM	0	0	20	0	3	1	24
4:30 PM	0	0	45	0	6	1	52
4:45 PM	0	0	36	0	4	3	43
5:00 PM	0	0	44	0	0	0	44
5:15 PM	0	0	25	0	2	2	29
5:30 PM	0	0	13	0	1	1	15
5:45 PM	0	0	10	0	0	0	10
6:00 PM	0	0	6	0	1	1	8
6:15 PM	0	0	6	0	2	1	9
6:30 PM	0	0	3	0	0	2	5
6:45 PM	0	0	5	0	0	3	8
7:00 PM	0	0	7	0	0	2	9
7:15 PM	0	0	0	0	0	2	2
7:30 PM	0	0	5	0	0	3	8
7:45 PM	0	0	16	0	0	4	20
8:00 PM	0	0	38	0	0	6	44
8:15 PM	0	0	11	0	0	3	14
8:30 PM	0	0	1	0	0	2	3
8:45 PM	0	0	1	0	0	3	4
9:00 PM	0	0	8	0	0	1	9
9:15 PM	0	0	11	0	0	2	13
9:30 PM	0	0	3	0	1	2	6
9:45 PM	0	0	4	0	0	1	5
10:00 PM	0	0	0	0	0	1	1
10:15 PM	0	0	3	0	0	1	4
10:30 PM	0	0	1	0	0	1	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	15	0	0	0	15
11:45 PM	0	0	5	0	0	0	5
PM Total	**0**	**0**	**806**	**0**	**85**	**121**	**1012**
Percentage	**0.00%**	**0.00%**	**79.64%**	**0.00%**	**8.40%**	**11.96%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**12:00 PM**	**12:45 PM**	**12:00 PM**	**4:00 PM**
Volume	**0**	**0**	**153**	**0**	**20**	**22**	**175**
Day Total	**0**	**0**	**1111**	**0**	**200**	**231**	**1542**
Percentage	**0.00%**	**0.00%**	**72.05%**	**0.00%**	**12.97%**	**14.98%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	5	0	0	2	7
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	0	3	6
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	0	0	1	3	4
2:00 AM	0	0	2	0	0	1	3
2:15 AM	0	0	0	0	0	2	2
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	3	0	1	1	5
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	2	5
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	9	0	0	1	10
5:00 AM	0	0	16	0	0	2	18
5:15 AM	0	0	12	0	0	0	12
5:30 AM	0	0	3	0	1	1	5
5:45 AM	0	0	7	0	0	1	8
6:00 AM	0	0	3	0	0	1	4
6:15 AM	0	0	6	0	1	3	10
6:30 AM	0	0	2	0	2	5	9
6:45 AM	0	0	3	0	2	5	10
7:00 AM	0	0	7	0	2	9	18
7:15 AM	0	0	9	0	3	6	18
7:30 AM	0	0	4	0	2	4	10
7:45 AM	0	0	10	0	6	5	21
8:00 AM	0	0	15	0	3	6	24
8:15 AM	0	0	9	0	8	4	21
8:30 AM	0	0	5	0	9	3	17
8:45 AM	0	0	7	0	6	3	16
9:00 AM	0	0	7	0	2	5	14
9:15 AM	0	0	9	0	6	3	18
9:30 AM	0	0	1	0	2	9	12
9:45 AM	0	0	3	0	9	3	15
10:00 AM	0	0	6	0	2	5	13
10:15 AM	0	0	8	0	5	4	17
10:30 AM	0	0	18	0	6	7	31
10:45 AM	0	0	12	0	2	7	21
11:00 AM	0	0	16	0	6	5	27
11:15 AM	0	0	27	0	5	1	33
11:30 AM	0	0	12	0	2	4	18
11:45 AM	0	0	22	0	5	5	32
AM Total	**0**	**0**	**306**	**0**	**99**	**131**	**536**
Percentage	**0.00%**	**0.00%**	**57.09%**	**0.00%**	**18.47%**	**24.44%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**7:45 AM**	**6:30 AM**	**10:30 AM**
Volume	**0**	**0**	**77**	**0**	**26**	**25**	**112**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	5	2	39
12:15 PM	0	0	26	0	3	9	38
12:30 PM	0	0	17	0	4	3	24
12:45 PM	0	0	12	0	2	7	21
1:00 PM	0	0	28	0	5	5	38
1:15 PM	0	0	29	0	4	8	41
1:30 PM	0	0	26	0	6	6	38
1:45 PM	0	0	36	0	6	2	44
2:00 PM	0	0	26	0	1	9	36
2:15 PM	0	0	9	0	7	3	19
2:30 PM	0	0	13	0	1	7	21
2:45 PM	0	1	17	0	2	4	24
3:00 PM	0	0	29	0	6	4	39
3:15 PM	0	0	15	0	4	3	22
3:30 PM	0	0	39	0	7	3	49
3:45 PM	0	0	19	0	7	3	29
4:00 PM	0	0	48	0	4	5	57
4:15 PM	0	0	32	0	2	4	38
4:30 PM	0	0	17	0	2	1	20
4:45 PM	0	0	26	0	5	2	33
5:00 PM	0	0	34	0	2	2	38
5:15 PM	0	0	14	0	1	2	17
5:30 PM	0	0	10	0	0	0	10
5:45 PM	0	0	4	0	0	1	5
6:00 PM	0	0	2	0	0	2	4
6:15 PM	0	0	4	0	1	0	5
6:30 PM	0	0	11	0	1	2	14
6:45 PM	0	0	13	0	0	4	17
7:00 PM	0	0	12	0	0	3	15
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	3	0	1	4	8
7:45 PM	0	0	7	0	0	1	8
8:00 PM	0	0	37	0	0	4	41
8:15 PM	0	0	8	0	1	3	12
8:30 PM	0	0	15	0	0	3	18
8:45 PM	0	0	7	0	0	2	9
9:00 PM	0	0	3	0	0	1	4
9:15 PM	0	0	13	0	0	2	15
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	1	0	0	1	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	1	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	2	3
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	11	0	0	0	11
11:45 PM	0	0	3	0	0	0	3
PM Total	**0**	**1**	**721**	**0**	**90**	**131**	**943**
Percentage	**0.00%**	**0.11%**	**76.46%**	**0.00%**	**9.54%**	**13.89%**	
PM Peak	**12:00 PM**	**2:00 PM**	**3:30 PM**	**12:00 PM**	**3:00 PM**	**12:45 PM**	**3:30 PM**
Volume	**0**	**1**	**138**	**0**	**24**	**26**	**173**
Day Total	**0**	**1**	**1027**	**0**	**189**	**262**	**1479**
Percentage	**0.00%**	**0.07%**	**69.44%**	**0.00%**	**12.78%**	**17.71%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-E

Count Date: Saturday, December 7, 2024
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	1	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	1	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	3	3
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	1	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	7	0	0	1	8
5:15 AM	0	0	9	0	0	0	9
5:30 AM	0	0	3	0	0	0	3
5:45 AM	0	0	3	0	1	0	4
6:00 AM	0	0	3	0	1	0	4
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	2	0	0	1	3
7:00 AM	0	0	6	0	0	0	6
7:15 AM	0	0	4	0	0	0	4
7:30 AM	0	0	5	0	1	0	6
7:45 AM	0	0	4	0	3	3	10
8:00 AM	0	0	27	0	0	0	27
8:15 AM	0	0	8	0	0	1	9
8:30 AM	0	0	4	0	4	1	9
8:45 AM	0	0	1	0	2	1	4
9:00 AM	0	0	4	0	0	0	4
9:15 AM	1	0	5	0	1	3	10
9:30 AM	0	0	1	0	1	2	4
9:45 AM	0	0	1	0	1	1	3
10:00 AM	0	0	2	0	3	0	5
10:15 AM	0	0	3	0	1	1	5
10:30 AM	0	0	3	0	1	0	4
10:45 AM	0	0	4	0	0	1	5
11:00 AM	0	0	9	0	2	3	14
11:15 AM	0	0	3	0	3	2	8
11:30 AM	0	0	11	0	2	0	13
11:45 AM	0	0	7	0	2	2	11
AM Total	**1**	**0**	**168**	**0**	**29**	**29**	**227**
Percentage	**0.44%**	**0.00%**	**74.01%**	**0.00%**	**12.78%**	**12.78%**	
AM Peak	**8:30 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**11:00 AM**	**11:00 AM**	**7:45 AM**
Volume	**1**	**0**	**44**	**0**	**9**	**7**	**55**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	2	9
12:15 PM	0	0	3	0	1	2	6
12:30 PM	0	0	4	0	0	0	4
12:45 PM	0	0	5	0	0	3	8
1:00 PM	0	0	14	0	0	1	15
1:15 PM	0	0	11	0	0	1	12
1:30 PM	1	0	3	0	1	0	5
1:45 PM	1	0	4	0	1	2	8
2:00 PM	0	0	1	0	0	0	1
2:15 PM	0	0	2	0	0	1	3
2:30 PM	0	0	2	0	0	1	3
2:45 PM	0	0	3	0	0	1	4
3:00 PM	0	0	2	0	1	3	6
3:15 PM	0	0	2	0	0	1	3
3:30 PM	0	0	2	0	0	1	3
3:45 PM	0	0	3	0	0	1	4
4:00 PM	0	0	4	0	0	3	7
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	4	0	0	1	5
4:45 PM	0	0	3	0	0	0	3
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	2	0	0	0	2
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	19	0	0	0	19
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	30	0	0	0	30
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**2**	**0**	**149**	**0**	**4**	**24**	**179**
Percentage	**1.12%**	**0.00%**	**83.24%**	**0.00%**	**2.23%**	**13.41%**	
PM Peak	**1:00 PM**	**12:00 PM**	**7:15 PM**	**12:00 PM**	**1:00 PM**	**12:00 PM**	**7:15 PM**
Volume	**2**	**0**	**41**	**0**	**2**	**7**	**41**
Day Total	**3**	**0**	**317**	**0**	**33**	**53**	**406**
Percentage	**0.74%**	**0.00%**	**78.08%**	**0.00%**	**8.13%**	**13.05%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	1	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	0	0	1	0	1
5:00 AM	0	0	0	0	1	0	1
5:15 AM	0	0	0	0	2	0	2
5:30 AM	0	0	5	0	0	0	5
5:45 AM	0	0	1	0	1	0	2
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	0	0	2	0	2
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	1
7:00 AM	0	0	2	0	0	0	2
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	4	0	0	0	4
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	0	23	0	0	0	23
8:15 AM	0	0	4	0	0	1	5
8:30 AM	0	0	11	0	0	0	11
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	1	0	0	0	1
9:30 AM	0	0	0	0	0	2	2
9:45 AM	0	0	0	0	0	1	1
10:00 AM	0	0	1	0	0	2	3
10:15 AM	0	0	2	0	1	2	5
10:30 AM	0	0	1	0	0	1	2
10:45 AM	0	0	3	0	1	0	4
11:00 AM	0	0	0	0	0	1	1
11:15 AM	0	0	1	0	0	1	2
11:30 AM	0	0	3	0	1	0	4
11:45 AM	0	0	3	0	0	1	4
AM Total	**0**	**0**	**86**	**0**	**13**	**12**	**111**
Percentage	**0.00%**	**0.00%**	**77.48%**	**0.00%**	**11.71%**	**10.81%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**4:30 AM**	**9:30 AM**	**7:45 AM**
Volume	**0**	**0**	**40**	**0**	**4**	**7**	**41**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	2	0	0	0	2
12:15 PM	0	0	6	0	0	0	6
12:30 PM	0	0	1	0	0	1	2
12:45 PM	0	0	2	0	0	2	4
1:00 PM	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	1	1
1:30 PM	0	0	2	0	0	1	3
1:45 PM	0	0	3	0	0	2	5
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	3	0	0	2	5
2:30 PM	0	0	1	0	0	2	3
2:45 PM	0	0	2	0	0	3	5
3:00 PM	0	0	3	0	0	1	4
3:15 PM	0	0	1	0	0	3	4
3:30 PM	0	0	7	0	0	1	8
3:45 PM	0	0	5	0	0	0	5
4:00 PM	0	0	2	0	0	1	3
4:15 PM	0	0	0	0	0	2	2
4:30 PM	0	0	2	0	0	0	2
4:45 PM	0	0	2	0	0	3	5
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	6	0	0	1	7
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	23	0	0	0	23
8:15 PM	0	0	2	0	0	1	3
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**93**	**0**	**0**	**30**	**123**
Percentage	**0.00%**	**0.00%**	**75.61%**	**0.00%**	**0.00%**	**24.39%**	
PM Peak	**12:00 PM**	**12:00 PM**	**7:45 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**	**7:45 PM**
Volume	**0**	**0**	**32**	**0**	**0**	**9**	**33**
Day Total	**0**	**0**	**179**	**0**	**13**	**42**	**234**
Percentage	**0.00%**	**0.00%**	**76.50%**	**0.00%**	**5.56%**	**17.95%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	1	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	4	0	0	1	5
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	6	0	0	2	8
6:15 AM	0	0	0	0	2	5	7
6:30 AM	0	0	4	0	1	2	7
6:45 AM	0	0	2	0	0	3	5
7:00 AM	0	0	8	0	2	5	15
7:15 AM	0	0	10	0	2	2	14
7:30 AM	0	0	8	0	6	2	16
7:45 AM	0	0	5	0	3	3	11
8:00 AM	0	0	24	0	8	6	38
8:15 AM	0	0	8	0	3	6	17
8:30 AM	0	0	4	0	3	3	10
8:45 AM	0	0	1	0	5	3	9
9:00 AM	1	0	6	0	4	2	13
9:15 AM	0	0	8	0	4	6	18
9:30 AM	0	0	3	0	6	4	13
9:45 AM	0	0	2	0	5	5	12
10:00 AM	0	0	6	0	2	6	14
10:15 AM	0	0	7	0	5	4	16
10:30 AM	0	0	6	0	5	2	13
10:45 AM	0	0	7	0	5	7	19
11:00 AM	0	0	9	0	5	6	20
11:15 AM	0	0	15	0	7	5	27
11:30 AM	0	0	17	0	7	4	28
11:45 AM	0	0	18	0	6	7	31
AM Total	**1**	**0**	**195**	**0**	**96**	**103**	**395**
Percentage	**0.25%**	**0.00%**	**49.37%**	**0.00%**	**24.30%**	**26.08%**	
AM Peak	**8:15 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**11:00 AM**	**10:45 AM**	**11:00 AM**
Volume	**1**	**0**	**59**	**0**	**25**	**22**	**106**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	24	0	6	9	39
12:15 PM	1	0	20	0	7	7	35
12:30 PM	0	0	14	0	6	4	24
12:45 PM	1	0	15	0	3	7	26
1:00 PM	0	0	28	0	5	1	34
1:15 PM	0	0	33	0	2	7	42
1:30 PM	0	0	31	0	9	8	48
1:45 PM	0	0	24	0	10	5	39
2:00 PM	0	1	26	0	3	8	38
2:15 PM	0	0	24	0	7	5	36
2:30 PM	0	0	34	0	5	2	41
2:45 PM	0	0	19	0	2	4	25
3:00 PM	0	0	34	0	3	5	42
3:15 PM	0	0	17	0	5	5	27
3:30 PM	0	0	32	0	4	4	40
3:45 PM	0	0	14	0	4	5	23
4:00 PM	0	0	36	0	1	3	40
4:15 PM	0	0	27	0	3	4	34
4:30 PM	0	0	25	0	1	4	30
4:45 PM	0	0	37	0	3	3	43
5:00 PM	0	0	42	1	0	3	46
5:15 PM	0	0	18	0	3	4	25
5:30 PM	0	0	21	0	1	4	26
5:45 PM	0	0	10	0	0	3	13
6:00 PM	0	0	12	0	0	2	14
6:15 PM	0	0	6	0	3	2	11
6:30 PM	0	0	5	0	0	1	6
6:45 PM	0	0	10	0	0	3	13
7:00 PM	0	0	13	0	0	6	19
7:15 PM	0	0	11	0	0	1	12
7:30 PM	0	0	4	0	0	2	6
7:45 PM	0	0	11	0	0	5	16
8:00 PM	0	0	29	0	0	4	33
8:15 PM	0	0	7	0	0	5	12
8:30 PM	0	0	1	0	0	5	6
8:45 PM	0	0	1	0	2	0	3
9:00 PM	0	0	9	0	0	2	11
9:15 PM	0	0	4	0	0	1	5
9:30 PM	0	0	1	0	0	1	2
9:45 PM	0	0	1	0	0	1	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	2	0	2	1	5
10:30 PM	0	0	4	0	0	1	5
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	1	4	5
11:15 PM	0	0	4	0	0	1	5
11:30 PM	0	0	19	0	0	0	19
11:45 PM	0	0	7	0	0	1	8
PM Total	**2**	**1**	**767**	**1**	**101**	**163**	**1035**
Percentage	**0.19%**	**0.10%**	**74.11%**	**0.10%**	**9.76%**	**15.75%**	
PM Peak	**12:00 PM**	**1:15 PM**	**4:15 PM**	**4:15 PM**	**1:30 PM**	**1:15 PM**	**1:15 PM**
Volume	**2**	**1**	**131**	**1**	**29**	**28**	**167**
Day Total	**3**	**1**	**962**	**1**	**197**	**266**	**1430**
Percentage	**0.21%**	**0.07%**	**67.27%**	**0.07%**	**13.78%**	**18.60%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-E

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	2	0	0	3	5
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	5	0	1	0	6
1:30 AM	0	0	1	0	0	1	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	1	0	3
2:15 AM	0	0	0	0	0	1	1
2:30 AM	0	0	3	0	0	1	4
2:45 AM	0	0	0	0	1	1	2
3:00 AM	0	0	1	0	1	0	2
3:15 AM	0	0	1	0	0	1	2
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	1	0	1	0	2
4:15 AM	0	0	2	0	0	1	3
4:30 AM	0	0	1	0	1	1	3
4:45 AM	0	0	6	0	0	1	7
5:00 AM	0	0	10	0	0	1	11
5:15 AM	0	0	10	0	0	0	10
5:30 AM	0	0	1	0	1	1	3
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	9	0	1	0	10
6:15 AM	0	0	2	0	1	7	10
6:30 AM	0	0	1	0	1	3	5
6:45 AM	0	0	4	0	5	3	12
7:00 AM	0	0	6	0	2	2	10
7:15 AM	0	0	6	0	3	9	18
7:30 AM	0	0	9	0	4	6	19
7:45 AM	0	0	12	0	3	2	17
8:00 AM	0	0	20	0	3	3	26
8:15 AM	0	0	10	0	3	3	16
8:30 AM	0	0	8	0	6	5	19
8:45 AM	0	0	5	0	6	2	13
9:00 AM	0	0	3	0	4	6	13
9:15 AM	0	0	9	0	6	2	17
9:30 AM	0	0	4	0	5	3	12
9:45 AM	0	0	6	0	2	5	13
10:00 AM	0	0	5	0	7	4	16
10:15 AM	0	0	7	0	2	3	12
10:30 AM	0	0	8	0	2	7	17
10:45 AM	0	0	11	0	5	7	23
11:00 AM	0	0	7	0	2	3	12
11:15 AM	0	0	9	0	4	8	21
11:30 AM	0	0	13	0	4	9	26
11:45 AM	0	0	23	0	6	6	35
AM Total	**0**	**0**	**264**	**0**	**94**	**121**	**479**
Percentage	**0.00%**	**0.00%**	**55.11%**	**0.00%**	**19.62%**	**25.26%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**8:30 AM**	**10:45 AM**	**11:00 AM**
Volume	**0**	**0**	**52**	**0**	**22**	**27**	**94**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	27	0	6	3	36
12:15 PM	0	0	16	0	6	0	22
12:30 PM	0	0	17	0	2	3	22
12:45 PM	0	0	13	0	6	5	24
1:00 PM	0	0	21	0	5	7	33
1:15 PM	0	0	16	0	3	5	24
1:30 PM	0	0	26	0	9	6	41
1:45 PM	0	0	22	0	2	5	29
2:00 PM	0	0	23	0	4	5	32
2:15 PM	0	0	21	0	4	8	33
2:30 PM	0	2	40	0	4	5	51
2:45 PM	0	0	45	0	5	4	54
3:00 PM	0	0	47	0	1	5	53
3:15 PM	0	0	12	0	6	6	24
3:30 PM	0	0	39	0	2	9	50
3:45 PM	0	0	21	0	11	3	35
4:00 PM	0	0	40	0	6	2	48
4:15 PM	0	0	18	0	2	3	23
4:30 PM	0	0	35	0	3	1	39
4:45 PM	0	0	39	0	3	4	46
5:00 PM	0	0	52	0	2	1	55
5:15 PM	0	0	37	0	0	2	39
5:30 PM	0	0	20	0	1	3	24
5:45 PM	0	0	8	0	0	6	14
6:00 PM	0	0	10	0	1	3	14
6:15 PM	0	0	5	0	2	0	7
6:30 PM	0	0	2	0	0	1	3
6:45 PM	0	0	2	0	0	3	5
7:00 PM	0	0	9	0	0	6	15
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	3	0	0	3	6
7:45 PM	0	0	22	0	0	4	26
8:00 PM	0	0	38	0	0	3	41
8:15 PM	0	0	8	0	0	5	13
8:30 PM	0	0	4	0	0	6	10
8:45 PM	0	0	0	0	0	7	7
9:00 PM	0	0	9	0	0	0	9
9:15 PM	0	0	7	0	0	2	9
9:30 PM	0	0	5	0	0	1	6
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	3	0	0	2	5
10:15 PM	0	0	2	0	0	1	3
10:30 PM	0	0	0	0	0	3	3
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	6	0	0	1	7
11:30 PM	0	0	11	0	0	0	11
11:45 PM	0	0	4	0	0	1	5
PM Total	**0**	**2**	**815**	**0**	**96**	**153**	**1066**
Percentage	**0.00%**	**0.19%**	**76.45%**	**0.00%**	**9.01%**	**14.35%**	
PM Peak	**12:00 PM**	**1:45 PM**	**4:30 PM**	**12:00 PM**	**3:15 PM**	**1:30 PM**	**2:15 PM**
Volume	**0**	**2**	**163**	**0**	**25**	**24**	**191**
Day Total	**0**	**2**	**1079**	**0**	**190**	**274**	**1545**
Percentage	**0.00%**	**0.13%**	**69.84%**	**0.00%**	**12.30%**	**17.73%**	

Independence Drive
east of Cook Street
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-E**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	24	4	29	0	24	0	11	0	1	0	11	1	16	1	17
12:15	2	22	2	21	1	17	2	6	0	3	2	16	1	32	1	17
12:30	1	28	6	39	1	29	0	16	0	5	1	40	0	33	1	27
12:45	2	33	0	35	1	33	1	10	0	2	0	28	1	32	1	25
1:00	1	28	2	29	1	28	0	2	0	0	0	32	1	28	1	21
1:15	1	17	1	19	2	27	2	5	0	1	1	28	2	20	1	17
1:30	1	24	0	13	3	18	0	1	0	5	0	21	1	20	1	15
1:45	0	28	6	16	2	16	1	1	1	2	1	18	0	23	2	15
2:00	1	12	1	23	1	18	2	2	0	4	0	21	3	18	1	14
2:15	2	22	1	19	0	10	0	2	0	2	0	11	2	17	1	12
2:30	3	20	1	20	0	19	0	1	0	1	0	24	1	19	1	15
2:45	1	21	3	20	1	20	0	4	0	1	1	16	3	19	1	14
3:00	1	23	1	20	4	12	0	1	2	2	2	20	3	21	2	14
3:15	4	13	3	16	4	14	0	1	0	1	4	16	4	11	3	10
3:30	8	9	9	7	9	7	3	0	1	3	11	8	11	13	7	7
3:45	13	10	6	9	11	10	1	2	0	0	6	9	9	17	7	8
4:00	4	12	12	17	6	7	0	6	1	0	6	11	3	11	5	9
4:15	11	12	14	13	18	6	7	1	1	2	13	10	9	8	10	7
4:30	39	10	39	18	47	14	16	3	1	3	42	10	42	22	32	11
4:45	69	9	58	11	55	14	13	1	2	1	67	9	51	11	45	8
5:00	18	4	16	5	16	6	1	1	0	0	8	9	20	5	11	4
5:15	14	2	16	5	13	9	3	1	1	2	19	4	15	6	12	4
5:30	30	8	27	6	33	5	4	2	2	0	26	6	29	9	22	5
5:45	44	6	45	6	38	4	3	3	1	5	41	5	58	2	33	4
6:00	27	5	35	6	29	3	5	2	0	0	17	1	22	3	19	3
6:15	26	5	24	3	25	6	8	0	2	1	20	1	18	2	18	3
6:30	24	3	34	3	33	12	9	1	5	1	26	4	30	6	23	4
6:45	38	6	42	12	44	8	12	7	12	5	48	11	45	8	34	8
7:00	42	6	41	9	38	6	6	4	7	3	43	6	48	8	32	6
7:15	49	8	49	5	33	9	16	8	9	4	41	9	29	9	32	7
7:30	40	9	48	8	43	17	16	7	12	10	47	7	45	10	36	10
7:45	54	10	52	15	62	11	13	9	14	6	52	12	69	13	45	11
8:00	45	7	36	2	42	2	6	2	6	4	44	8	46	4	32	4
8:15	30	4	25	3	21	5	5	0	8	1	36	2	34	4	23	3
8:30	24	10	25	2	25	5	5	0	0	1	15	9	26	8	17	5
8:45	28	6	20	6	25	6	5	0	2	1	18	4	23	4	17	4
9:00	15	3	18	4	17	4	2	0	2	2	23	3	16	3	13	3
9:15	16	3	15	5	15	1	2	0	1	1	16	3	11	2	11	2
9:30	17	6	20	3	15	1	3	0	0	1	18	0	19	3	13	2
9:45	20	3	27	6	18	0	4	0	0	5	15	5	16	4	14	3
10:00	21	5	16	4	16	1	5	0	1	2	15	5	19	5	13	3
10:15	18	4	16	2	17	0	2	0	1	2	14	1	13	7	12	2
10:30	20	4	22	4	14	1	6	0	0	2	16	3	20	2	14	2
10:45	22	1	25	1	25	1	5	0	0	1	23	2	26	0	18	1
11:00	24	2	15	1	20	1	6	0	2	0	21	1	9	0	14	1
11:15	19	0	24	3	24	1	6	1	1	0	21	3	15	2	16	1
11:30	28	5	25	0	16	0	6	0	3	1	18	2	14	3	16	2
11:45	33	1	22	2	18	2	2	3	0	2	24	5	17	5	17	3
Total	**950**	**513**	**949**	**525**	**902**	**470**	**214**	**127**	**101**	**102**	**882**	**490**	**900**	**528**	**700**	**394**
Day Total	**1463**		**1474**		**1372**		**341**		**203**		**1372**		**1428**		**1093**	
Peak HR	**7:15 AM**	**12:15 PM**	**7:00 AM**	**12:00 PM**	**7:15 AM**	**12:30 PM**	**7:00 AM**	**12:00 PM**	**7:00 AM**	**7:15 PM**	**7:15 AM**	**12:30 PM**	**7:30 AM**	**12:15 PM**	**7:00 AM**	**12:15 PM**
Volume	**188**	**111**	**190**	**124**	**180**	**117**	**51**	**43**	**42**	**24**	**184**	**128**	**194**	**125**	**145**	**90**

Independence Drive
east of Cook Street
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Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-E**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week Ave	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	4	34	5	39	7	39	3	9	1	2	0	39	6	36	4	28
12:15	1	20	2	25	2	38	0	6	1	6	0	35	5	22	2	22
12:30	4	30	8	24	2	24	3	4	0	2	0	24	2	22	3	19
12:45	1	25	4	18	0	21	0	8	1	4	1	26	0	24	1	18
1:00	8	33	8	35	6	38	6	15	1	1	1	34	3	33	5	27
1:15	5	41	8	35	3	41	3	12	0	1	0	42	6	24	4	28
1:30	8	52	4	38	6	38	2	5	0	3	2	48	2	41	3	32
1:45	3	27	4	32	4	44	0	8	1	5	0	39	0	29	2	26
2:00	0	38	4	40	3	36	0	1	2	3	0	38	3	32	2	27
2:15	1	45	0	38	2	19	3	3	1	5	0	36	1	33	1	26
2:30	4	35	3	26	0	21	0	3	0	3	1	41	4	51	2	26
2:45	2	29	2	39	1	24	2	4	0	5	0	25	2	54	1	26
3:00	3	42	1	42	1	39	1	6	2	4	0	42	2	53	1	33
3:15	0	28	0	31	5	22	0	3	0	4	1	27	2	24	1	20
3:30	2	52	2	47	1	49	0	3	1	8	0	40	3	50	1	36
3:45	2	29	0	30	5	29	1	4	0	5	0	23	2	35	1	22
4:00	3	54	1	56	0	57	3	7	2	3	0	40	2	48	2	38
4:15	2	34	5	24	5	38	3	2	0	2	0	34	3	23	3	22
4:30	2	34	5	52	1	20	0	5	2	2	0	30	3	39	2	26
4:45	5	32	7	43	10	33	4	3	1	5	5	43	7	46	6	29
5:00	12	39	9	44	18	38	8	1	1	0	1	46	11	55	9	32
5:15	7	23	16	29	12	17	9	1	2	0	1	25	10	39	8	19
5:30	7	22	6	15	5	10	3	0	5	1	0	26	3	24	4	14
5:45	7	10	10	10	8	5	4	1	2	0	1	13	5	14	5	8
6:00	12	12	10	8	4	4	4	2	4	2	8	14	10	14	7	8
6:15	5	11	11	9	10	5	0	0	2	0	7	11	10	7	6	6
6:30	6	3	9	5	9	14	1	2	0	1	7	6	5	3	5	5
6:45	8	3	10	8	10	17	3	0	1	0	5	13	12	5	7	7
7:00	12	17	15	9	18	15	6	19	2	7	15	19	10	15	11	14
7:15	18	8	14	2	18	7	4	4	1	1	14	12	18	7	12	6
7:30	13	13	13	8	10	8	6	2	4	1	16	6	19	6	12	6
7:45	10	23	13	20	21	8	10	5	2	5	11	16	17	26	12	15
8:00	33	45	36	44	24	41	27	30	23	23	38	33	26	41	30	37
8:15	16	11	23	14	21	12	9	0	5	3	17	12	16	13	15	9
8:30	16	4	19	3	17	18	9	0	11	2	10	6	19	10	14	6
8:45	9	2	9	4	16	9	4	0	0	0	9	3	13	7	9	4
9:00	17	11	22	9	14	4	4	0	1	0	13	11	13	9	12	6
9:15	22	7	12	13	18	15	10	0	1	0	18	5	17	9	14	7
9:30	7	6	17	6	12	2	4	0	2	2	13	2	12	6	10	3
9:45	14	6	17	5	15	2	3	0	1	0	12	2	13	1	11	2
10:00	17	1	13	1	13	0	5	1	3	0	14	0	16	5	12	1
10:15	22	4	18	4	17	1	5	0	5	0	16	5	12	3	14	2
10:30	24	3	23	2	31	1	4	0	2	1	13	5	17	3	16	2
10:45	13	2	19	1	21	0	5	0	4	0	19	1	23	1	15	1
11:00	16	2	12	0	27	3	14	0	1	0	20	5	12	1	15	2
11:15	17	1	17	5	33	3	8	0	2	0	27	5	21	7	18	3
11:30	32	18	27	15	18	11	13	0	4	0	28	19	26	11	21	11
11:45	31	15	37	5	32	3	11	0	4	1	31	8	35	5	26	5
Total	**483**	**1036**	**530**	**1012**	**536**	**943**	**227**	**179**	**111**	**123**	**395**	**1035**	**479**	**1066**	**394**	**771**
Day Total	**1519**		**1542**		**1479**		**406**		**234**		**1430**		**1545**		**1165**	
Peak HR	**11:00 AM**	**3:30 PM**	**11:00 AM**	**4:00 PM**	**10:30 AM**	**3:30 PM**	**7:45 AM**	**7:15 PM**	**7:45 AM**	**7:45 PM**	**11:00 AM**	**1:15 PM**	**11:00 AM**	**2:15 PM**	**11:00 AM**	**3:30 PM**
Volume	**96**	**169**	**93**	**175**	**112**	**173**	**55**	**41**	**41**	**33**	**106**	**167**	**94**	**191**	**79**	**118**

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	10	0	0	0	10
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	4	0	0	0	4
4:30 AM	0	0	13	0	0	0	13
4:45 AM	0	0	28	0	0	0	28
5:00 AM	0	0	10	0	0	0	10
5:15 AM	0	0	6	0	0	0	6
5:30 AM	0	0	7	0	0	0	7
5:45 AM	0	0	16	0	0	0	16
6:00 AM	0	0	7	0	0	0	7
6:15 AM	0	0	10	0	0	0	10
6:30 AM	0	0	7	0	0	0	7
6:45 AM	0	0	10	0	0	0	10
7:00 AM	0	0	7	0	0	0	7
7:15 AM	0	0	8	0	0	0	8
7:30 AM	0	0	10	0	0	0	10
7:45 AM	0	0	16	0	0	0	16
8:00 AM	0	0	10	0	0	0	10
8:15 AM	0	0	12	0	1	0	13
8:30 AM	0	0	4	0	0	1	5
8:45 AM	0	0	10	0	0	0	10
9:00 AM	0	0	4	0	0	0	4
9:15 AM	0	0	5	0	0	0	5
9:30 AM	0	0	8	0	0	0	8
9:45 AM	0	0	9	0	0	0	9
10:00 AM	0	0	7	0	0	0	7
10:15 AM	0	0	5	0	0	0	5
10:30 AM	0	0	8	0	0	0	8
10:45 AM	0	0	13	0	1	0	14
11:00 AM	0	0	7	0	0	0	7
11:15 AM	0	0	10	0	0	0	10
11:30 AM	0	0	6	0	0	0	6
11:45 AM	0	0	10	0	0	0	10
AM Total	**0**	**0**	**306**	**0**	**2**	**1**	**309**
Percentage	**0.00%**	**0.00%**	**99.03%**	**0.00%**	**0.65%**	**0.32%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:30 AM**	**12:00 AM**	**7:30 AM**	**7:45 AM**	**4:30 AM**
Volume	**0**	**0**	**57**	**0**	**1**	**1**	**57**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	6	0	1	0	7
12:15 PM	0	0	14	0	0	0	14
12:30 PM	0	0	15	0	0	0	15
12:45 PM	0	0	11	0	0	0	11
1:00 PM	0	0	5	0	0	0	5
1:15 PM	0	0	12	0	0	0	12
1:30 PM	0	0	14	0	0	0	14
1:45 PM	0	0	7	1	0	0	8
2:00 PM	0	0	2	0	0	0	2
2:15 PM	0	0	8	0	0	0	8
2:30 PM	0	0	8	0	0	0	8
2:45 PM	0	0	10	0	0	0	10
3:00 PM	0	0	13	0	0	0	13
3:15 PM	0	0	3	0	0	0	3
3:30 PM	0	0	6	0	0	0	6
3:45 PM	0	0	5	0	0	0	5
4:00 PM	0	0	4	0	0	0	4
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	7	0	0	0	7
4:45 PM	0	0	4	0	0	0	4
5:00 PM	0	0	2	0	0	0	2
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	4	0	0	0	4
5:45 PM	0	0	5	0	0	0	5
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	4	0	0	0	4
6:45 PM	0	0	5	0	0	0	5
7:00 PM	0	0	4	0	0	0	4
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	9	0	0	0	9
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	2	0	1	0	3
8:30 PM	0	0	10	0	0	0	10
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	2	0	1	0	3
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	0	0	1	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**235**	**1**	**4**	**0**	**240**
Percentage	**0.00%**	**0.00%**	**97.92%**	**0.42%**	**1.67%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**1:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**46**	**1**	**1**	**0**	**47**
Day Total	**0**	**0**	**541**	**1**	**6**	**1**	**549**
Percentage	**0.00%**	**0.00%**	**98.54%**	**0.18%**	**1.09%**	**0.18%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	1	0	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	6	0	0	0	6
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	11	0	0	0	11
4:45 AM	0	0	21	0	0	0	21
5:00 AM	0	0	9	0	0	0	9
5:15 AM	0	0	7	0	0	0	7
5:30 AM	0	0	9	0	0	0	9
5:45 AM	0	0	14	0	1	0	15
6:00 AM	0	0	8	0	0	0	8
6:15 AM	0	0	8	0	1	0	9
6:30 AM	0	0	16	0	0	0	16
6:45 AM	0	0	8	0	0	0	8
7:00 AM	0	0	10	0	1	0	11
7:15 AM	0	0	9	0	0	0	9
7:30 AM	0	0	5	0	1	0	6
7:45 AM	0	0	13	0	1	0	14
8:00 AM	0	0	10	0	0	0	10
8:15 AM	0	0	6	0	1	0	7
8:30 AM	0	0	4	0	0	0	4
8:45 AM	0	0	6	0	0	0	6
9:00 AM	0	0	7	0	0	1	8
9:15 AM	0	0	6	0	0	0	6
9:30 AM	0	0	9	0	0	0	9
9:45 AM	0	0	17	0	0	0	17
10:00 AM	0	0	5	0	0	0	5
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	6	0	0	0	6
10:45 AM	0	0	12	0	0	0	12
11:00 AM	0	0	6	0	1	0	7
11:15 AM	0	0	8	0	0	1	9
11:30 AM	0	0	6	0	0	0	6
11:45 AM	0	0	8	0	0	0	8
AM Total	**0**	**0**	**304**	**0**	**8**	**2**	**314**
Percentage	**0.00%**	**0.00%**	**96.82%**	**0.00%**	**2.55%**	**0.64%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:30 AM**	**12:00 AM**	**7:00 AM**	**8:15 AM**	**4:30 AM**
Volume	**0**	**0**	**48**	**0**	**3**	**1**	**48**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	10	0	0	0	10
12:15 PM	0	0	3	0	0	0	3
12:30 PM	0	0	11	0	0	0	11
12:45 PM	0	0	10	0	1	0	11
1:00 PM	0	0	8	0	0	0	8
1:15 PM	0	0	11	0	0	0	11
1:30 PM	0	0	7	0	0	0	7
1:45 PM	0	0	6	0	0	0	6
2:00 PM	0	0	8	0	1	0	9
2:15 PM	0	0	12	0	1	0	13
2:30 PM	0	0	5	0	0	0	5
2:45 PM	1	0	11	0	0	0	12
3:00 PM	0	0	10	0	1	0	11
3:15 PM	0	0	4	0	2	0	6
3:30 PM	0	0	10	0	0	0	10
3:45 PM	0	0	6	0	0	0	6
4:00 PM	0	0	5	0	0	0	5
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	10	0	0	0	10
4:45 PM	0	0	9	0	0	0	9
5:00 PM	0	0	4	0	0	0	4
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	5	0	0	0	5
5:45 PM	0	0	5	0	0	0	5
6:00 PM	0	0	2	0	1	0	3
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	10	0	0	0	10
8:00 PM	0	0	1	0	0	0	1
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	5	0	0	0	5
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1
PM Total	**1**	**0**	**242**	**0**	**7**	**0**	**250**
Percentage	**0.40%**	**0.00%**	**96.80%**	**0.00%**	**2.80%**	**0.00%**	
PM Peak	**2:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**2:30 PM**	**12:00 PM**	**12:30 PM**
Volume	**1**	**0**	**40**	**0**	**3**	**0**	**41**
Day Total	**1**	**0**	**546**	**0**	**15**	**2**	**564**
Percentage	**0.18%**	**0.00%**	**96.81%**	**0.00%**	**2.66%**	**0.35%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	6	0	0	0	6
3:45 AM	0	0	9	0	0	0	9
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	15	0	0	0	15
4:45 AM	0	0	24	0	0	0	24
5:00 AM	0	0	7	0	0	0	7
5:15 AM	0	0	3	0	1	0	4
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	12	0	0	0	12
6:00 AM	0	0	8	0	0	0	8
6:15 AM	0	0	10	0	0	0	10
6:30 AM	0	0	6	0	0	0	6
6:45 AM	0	0	12	0	0	0	12
7:00 AM	0	0	9	0	0	0	9
7:15 AM	0	0	8	0	0	0	8
7:30 AM	0	0	9	0	0	0	9
7:45 AM	0	0	15	0	0	0	15
8:00 AM	0	0	7	0	0	0	7
8:15 AM	0	0	7	0	0	0	7
8:30 AM	0	0	6	0	0	0	6
8:45 AM	0	0	4	0	0	0	4
9:00 AM	0	0	9	0	0	0	9
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	6	0	0	0	6
9:45 AM	0	0	13	0	0	0	13
10:00 AM	0	0	4	0	0	0	4
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	5	0	0	0	5
10:45 AM	0	0	12	0	0	0	12
11:00 AM	0	0	10	0	0	0	10
11:15 AM	0	0	6	0	0	0	6
11:30 AM	0	0	7	0	0	0	7
11:45 AM	0	0	13	0	0	0	13
AM Total	**0**	**0**	**287**	**0**	**1**	**0**	**288**
Percentage	**0.00%**	**0.00%**	**99.65%**	**0.00%**	**0.35%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:15 AM**	**12:00 AM**	**4:30 AM**	**12:00 AM**	**4:15 AM**
Volume	**0**	**0**	**52**	**0**	**1**	**0**	**52**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	5	0	0	0	5
12:30 PM	0	0	16	0	0	0	16
12:45 PM	0	0	15	0	0	0	15
1:00 PM	0	0	10	0	0	0	10
1:15 PM	0	0	4	0	0	0	4
1:30 PM	0	0	4	0	0	0	4
1:45 PM	0	0	7	0	0	0	7
2:00 PM	0	0	6	0	0	0	6
2:15 PM	0	0	4	0	0	0	4
2:30 PM	0	0	7	0	0	0	7
2:45 PM	0	0	11	0	0	0	11
3:00 PM	0	0	10	0	0	0	10
3:15 PM	0	0	8	0	2	0	10
3:30 PM	0	0	8	0	2	0	10
3:45 PM	0	0	7	0	1	0	8
4:00 PM	0	0	6	0	0	0	6
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	6	0	0	0	6
4:45 PM	0	0	10	0	0	0	10
5:00 PM	0	0	3	0	1	0	4
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	5	0	0	0	5
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	3	0	0	0	3
6:15 PM	0	0	3	0	0	0	3
6:30 PM	0	0	6	0	0	0	6
6:45 PM	0	0	3	0	0	0	3
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	5	0	0	0	5
7:30 PM	0	0	12	0	0	0	12
7:45 PM	0	0	10	0	0	0	10
8:00 PM	0	0	1	0	1	0	2
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	4	0	0	0	4
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**230**	**0**	**7**	**0**	**237**
Percentage	**0.00%**	**0.00%**	**97.05%**	**0.00%**	**2.95%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**3:00 PM**	**12:00 PM**	**12:15 PM**
Volume	**0**	**0**	**46**	**0**	**5**	**0**	**46**
Day Total	**0**	**0**	**517**	**0**	**8**	**0**	**525**
Percentage	**0.00%**	**0.00%**	**98.48%**	**0.00%**	**1.52%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	4	0	0	0	4
6:30 AM	0	0	2	0	0	0	2
6:45 AM	0	0	5	0	0	0	5
7:00 AM	0	0	6	0	0	0	6
7:15 AM	0	0	1	0	1	0	2
7:30 AM	0	0	3	0	0	0	3
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	0	2	0	0	0	2
8:15 AM	0	0	2	0	0	0	2
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	3	0	0	0	3
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	6	0	1	0	7
9:30 AM	0	0	4	0	0	0	4
9:45 AM	0	0	3	0	0	0	3
10:00 AM	0	0	1	0	0	0	1
10:15 AM	0	0	5	0	0	0	5
10:30 AM	0	0	8	0	0	0	8
10:45 AM	0	0	2	0	0	0	2
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	4	0	0	0	4
11:30 AM	0	0	4	0	0	0	4
11:45 AM	0	0	1	0	0	0	1
AM Total	**0**	**0**	**95**	**0**	**2**	**0**	**97**
Percentage	**0.00%**	**0.00%**	**97.94%**	**0.00%**	**2.06%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:15 AM**	**12:00 AM**	**6:30 AM**	**12:00 AM**	**10:15 AM**
Volume	**0**	**0**	**18**	**0**	**1**	**0**	**18**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	6	0	0	0	6
12:15 PM	0	0	5	0	0	0	5
12:30 PM	0	0	10	0	0	0	10
12:45 PM	0	0	7	0	0	0	7
1:00 PM	0	0	4	0	0	0	4
1:15 PM	0	0	2	0	1	0	3
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	1	0	0	0	1
2:15 PM	0	0	2	0	0	0	2
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	3	0	1	0	4
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	2	0	0	0	2
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	6	0	0	0	6
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	3	0	1	0	4
6:00 PM	0	0	4	0	0	0	4
6:15 PM	0	0	0	0	1	0	1
6:30 PM	0	0	3	0	0	0	3
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	8	0	0	0	8
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**100**	**0**	**4**	**0**	**104**
Percentage	**0.00%**	**0.00%**	**96.15%**	**0.00%**	**3.85%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**5:30 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**28**	**0**	**2**	**0**	**28**
Day Total	**0**	**0**	**195**	**0**	**6**	**0**	**201**
Percentage	**0.00%**	**0.00%**	**97.01%**	**0.00%**	**2.99%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	1	0	2
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	2	0	2
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	1	0	0	0	1
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	4	0	0	0	4
6:45 AM	0	0	3	0	0	0	3
7:00 AM	0	0	3	0	0	0	3
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	7	0	0	0	7
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	4	0	0	0	4
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	2	0	0	0	2
9:00 AM	0	0	4	0	0	0	4
9:15 AM	0	0	2	0	0	0	2
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	1	0	0	0	1
11:15 AM	0	0	3	0	0	0	3
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	1	0	0	0	1
AM Total	**0**	**0**	**57**	**0**	**3**	**0**	**60**
Percentage	**0.00%**	**0.00%**	**95.00%**	**0.00%**	**5.00%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**4:30 AM**	**12:00 AM**	**7:30 AM**
Volume	**0**	**0**	**14**	**0**	**2**	**0**	**14**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	4	0	0	0	4
12:15 PM	0	0	2	0	0	0	2
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	4	0	0	0	4
1:00 PM	0	0	1	0	0	0	1
1:15 PM	0	0	0	0	0	0	0
1:30 PM	1	0	4	0	0	0	5
1:45 PM	0	0	4	0	0	0	4
2:00 PM	0	0	1	0	0	0	1
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	2	0	0	0	2
3:00 PM	0	0	4	0	0	0	4
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	4	0	0	0	4
3:45 PM	0	0	1	0	0	0	1
4:00 PM	0	0	1	0	0	0	1
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	4	0	0	0	4
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	2	0	0	0	2
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	6	0	0	0	6
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	2	0	0	0	2
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	1	0	0	1	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	0	1
PM Total	**1**	**0**	**90**	**0**	**0**	**1**	**92**
Percentage	**1.09%**	**0.00%**	**97.83%**	**0.00%**	**0.00%**	**1.09%**	
PM Peak	**12:45 PM**	**12:00 PM**	**7:00 PM**	**12:00 PM**	**12:00 PM**	**10:00 PM**	**7:00 PM**
Volume	**1**	**0**	**22**	**0**	**0**	**1**	**22**
Day Total	**1**	**0**	**147**	**0**	**3**	**1**	**152**
Percentage	**0.66%**	**0.00%**	**96.71%**	**0.00%**	**1.97%**	**0.66%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	8	0	0	0	8
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	12	0	0	0	12
4:45 AM	0	0	26	0	0	0	26
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	8	0	0	0	8
5:30 AM	0	0	7	0	0	0	7
5:45 AM	0	0	12	0	0	0	12
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	7	0	0	0	7
6:30 AM	1	0	8	0	0	0	9
6:45 AM	0	0	9	0	0	0	9
7:00 AM	0	0	10	0	0	0	10
7:15 AM	0	0	14	0	0	0	14
7:30 AM	0	0	12	0	0	0	12
7:45 AM	0	0	13	0	2	0	15
8:00 AM	0	0	14	0	1	0	15
8:15 AM	0	0	13	0	1	0	14
8:30 AM	0	0	3	0	0	0	3
8:45 AM	0	0	3	0	0	0	3
9:00 AM	0	0	6	0	0	0	6
9:15 AM	0	0	5	0	1	0	6
9:30 AM	0	0	8	0	0	0	8
9:45 AM	0	0	5	0	1	0	6
10:00 AM	0	0	11	0	0	0	11
10:15 AM	0	0	4	0	0	0	4
10:30 AM	0	0	6	0	0	0	6
10:45 AM	0	0	11	0	0	0	11
11:00 AM	0	0	5	0	0	0	5
11:15 AM	0	0	7	0	0	0	7
11:30 AM	0	0	6	0	0	0	6
11:45 AM	0	0	9	0	0	0	9
AM Total	**1**	**0**	**290**	**0**	**6**	**0**	**297**
Percentage	**0.34%**	**0.00%**	**97.64%**	**0.00%**	**2.02%**	**0.00%**	
AM Peak	**5:45 AM**	**12:00 AM**	**7:15 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**7:15 AM**
Volume	**1**	**0**	**53**	**0**	**4**	**0**	**56**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	4	0	0	0	4
12:15 PM	0	0	6	0	0	0	6
12:30 PM	0	0	20	1	0	0	21
12:45 PM	1	0	19	0	1	0	21
1:00 PM	0	0	12	0	1	0	13
1:15 PM	0	0	7	0	0	0	7
1:30 PM	0	0	6	0	0	0	6
1:45 PM	0	0	8	0	0	0	8
2:00 PM	0	0	2	0	0	0	2
2:15 PM	0	0	7	0	1	0	8
2:30 PM	0	0	6	0	0	0	6
2:45 PM	0	0	10	0	1	0	11
3:00 PM	1	0	11	0	0	1	13
3:15 PM	0	0	5	0	0	0	5
3:30 PM	0	0	10	0	0	0	10
3:45 PM	0	0	6	0	0	0	6
4:00 PM	0	0	4	0	0	0	4
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	5	0	0	0	5
4:45 PM	0	0	7	0	0	0	7
5:00 PM	0	0	5	0	1	0	6
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	4	0	0	0	4
6:45 PM	0	0	5	0	0	0	5
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	7	0	0	0	7
7:45 PM	0	0	8	0	0	0	8
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	7	0	0	0	7
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	3	0	1	0	4
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0
PM Total	**2**	**0**	**230**	**1**	**6**	**1**	**240**
Percentage	**0.83%**	**0.00%**	**95.83%**	**0.42%**	**2.50%**	**0.42%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**12:15 PM**	**2:15 PM**	**12:30 PM**
Volume	**1**	**0**	**58**	**1**	**2**	**1**	**62**
Day Total	**3**	**0**	**520**	**1**	**12**	**1**	**537**
Percentage	**0.56%**	**0.00%**	**96.83%**	**0.19%**	**2.23%**	**0.19%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	9	0	0	0	9
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	14	0	0	0	14
4:45 AM	0	0	24	0	0	0	24
5:00 AM	0	0	11	0	0	0	11
5:15 AM	0	0	7	0	0	0	7
5:30 AM	0	0	3	0	0	0	3
5:45 AM	0	0	21	0	1	0	22
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	13	0	1	0	14
6:45 AM	0	0	19	0	0	0	19
7:00 AM	0	0	12	0	0	0	12
7:15 AM	0	0	7	0	0	0	7
7:30 AM	0	0	6	0	0	0	6
7:45 AM	0	0	16	0	0	0	16
8:00 AM	0	0	13	0	0	0	13
8:15 AM	0	0	11	0	2	0	13
8:30 AM	0	0	5	0	0	0	5
8:45 AM	0	0	1	0	2	0	3
9:00 AM	0	0	6	0	1	0	7
9:15 AM	0	0	9	0	0	0	9
9:30 AM	0	0	8	0	0	0	8
9:45 AM	0	0	7	0	1	0	8
10:00 AM	0	0	6	0	1	0	7
10:15 AM	0	0	2	0	0	0	2
10:30 AM	0	0	4	0	0	0	4
10:45 AM	0	0	11	0	1	0	12
11:00 AM	0	0	4	0	0	0	4
11:15 AM	0	0	5	0	0	0	5
11:30 AM	0	0	7	0	0	0	7
11:45 AM	0	0	6	0	0	0	6
AM Total	**0**	**0**	**296**	**0**	**10**	**0**	**306**
Percentage	**0.00%**	**0.00%**	**96.73%**	**0.00%**	**3.27%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:30 AM**	**12:00 AM**	**8:15 AM**	**12:00 AM**	**4:30 AM**
Volume	**0**	**0**	**56**	**0**	**5**	**0**	**56**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	10	0	1	0	11
12:30 PM	0	0	11	0	0	0	11
12:45 PM	0	0	7	0	0	0	7
1:00 PM	0	0	11	0	1	0	12
1:15 PM	0	0	5	0	0	0	5
1:30 PM	0	0	2	0	0	0	2
1:45 PM	0	0	3	0	0	1	4
2:00 PM	0	0	4	0	0	0	4
2:15 PM	0	0	9	0	0	0	9
2:30 PM	0	0	2	0	0	0	2
2:45 PM	0	0	7	0	0	0	7
3:00 PM	0	0	14	0	1	0	15
3:15 PM	0	0	7	0	1	0	8
3:30 PM	0	0	6	0	0	0	6
3:45 PM	0	0	8	0	0	0	8
4:00 PM	0	0	6	0	2	0	8
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	10	0	1	0	11
4:45 PM	0	0	5	0	0	0	5
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	5	0	0	0	5
6:45 PM	0	0	4	0	0	0	4
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	5	0	0	0	5
7:30 PM	0	0	8	0	0	0	8
7:45 PM	0	0	7	0	0	1	8
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	0	0	1	0	1
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**209**	**0**	**8**	**2**	**219**
Percentage	**0.00%**	**0.00%**	**95.43%**	**0.00%**	**3.65%**	**0.91%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**3:15 PM**	**1:00 PM**	**12:15 PM**
Volume	**0**	**0**	**39**	**0**	**3**	**1**	**41**
Day Total	**0**	**0**	**505**	**0**	**18**	**2**	**525**
Percentage	**0.00%**	**0.00%**	**96.19%**	**0.00%**	**3.43%**	**0.38%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	9	0	0	0	9
5:15 AM	0	0	4	0	0	0	4
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	3	0	0	0	3
6:30 AM	0	0	3	0	0	0	3
6:45 AM	0	0	4	0	0	0	4
7:00 AM	0	0	4	0	0	0	4
7:15 AM	0	0	6	0	0	0	6
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	3	0	0	0	3
8:00 AM	0	0	21	0	1	0	22
8:15 AM	0	0	5	0	0	0	5
8:30 AM	0	0	9	0	1	0	10
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	5	0	1	0	6
9:15 AM	0	0	10	0	0	0	10
9:30 AM	0	0	2	0	0	0	2
9:45 AM	0	0	4	0	0	0	4
10:00 AM	0	0	7	0	0	0	7
10:15 AM	0	0	4	0	0	0	4
10:30 AM	0	0	5	0	0	0	5
10:45 AM	0	0	4	0	0	0	4
11:00 AM	0	0	2	0	0	1	3
11:15 AM	0	0	6	0	0	0	6
11:30 AM	0	0	9	0	0	0	9
11:45 AM	0	0	14	0	0	0	14
AM Total	**0**	**0**	**183**	**0**	**3**	**1**	**187**
Percentage	**0.00%**	**0.00%**	**97.86%**	**0.00%**	**1.60%**	**0.53%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**7:45 AM**	**10:15 AM**	**7:45 AM**
Volume	**0**	**0**	**38**	**0**	**2**	**1**	**40**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	15	0	0	0	15
12:15 PM	0	0	9	0	0	0	9
12:30 PM	0	0	6	0	0	0	6
12:45 PM	0	0	10	0	0	0	10
1:00 PM	0	0	11	0	0	0	11
1:15 PM	0	0	17	0	1	0	18
1:30 PM	0	0	14	0	0	0	14
1:45 PM	0	0	9	0	1	0	10
2:00 PM	0	0	2	0	0	0	2
2:15 PM	0	0	4	0	0	0	4
2:30 PM	0	0	2	0	0	0	2
2:45 PM	0	0	2	0	0	0	2
3:00 PM	0	0	7	1	0	0	8
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	4	0	0	0	4
3:45 PM	0	0	4	1	0	0	5
4:00 PM	0	0	4	0	0	0	4
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	6	0	0	0	6
5:00 PM	0	0	6	0	0	0	6
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	5	0	0	0	5
6:15 PM	0	0	3	0	0	0	3
6:30 PM	0	0	2	0	0	0	2
6:45 PM	0	0	2	0	0	0	2
7:00 PM	0	0	12	0	0	0	12
7:15 PM	0	0	5	0	0	0	5
7:30 PM	0	0	8	0	0	0	8
7:45 PM	0	0	11	0	0	0	11
8:00 PM	0	0	28	0	0	0	28
8:15 PM	0	0	4	0	0	0	4
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	2	0	0	0	2
9:00 PM	0	0	9	0	0	0	9
9:15 PM	0	0	6	0	0	0	6
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	8	0	1	0	9
11:45 PM	0	0	9	0	0	0	9
PM Total	**0**	**0**	**264**	**2**	**3**	**0**	**269**
Percentage	**0.00%**	**0.00%**	**98.14%**	**0.74%**	**1.12%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:45 PM**	**3:00 PM**	**1:00 PM**	**12:00 PM**	**12:45 PM**
Volume	**0**	**0**	**52**	**2**	**2**	**0**	**53**
Day Total	**0**	**0**	**447**	**2**	**6**	**1**	**456**
Percentage	**0.00%**	**0.00%**	**98.03%**	**0.44%**	**1.32%**	**0.22%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, December 5, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	1	0	3
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	10	0	0	0	10
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	5	0	1	0	6
6:00 AM	0	0	4	0	2	0	6
6:15 AM	0	0	1	0	2	0	3
6:30 AM	0	0	2	0	1	0	3
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	8	0	0	0	8
7:15 AM	0	0	3	0	0	0	3
7:30 AM	0	0	2	0	0	0	2
7:45 AM	0	0	9	0	0	0	9
8:00 AM	0	0	12	0	0	0	12
8:15 AM	0	0	9	0	1	0	10
8:30 AM	0	0	7	0	0	0	7
8:45 AM	0	0	1	0	1	0	2
9:00 AM	0	0	9	0	0	0	9
9:15 AM	0	0	3	0	0	0	3
9:30 AM	0	0	6	0	0	0	6
9:45 AM	0	0	3	0	0	0	3
10:00 AM	0	0	4	0	1	0	5
10:15 AM	0	0	5	0	0	0	5
10:30 AM	0	0	5	0	2	0	7
10:45 AM	0	0	3	0	0	0	3
11:00 AM	0	0	5	0	0	0	5
11:15 AM	0	0	3	0	0	1	4
11:30 AM	0	0	8	0	0	0	8
11:45 AM	0	0	20	0	0	0	20
AM Total	**0**	**0**	**181**	**0**	**12**	**1**	**194**
Percentage	**0.00%**	**0.00%**	**93.30%**	**0.00%**	**6.19%**	**0.52%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**5:45 AM**	**10:30 AM**	**7:45 AM**
Volume	**0**	**0**	**37**	**0**	**6**	**1**	**38**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	15	0	0	0	15
12:15 PM	0	0	6	0	0	0	6
12:30 PM	0	0	8	0	0	0	8
12:45 PM	0	0	4	0	0	1	5
1:00 PM	0	0	9	0	0	0	9
1:15 PM	0	0	9	0	0	0	9
1:30 PM	0	0	17	0	0	0	17
1:45 PM	0	0	9	0	0	0	9
2:00 PM	0	0	4	0	1	0	5
2:15 PM	0	0	5	0	0	0	5
2:30 PM	0	0	3	0	0	0	3
2:45 PM	0	0	4	1	0	0	5
3:00 PM	0	0	4	0	0	0	4
3:15 PM	0	0	4	0	0	0	4
3:30 PM	0	0	4	0	0	0	4
3:45 PM	0	0	5	1	0	0	6
4:00 PM	0	0	4	0	0	0	4
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	10	0	0	0	10
4:45 PM	0	0	3	0	0	0	3
5:00 PM	0	0	6	0	0	0	6
5:15 PM	0	0	5	0	0	0	5
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	4	0	0	0	4
6:00 PM	0	0	7	0	0	0	7
6:15 PM	0	0	4	0	0	0	4
6:30 PM	0	0	2	0	0	0	2
6:45 PM	0	0	4	0	0	0	4
7:00 PM	0	0	6	0	0	0	6
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	15	0	0	0	15
8:00 PM	0	0	25	0	0	0	25
8:15 PM	0	0	9	0	0	0	9
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	6	0	0	0	6
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	3	0	0	0	3
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	10	0	0	0	10
11:45 PM	0	0	4	0	0	0	4
PM Total	**0**	**0**	**277**	**2**	**1**	**1**	**281**
Percentage	**0.00%**	**0.00%**	**98.58%**	**0.71%**	**0.36%**	**0.36%**	
PM Peak	**12:00 PM**	**12:00 PM**	**7:30 PM**	**2:00 PM**	**1:15 PM**	**12:00 PM**	**7:30 PM**
Volume	**0**	**0**	**53**	**1**	**1**	**1**	**53**
Day Total	**0**	**0**	**458**	**2**	**13**	**2**	**475**
Percentage	**0.00%**	**0.00%**	**96.42%**	**0.42%**	**2.74%**	**0.42%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Friday, December 6, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	3	0	1	0	4
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	7	0	0	0	7
5:15 AM	0	0	10	0	0	0	10
5:30 AM	0	0	3	0	0	0	3
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	3	0	0	0	3
6:30 AM	0	0	2	0	0	0	2
6:45 AM	0	0	4	0	0	0	4
7:00 AM	0	0	6	0	0	0	6
7:15 AM	0	0	5	0	0	0	5
7:30 AM	0	0	6	0	0	0	6
7:45 AM	0	0	7	0	0	0	7
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	10	0	0	0	10
8:30 AM	0	0	7	0	2	0	9
8:45 AM	0	0	8	0	0	0	8
9:00 AM	0	0	4	0	0	0	4
9:15 AM	0	0	4	0	1	0	5
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	2	0	0	0	2
10:00 AM	0	0	2	0	0	0	2
10:15 AM	0	0	7	0	1	0	8
10:30 AM	0	0	4	0	0	0	4
10:45 AM	0	0	7	0	0	0	7
11:00 AM	0	0	8	0	0	0	8
11:15 AM	0	0	13	0	0	0	13
11:30 AM	0	0	9	0	0	0	9
11:45 AM	0	0	12	0	0	0	12
AM Total	**0**	**0**	**195**	**0**	**5**	**0**	**200**
Percentage	**0.00%**	**0.00%**	**97.50%**	**0.00%**	**2.50%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**8:30 AM**	**12:00 AM**	**11:00 AM**
Volume	**0**	**0**	**42**	**0**	**3**	**0**	**42**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	0	0	32
12:15 PM	0	0	10	0	0	0	10
12:30 PM	0	0	6	0	0	0	6
12:45 PM	0	0	4	0	0	0	4
1:00 PM	0	0	13	0	0	0	13
1:15 PM	0	0	16	0	0	0	16
1:30 PM	0	0	11	0	0	0	11
1:45 PM	0	0	14	0	0	0	14
2:00 PM	0	0	1	0	1	0	2
2:15 PM	0	0	2	0	0	0	2
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	0	1	0	0	1
3:00 PM	0	0	5	0	0	0	5
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	6	0	1	0	7
3:45 PM	0	0	5	1	1	0	7
4:00 PM	0	0	4	0	1	0	5
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	3	0	0	0	3
4:45 PM	0	0	7	0	0	0	7
5:00 PM	0	0	4	0	0	0	4
5:15 PM	0	0	4	0	0	0	4
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	2	0	0	0	2
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	3	0	0	0	3
6:30 PM	0	0	8	0	0	0	8
6:45 PM	0	0	8	0	0	0	8
7:00 PM	0	0	11	0	0	0	11
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	26	0	0	0	26
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	11	0	0	0	11
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	10	0	0	0	10
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**279**	**2**	**4**	**0**	**285**
Percentage	**0.00%**	**0.00%**	**97.89%**	**0.70%**	**1.40%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:15 PM**	**12:00 PM**	**1:00 PM**
Volume	**0**	**0**	**54**	**1**	**3**	**0**	**54**
Day Total	**0**	**0**	**474**	**2**	**9**	**0**	**485**
Percentage	**0.00%**	**0.00%**	**97.73%**	**0.41%**	**1.86%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION D A T A INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Saturday, December 7, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	8	0	0	0	8
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	1
7:00 AM	0	0	6	0	0	0	6
7:15 AM	0	0	4	0	0	0	4
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	5	0	0	0	5
8:00 AM	0	0	17	0	0	0	17
8:15 AM	0	0	6	0	0	0	6
8:30 AM	0	0	2	0	0	0	2
8:45 AM	0	0	2	0	0	0	2
9:00 AM	0	0	3	0	0	0	3
9:15 AM	0	0	4	0	0	0	4
9:30 AM	0	0	2	0	0	0	2
9:45 AM	0	0	2	0	0	0	2
10:00 AM	0	0	3	0	0	0	3
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	4	0	0	0	4
10:45 AM	0	0	3	0	0	0	3
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	2	0	0	0	2
11:30 AM	0	0	3	0	0	0	3
11:45 AM	0	0	7	0	0	0	7
AM Total	**0**	**0**	**125**	**0**	**0**	**0**	**125**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**12:00 AM**	**12:00 AM**	**7:30 AM**
Volume	**0**	**0**	**33**	**0**	**0**	**0**	**33**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	0	0	1	0	1
12:30 PM	0	0	7	0	0	0	7
12:45 PM	0	0	2	0	0	0	2
1:00 PM	0	0	6	0	0	0	6
1:15 PM	0	0	6	0	0	0	6
1:30 PM	0	0	5	0	1	0	6
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	1	0	0	0	1
3:00 PM	0	0	1	0	1	0	2
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	2	0	1	0	3
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	4	0	0	0	4
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	20	0	0	0	20
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	2	0	0	0	2
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	22	0	0	0	22
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**120**	**0**	**4**	**0**	**124**
Percentage	**0.00%**	**0.00%**	**96.77%**	**0.00%**	**3.23%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**7:15 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**7:15 PM**
Volume	**0**	**0**	**33**	**0**	**1**	**0**	**33**
Day Total	**0**	**0**	**245**	**0**	**4**	**0**	**249**
Percentage	**0.00%**	**0.00%**	**98.39%**	**0.00%**	**1.61%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	1	0	0	0	1
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	1
7:00 AM	0	0	2	0	0	0	2
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	16	0	0	0	16
8:15 AM	0	0	3	0	0	0	3
8:30 AM	0	0	7	0	0	0	7
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	2	0	0	0	2
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	1
10:30 AM	0	0	3	0	0	0	3
10:45 AM	0	0	1	0	0	0	1
11:00 AM	0	0	2	0	0	0	2
11:15 AM	0	0	1	0	0	0	1
11:30 AM	0	0	3	0	0	0	3
11:45 AM	0	0	1	0	0	0	1
AM Total	**0**	**0**	**61**	**0**	**0**	**0**	**61**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:45 AM**	**12:00 AM**	**12:00 AM**	**12:00 AM**	**7:45 AM**
Volume	**0**	**0**	**26**	**0**	**0**	**0**	**26**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	2	0	0	0	2
12:15 PM	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	3	0	0	0	3
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	1
1:30 PM	0	0	2	0	0	0	2
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	1	0	0	0	1
3:00 PM	0	0	1	0	0	0	1
3:15 PM	1	0	0	0	0	0	1
3:30 PM	0	0	3	0	0	0	3
3:45 PM	0	0	2	0	0	0	2
4:00 PM	0	0	3	0	0	0	3
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	3	0	0	0	3
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	6	0	0	0	6
8:00 PM	0	0	21	0	0	0	21
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**1**	**0**	**77**	**0**	**0**	**0**	**78**
Percentage	**1.28%**	**0.00%**	**98.72%**	**0.00%**	**0.00%**	**0.00%**	
PM Peak	**2:30 PM**	**12:00 PM**	**7:45 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**7:45 PM**
Volume	**1**	**0**	**29**	**0**	**0**	**0**	**29**
Day Total	**1**	**0**	**138**	**0**	**0**	**0**	**139**
Percentage	**0.72%**	**0.00%**	**99.28%**	**0.00%**	**0.00%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Monday, December 9, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	4	0	0	0	4
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	4	0	0	0	4
7:15 AM	0	0	6	0	0	0	6
7:30 AM	0	0	11	0	0	0	11
7:45 AM	0	0	2	0	1	0	3
8:00 AM	0	0	20	0	1	0	21
8:15 AM	0	0	8	0	0	0	8
8:30 AM	0	0	4	0	0	0	4
8:45 AM	0	0	2	0	0	0	2
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	3	0	0	0	3
9:30 AM	0	0	3	0	1	0	4
9:45 AM	0	0	3	0	0	0	3
10:00 AM	0	0	6	0	0	0	6
10:15 AM	0	0	6	0	0	0	6
10:30 AM	0	0	2	0	0	0	2
10:45 AM	0	0	4	0	0	0	4
11:00 AM	0	0	2	0	2	0	4
11:15 AM	0	0	8	0	1	0	9
11:30 AM	0	0	13	0	1	0	14
11:45 AM	0	0	9	0	0	0	9
AM Total	**0**	**0**	**130**	**0**	**8**	**0**	**138**
Percentage	**0.00%**	**0.00%**	**94.20%**	**0.00%**	**5.80%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**12:00 AM**	**10:45 AM**	**12:00 AM**	**7:30 AM**
Volume	**0**	**0**	**41**	**0**	**4**	**0**	**43**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	10	0	0	0	10
12:15 PM	0	0	14	0	0	0	14
12:30 PM	0	0	7	0	0	0	7
12:45 PM	0	0	5	0	0	0	5
1:00 PM	0	0	14	0	0	0	14
1:15 PM	0	0	15	0	1	0	16
1:30 PM	0	0	13	0	0	0	13
1:45 PM	0	0	12	0	0	0	12
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	2	0	2	0	4
2:30 PM	0	0	5	0	0	0	5
2:45 PM	0	0	0	1	0	0	1
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	2	0	0	0	2
3:30 PM	0	0	1	0	0	0	1
3:45 PM	0	0	2	1	0	0	3
4:00 PM	0	0	2	0	0	0	2
4:15 PM	0	0	3	1	0	0	4
4:30 PM	0	0	4	0	0	0	4
4:45 PM	0	0	3	0	0	0	3
5:00 PM	0	0	6	0	0	0	6
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	5	0	0	0	5
6:15 PM	0	0	6	0	0	1	7
6:30 PM	0	0	5	0	0	0	5
6:45 PM	0	0	10	0	0	0	10
7:00 PM	0	0	11	0	0	0	11
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	24	0	0	0	24
8:15 PM	0	0	5	0	0	0	5
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	2	0	0	0	2
9:00 PM	0	0	8	0	0	0	8
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	6	0	0	0	6
PM Total	**0**	**0**	**257**	**3**	**3**	**1**	**264**
Percentage	**0.00%**	**0.00%**	**97.35%**	**1.14%**	**1.14%**	**0.38%**	
PM Peak	**12:00 PM**	**12:00 PM**	**1:00 PM**	**3:30 PM**	**1:30 PM**	**5:30 PM**	**1:00 PM**
Volume	**0**	**0**	**54**	**2**	**2**	**1**	**55**
Day Total	**0**	**0**	**387**	**3**	**11**	**1**	**402**
Percentage	**0.00%**	**0.00%**	**96.27%**	**0.75%**	**2.74%**	**0.25%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-F

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Tuesday, December 10, 2024**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	11	0	0	0	11
5:15 AM	0	0	8	0	0	0	8
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	2	0	0	0	2
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	2	0	0	0	2
7:15 AM	0	0	5	0	0	0	5
7:30 AM	0	0	6	0	0	0	6
7:45 AM	0	0	4	0	0	0	4
8:00 AM	0	0	15	0	0	0	15
8:15 AM	0	0	5	1	0	0	6
8:30 AM	0	0	7	0	1	0	8
8:45 AM	0	0	4	0	0	0	4
9:00 AM	0	0	4	0	1	0	5
9:15 AM	0	0	5	0	0	0	5
9:30 AM	0	0	1	0	2	0	3
9:45 AM	0	0	2	0	1	0	3
10:00 AM	0	0	4	0	0	0	4
10:15 AM	0	0	6	0	0	0	6
10:30 AM	0	0	2	0	0	0	2
10:45 AM	0	0	6	0	0	0	6
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	8	0	0	0	8
11:30 AM	0	0	13	0	1	0	14
11:45 AM	0	0	14	0	0	0	14
AM Total	**0**	**0**	**172**	**1**	**6**	**0**	**179**
Percentage	**0.00%**	**0.00%**	**96.09%**	**0.56%**	**3.35%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**7:30 AM**	**9:00 AM**	**12:00 AM**	**11:00 AM**
Volume	**0**	**0**	**38**	**1**	**4**	**0**	**39**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	12	0	0	0	12
12:15 PM	0	0	9	0	1	0	10
12:30 PM	0	0	4	0	0	0	4
12:45 PM	0	0	3	0	0	0	3
1:00 PM	0	0	6	0	0	0	6
1:15 PM	0	0	7	0	1	0	8
1:30 PM	0	0	9	0	0	0	9
1:45 PM	0	0	9	0	0	0	9
2:00 PM	0	0	2	0	0	0	2
2:15 PM	0	0	3	0	1	0	4
2:30 PM	0	0	2	0	0	0	2
2:45 PM	0	0	8	1	0	0	9
3:00 PM	0	0	6	0	0	0	6
3:15 PM	0	0	3	0	0	0	3
3:30 PM	0	0	1	0	0	0	1
3:45 PM	0	0	2	1	0	0	3
4:00 PM	0	0	3	0	0	0	3
4:15 PM	0	0	1	0	1	0	2
4:30 PM	0	0	6	0	0	0	6
4:45 PM	0	0	8	0	0	0	8
5:00 PM	0	0	5	0	0	0	5
5:15 PM	0	0	2	0	0	0	2
5:30 PM	0	0	5	0	0	0	5
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	6	0	0	0	6
6:15 PM	0	0	2	0	0	0	2
6:30 PM	0	0	6	0	0	0	6
6:45 PM	0	0	2	0	0	0	2
7:00 PM	0	0	11	0	0	0	11
7:15 PM	0	0	8	0	0	0	8
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	11	0	0	0	11
8:00 PM	0	0	28	0	0	0	28
8:15 PM	0	0	10	0	0	0	10
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	6	0	1	0	7
9:15 PM	0	0	7	0	0	0	7
9:30 PM	0	0	5	0	0	0	5
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	7	0	0	0	7
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**251**	**2**	**5**	**0**	**258**
Percentage	**0.00%**	**0.00%**	**97.29%**	**0.78%**	**1.94%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**7:30 PM**	**2:00 PM**	**12:00 PM**	**12:00 PM**	**7:30 PM**
Volume	**0**	**0**	**53**	**1**	**1**	**0**	**53**
Day Total	**0**	**0**	**423**	**3**	**11**	**0**	**437**
Percentage	**0.00%**	**0.00%**	**96.80%**	**0.69%**	**2.52%**	**0.00%**	

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-F**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	7	0	10	0	7	0	6	0	4	0	4	0	7	0	6
12:15	0	14	1	3	0	5	0	5	0	2	0	6	1	11	0	7
12:30	0	15	3	11	0	16	0	10	0	1	0	21	0	11	0	12
12:45	0	11	0	11	0	15	1	7	0	4	0	21	0	7	0	11
1:00	0	5	2	8	0	10	0	4	1	1	1	13	1	12	1	8
1:15	0	12	2	11	1	4	0	3	0	0	0	7	2	5	1	6
1:30	0	14	0	7	0	4	0	0	0	5	0	6	0	2	0	5
1:45	0	8	3	6	0	7	0	1	0	4	3	8	0	4	1	5
2:00	1	2	1	9	1	6	0	1	0	1	0	2	1	4	1	4
2:15	0	8	0	13	0	4	0	2	0	1	0	8	0	9	0	6
2:30	1	8	1	5	0	7	0	1	1	1	1	6	0	2	1	4
2:45	1	10	1	12	1	11	0	4	0	2	0	11	1	7	1	8
3:00	0	13	1	11	0	10	0	1	2	4	0	13	0	15	0	10
3:15	0	3	2	6	3	10	0	0	0	1	2	5	1	8	1	5
3:30	5	6	6	10	6	10	0	2	0	4	8	10	9	6	5	7
3:45	10	5	5	6	9	8	0	0	0	1	3	6	4	8	4	5
4:00	1	4	4	5	2	6	0	6	1	1	2	4	1	8	2	5
4:15	4	2	6	3	6	2	1	1	2	1	7	3	6	3	5	2
4:30	13	7	11	10	15	6	3	1	1	1	12	5	14	11	10	6
4:45	28	4	21	9	24	10	4	0	1	0	26	7	24	5	18	5
5:00	10	2	9	4	7	4	1	1	0	0	5	6	11	1	6	3
5:15	6	3	7	3	4	2	1	2	2	3	8	3	7	1	5	2
5:30	7	4	9	5	8	5	2	2	2	2	7	2	3	3	5	3
5:45	16	5	15	5	12	3	5	4	3	4	12	1	22	3	12	4
6:00	7	0	8	3	8	3	4	4	1	0	4	2	4	2	5	2
6:15	10	1	9	1	10	3	4	1	1	2	7	1	7	0	7	1
6:30	7	4	16	1	6	6	2	3	4	0	9	4	14	5	8	3
6:45	10	5	8	6	12	3	5	6	3	1	9	5	19	4	9	4
7:00	7	4	11	6	9	5	6	3	3	6	10	3	12	5	8	5
7:15	8	3	9	1	8	5	2	8	0	3	14	4	7	5	7	4
7:30	10	5	6	4	9	12	3	4	7	7	12	7	6	8	8	7
7:45	16	9	14	10	15	10	2	7	2	6	15	8	16	8	11	8
8:00	10	5	10	1	7	2	2	3	1	2	15	3	13	3	8	3
8:15	13	3	7	3	7	3	2	0	4	0	14	2	13	2	9	2
8:30	5	10	4	1	6	4	1	0	1	0	3	7	5	6	4	4
8:45	10	3	6	3	4	3	3	0	2	2	3	1	3	0	4	2
9:00	4	0	8	2	9	1	1	0	4	2	6	2	7	2	6	1
9:15	5	3	6	3	0	1	7	0	2	1	6	3	9	1	5	2
9:30	8	3	9	4	6	1	4	0	1	0	8	0	8	1	6	1
9:45	9	1	17	4	13	0	3	0	1	3	6	4	8	3	8	2
10:00	7	3	5	5	4	0	1	0	0	2	11	1	7	3	5	2
10:15	5	4	3	1	3	0	5	0	0	2	4	1	2	4	3	2
10:30	8	1	6	2	5	0	8	0	1	1	6	1	4	0	5	1
10:45	14	0	12	0	12	1	2	0	0	2	11	0	12	1	9	1
11:00	7	0	7	2	10	1	3	1	1	0	5	0	4	0	5	1
11:15	10	0	9	3	6	1	4	0	3	0	7	2	5	1	6	1
11:30	6	1	6	0	7	0	4	0	1	1	6	1	7	2	5	1
11:45	10	0	8	1	13	0	1	0	1	1	9	0	6	0	7	0
Total	**309**	**240**	**314**	**250**	**288**	**237**	**97**	**104**	**60**	**92**	**297**	**240**	**306**	**219**	**239**	**197**
Day Total	**549**		**564**		**525**		**201**		**152**		**537**		**525**		**436**	
Peak HR	**4:30 AM**	**12:00 PM**	**4:30 AM**	**12:30 PM**	**4:15 AM**	**12:15 PM**	**10:15 AM**	**12:00 PM**	**7:30 AM**	**7:00 PM**	**7:15 AM**	**12:30 PM**	**4:30 AM**	**12:15 PM**	**4:30 AM**	**12:15 PM**
Volume	**57**	**47**	**48**	**41**	**52**	**46**	**18**	**28**	**14**	**22**	**56**	**62**	**56**	**41**	**39**	**37**

Buena Vista Street
west of DPW Driveway
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-F**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	15	2	15	6	32	2	7	1	2	0	10	4	12	3	13
12:15	1	9	1	6	2	10	0	1	1	1	0	14	1	10	1	7
12:30	3	6	3	8	2	6	1	7	0	0	0	7	2	4	2	5
12:45	0	10	1	5	0	4	0	2	0	3	0	5	0	3	0	5
1:00	3	11	5	9	2	13	5	6	0	0	1	14	3	6	3	8
1:15	2	18	5	9	2	16	3	6	0	1	0	16	6	8	3	11
1:30	3	14	2	17	1	11	1	6	0	2	1	13	1	9	1	10
1:45	0	10	2	9	0	14	0	1	1	1	0	12	0	9	0	8
2:00	1	2	0	5	0	2	0	3	0	3	0	3	0	2	0	3
2:15	0	4	0	5	0	2	0	1	0	1	0	4	0	4	0	3
2:30	0	2	1	3	0	1	0	1	0	1	0	5	2	2	0	2
2:45	0	2	0	5	0	1	2	1	0	1	0	1	0	9	0	3
3:00	1	8	0	4	0	5	0	2	0	1	0	1	0	6	0	4
3:15	0	0	0	4	2	1	0	0	1	1	1	2	0	3	1	2
3:30	0	4	0	4	0	7	0	0	1	3	0	1	1	1	0	3
3:45	0	5	0	6	4	7	0	1	0	2	0	3	1	3	1	4
4:00	2	4	0	4	0	5	0	0	0	3	0	2	1	3	0	3
4:15	0	1	3	3	1	3	3	3	0	2	0	4	1	2	1	3
4:30	1	3	1	10	0	3	0	1	2	1	0	4	0	6	1	4
4:45	1	6	1	3	5	7	2	1	1	2	1	3	2	8	2	4
5:00	9	6	4	6	7	4	6	1	1	0	0	6	11	5	5	4
5:15	4	2	10	5	10	4	8	2	0	1	1	3	8	2	6	3
5:30	4	1	4	1	3	3	2	1	2	1	0	1	0	5	2	2
5:45	3	1	6	4	6	2	1	1	1	1	0	1	3	3	3	2
6:00	6	5	6	7	6	0	2	3	1	1	2	5	5	6	4	4
6:15	3	3	3	4	3	3	0	1	1	0	1	7	0	2	2	3
6:30	3	2	3	2	2	8	0	4	0	3	4	5	2	6	2	4
6:45	4	2	0	4	4	8	1	1	1	1	2	10	2	2	2	4
7:00	4	12	8	6	6	11	6	20	2	5	4	11	2	11	5	11
7:15	6	5	3	1	5	4	4	4	1	1	6	4	5	8	4	4
7:30	5	8	2	4	6	2	5	2	2	0	11	4	6	4	5	3
7:45	3	11	9	15	7	4	5	5	0	6	3	7	4	11	4	8
8:00	22	28	12	25	6	26	17	22	16	21	21	24	15	28	16	25
8:15	5	4	10	9	10	3	6	0	3	1	8	5	6	10	7	5
8:30	10	2	7	2	9	11	2	1	7	1	4	1	8	2	7	3
8:45	1	2	2	4	8	7	2	0	0	1	2	2	4	1	3	2
9:00	6	9	9	7	4	2	3	1	1	1	1	8	5	7	4	5
9:15	10	6	3	6	5	10	4	1	0	1	3	3	5	7	4	5
9:30	2	1	6	3	1	2	2	0	0	1	4	1	3	5	3	2
9:45	4	1	3	4	2	2	2	0	2	0	3	2	3	3	3	2
10:00	7	1	5	1	2	0	3	2	0	0	6	1	4	2	4	1
10:15	4	1	5	3	8	2	3	0	1	0	6	1	6	2	5	1
10:30	5	2	7	2	4	2	4	0	3	0	2	2	2	2	4	1
10:45	4	2	3	2	7	2	3	1	1	0	4	3	6	2	4	2
11:00	3	0	5	1	8	0	3	0	2	0	4	0	3	0	4	0
11:15	6	0	4	5	13	3	2	0	1	0	9	4	8	7	6	3
11:30	9	9	8	10	9	9	3	1	3	0	14	13	14	4	9	7
11:45	14	9	20	4	12	1	7	0	1	0	9	6	14	1	11	3
Total	**187**	**269**	**194**	**281**	**200**	**285**	**125**	**124**	**61**	**78**	**138**	**264**	**179**	**258**	**155**	**223**
Day Total	**456**		**475**		**485**		**249**		**139**		**402**		**437**		**378**	
Peak HR	**7:45 AM**	**12:45 PM**	**7:45 AM**	**7:30 PM**	**11:00 AM**	**1:00 PM**	**7:30 AM**	**7:15 PM**	**7:45 AM**	**7:45 PM**	**7:30 AM**	**1:00 PM**	**11:00 AM**	**7:30 PM**	**7:45 AM**	**7:30 PM**
Volume	**40**	**53**	**38**	**53**	**42**	**54**	**33**	**33**	**26**	**29**	**43**	**55**	**39**	**53**	**34**	**41**

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: Wednesday, December 4, 2024
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	1	1
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	2	2
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	7	0	0	1	8
6:00 AM	0	0	6	0	0	1	7
6:15 AM	0	0	1	0	2	0	3
6:30 AM	0	0	0	0	1	0	1
6:45 AM	0	0	1	0	3	0	4
7:00 AM	0	0	1	0	3	2	6
7:15 AM	0	0	0	0	4	0	4
7:30 AM	0	0	2	0	0	0	2
7:45 AM	0	0	2	0	4	0	6
8:00 AM	0	0	3	0	5	0	8
8:15 AM	0	0	1	0	2	1	4
8:30 AM	0	0	0	0	3	1	4
8:45 AM	0	0	1	0	4	0	5
9:00 AM	0	0	2	0	3	1	6
9:15 AM	0	0	0	0	2	2	4
9:30 AM	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	5	1	6
10:00 AM	0	0	1	0	5	2	8
10:15 AM	0	0	2	0	3	1	6
10:30 AM	0	0	2	0	2	1	5
10:45 AM	0	0	0	0	2	1	3
11:00 AM	0	0	1	0	7	1	9
11:15 AM	0	0	0	0	3	1	4
11:30 AM	0	0	1	0	4	0	5
11:45 AM	0	0	1	0	6	1	8
AM Total	**0**	**0**	**38**	**0**	**74**	**21**	**133**
Percentage	**0.00%**	**0.00%**	**28.57%**	**0.00%**	**55.64%**	**15.79%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:15 AM**	**12:00 AM**	**11:00 AM**	**9:15 AM**	**11:00 AM**
Volume	**0**	**0**	**15**	**0**	**20**	**5**	**26**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	4	3	8
12:15 PM	0	0	3	0	5	1	9
12:30 PM	0	0	2	0	5	0	7
12:45 PM	0	0	1	0	5	2	8
1:00 PM	0	0	1	0	4	2	7
1:15 PM	0	0	2	0	2	0	4
1:30 PM	0	0	2	0	3	2	7
1:45 PM	0	0	1	0	6	1	8
2:00 PM	0	0	1	0	4	1	6
2:15 PM	0	0	0	0	5	2	7
2:30 PM	0	0	1	0	2	2	5
2:45 PM	0	0	1	0	5	0	6
3:00 PM	0	0	0	0	4	1	5
3:15 PM	0	0	0	0	5	1	6
3:30 PM	0	0	1	0	1	0	2
3:45 PM	0	0	0	0	2	0	2
4:00 PM	0	0	1	0	3	1	5
4:15 PM	0	0	2	0	6	0	8
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	1
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**25**	**0**	**71**	**20**	**116**
Percentage	**0.00%**	**0.00%**	**21.55%**	**0.00%**	**61.21%**	**17.24%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**7**	**0**	**19**	**6**	**32**
Day Total	**0**	**0**	**63**	**0**	**145**	**41**	**249**
Percentage	**0.00%**	**0.00%**	**25.30%**	**0.00%**	**58.23%**	**16.47%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Thursday, December 5, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	1	1
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	1	1
4:45 AM	0	0	1	0	1	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	1	1	4
5:45 AM	0	0	2	0	1	0	3
6:00 AM	0	0	6	0	0	1	7
6:15 AM	0	0	4	0	5	0	9
6:30 AM	0	0	0	0	2	3	5
6:45 AM	0	0	7	0	2	2	11
7:00 AM	0	0	1	0	6	0	7
7:15 AM	0	0	1	0	4	0	5
7:30 AM	0	0	0	0	3	2	5
7:45 AM	0	0	1	0	2	0	3
8:00 AM	0	0	1	0	4	1	6
8:15 AM	0	0	0	0	3	0	3
8:30 AM	0	0	0	0	3	3	6
8:45 AM	0	0	0	0	3	0	3
9:00 AM	0	0	1	0	5	0	6
9:15 AM	0	0	0	0	3	0	3
9:30 AM	0	0	0	0	3	0	3
9:45 AM	0	0	0	0	1	2	3
10:00 AM	0	0	2	0	4	1	7
10:15 AM	0	0	1	0	2	1	4
10:30 AM	0	0	0	0	3	1	4
10:45 AM	0	0	0	0	3	2	5
11:00 AM	0	0	0	0	4	1	5
11:15 AM	0	0	0	0	7	1	8
11:30 AM	0	0	1	0	5	1	7
11:45 AM	0	0	2	0	3	2	7
AM Total	**0**	**0**	**34**	**0**	**83**	**28**	**145**
Percentage	**0.00%**	**0.00%**	**23.45%**	**0.00%**	**57.24%**	**19.31%**	
AM Peak	**12:00 AM**	**12:00 AM**	**6:00 AM**	**12:00 AM**	**10:45 AM**	**6:00 AM**	**6:00 AM**
Volume	**0**	**0**	**17**	**0**	**19**	**6**	**32**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	4	1	6
12:15 PM	0	0	2	0	1	0	3
12:30 PM	0	0	4	0	7	3	14
12:45 PM	0	0	2	0	8	2	12
1:00 PM	0	0	1	0	2	1	4
1:15 PM	0	0	0	0	4	2	6
1:30 PM	0	0	0	0	2	0	2
1:45 PM	0	0	0	0	2	1	3
2:00 PM	0	0	1	0	2	0	3
2:15 PM	0	0	0	0	3	2	5
2:30 PM	0	0	0	0	5	1	6
2:45 PM	0	0	0	0	3	0	3
3:00 PM	0	0	1	0	3	1	5
3:15 PM	0	0	0	0	3	0	3
3:30 PM	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	1	1
4:00 PM	0	0	1	0	4	0	5
4:15 PM	0	0	4	0	2	1	7
4:30 PM	0	0	0	0	1	0	1
4:45 PM	0	0	3	0	0	0	3
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	2
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**27**	**0**	**56**	**17**	**100**
Percentage	**0.00%**	**0.00%**	**27.00%**	**0.00%**	**56.00%**	**17.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:30 PM**	**12:30 PM**	**12:30 PM**
Volume	**0**	**0**	**9**	**0**	**21**	**8**	**36**
Day Total	**0**	**0**	**61**	**0**	**139**	**45**	**245**
Percentage	**0.00%**	**0.00%**	**24.90%**	**0.00%**	**56.73%**	**18.37%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

Count Date: **Friday, December 6, 2024**
Direction: **NB**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	2	2
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	1	1
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	4	0	0	0	4
6:00 AM	0	0	9	0	2	5	16
6:15 AM	0	0	2	0	3	1	6
6:30 AM	0	0	1	0	0	1	2
6:45 AM	0	0	0	0	1	2	3
7:00 AM	0	0	0	0	4	0	4
7:15 AM	0	0	0	0	4	0	4
7:30 AM	0	0	1	0	4	1	6
7:45 AM	0	0	0	0	7	1	8
8:00 AM	0	0	1	0	5	0	6
8:15 AM	0	0	1	0	4	1	6
8:30 AM	0	0	1	0	4	0	5
8:45 AM	0	0	0	0	4	0	4
9:00 AM	0	0	0	0	1	2	3
9:15 AM	0	0	0	0	5	0	5
9:30 AM	0	0	0	0	2	1	3
9:45 AM	0	0	1	0	4	0	5
10:00 AM	0	0	1	0	2	2	5
10:15 AM	0	0	0	0	6	2	8
10:30 AM	0	0	1	0	1	1	3
10:45 AM	0	0	0	0	4	0	4
11:00 AM	0	0	0	0	4	1	5
11:15 AM	0	0	1	0	2	2	5
11:30 AM	0	0	1	0	5	0	6
11:45 AM	0	0	2	0	2	0	4
AM Total	**0**	**0**	**30**	**0**	**80**	**27**	**137**
Percentage	**0.00%**	**0.00%**	**21.90%**	**0.00%**	**58.39%**	**19.71%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:30 AM**	**12:00 AM**	**7:15 AM**	**6:00 AM**	**5:30 AM**
Volume	**0**	**0**	**17**	**0**	**20**	**9**	**28**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	3	0	7	1	11
12:15 PM	0	0	2	0	3	1	6
12:30 PM	0	0	1	0	3	2	6
12:45 PM	0	0	4	0	4	1	9
1:00 PM	0	0	0	0	4	0	4
1:15 PM	0	0	0	0	6	2	8
1:30 PM	0	0	0	0	2	0	2
1:45 PM	0	0	0	0	4	0	4
2:00 PM	0	0	1	0	2	1	4
2:15 PM	0	0	1	0	1	0	2
2:30 PM	0	0	0	0	5	1	6
2:45 PM	0	0	0	0	4	0	4
3:00 PM	0	0	0	0	3	1	4
3:15 PM	0	0	0	0	4	0	4
3:30 PM	0	0	0	0	3	0	3
3:45 PM	0	0	1	0	2	0	3
4:00 PM	0	0	1	0	1	0	2
4:15 PM	0	0	0	0	3	0	3
4:30 PM	0	0	1	0	1	0	2
4:45 PM	0	0	2	0	1	0	3
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**22**	**0**	**63**	**10**	**95**
Percentage	**0.00%**	**0.00%**	**23.16%**	**0.00%**	**66.32%**	**10.53%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**10**	**0**	**17**	**5**	**32**
Day Total	**0**	**0**	**52**	**0**	**143**	**37**	**232**
Percentage	**0.00%**	**0.00%**	**22.41%**	**0.00%**	**61.64%**	**15.95%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Saturday, December 7, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	3	0	0	0	3
6:15 AM	0	0	3	0	0	0	3
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	1	2
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	3	0	4
7:30 AM	0	0	2	0	1	0	3
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	2	0	2
8:30 AM	0	0	1	0	1	0	2
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	3	0	3
10:00 AM	0	0	1	0	1	0	2
10:15 AM	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	1	0	2	0	3
11:00 AM	0	0	0	0	4	0	4
11:15 AM	0	0	2	0	1	0	3
11:30 AM	0	0	2	0	1	0	3
11:45 AM	0	0	0	0	0	0	0
AM Total	**0**	**0**	**24**	**0**	**23**	**1**	**48**
Percentage	**0.00%**	**0.00%**	**50.00%**	**0.00%**	**47.92%**	**2.08%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:30 AM**	**12:00 AM**	**10:45 AM**	**6:00 AM**	**10:45 AM**
Volume	**0**	**0**	**11**	**0**	**8**	**1**	**13**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	0	0	1
12:15 PM	0	0	2	0	1	0	3
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**5**	**0**	**1**	**0**	**6**
Percentage	**0.00%**	**0.00%**	**83.33%**	**0.00%**	**16.67%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**4**	**0**	**1**	**0**	**5**
Day Total	**0**	**0**	**29**	**0**	**24**	**1**	**54**
Percentage	**0.00%**	**0.00%**	**53.70%**	**0.00%**	**44.44%**	**1.85%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Sunday, December 8, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
AM Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:45 AM**	**12:00 AM**	**12:00 AM**	**12:00 AM**	**4:45 AM**
Volume	**0**	**0**	**1**	**0**	**0**	**0**	**1**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	1
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**5**	**0**	**0**	**0**	**5**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**3:30 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**3:30 PM**
Volume	**0**	**0**	**2**	**0**	**0**	**0**	**2**
Day Total	**0**	**0**	**6**	**0**	**0**	**0**	**6**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: Monday, December 9, 2024
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	1	2
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	6	0	2	0	8
6:15 AM	0	0	1	0	1	0	2
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	3	2	5
7:00 AM	0	0	3	0	7	0	10
7:15 AM	0	0	2	0	3	1	6
7:30 AM	0	0	0	0	1	0	1
7:45 AM	0	0	1	0	6	0	7
8:00 AM	0	0	1	0	2	1	4
8:15 AM	0	0	0	0	4	1	5
8:30 AM	0	0	1	0	4	0	5
8:45 AM	0	0	1	0	3	1	5
9:00 AM	0	0	0	0	6	1	7
9:15 AM	0	0	0	0	1	1	2
9:30 AM	0	0	2	0	4	0	6
9:45 AM	0	0	1	0	1	2	4
10:00 AM	0	0	0	0	5	1	6
10:15 AM	0	0	0	0	4	1	5
10:30 AM	0	0	1	0	4	1	6
10:45 AM	0	0	1	0	4	1	6
11:00 AM	0	0	1	0	5	2	8
11:15 AM	0	0	1	0	6	1	8
11:30 AM	0	0	0	0	6	0	6
11:45 AM	0	0	1	0	7	2	10
AM Total	**0**	**0**	**30**	**0**	**89**	**23**	**142**
Percentage	**0.00%**	**0.00%**	**21.13%**	**0.00%**	**62.68%**	**16.20%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:15 AM**	**12:00 AM**	**11:00 AM**	**9:45 AM**	**11:00 AM**
Volume	**0**	**0**	**11**	**0**	**24**	**5**	**32**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	2	0	2	0	4
12:15 PM	0	0	1	0	5	0	6
12:30 PM	0	0	0	0	5	0	5
12:45 PM	0	0	3	0	4	2	9
1:00 PM	0	0	3	0	8	0	11
1:15 PM	0	0	1	0	7	3	11
1:30 PM	0	0	0	0	2	1	3
1:45 PM	0	0	0	0	3	0	3
2:00 PM	0	0	0	0	5	3	8
2:15 PM	0	0	0	0	3	1	4
2:30 PM	0	0	1	0	5	1	7
2:45 PM	0	0	0	0	1	1	2
3:00 PM	0	0	1	0	5	0	6
3:15 PM	0	0	0	0	2	1	3
3:30 PM	0	0	0	0	3	1	4
3:45 PM	0	0	0	0	1	0	1
4:00 PM	0	0	1	0	3	1	5
4:15 PM	0	0	2	0	2	0	4
4:30 PM	0	0	0	0	1	0	1
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	1	0	0	0	1
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**21**	**0**	**67**	**15**	**103**
Percentage	**0.00%**	**0.00%**	**20.39%**	**0.00%**	**65.05%**	**14.56%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**12:30 PM**	**1:15 PM**	**12:30 PM**
Volume	**0**	**0**	**7**	**0**	**24**	**7**	**36**
Day Total	**0**	**0**	**51**	**0**	**156**	**38**	**245**
Percentage	**0.00%**	**0.00%**	**20.82%**	**0.00%**	**63.67%**	**15.51%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Tuesday, December 10, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	1
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	0	0	1	0	1
5:45 AM	0	0	3	0	2	1	6
6:00 AM	0	0	7	0	0	1	8
6:15 AM	0	0	1	0	1	3	5
6:30 AM	0	0	0	0	2	1	3
6:45 AM	0	0	1	0	2	0	3
7:00 AM	0	0	0	0	5	0	5
7:15 AM	0	0	1	0	0	1	2
7:30 AM	0	0	1	0	3	1	5
7:45 AM	0	0	2	0	1	0	3
8:00 AM	0	0	2	0	3	1	6
8:15 AM	0	0	0	0	6	0	6
8:30 AM	0	0	0	0	2	1	3
8:45 AM	0	0	0	0	5	1	6
9:00 AM	0	0	0	0	3	2	5
9:15 AM	0	0	0	0	4	1	5
9:30 AM	0	0	0	0	2	3	5
9:45 AM	0	0	0	0	3	2	5
10:00 AM	0	0	0	0	2	1	3
10:15 AM	0	0	0	0	3	1	4
10:30 AM	0	0	2	0	4	1	7
10:45 AM	0	0	0	0	3	2	5
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	4	1	6
11:30 AM	0	0	0	0	3	0	3
11:45 AM	0	0	2	0	4	1	7
AM Total	**0**	**0**	**26**	**0**	**68**	**28**	**122**
Percentage	**0.00%**	**0.00%**	**21.31%**	**0.00%**	**55.74%**	**22.95%**	
AM Peak	**12:00 AM**	**12:00 AM**	**5:15 AM**	**12:00 AM**	**8:00 AM**	**9:00 AM**	**5:45 AM**
Volume	**0**	**0**	**12**	**0**	**16**	**8**	**22**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	4	0	5
12:15 PM	0	0	3	0	4	0	7
12:30 PM	0	0	1	0	4	0	5
12:45 PM	0	0	0	0	4	2	6
1:00 PM	0	0	2	0	5	0	7
1:15 PM	0	0	1	0	4	1	6
1:30 PM	0	0	0	0	1	1	2
1:45 PM	0	0	1	0	4	1	6
2:00 PM	0	0	1	0	6	1	8
2:15 PM	0	0	1	0	2	1	4
2:30 PM	0	0	0	0	2	2	4
2:45 PM	0	0	0	0	2	0	2
3:00 PM	0	0	1	0	5	1	7
3:15 PM	0	0	0	0	3	0	3
3:30 PM	0	0	0	0	6	1	7
3:45 PM	0	0	2	0	1	2	5
4:00 PM	0	0	1	0	4	1	6
4:15 PM	0	0	2	0	2	3	7
4:30 PM	0	0	1	0	1	0	2
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	1	0	0	0	1
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	1	1
PM Total	**0**	**0**	**21**	**0**	**64**	**19**	**104**
Percentage	**0.00%**	**0.00%**	**20.19%**	**0.00%**	**61.54%**	**18.27%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:15 PM**	**12:00 PM**	**12:15 PM**	**3:30 PM**	**12:15 PM**
Volume	**0**	**0**	**6**	**0**	**17**	**7**	**25**
Day Total	**0**	**0**	**47**	**0**	**132**	**47**	**226**
Percentage	**0.00%**	**0.00%**	**20.80%**	**0.00%**	**58.41%**	**20.80%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-G

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, December 4, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	2	0	0	0	2
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	2	2
6:30 AM	0	0	0	0	3	0	3
6:45 AM	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	6	2	8
7:30 AM	0	0	1	0	1	1	3
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	1	0	2	0	3
8:15 AM	0	0	0	0	3	0	3
8:30 AM	0	0	0	0	3	1	4
8:45 AM	0	0	0	0	0	1	1
9:00 AM	0	0	2	0	5	1	8
9:15 AM	0	0	1	0	5	0	6
9:30 AM	0	0	0	0	2	0	2
9:45 AM	0	0	0	0	4	2	6
10:00 AM	0	0	0	0	3	1	4
10:15 AM	0	0	2	0	4	1	7
10:30 AM	0	0	1	0	1	2	4
10:45 AM	0	0	2	0	3	2	7
11:00 AM	0	0	0	0	4	0	4
11:15 AM	0	0	1	2	1	1	5
11:30 AM	0	0	1	0	5	1	7
11:45 AM	0	0	2	0	6	0	8
AM Total	**0**	**0**	**22**	**2**	**62**	**20**	**106**
Percentage	**0.00%**	**0.00%**	**20.75%**	**1.89%**	**58.49%**	**18.87%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:00 AM**	**10:30 AM**	**9:00 AM**	**9:45 AM**	**11:00 AM**
Volume	**0**	**0**	**5**	**2**	**16**	**6**	**24**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	3	0	6	0	9
12:15 PM	0	0	3	0	3	2	8
12:30 PM	0	0	2	0	3	0	5
12:45 PM	0	0	1	0	5	2	8
1:00 PM	0	0	0	0	2	2	4
1:15 PM	0	0	4	0	8	0	12
1:30 PM	0	0	1	0	4	1	6
1:45 PM	0	0	1	0	1	2	4
2:00 PM	0	0	1	0	3	1	5
2:15 PM	0	0	1	0	6	1	8
2:30 PM	0	0	0	0	3	3	6
2:45 PM	0	0	1	0	3	2	6
3:00 PM	0	0	1	0	5	0	6
3:15 PM	0	0	0	0	4	0	4
3:30 PM	0	0	1	0	5	1	7
3:45 PM	0	0	0	0	2	1	3
4:00 PM	0	0	1	0	2	0	3
4:15 PM	0	0	1	0	2	1	4
4:30 PM	0	0	5	0	5	0	10
4:45 PM	0	0	4	0	1	0	5
5:00 PM	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	1	1
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	1	0	1
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1
PM Total	**0**	**0**	**39**	**0**	**74**	**20**	**133**
Percentage	**0.00%**	**0.00%**	**29.32%**	**0.00%**	**55.64%**	**15.04%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:15 PM**	**12:00 PM**	**12:45 PM**	**1:45 PM**	**12:00 PM**
Volume	**0**	**0**	**12**	**0**	**19**	**7**	**30**
Day Total	**0**	**0**	**61**	**2**	**136**	**40**	**239**
Percentage	**0.00%**	**0.00%**	**25.52%**	**0.84%**	**56.90%**	**16.74%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Thursday, December 5, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	1
6:15 AM	0	0	1	0	0	4	5
6:30 AM	0	0	0	0	1	2	3
6:45 AM	0	0	1	0	1	2	4
7:00 AM	0	0	1	0	1	3	5
7:15 AM	0	0	1	0	3	0	4
7:30 AM	0	0	0	0	4	2	6
7:45 AM	0	0	1	0	4	1	6
8:00 AM	0	0	0	0	4	1	5
8:15 AM	0	0	0	0	5	0	5
8:30 AM	0	0	0	0	3	4	7
8:45 AM	0	0	0	0	3	1	4
9:00 AM	0	0	1	0	2	0	3
9:15 AM	0	0	1	0	2	1	4
9:30 AM	0	0	1	0	6	2	9
9:45 AM	0	0	0	0	1	1	2
10:00 AM	0	0	0	0	2	2	4
10:15 AM	0	0	1	0	6	0	7
10:30 AM	0	0	0	0	3	1	4
10:45 AM	0	0	0	0	2	3	5
11:00 AM	0	0	0	0	2	0	2
11:15 AM	0	0	0	0	2	1	3
11:30 AM	0	0	1	0	5	3	9
11:45 AM	0	0	2	0	6	1	9
AM Total	**0**	**0**	**18**	**0**	**68**	**35**	**121**
Percentage	**0.00%**	**0.00%**	**14.88%**	**0.00%**	**56.20%**	**28.93%**	
AM Peak	**12:00 AM**	**12:00 AM**	**12:30 AM**	**12:00 AM**	**7:30 AM**	**6:15 AM**	**7:45 AM**
Volume	**0**	**0**	**4**	**0**	**17**	**11**	**23**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	4	0	4	2	10
12:15 PM	0	0	1	0	3	0	4
12:30 PM	0	0	2	0	4	2	8
12:45 PM	0	0	1	0	3	2	6
1:00 PM	0	0	1	0	6	1	8
1:15 PM	0	0	0	0	4	1	5
1:30 PM	0	0	2	0	4	1	7
1:45 PM	0	0	1	0	3	1	5
2:00 PM	0	0	1	0	2	2	5
2:15 PM	0	0	0	0	3	2	5
2:30 PM	0	0	1	0	4	0	5
2:45 PM	0	0	0	0	5	1	6
3:00 PM	0	0	1	0	1	2	4
3:15 PM	0	0	0	0	3	1	4
3:30 PM	0	0	0	0	5	0	5
3:45 PM	0	0	0	0	0	1	1
4:00 PM	0	0	2	0	0	0	2
4:15 PM	0	0	1	0	1	0	2
4:30 PM	0	0	8	0	3	1	12
4:45 PM	0	0	6	0	0	1	7
5:00 PM	0	0	3	0	0	0	3
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**43**	**0**	**58**	**21**	**122**
Percentage	**0.00%**	**0.00%**	**35.25%**	**0.00%**	**47.54%**	**17.21%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:15 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**18**	**0**	**17**	**6**	**28**
Day Total	**0**	**0**	**61**	**0**	**126**	**56**	**243**
Percentage	**0.00%**	**0.00%**	**25.10%**	**0.00%**	**51.85%**	**23.05%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Friday, December 6, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	2	3	6
6:30 AM	0	0	0	0	0	3	3
6:45 AM	0	0	0	0	1	3	4
7:00 AM	0	0	0	0	1	3	4
7:15 AM	0	0	0	0	5	2	7
7:30 AM	0	0	0	0	2	1	3
7:45 AM	0	0	0	0	4	2	6
8:00 AM	0	0	1	0	2	1	4
8:15 AM	0	0	0	0	5	1	6
8:30 AM	0	0	0	0	7	1	8
8:45 AM	0	0	0	0	3	0	3
9:00 AM	0	0	0	0	2	2	4
9:15 AM	0	0	0	0	1	1	2
9:30 AM	0	0	0	0	2	2	4
9:45 AM	0	0	1	0	7	1	9
10:00 AM	0	0	1	0	2	0	3
10:15 AM	0	0	0	0	1	2	3
10:30 AM	0	0	0	0	5	1	6
10:45 AM	0	0	0	0	1	1	2
11:00 AM	0	0	1	0	6	2	9
11:15 AM	0	0	1	0	4	0	5
11:30 AM	0	0	2	0	2	1	5
11:45 AM	0	0	2	0	4	1	7
AM Total	**0**	**0**	**15**	**0**	**69**	**34**	**118**
Percentage	**0.00%**	**0.00%**	**12.71%**	**0.00%**	**58.47%**	**28.81%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**7:45 AM**	**6:15 AM**	**11:00 AM**
Volume	**0**	**0**	**6**	**0**	**18**	**12**	**26**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	3	0	5	0	8
12:15 PM	0	0	3	0	3	0	6
12:30 PM	0	0	3	0	1	1	5
12:45 PM	0	0	0	0	3	1	4
1:00 PM	0	0	0	0	3	2	5
1:15 PM	0	0	1	0	3	0	4
1:30 PM	0	0	0	0	5	1	6
1:45 PM	0	0	1	0	5	0	6
2:00 PM	0	0	0	0	2	2	4
2:15 PM	0	0	0	0	4	0	4
2:30 PM	0	0	0	0	2	1	3
2:45 PM	0	0	1	0	2	1	4
3:00 PM	0	0	0	0	6	0	6
3:15 PM	0	0	1	0	2	0	3
3:30 PM	0	0	1	0	6	0	7
3:45 PM	0	0	2	0	3	0	5
4:00 PM	0	0	1	0	0	0	1
4:15 PM	0	0	1	0	2	0	3
4:30 PM	0	0	3	0	2	0	5
4:45 PM	0	0	7	0	3	0	10
5:00 PM	0	0	3	0	1	0	4
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**40**	**0**	**63**	**9**	**112**
Percentage	**0.00%**	**0.00%**	**35.71%**	**0.00%**	**56.25%**	**8.04%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:30 PM**	**12:00 PM**	**3:00 PM**	**12:15 PM**	**12:00 PM**
Volume	**0**	**0**	**16**	**0**	**17**	**4**	**23**
Day Total	**0**	**0**	**55**	**0**	**132**	**43**	**230**
Percentage	**0.00%**	**0.00%**	**23.91%**	**0.00%**	**57.39%**	**18.70%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Saturday, December 7, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	1	0	2
7:45 AM	0	0	0	0	3	1	4
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	3	0	3
8:45 AM	0	0	0	0	1	0	1
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	1
9:45 AM	0	0	1	0	1	0	2
10:00 AM	0	0	0	0	2	0	2
10:15 AM	0	0	0	0	1	0	1
10:30 AM	0	0	1	0	1	0	2
10:45 AM	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	1	0	1
11:15 AM	0	0	3	0	3	0	6
11:30 AM	0	0	6	0	1	0	7
11:45 AM	0	0	2	0	2	0	4
AM Total	**0**	**0**	**20**	**0**	**22**	**1**	**43**
Percentage	**0.00%**	**0.00%**	**46.51%**	**0.00%**	**51.16%**	**2.33%**	
AM Peak	**12:00 AM**	**12:00 AM**	**11:00 AM**	**12:00 AM**	**11:00 AM**	**7:00 AM**	**11:00 AM**
Volume	**0**	**0**	**11**	**0**	**7**	**1**	**18**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	6	0	0	0	6
12:15 PM	0	0	3	0	1	0	4
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**11**	**0**	**1**	**0**	**12**
Percentage	**0.00%**	**0.00%**	**91.67%**	**0.00%**	**8.33%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**
Volume	**0**	**0**	**10**	**0**	**1**	**0**	**11**
Day Total	**0**	**0**	**31**	**0**	**23**	**1**	**55**
Percentage	**0.00%**	**0.00%**	**56.36%**	**0.00%**	**41.82%**	**1.82%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PDI File #: 240348 ATR-G

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Sunday, December 8, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
AM Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
AM Peak	**12:00 AM**	**12:00 AM**	**4:45 AM**	**12:00 AM**	**12:00 AM**	**12:00 AM**	**4:45 AM**
Volume	**0**	**0**	**1**	**0**	**0**	**0**	**1**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**3**	**0**	**0**	**0**	**3**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	
PM Peak	**12:00 PM**	**12:00 PM**	**1:45 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**1:45 PM**
Volume	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Day Total	**0**	**0**	**4**	**0**	**0**	**0**	**4**
Percentage	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: Monday, December 9, 2024
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	0	0	0	3	3
6:30 AM	0	0	0	0	1	1	2
6:45 AM	0	0	0	0	0	1	1
7:00 AM	0	0	1	0	2	2	5
7:15 AM	0	0	1	0	2	0	3
7:30 AM	0	0	0	0	7	0	7
7:45 AM	0	0	0	0	4	0	4
8:00 AM	0	0	0	0	6	3	9
8:15 AM	0	0	0	0	3	1	4
8:30 AM	0	0	1	0	3	0	4
8:45 AM	0	0	0	0	5	1	6
9:00 AM	0	0	1	0	3	0	4
9:15 AM	0	0	1	0	4	1	6
9:30 AM	0	0	1	0	3	0	4
9:45 AM	0	0	0	0	3	1	4
10:00 AM	0	0	1	0	1	2	4
10:15 AM	0	0	0	0	5	1	6
10:30 AM	0	0	1	0	4	0	5
10:45 AM	0	0	1	0	2	4	7
11:00 AM	0	0	0	0	5	1	6
11:15 AM	0	0	2	0	3	2	7
11:30 AM	0	0	2	0	5	1	8
11:45 AM	0	0	0	0	6	1	7
AM Total	**0**	**0**	**18**	**0**	**77**	**26**	**121**
Percentage	**0.00%**	**0.00%**	**14.88%**	**0.00%**	**63.64%**	**21.49%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:45 AM**	**12:00 AM**	**7:30 AM**	**10:45 AM**	**10:45 AM**
Volume	**0**	**0**	**5**	**0**	**20**	**8**	**28**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	4	0	5
12:15 PM	0	0	3	0	4	1	8
12:30 PM	0	0	2	0	4	0	6
12:45 PM	0	0	0	0	4	1	5
1:00 PM	0	0	1	0	4	0	5
1:15 PM	0	0	0	0	4	1	5
1:30 PM	0	0	2	0	6	1	9
1:45 PM	0	0	1	0	8	1	10
2:00 PM	0	0	1	0	3	1	5
2:15 PM	0	0	1	0	6	2	9
2:30 PM	0	0	0	0	6	0	6
2:45 PM	0	0	1	0	1	1	3
3:00 PM	0	0	1	0	3	2	6
3:15 PM	0	0	0	0	4	0	4
3:30 PM	0	0	0	0	4	0	4
3:45 PM	0	0	0	0	3	2	5
4:00 PM	0	0	0	0	1	0	1
4:15 PM	0	0	1	0	3	0	4
4:30 PM	0	0	2	0	3	0	5
4:45 PM	0	0	5	0	1	1	7
5:00 PM	0	0	4	0	0	0	4
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	2	0	0	0	2
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**34**	**0**	**76**	**14**	**124**
Percentage	**0.00%**	**0.00%**	**27.42%**	**0.00%**	**61.29%**	**11.29%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:15 PM**	**12:00 PM**	**1:30 PM**	**1:30 PM**	**1:30 PM**
Volume	**0**	**0**	**12**	**0**	**23**	**5**	**33**
Day Total	**0**	**0**	**52**	**0**	**153**	**40**	**245**
Percentage	**0.00%**	**0.00%**	**21.22%**	**0.00%**	**62.45%**	**16.33%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240348 ATR-G

Count Date: **Tuesday, December 10, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	1	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	2	0	1	0	3
6:15 AM	0	0	0	0	0	4	4
6:30 AM	0	0	0	0	0	3	3
6:45 AM	0	0	0	0	2	3	5
7:00 AM	0	0	0	0	4	1	5
7:15 AM	0	0	1	0	2	1	4
7:30 AM	0	0	1	0	2	1	4
7:45 AM	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	2	1	3
8:15 AM	0	0	0	0	3	0	3
8:30 AM	0	0	0	0	5	1	6
8:45 AM	0	0	0	0	2	1	3
9:00 AM	0	0	1	0	4	1	6
9:15 AM	0	0	0	0	5	1	6
9:30 AM	0	0	0	0	4	0	4
9:45 AM	0	0	0	0	3	1	4
10:00 AM	0	0	0	0	2	3	5
10:15 AM	0	0	0	0	2	1	3
10:30 AM	0	0	0	0	1	2	3
10:45 AM	0	0	0	0	5	1	6
11:00 AM	0	0	2	0	1	1	4
11:15 AM	0	0	1	0	3	1	5
11:30 AM	0	0	1	0	3	2	6
11:45 AM	0	0	0	0	1	1	2
AM Total	**0**	**0**	**11**	**0**	**59**	**31**	**101**
Percentage	**0.00%**	**0.00%**	**10.89%**	**0.00%**	**58.42%**	**30.69%**	
AM Peak	**12:00 AM**	**12:00 AM**	**10:45 AM**	**12:00 AM**	**8:30 AM**	**6:15 AM**	**8:30 AM**
Volume	**0**	**0**	**4**	**0**	**16**	**11**	**21**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	5	0	6	0	11
12:15 PM	0	0	1	0	4	0	5
12:30 PM	0	0	0	0	2	1	3
12:45 PM	0	0	0	0	5	0	5
1:00 PM	0	0	1	0	5	1	7
1:15 PM	0	0	0	0	4	0	4
1:30 PM	0	0	2	0	4	2	8
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	2	0	3	1	6
2:15 PM	0	0	2	0	4	1	7
2:30 PM	0	0	1	0	4	0	5
2:45 PM	0	0	0	0	4	2	6
3:00 PM	0	0	1	0	1	2	4
3:15 PM	0	0	0	0	6	0	6
3:30 PM	0	0	1	0	3	1	5
3:45 PM	0	0	1	0	4	2	7
4:00 PM	0	0	3	0	5	1	9
4:15 PM	0	0	1	0	0	1	2
4:30 PM	0	0	1	0	2	1	4
4:45 PM	0	0	7	0	2	1	10
5:00 PM	0	0	1	0	0	1	2
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0
PM Total	**0**	**0**	**36**	**0**	**68**	**19**	**123**
Percentage	**0.00%**	**0.00%**	**29.27%**	**0.00%**	**55.28%**	**15.45%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:00 PM**	**12:00 PM**	**12:45 PM**	**2:15 PM**	**3:15 PM**
Volume	**0**	**0**	**12**	**0**	**18**	**5**	**27**
Day Total	**0**	**0**	**47**	**0**	**127**	**50**	**224**
Percentage	**0.00%**	**0.00%**	**20.98%**	**0.00%**	**56.70%**	**22.32%**	

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **240348 ATR-G**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week Ave	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	8	1	6	0	11	0	1	0	0	0	4	0	5	0	5
12:15	0	9	0	3	0	6	0	3	0	0	0	6	0	7	0	5
12:30	0	7	0	14	0	6	0	1	0	0	1	5	0	5	0	5
12:45	0	8	0	12	0	9	0	0	0	0	0	9	0	6	0	6
1:00	0	7	0	4	0	4	0	0	0	0	0	11	1	7	0	5
1:15	0	4	0	6	0	8	0	0	0	0	0	11	0	6	0	5
1:30	0	7	0	2	0	2	0	0	0	1	0	3	0	2	0	2
1:45	0	8	0	3	0	4	0	0	0	0	0	3	0	6	0	3
2:00	0	6	0	3	0	4	0	0	0	0	0	8	0	8	0	4
2:15	0	7	0	5	0	2	0	0	0	0	0	4	0	4	0	3
2:30	0	5	0	6	0	6	0	0	0	0	0	7	0	4	0	4
2:45	0	6	0	3	0	4	0	0	0	0	0	2	0	2	0	2
3:00	0	5	0	5	0	4	0	0	0	0	1	6	0	7	0	4
3:15	0	6	0	3	0	4	0	0	0	0	0	3	0	3	0	3
3:30	0	2	0	1	0	3	0	0	0	0	0	4	0	7	0	2
3:45	0	2	0	1	0	3	0	0	0	0	0	1	0	5	0	2
4:00	0	5	1	5	0	2	0	0	0	0	0	5	0	6	0	3
4:15	0	8	0	7	2	3	0	0	0	2	0	4	0	7	0	4
4:30	1	1	1	1	0	2	0	0	0	0	2	1	1	2	1	1
4:45	1	1	2	3	1	3	0	0	0	0	0	1	0	0	1	1
5:00	2	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0
5:15	1	1	1	0	1	1	1	0	0	1	2	0	2	0	1	0
5:30	1	0	4	0	2	1	2	0	1	0	0	0	1	0	2	0
5:45	8	1	3	2	4	0	3	1	0	0	3	1	6	0	4	1
6:00	7	1	7	0	16	0	3	0	0	0	8	0	8	0	7	0
6:15	3	1	9	0	6	1	3	0	0	0	2	0	5	1	4	0
6:30	1	0	5	0	2	0	0	0	0	0	0	0	3	0	2	0
6:45	4	0	11	0	3	1	2	0	0	0	5	0	3	0	4	0
7:00	6	0	7	0	4	0	0	0	0	0	10	1	5	1	5	0
7:15	4	0	5	0	4	0	4	0	0	0	6	1	2	0	4	0
7:30	2	0	5	0	6	0	3	0	0	0	1	0	5	1	3	0
7:45	6	0	3	1	8	0	0	0	0	0	7	0	3	0	4	0
8:00	8	0	6	0	6	0	1	0	0	0	4	0	6	0	4	0
8:15	4	0	3	0	6	0	2	0	0	0	5	0	6	0	4	0
8:30	4	0	6	0	5	1	2	0	0	0	5	0	3	0	4	0
8:45	5	0	3	0	4	0	1	0	0	1	5	0	6	0	3	0
9:00	6	0	6	0	3	0	0	0	0	0	7	0	5	0	4	0
9:15	4	0	3	1	5	0	1	0	0	0	2	0	5	0	3	0
9:30	1	0	3	1	3	0	1	0	0	0	6	0	5	0	3	0
9:45	6	0	3	0	5	0	3	0	0	0	4	0	5	0	4	0
10:00	8	0	7	0	5	0	2	0	0	0	6	0	3	0	4	0
10:15	6	0	4	0	8	0	1	0	0	0	5	0	4	0	4	0
10:30	5	0	4	0	3	0	0	0	0	0	6	0	7	0	4	0
10:45	3	0	5	1	4	0	3	0	0	0	6	0	5	0	4	0
11:00	9	0	5	0	5	0	4	0	0	0	8	0	0	0	4	0
11:15	4	0	8	1	5	0	3	0	0	0	8	0	6	1	5	0
11:30	5	0	7	0	6	0	3	0	0	0	6	1	3	0	4	0
11:45	8	0	7	0	4	0	0	0	0	0	10	0	7	1	5	0
Total	**133**	**116**	**145**	**100**	**137**	**95**	**48**	**6**	**1**	**5**	**142**	**103**	**122**	**104**	**104**	**76**
Day Total	**249**		**245**		**232**		**54**		**6**		**245**		**226**		**180**	
Peak HR	**11:00 AM**	**12:00 PM**	**6:00 AM**	**12:30 PM**	**5:30 AM**	**12:00 PM**	**10:45 AM**	**12:00 PM**	**4:45 AM**	**3:30 PM**	**11:00 AM**	**12:30 PM**	**5:45 AM**	**12:15 PM**	**11:00 AM**	**12:00 PM**
Volume	**26**	**32**	**32**	**36**	**28**	**32**	**13**	**5**	**1**	**2**	**32**	**36**	**22**	**25**	**19**	**22**

Devens Recycling Driveway
north of Independence Drive
City, State: Devens, MA
Client: GPI/ R. Brown
Site Code: MAX-2040569.01

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PDI File # **240348 ATR-G**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Week	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24		Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	9	0	10	0	8	0	6	0	0	0	5	0	11	0	7
12:15	0	8	0	4	0	6	0	4	0	0	0	8	0	5	0	5
12:30	0	5	0	8	0	5	2	1	0	0	0	6	0	3	0	4
12:45	0	8	1	6	0	4	0	0	0	0	0	5	0	5	0	4
1:00	0	4	0	8	0	5	0	0	0	0	0	5	0	7	0	4
1:15	0	12	3	5	0	4	0	0	0	0	0	5	0	4	0	4
1:30	0	6	0	7	0	6	0	0	0	0	2	9	0	8	0	5
1:45	0	4	0	5	0	6	0	0	0	0	0	10	0	0	0	4
2:00	0	5	0	5	1	4	0	0	0	0	0	5	0	6	0	4
2:15	0	8	0	5	0	4	0	0	0	0	0	9	0	7	0	5
2:30	1	6	0	5	0	3	0	0	0	1	0	6	0	5	0	4
2:45	1	6	0	6	0	4	0	0	0	0	0	3	0	6	0	4
3:00	0	6	0	4	0	6	0	0	0	0	0	6	0	4	0	4
3:15	0	4	0	4	3	3	0	0	0	0	0	4	0	6	0	3
3:30	0	7	0	5	0	7	0	0	0	0	0	4	1	5	0	4
3:45	1	3	0	1	0	5	0	0	0	0	0	5	0	7	0	3
4:00	2	3	0	2	0	1	0	0	0	0	0	1	0	9	0	2
4:15	0	4	0	2	0	3	0	0	0	0	0	4	1	2	0	2
4:30	0	10	0	12	0	5	0	0	0	0	0	5	0	4	0	5
4:45	0	5	0	7	0	10	0	0	0	0	0	7	0	10	0	6
5:00	0	2	0	3	0	4	0	0	0	0	0	4	0	2	0	2
5:15	0	0	0	0	0	3	0	0	0	0	0	1	0	3	0	1
5:30	0	2	1	0	0	3	0	0	1	1	0	0	1	0	0	1
5:45	2	1	0	0	1	0	1	1	0	0	1	3	0	0	1	1
6:00	0	2	1	2	0	0	0	0	0	0	2	0	3	0	1	1
6:15	2	0	5	0	6	0	0	0	0	0	3	0	4	1	3	0
6:30	3	1	3	1	3	1	0	0	0	0	2	0	3	0	2	0
6:45	1	0	4	0	4	0	0	0	0	0	1	0	5	0	2	0
7:00	2	0	5	0	4	0	0	0	0	0	5	0	5	0	3	0
7:15	8	0	4	0	7	0	1	0	0	0	3	2	4	1	4	0
7:30	3	1	6	1	3	0	2	0	0	0	7	0	4	0	4	0
7:45	1	0	6	0	6	0	4	0	0	0	4	0	1	0	3	0
8:00	3	0	5	0	4	2	1	0	0	0	9	0	3	0	4	0
8:15	3	0	5	0	6	0	0	0	0	0	4	0	3	0	3	0
8:30	4	0	7	0	8	0	3	0	0	1	4	0	6	1	5	0
8:45	1	0	4	0	3	0	1	0	0	0	6	1	3	0	3	0
9:00	8	0	3	0	4	0	1	0	0	0	4	0	6	0	4	0
9:15	6	0	4	2	2	0	0	0	0	0	6	0	6	0	3	0
9:30	2	0	9	0	4	0	1	0	0	0	4	0	4	0	3	0
9:45	6	0	2	0	9	0	2	0	0	0	4	0	4	0	4	0
10:00	4	0	4	0	3	0	2	0	0	0	4	0	5	0	3	0
10:15	7	0	7	0	3	0	1	0	0	0	6	0	3	0	4	0
10:30	4	0	4	1	6	0	2	0	0	0	5	0	3	0	3	0
10:45	7	0	5	0	2	0	1	0	0	0	7	1	6	0	4	0
11:00	4	0	2	0	9	0	1	0	0	0	6	0	4	1	4	0
11:15	5	0	3	1	5	0	6	0	0	0	7	0	5	0	4	0
11:30	7	0	9	0	5	0	7	0	0	0	8	0	6	0	6	0
11:45	8	1	9	0	7	0	4	0	0	0	7	0	2	0	5	0
Total	**106**	**133**	**121**	**122**	**118**	**112**	**43**	**12**	**1**	**3**	**121**	**124**	**101**	**123**	**87**	**90**
Day Total	**239**		**243**		**230**		**55**		**4**		**245**		**224**		**177**	
Peak HR	**11:00 AM**	**12:00 PM**	**7:45 AM**	**12:00 PM**	**11:00 AM**	**12:00 PM**	**11:00 AM**	**12:00 PM**	**4:45 AM**	**1:45 PM**	**10:45 AM**	**1:30 PM**	**8:30 AM**	**3:15 PM**	**11:00 AM**	**12:00 PM**
Volume	**24**	**30**	**23**	**28**	**26**	**23**	**18**	**11**	**1**	**1**	**28**	**33**	**21**	**27**	**19**	**20**

TRAFFIC VOLUME ADJUSTMENT DATA

Massachusetts Highway Department
Statewide Traffic Data Collection
2023 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.23	1.14	1.11	1.06	1.01	0.96	0.93	0.91	1.00	0.97	1.04	1.08	0.77
R3	1.11	1.07	1.02	0.95	0.90	0.89	0.87	0.87	0.92	0.89	0.95	0.99	0.98
R4-R7	1.19	1.16	1.10	1.00	0.92	0.91	0.87	0.88	0.93	0.93	1.01	1.06	0.98
U1-Boston	1.07	1.05	1.00	0.95	0.93	0.92	0.92	0.92	0.94	0.93	0.96	0.99	0.94
U1-Essex	1.14	1.11	1.06	1.00	0.95	0.91	0.87	0.87	0.94	0.95	1.00	1.03	0.96
U1-Southeast	1.12	1.09	1.04	0.96	0.91	0.87	0.84	0.86	0.92	0.94	0.98	1.03	0.96
U1-West	1.05	1.02	0.98	0.96	0.94	0.93	0.94	0.94	0.95	0.92	0.96	0.98	0.81
U1-Worcester	1.06	1.04	0.97	0.93	0.92	0.90	0.92	0.92	0.93	0.92	0.94	0.97	0.88
U3	1.05	1.02	0.96	0.92	0.89	0.89	0.91	0.92	0.91	0.90	0.94	0.96	0.98
U4-U7	1.02	1.00	0.94	0.89	0.86	0.88	0.91	0.92	0.89	0.88	0.91	0.91	0.99
UR2	1.05	1.01	0.97	0.92	0.90	0.90	0.91	0.91	0.91	0.90	0.94	0.97	0.98
Rec - East	1.17	1.16	1.09	1.04	0.92	0.84	0.76	0.80	0.93	1.00	1.03	1.06	0.98
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.98

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

1 - Interstate
2 - Freeway and Expressway
3 - Other Principal Arterial
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
7 - Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113, 1114,1116,2196,2197 and 2198.

10/16/2024

Traffic Growth Rate[a]

Location	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Rate
STATION 251112 - AYER - WEST MAIN STREET, WEST OF SCULLEY ROAD					8,035					8,118	0.21%
STATION 258147 - SHIRLEY - FRONT STREET AT HARVARD TOWN LINE					6,584					7,078	1.46%
STATION 255178 - HARVARD - AYER ROAD AT AYER TOWNLINE				12,230				13,331			2.18%
STATION 4034 - AYER - WEST MAIN STREET WEST OF ROUTE 111	9,144		8,315			8,532			9,936		1.11%
										Average Annual Growth Rate =	**1.24%**
										USE	**2%**

[a] Source: Based upon historical data; MassDOT Transportation Data Management System.

TRIP GENERATION CALCULATIONS

Site Code: MAX-2040569.01

Direction: **NB & SB** **Weekly Report**

Day	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Weekday Ave		Week Ave	
Date	12/04/24		12/05/24		12/06/24		12/07/24		12/08/24		12/09/24		12/10/24					
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	17	1	16	0	19	0	7	0	0	0	9	0	16	0	15	0	14
12:15	0	17	0	7	0	12	0	7	0	0	0	14	0	12	0	12	0	12
12:30	0	12	0	22	0	11	2	2	0	0	1	11	0	8	0	13	1	11
12:45	0	16	1	18	0	13	0	0	0	0	0	14	0	11	0	14	0	12
1:00	0	11	0	12	0	9	0	0	0	0	0	16	1	14	0	12	0	10
1:15	0	16	3	11	0	12	0	0	0	0	0	16	0	10	1	13	1	11
1:30	0	13	0	9	0	8	0	0	0	1	2	12	0	10	0	10	0	9
1:45	0	12	0	8	0	10	0	0	0	0	0	13	0	6	0	10	0	8
2:00	0	11	0	8	1	8	0	0	0	0	0	13	0	14	0	11	0	9
2:15	0	15	0	10	0	6	0	0	0	0	0	13	0	11	0	11	0	9
2:30	1	11	0	11	0	9	0	0	0	1	0	13	0	9	0	11	0	9
2:45	1	12	0	9	0	8	0	0	0	0	0	5	0	8	0	8	0	7
3:00	0	11	0	9	0	10	0	0	0	0	1	12	0	11	0	11	0	9
3:15	0	10	0	7	3	7	0	0	0	0	0	7	0	9	1	8	1	7
3:30	0	9	0	6	0	10	0	0	0	0	0	8	1	12	0	9	0	8
3:45	1	5	0	2	0	8	0	0	0	0	0	6	0	12	0	7	0	6
4:00	2	8	1	7	0	3	0	0	0	0	0	6	0	15	1	8	1	7
4:15	0	12	0	9	2	6	0	0	0	2	0	8	1	9	1	9	1	7
4:30	1	11	1	13	0	7	0	0	0	0	2	6	1	6	1	9	1	7
4:45	1	6	2	10	1	13	0	0	0	0	0	8	0	10	1	9	1	8
5:00	2	2	0	3	1	4	0	0	0	0	1	5	1	2	1	3	1	3
5:15	1	1	1	0	1	4	1	0	0	1	2	1	2	3	1	2	1	2
5:30	1	2	5	0	2	4	2	0	2	1	0	0	2	0	2	1	2	1
5:45	10	2	3	2	5	0	4	2	0	0	4	4	6	0	6	2	5	2
6:00	7	3	8	2	16	0	3	0	0	0	10	0	11	0	10	1	9	1
6:15	5	1	14	0	12	1	3	0	0	0	5	0	9	2	9	1	8	1
6:30	4	1	8	1	5	1	0	0	0	0	2	0	6	0	5	1	4	1
6:45	5	0	15	0	7	1	2	0	0	0	6	0	8	0	8	0	7	0
7:00	8	0	12	0	8	0	0	0	0	0	15	1	10	1	11	0	9	0
7:15	12	0	9	0	11	0	5	0	0	0	9	3	6	1	9	1	9	1
7:30	5	1	11	1	9	0	5	0	0	0	8	0	9	1	8	1	8	1
7:45	7	0	9	1	14	0	4	0	0	0	11	0	4	0	9	0	8	0
8:00	11	0	11	0	10	2	2	0	0	0	13	0	9	0	11	0	9	0
8:15	7	0	8	0	12	0	2	0	0	0	9	0	9	0	9	0	8	0
8:30	8	0	13	0	13	1	5	0	0	1	9	0	9	1	10	0	10	0
8:45	6	0	7	0	7	0	2	0	0	1	11	1	9	0	8	0	7	0
9:00	14	0	9	0	7	0	1	0	0	0	11	0	11	0	10	0	9	0
9:15	10	0	7	3	7	0	1	0	0	0	8	0	11	0	9	1	7	1
9:30	3	0	12	1	7	0	2	0	0	0	10	0	9	0	8	0	7	0
9:45	12	0	5	0	14	0	5	0	0	0	8	0	9	0	10	0	9	0
10:00	12	0	11	0	8	0	4	0	0	0	10	0	8	0	10	0	9	0
10:15	13	0	11	0	11	0	2	0	0	0	11	0	7	0	11	0	9	0
10:30	9	0	8	1	9	0	2	0	0	0	11	0	10	0	9	0	8	0
10:45	10	0	10	1	6	0	4	0	0	0	13	1	11	0	10	0	9	0
11:00	13	0	7	0	14	0	5	0	0	0	14	0	4	1	10	0	10	0
11:15	9	0	11	2	10	0	9	0	0	0	15	0	11	1	11	1	11	1
11:30	12	0	16	0	11	0	10	0	0	0	14	1	9	0	12	0	12	0
11:45	16	1	16	0	11	0	4	0	0	0	17	0	9	1	14	0	12	0
Total	**239**	**249**	**266**	**222**	**255**	**207**	**91**	**18**	**2**	**8**	**263**	**227**	**223**	**227**	**249**	**226**	**223**	**192**
Day Total	**488**		**488**		**462**		**109**		**10**		**490**		**450**		**476**		**415**	
Peak HR	11:00 AM	12:00 PM	7:45 AM	12:00 PM	11:00 AM	12:00 PM	11:00 AM	12:00 PM	4:45 AM	1:45 PM	10:45 AM	1:30 PM	8:30 AM	3:15 PM	11:00 AM	12:00 PM	11:00 AM	12:00 PM
Volume	**24**	**30**	**23**	**28**	**26**	**23**	**18**	**11**	**1**	**1**	**28**	**33**	**21**	**27**	**19**	**20**	**19**	**20**

Day Tonnag	**1944.01**	**2379.09**	**2608.06**	**99.30**		**1342.46**	**2306.17**	**2115.96**	**1779.85**
Trips pe	**0.251**	**0.205**	**0.177**	**1.098**		**0.365**	**0.195**	**0.225**	**0.233**

Hourly Volume beginning

	Wednesday 12/04/24		Thursday 12/05/24		Friday 12/06/24		Saturday 12/07/24		Monday 12/09/24		Tuesday 12/10/24		Weekday Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	62	2	63	0	55	2	16	1	48	0	47	1	49
12:15	0	56	1	59	0	45	2	9	1	55	1	45	1	45
12:30	0	55	4	63	0	45	2	2	1	57	1	43	1	44
12:45	0	56	4	50	0	42	0	0	2	58	1	45	1	42
1:00	0	52	3	40	0	39	0	0	2	57	1	40	1	38
1:15	0	52	3	36	1	38	0	0	2	54	0	40	1	37
1:30	0	51	0	35	1	32	0	0	2	51	0	41	1	35
1:45	1	49	0	37	1	33	0	0	0	52	0	40	0	35
2:00	2	49	0	38	1	31	0	0	0	44	0	42	1	34
2:15	2	49	0	39	0	33	0	0	1	43	0	39	1	34
2:30	2	44	0	36	3	34	0	0	1	37	0	37	1	31
2:45	1	42	0	31	3	35	0	0	1	32	1	40	1	30
3:00	1	35	0	24	3	35	0	0	1	33	1	44	1	29
3:15	3	32	1	22	3	28	0	0	0	27	1	48	2	26
3:30	3	34	1	24	2	27	0	0	0	28	2	48	2	27
3:45	4	36	2	31	2	24	0	0	2	26	2	42	2	27
4:00	4	37	4	39	3	29	0	0	2	28	2	40	3	29
4:15	4	31	3	35	4	30	0	0	3	27	3	27	3	25
4:30	5	20	4	26	3	28	1	0	5	20	4	21	4	19
4:45	5	11	8	13	5	25	3	0	3	14	5	15	5	13
5:00	14	7	9	5	9	12	7	2	7	10	11	5	10	7
5:15	19	8	17	4	24	8	10	2	16	5	21	3	19	5
5:30	23	8	30	4	35	5	12	2	19	4	28	2	27	4
5:45	26	7	33	5	38	2	10	2	21	4	32	2	30	4
6:00	21	5	45	3	40	3	8	0	23	0	34	2	33	2
6:15	22	2	49	1	32	3	5	0	28	1	33	3	33	2
6:30	29	1	44	1	31	2	7	0	32	4	30	2	33	2
6:45	30	1	47	1	35	1	12	0	38	4	33	3	37	2
7:00	32	1	41	2	42	0	14	0	43	4	29	3	37	2
7:15	35	1	40	2	44	2	16	0	41	3	28	2	38	2
7:30	30	1	39	2	45	2	13	0	41	0	31	1	37	1
7:45	33	0	41	1	49	3	13	0	42	0	31	1	39	1
8:00	32	0	39	0	42	3	11	0	42	1	36	1	38	1
8:15	35	0	37	0	39	1	10	0	40	1	38	1	38	1
8:30	38	0	36	3	34	1	9	0	39	1	40	1	37	1
8:45	33	0	35	4	28	0	6	0	40	1	40	0	35	1
9:00	39	0	33	4	35	0	9	0	37	0	40	0	37	1
9:15	37	0	35	4	36	0	12	0	36	0	37	0	36	1
9:30	40	0	39	1	40	0	13	0	39	0	33	0	38	0
9:45	46	0	35	1	42	0	13	0	40	0	34	0	39	0
10:00	44	0	40	2	34	0	12	0	45	1	36	0	40	1
10:15	45	0	36	2	40	0	13	0	49	1	32	1	40	1
10:30	41	0	36	4	39	0	20	0	53	1	36	2	41	1
10:45	44	0	44	3	41	0	28	0	56	2	35	2	44	1
11:00	50	1	50	2	46	0	28	0	60	1	33	3	48	1
11:15	54		59		51		30		55		45		53	
11:30	62		55		53		28		54		46		54	
11:45	62		61		53		20		51		45		54	
Peak Hour =		62		63		55		30		60		48		54
Weekday AM Peak (7-9 AM) =	35		41		49		16		43		36		39	
Weekday PM Peak (4-6 PM) =		37		39		30		2		28		40		29

DEVENS RECYCLING CENTER - 2024 TONNAGE PER VEHICLE DATA

Vehicle Type	Tons per Vehicle
Inbound Truck	4.25
Inbound Trailer	26.02
Outbound Truck	14.12
Outbound Trailer	23.37
Outbound Rail	87.5

Annual Inbound Material		
By Truck	157251.48	55%
By Trailer	126923.69	45%
TOTAL	284175.17	100%

Annual Outbound Material		
By Truck	2768.12	1%
By Trailer	144673.13	50%
By Rail	143932.55	49%
TOTAL	291373.8	100%

2024 PEAK SATURDAY TRIP GENERATION CALCULATIONS

Peak Saturday Daily Load = 845.16 tons

Inbound Vehicles:	Tons	Tons/Load	Loads
Trucks	467.6787	4.25	110.042
Trailers	377.4813	26.02	14.50735
Total	845.16		124.5494

Outbound Vehicles	Tons	Tons/Load	Loads
Trucks	8.02922	14.12	0.568642
Trailers	419.6395	23.37	17.95633
Rail	417.4913	87.5	4.771329
Total	845.16		23.2963

Existing Peak Saturday Daily Trips			
Type of Vehicle	**Enter**	**Exit**	**Total**
Trucks	**111**	**111**	**222**
Trailers	**33**	**33**	**66**
TOTAL	**144**	**144**	**288**

Date	Total Tonnage	Outbound Tonnage	Inbound Tonnage	%Inbound
12/6/2024	2608.06	1656.75	951.31	36%
12/7/2025	99.3	0	99.3	100%
12/9/2025	1342.46	537.5	804.96	60%
12/10/2025	2106.38	1293.53	812.85	39%

DEVENS RECYCLING CENTER - 2024 MONTHLY TONNAGE PROCESSED

Weekday							
Month	Total Monthly Tonnage	Days in Month	Closed Days	Saturdays	Full Open Days	Average Tons per Day	Average Accepted Tons per Day
January	38528.21	31	6	4	23	1675.14	837.57
February	35658.34	29	5	4	22	1620.83	810.42
March	36823.89	31	5	5	23.5	1566.97	783.49
April	43401.98	30	4	4	24	1808.42	904.21
May	**53158.82**	**31**	**5**	**4**	**24**	**2214.95**	**1107.48**
June	46186.52	30	5	5	22.5	2052.73	1026.37
July	48968.64	31	5	4	24	2040.36	1020.18
August	49137.39	31	4	5	24.5	2005.61	1002.80
September	42056.32	30	6	4	22	1911.65	955.83
October	45973.47	31	4	4	25	1838.94	919.47
November	43448.62	30	5	5	22.5	1931.05	965.52
December	37302.74	31	6	4	23	1621.86	810.93
December 4-10, 2024	**10579.79**	**7**	**1**	**1**	**5**	**2115.96**	**1057.98**
TOTAL	**520644.94**	**366**	**60**		**280**	**1859.45**	929.72
PEAK MONTH						**2214.95**	**1107.48**
ADJUSTMENT TO PEAK MONTH						**1.05**	**1.05**

Saturday			
Month	Date	Daily Tonnage	Accepted Tonnage
January	1/6/2024	1690.32	**845.16**
February	2/17/2024	1496.34	748.17
March	3/23/2024	428.49	214.25
April	4/27/2024	1650.32	825.16
May	5/25/2024	617.57	308.79
June	6/29/2024	1420.43	710.22
July	7/6/2024	1381.63	690.82
August	8/31/2024	555.67	277.84
September	9/25/2024	1677.64	838.82
October	10/26/2024	470.83	235.42
November	11/30/2024	437.50	218.75
December	12/28/2024	1210.86	605.43
December	**12/7/2024**	**99.30**	**99.30**
TOTAL (AVERAGE)		**1075.16**	**537.58**
PEAK MONTH		**1690.32**	**845.16**
ADJUSTMENT TO PEAK SATURDAY		**17.02**	**8.51**

DEVENS RECYCLING CENTER - EXISTING SATURDAY HOURLY TONNAGE PROCESSED IN 2024

Hour	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
6:00 - 7:00	81.15	78.94	51.95	188.64	123.69	100.60	222.32	75.40	898.29	71.08	84.52	43.71	**2020.29**
7:00 - 8:00	124.18	134.63	121.76	325.41	100.67	136.47	79.39	201.02	64.55	107.08	134.59	31.53	**1561.28**
8:00 - 9:00	1297.58	1114.97	87.49	937.32	107.02	110.56	72.59	67.52	94.77	95.88	77.65	3.45	**4066.80**
9:00 - 10:00	75.85	21.70	103.11	83.15	111.89	823.17	82.22	76.66	58.65	80.34	95.11	12.19	**1624.04**
10:00 - 11:00	80.40	118.10	54.66	85.16	143.76	94.90	48.81	75.13	129.49	66.22	21.49	813.55	**1731.67**
11:00 - 12:00	31.16	28.00	9.52	30.65	30.55	61.16	863.02	59.94	431.79	50.23	24.14	35.44	**1655.60**
TOTAL	1690.32	1496.34	428.49	1650.33	617.58	1326.86	1368.35	555.67	1677.54	470.83	437.50	939.87	**12659.68**

Hour	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.	WT AVG.
6:00 - 7:00	4.8%	5.3%	12.1%	11.4%	20.0%	7.6%	16.2%	13.6%	53.5%	15.1%	19.3%	4.7%	**15.3%**	**16.0%**
7:00 - 8:00	7.3%	9.0%	28.4%	19.7%	16.3%	10.3%	5.8%	36.2%	3.8%	22.7%	30.8%	3.4%	**16.1%**	**12.3%**
8:00 - 9:00	76.8%	74.5%	20.4%	56.8%	17.3%	8.3%	5.3%	12.2%	5.6%	20.4%	17.7%	0.4%	**26.3%**	**32.1%**
9:00 - 10:00	4.5%	1.5%	24.1%	5.0%	18.1%	62.0%	6.0%	13.8%	3.5%	17.1%	21.7%	1.3%	**14.9%**	**12.8%**
10:00 - 11:00	4.8%	7.9%	12.8%	5.2%	23.3%	7.2%	3.6%	13.5%	7.7%	14.1%	4.9%	86.6%	**15.9%**	**13.7%**
11:00 - 12:00	1.8%	1.9%	2.2%	1.9%	4.9%	4.6%	63.1%	10.8%	25.7%	10.7%	5.5%	3.8%	**11.4%**	**13.1%**
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	**100%**	**100.0%**

NOTE: The facility was open beyond 12:00 PM in June and July. The tonnage represents only that tonnage received prior to 12:00 PM. Total daily tonnage is higher

DEVENS RECYCLING CENTER - EXISTING TRIP GENERATION SUMMARY

Weekday Daily = Monday, December 9, 2024
Weekday AM Peak Hour = Friday, December 6, 2024, 7:45 - 8:45 AM
Weekday PM Peak Hour = Tuesday, December 10, 2024, 4:00 - 5:00 PM
Saturday Daily = Saturday, December 7, 2024
Saturday Midday Peak Hour = Saturday, December 7, 2024, 11:15 AM - 12:15 PM

	Existing Site-Generated Trips (December 2024 Raw Data)													
	Enter (NB)				Exit (SB)				Total					
Time Period	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total	Inbound Tonnage	Date
Weekday Daily =	51	156	38	245	52	153	40	245	103	309	78	490	804.96	12/9/2024
Weekday AM Peak Hour =	3	20	2	25	1	18	5	24	4	38	7	49	951.31	12/6/2024
Weekday PM Peak Hour =	4	7	4	15	12	9	4	25	16	16	8	40	812.85	12/10/2024
Saturday Daily =	29	24	1	54	31	23	1	55	60	47	2	109	99.3	12/7/2024
Saturday Midday Peak Hour =	5	2	0	7	17	6	0	23	22	8	0	30	99.3	12/7/2024

	Existing Site-Generated Trips (Adjusted to 1500-ton day)											
	Enter (NB)				Exit (SB)				Total			
Time Period	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total	Cars & Light Goods	Single Unit Heavy	Multi Unit Heavy	Total
Weekday Daily =	51	163	40	254	52	160	42	254	103	323	82	508
Weekday AM Peak Hour =	3	21	2	26	1	19	5	25	4	40	7	51
Weekday PM Peak Hour =	4	7	4	15	12	9	4	25	16	16	8	40
Saturday Daily =	29	111	33	173	31	111	33	175	60	222	66	348
Saturday Midday Peak Hour =	5	15	4	24	17	15	4	36	22	30	8	60

Note: No adjustment applied to Car trips as these represent employees
Weekday Volumes Adjusted by 5 percent to represent peak month conditions.
Saturday Daily volumes are estimated based on the peak tonnage processed on Saturday, January 6, 2024 and average tonnage per truck/trailer loads inbound and outbound.
Saturday Midday Volumes estimated based on percentage of peak day trips occurring in peak hour from Saturday Tonnage Data.

Time Period	Maximum Tons per Day	Peak Tons Per Day	
		Weekday	Saturday
Existing =	1500	1107	845
Future =	1500	1500	1500
Increase =	**0**	**393**	**655**
Future =	2000	2000	2000
Increase =	**2000**	**893**	**1155**

Weekday Daily Trip Increase (1500 tons with Expanded Hours)

Vehicle Type	Percent by	Tonnage by	Tons per Vehicle	**Daily Loads**	Percent during AM Peak	Trips during AM Peak	Percent during PM Peak	Trips during PM Peak
INBOUND VEHICLES								
Inbound Truck	55%	217.2	4.25	**52**	12.4%	6	5.1%	3
Inbound Trailer	45%	175.3	26.02	**7**	8.9%	1	11.1%	1
OUTBOUND VEHICLES								
Outbound Truck	1%	3.7	14.12	**1**	12.4%	0	5.1%	0
Outbound Trailer	50%	194.9	23.37	**9**	8.9%	1	11.1%	1
Outbound Rail	49%	193.9	87.5	**3**	8.9%	0	11.1%	0

Weekday Daily Trip Increase (2000 tons with Expanded Hours]

Vehicle Type	Percent by	Tonnage by	Tons per Vehicle	**Daily Loads**	Percent during AM Peak	Trips during AM Peak	Percent during PM Peak	Trips during PM Peak
INBOUND VEHICLES								
Inbound Truck	55%	493.9	4.25	**117**	12.4%	15	5.1%	6
Inbound Trailer	45%	398.6	26.02	**16**	8.9%	1	11.1%	2
OUTBOUND VEHICLES								
Outbound Truck	1%	8.5	14.12	**1**	12.4%	0	5.1%	0
Outbound Trailer	50%	443.2	23.37	**19**	8.9%	2	11.1%	2
Outbound Rail	49%	440.9	87.5	**6**	8.9%	1	11.1%	1

Saturday Daily Trip Increase (1500 Tons with Expanded Hours]

Vehicle Type	Percent by	Tonnage by	Tons per Vehicle	**Daily Loads**	Percent during Midday Peak	Trips during Midday Peak
INBOUND VEHICLES						
Inbound Truck	55%	362.4	4.25	**86**	13.1%	11
Inbound Trailer	45%	292.5	26.02	**12**	13.1%	2
OUTBOUND VEHICLES						
Outbound Truck	1%	6.2	14.12	**1**	13.1%	0
Outbound Trailer	50%	325.1	23.37	**14**	13.1%	2
Outbound Rail	49%	323.5	87.5	**4**	13.1%	1

Saturday Daily Trip Increase (2000 Tons with Expanded Hours]

Vehicle Type	Percent by	Tonnage by	Tons per Vehicle	**Daily Loads**	Percent during Midday Peak	Trips during Midday Peak
INBOUND VEHICLES						
Inbound Truck	55%	639.0	4.25	**151**	13.1%	20
Inbound Trailer	45%	515.8	26.02	**20**	13.1%	3
OUTBOUND VEHICLES						
Outbound Truck	1%	11.0	14.12	**1**	13.1%	0
Outbound Trailer	50%	573.4	23.37	**25**	13.1%	3
Outbound Rail	49%	570.5	87.5	**7**	13.1%	1

DEVENS RECYCLING CENTER - TRIP GENERATION SUMMARY (EXPANDED HOURS OF OPERATION - 1500 TPD)

	Existing Unadjusted Trips				Existing Peak Day Trips				Additional Peak Day Trips				Proposed Peak Day Trips				Net Increase in Trips (Proposed Peak Day vs.			
Time Period / Direction	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total
Weekday Daily																				
Enter	51	156	38	**245**	51	163	40	**254**	52	53	16	**121**	103	216	56	**375**	52	60	18	**130**
Exit	52	153	40	**245**	52	160	42	**254**	52	53	16	**121**	104	213	58	**375**	52	60	18	**130**
Total	103	309	78	**490**	103	323	82	**508**	104	106	32	**242**	207	429	114	**750**	104	120	36	**260**
Weekday AM Peak Hour																				
Enter	3	20	2	**25**	3	21	2	**26**	1	6	2	**9**	4	27	4	**35**	1	7	2	**10**
Exit	1	18	5	**24**	1	19	5	**25**	0	6	2	**8**	1	25	7	**33**	0	7	2	**9**
Total	4	38	7	**49**	4	40	7	**51**	1	12	4	**17**	5	52	11	**68**	1	14	4	**19**
Weekday PM Peak Hour																				
Enter	4	7	4	**15**	4	7	4	**15**	1	3	2	**6**	5	10	6	**21**	1	3	2	**6**
Exit	12	9	4	**25**	12	9	4	**25**	4	3	2	**9**	16	12	6	**34**	4	3	2	**9**
Total	16	16	8	**40**	16	16	8	**40**	5	6	4	**15**	21	22	12	**55**	5	6	4	**15**
Saturday Daily																				
Enter	29	24	1	**54**	29	111	33	**173**	30	87	26	**143**	59	198	59	**316**	30	174	58	**262**
Exit	31	23	1	**55**	31	111	33	**175**	30	87	26	**143**	61	198	59	**318**	30	175	58	**263**
Total	60	47	2	**109**	60	222	66	**348**	60	174	52	**286**	120	396	118	**634**	60	349	116	**525**
Saturday Midday Peak Hour																				
Enter	5	2	0	**7**	5	15	4	**24**	2	11	4	**17**	7	26	8	**41**	2	24	8	**34**
Exit	17	6	0	**23**	17	15	4	**36**	6	11	4	**21**	23	26	8	**57**	6	20	8	**34**
Total	22	8	0	**30**	22	30	8	**60**	8	22	8	**38**	30	52	16	**98**	8	44	16	**68**

DEVENS RECYCLING CENTER - TRIP GENERATION SUMMARY (EXPANDED HOURS OF OPERATION - 2000 TPD)

	Existing Unadjusted Trips				Existing Peak Day Trips				Additional Peak Day Trips				Proposed Peak Day Trips				Net Increase in Trips (Proposed Peak Day vs.			
Time Period / Direction	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total	Cars	Single-Unit Trips	Multi-Unit Trucks	Total
Weekday Daily																				
Enter	51	156	38	**245**	51	163	40	**254**	52	118	35	**205**	103	281	75	**459**	52	125	37	**214**
Exit	52	153	40	**245**	52	160	42	**254**	52	118	35	**205**	104	278	77	**459**	52	125	37	**214**
Total	103	309	78	**490**	103	323	82	**508**	104	236	70	**410**	207	559	152	**918**	104	250	74	**428**
Weekday AM Peak Hour																				
Enter	3	20	2	**25**	3	21	2	**26**	2	15	3	**20**	5	36	5	**46**	2	16	3	**21**
Exit	1	18	5	**24**	1	19	5	**25**	1	15	3	**19**	2	34	8	**44**	1	16	3	**20**
Total	4	38	7	**49**	4	40	7	**51**	3	30	6	**39**	7	70	13	**90**	3	32	6	**41**
Weekday PM Peak Hour																				
Enter	4	7	4	**15**	4	7	4	**15**	3	6	4	**13**	7	13	8	**28**	3	6	4	**13**
Exit	12	9	4	**25**	12	9	4	**25**	10	6	4	**20**	22	15	8	**45**	10	6	4	**20**
Total	16	16	8	**40**	16	16	8	**40**	13	12	8	**33**	29	28	16	**73**	13	12	8	**33**
Saturday Daily																				
Enter	29	24	1	**54**	29	111	33	**173**	30	152	45	**227**	59	263	78	**400**	30	239	77	**346**
Exit	31	23	1	**55**	31	111	33	**175**	30	152	45	**227**	61	263	78	**402**	30	240	77	**347**
Total	60	47	2	**109**	60	222	66	**348**	60	304	90	**454**	120	526	156	**802**	60	479	154	**693**
Saturday Midday Peak Hour																				
Enter	5	2	0	**7**	5	15	4	**24**	4	20	6	**30**	9	35	10	**54**	4	33	10	**47**
Exit	17	6	0	**23**	17	15	4	**36**	14	20	6	**40**	31	35	10	**76**	14	29	10	**53**
Total	22	8	0	**30**	22	30	8	**60**	18	40	12	**70**	40	70	20	**130**	18	62	20	**100**

REPUBLIC SERVICES

Hourly Tonnage Report

Recycle and Disposal Waste
Transactions From 12/4/2024 through 12/4/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	11	-5	6	128.39
07:00 - 08:00	8	11	19	543.61
08:00 - 09:00	6	7	13	66.74
09:00 - 10:00	9	10	19	183.92
10:00 - 11:00	9	10	19	152.53
11:00 - 12:00	10	11	21	159.03
12:00 - 13:00	6	14	20	149.06
13:00 - 14:00	10	10	20	209.08
14:00 - 15:00	6	17	23	191.00
15:00 - 16:00	3	15	18	99.62
16:00 - 17:00	0	11	11	61.03
Report Grand Totals *189 tickets and 216 transactions*	78	111	189	1,944.01

24-hour average trucks/hour: 7.88
Activity-hour average trucks/hour: 17.18

24-hour average tons/hour: 81.00
Activity-hour average tons/hour: 176.73

REPUBLIC SERVICES

Hourly Tonnage Report

Recycle and Disposal Waste
Transactions From 12/5/2024 through 12/5/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	18	-2	16	525.66
07:00 - 08:00	18	4	22	466.62
08:00 - 09:00	8	11	19	168.49
09:00 - 10:00	7	12	19	166.10
10:00 - 11:00	9	8	17	188.07
11:00 - 12:00	9	11	20	184.76
12:00 - 13:00	15	4	19	161.91
13:00 - 14:00	6	16	22	138.42
14:00 - 15:00	10	9	19	180.83
15:00 - 16:00	6	8	14	124.74
16:00 - 17:00	5	4	9	73.50
Report Grand Totals *196 tickets and 223 transactions*	111	85	196	2,379.09

24-hour average trucks/hour: 8.17
Activity-hour average trucks/hour: 17.82

24-hour average tons/hour: 99.13
Activity-hour average tons/hour: 216.28

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/6/2024 through 12/12/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
07:00 - 08:00	56	46	102	2,425.71
08:00 - 09:00	47	54	101	1,450.21
09:00 - 10:00	36	60	96	744.55
10:00 - 11:00	42	58	100	932.81
11:00 - 12:00	42	58	100	852.73
12:00 - 13:00	41	63	104	644.45
13:00 - 14:00	27	62	89	664.27
14:00 - 15:00	40	45	85	803.80
15:00 - 16:00	31	56	87	873.28
16:00 - 17:00	16	30	46	396.80
Report Grand Totals	378	532	910	9,788

	11.2%
	11.1%
	10.5%
	11.0%
	11.0%
	11.4%
	9.8%
	9.3%
	9.6%
	5.1%
	100.0%
3.60	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/6/2024 through 12/6/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
06:00 - 07:00	10	1	11	218.43	5.6%
07:00 - 08:00	22	7	29	868.33	14.6%
08:00 - 09:00	15	8	23	164.35	11.6%
09:00 - 10:00	7	13	20	136.80	10.1%
10:00 - 11:00	7	9	16	168.85	8.1%
11:00 - 12:00	7	11	18	142.51	9.1%
12:00 - 13:00	6	12	18	127.84	9.1%
13:00 - 14:00	8	11	19	143.14	9.6%
14:00 - 15:00	5	10	15	126.90	7.6%
15:00 - 16:00	3	16	19	325.43	9.6%
16:00 - 17:00	3	7	10	185.49	5.1%
					100%
Report Grand Totals	93	105	198	2,608.06	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/7/2024 through 12/7/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	3	2	5	42.18	20.8%
08:00 - 09:00	0	4	4	10.66	16.7%
09:00 - 10:00	0	3	3	5.62	12.5%
10:00 - 11:00	1	4	5	21.73	20.8%
11:00 - 12:00	0	7	7	19.11	29.2%
					100.0%
Report Grand Totals	4	20	24	99.30	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/9/2024 through 12/9/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	6	12	18	127.79	9.6%
08:00 - 09:00	10	10	20	168.95	10.7%
09:00 - 10:00	6	9	15	115.27	8.0%
10:00 - 11:00	8	12	20	192.73	10.7%
11:00 - 12:00	9	15	24	161.98	12.8%
12:00 - 13:00	4	18	22	83.45	11.8%
13:00 - 14:00	7	17	24	181.33	12.8%
14:00 - 15:00	8	14	22	190.75	11.8%
15:00 - 16:00	4	11	15	87.45	8.0%
16:00 - 17:00	0	7	7	32.76	3.7%
					100.0%
Report Grand Totals	62	125	187	1,342.46	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/10/2024 through 12/10/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	3	10	13	109.77	7.4%
08:00 - 09:00	9	15	24	826.97	13.7%
09:00 - 10:00	6	11	17	124.33	9.7%
10:00 - 11:00	11	7	18	231.92	10.3%
11:00 - 12:00	8	6	14	150.77	8.0%
12:00 - 13:00	7	15	22	111.62	12.6%
13:00 - 14:00	3	13	16	86.78	9.1%
14:00 - 15:00	11	6	17	174.68	9.7%
15:00 - 16:00	12	9	21	198.47	12.0%
16:00 - 17:00	5	8	13	91.07	7.4%
					100.0%
Report Grand Totals	75	100	175	2,106.38	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/11/2024 through 12/11/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	5	6	11	103.93	7.1%
08:00 - 09:00	5	9	14	128.23	9.0%
09:00 - 10:00	8	12	20	166.07	12.9%
10:00 - 11:00	10	15	25	169.29	16.1%
11:00 - 12:00	12	7	19	201.26	12.3%
12:00 - 13:00	10	11	21	152.93	13.5%
13:00 - 14:00	6	13	19	150.27	12.3%
14:00 - 15:00	8	3	11	145.39	7.1%
15:00 - 16:00	5	10	15	115.80	9.7%
					100.0%
Report Grand Totals	69	86	155	1,333.17	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/12/2024 through 12/12/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
06:00 - 07:00	12	-1	11		6.0%
07:00 - 08:00	17	9	26	1,173.71	14.2%
08:00 - 09:00	8	8	16	151.05	8.7%
09:00 - 10:00	9	12	21	196.46	11.5%
10:00 - 11:00	5	11	16	148.29	8.7%
11:00 - 12:00	6	12	18	177.10	9.8%
12:00 - 13:00	14	7	21	168.61	11.5%
13:00 - 14:00	3	8	11	102.75	6.0%
14:00 - 15:00	8	12	20	166.08	10.9%
15:00 - 16:00	7	10	17	146.13	9.3%
16:00 - 17:00	3	3	6	22.39	3.3%
					100.0%
Report Grand Totals	92	91	183	2,452.57	

Total material

	#	Tons
IN	41856	284175.17
OUT	8031.00	291373.80

IN

Origin	#	Tons
Peabody Trl	4647	121024.36
Roxbury Trl	231	5899.33
	4878	126923.69
	Average Tons Per Load	**26.02**

OUT

Destination	#	Tons
Pine Rail Gonz	611	51329.67
Brunswick Rail Gonz	271	24557.02
Syunny Rail Gonz	763	68045.86
	1645	143932.55

Carleton Trl	4774	112693.02
Allied Metal Trl	7	133.21
Excel Metal Trl	35	773.32
Shingle Trls	198	2703.91
Mattress Trl	10	42.09
Concrete Trl	672	18061.96
Wood Trl	215	4633.66
WTE Metal Trl	279	5631.96
Outbound	6190	144673.13
Percentage Out by Truck by Weight		
Percentage Outbound by Truck		

23.37 Tons/Ave
51%
15%

Tons excluding trailers & Gondolas

	#	Tons
In	36978	157251.48
Out	196.00	2768.12

4.252568554

Total In	Total Tons	Average Tons per Load
41856	**284175.17**	**6.79**

Avg tons by trans type

In/Out	Type	Avg Tons
In	Truck	4.25
In	Trailer	26.02
Out	Truck	14.12
Out	Trailer	23.37
Out	Rail	87.50

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 1/1/2024 through 12/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	2,659	2,269	4,928	89,656.50	10.4%
08:00 - 09:00	2,209	2,849	5,058	71,703.78	10.7%
09:00 - 10:00	1,898	3,108	5,006	56,801.02	10.6%
10:00 - 11:00	2,173	2,968	5,141	54,079.75	10.8%
11:00 - 12:00	2,212	3,262	5,474	50,171.26	11.5%
12:00 - 13:00	2,108	3,238	5,346	44,753.91	11.3%
13:00 - 14:00	2,163	3,108	5,271	51,431.73	11.1%
14:00 - 15:00	1,726	2,825	4,551	39,757.14	9.6%
15:00 - 16:00	1,424	2,574	3,998	38,255.62	8.4%
16:00 - 17:00	914	1,721	2,635	19,739.67	5.6%
					100%
Report Grand Totals	19,486	27,922	47,408	516,350.35	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 1/1/2024 through 1/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	220	114	334	6,737.71	9.8%
08:00 - 09:00	198	164	362	6,135.36	10.7%
09:00 - 10:00	149	211	360	4,161.41	10.6%
10:00 - 11:00	165	196	361	3,263.09	10.6%
11:00 - 12:00	190	191	381	4,413.64	11.2%
12:00 - 13:00	175	222	397	3,658.78	11.7%
13:00 - 14:00	196	225	421	3,720.75	12.4%
14:00 - 15:00	162	174	336	3,144.36	9.9%
15:00 - 16:00	107	167	274	2,167.72	8.1%
16:00 - 17:00	65	105	170	1,125.41	5.0%
					100.0%
Report Grand Totals	1,627	1,769	3,396	38,528.21	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 2/1/2024 through 2/29/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	173	127	300	4,422.27	9.3%
08:00 - 09:00	167	185	352	7,198.77	10.9%
09:00 - 10:00	161	187	348	3,813.08	10.8%
10:00 - 11:00	187	175	362	3,607.49	11.2%
11:00 - 12:00	195	168	363	3,471.04	11.3%
12:00 - 13:00	143	226	369	2,848.22	11.4%
13:00 - 14:00	194	177	371	3,536.48	11.5%
14:00 - 15:00	169	173	342	3,052.26	10.6%
15:00 - 16:00	143	126	269	2,608.04	8.3%
16:00 - 17:00	58	92	150	1,100.69	4.6%
Report Grand Totals	1,590	1,636	3,226	35,658.34	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 3/1/2024 through 3/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	187	147	334	4,893.98	9.9%
08:00 - 09:00	142	247	389	5,537.33	11.5%
09:00 - 10:00	121	220	341	4,068.20	10.1%
10:00 - 11:00	198	200	398	4,625.16	11.8%
11:00 - 12:00	174	232	406	3,614.99	12.0%
12:00 - 13:00	165	230	395	2,976.30	11.7%
13:00 - 14:00	167	183	350	3,431.13	10.3%
14:00 - 15:00	158	175	333	3,044.72	9.8%
15:00 - 16:00	122	155	277	3,129.49	8.2%
16:00 - 17:00	50	114	164	1,502.61	4.8%
					100.0%
Report Grand Totals	1,484	1,903	3,387	36,823.89	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 4/1/2024 through 4/30/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	186	222	408	6,373.34	10.2%
08:00 - 09:00	184	259	443	8,312.30	11.1%
09:00 - 10:00	168	241	409	4,414.24	10.2%
10:00 - 11:00	189	212	401	3,814.13	10.0%
11:00 - 12:00	174	299	473	4,159.61	11.8%
12:00 - 13:00	172	287	459	3,907.64	11.5%
13:00 - 14:00	175	267	442	3,739.74	11.0%
14:00 - 15:00	146	244	390	3,612.80	9.7%
15:00 - 16:00	148	221	369	3,125.64	9.2%
16:00 - 17:00	78	131	209	1,942.55	5.2%
					100.0%
Report Grand Totals	1,620	2,383	4,003	43,401.98	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 5/1/2024 through 5/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
06:00 - 07:00	231	-29	202	4,294.55	4.6%
07:00 - 08:00	216	253	469	8,706.06	10.6%
08:00 - 09:00	166	235	401	4,752.69	9.1%
09:00 - 10:00	159	271	430	5,264.95	9.7%
10:00 - 11:00	201	317	518	7,656.35	11.7%
11:00 - 12:00	183	291	474	4,896.84	10.7%
12:00 - 13:00	199	291	490	3,993.36	11.1%
13:00 - 14:00	174	298	472	5,000.36	10.7%
14:00 - 15:00	129	249	378	3,676.86	8.6%
15:00 - 16:00	113	226	339	3,018.81	7.7%
16:00 - 17:00	97	146	243	1,898.01	5.5%
					100.0%
Report Grand Totals	1,868	2,548	4,416	53,158.82	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 6/1/2024 through 6/30/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	250	203	453	8,155.34	11.0%
08:00 - 09:00	182	262	444	5,469.26	10.8%
09:00 - 10:00	176	293	469	7,100.27	11.4%
10:00 - 11:00	156	259	415	4,765.77	10.1%
11:00 - 12:00	173	325	498	4,565.57	12.1%
12:00 - 13:00	179	316	495	3,660.37	12.0%
13:00 - 14:00	187	258	445	4,713.84	10.8%
14:00 - 15:00	107	266	373	2,933.84	9.1%
15:00 - 16:00	85	215	300	3,251.95	7.3%
16:00 - 17:00	84	138	222	1,570.32	5.4%
					100.0%
Report Grand Totals	1,579	2,535	4,114	46,186.52	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 7/1/2024 through 7/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	211	217	428	6,555.66	9.5%
08:00 - 09:00	231	271	502	8,380.54	11.2%
09:00 - 10:00	177	266	443	4,891.75	9.9%
10:00 - 11:00	171	326	497	4,749.29	11.1%
11:00 - 12:00	211	338	549	5,530.32	12.2%
12:00 - 13:00	184	326	510	4,256.59	11.4%
13:00 - 14:00	171	334	505	4,292.09	11.3%
14:00 - 15:00	130	279	409	3,680.87	9.1%
15:00 - 16:00	122	252	374	4,337.41	8.3%
16:00 - 17:00	102	169	271	2,294.14	6.0%
					100.0%
Report Grand Totals	1,710	2,778	4,488	48,968.64	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 8/1/2024 through 8/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	256	273	529	13,143.55	11.9%
08:00 - 09:00	164	300	464	4,596.21	10.4%
09:00 - 10:00	189	280	469	4,845.25	10.5%
10:00 - 11:00	154	287	441	4,053.03	9.9%
11:00 - 12:00	187	332	519	4,587.33	11.7%
12:00 - 13:00	193	313	506	5,077.78	11.4%
13:00 - 14:00	187	281	468	4,362.26	10.5%
14:00 - 15:00	142	269	411	3,481.51	9.2%
15:00 - 16:00	113	271	384	3,226.25	8.6%
16:00 - 17:00	90	170	260	1,764.23	5.8%
					100.0%
Report Grand Totals	1,675	2,776	4,451	49,137.39	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 9/1/2024 through 9/30/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	237	175	412	6,446.60	10.2%
08:00 - 09:00	207	223	430	5,719.55	10.7%
09:00 - 10:00	147	292	439	4,223.67	10.9%
10:00 - 11:00	194	208	402	3,584.22	10.0%
11:00 - 12:00	192	253	445	4,100.64	11.1%
12:00 - 13:00	183	255	438	3,312.36	10.9%
13:00 - 14:00	200	253	453	6,174.04	11.3%
14:00 - 15:00	151	253	404	2,922.83	10.0%
15:00 - 16:00	126	245	371	4,090.78	9.2%
16:00 - 17:00	69	162	231	1,481.65	5.7%
					100.0%
Report Grand Totals	1,706	2,319	4,025	42,056.32	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 10/1/2024 through 10/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	262	207	469	7,350.80	10.4%
08:00 - 09:00	201	263	464	6,190.02	10.3%
09:00 - 10:00	156	298	454	5,271.38	10.1%
10:00 - 11:00	209	287	496	5,302.78	11.0%
11:00 - 12:00	197	296	493	3,839.30	10.9%
12:00 - 13:00	189	296	485	3,738.87	10.8%
13:00 - 14:00	222	302	524	5,702.90	11.6%
14:00 - 15:00	163	286	449	4,033.21	10.0%
15:00 - 16:00	106	281	387	2,928.06	8.6%
16:00 - 17:00	103	187	290	1,616.16	6.4%
					100.0%
Report Grand Totals	1,808	2,703	4,511	45,973.47	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 11/1/2024 through 11/30/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	238	181	419	8,375.57	10.5%
08:00 - 09:00	181	250	431	5,323.02	10.8%
09:00 - 10:00	164	289	453	4,899.62	11.3%
10:00 - 11:00	167	269	436	4,111.50	10.9%
11:00 - 12:00	167	305	472	3,743.03	11.8%
12:00 - 13:00	167	251	418	4,366.58	10.4%
13:00 - 14:00	152	269	421	3,566.33	10.5%
14:00 - 15:00	125	238	363	2,991.95	9.1%
15:00 - 16:00	119	224	343	3,683.15	8.6%
16:00 - 17:00	71	182	253	2,387.87	6.3%
					100.0%
Report Grand Totals	1,551	2,458	4,009	43,448.62	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/1/2024 through 12/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour	
07:00 - 08:00	223	150	373	8,495.65	10.4%
08:00 - 09:00	186	190	376	4,088.75	10.5%
09:00 - 10:00	131	260	391	3,847.23	10.9%
10:00 - 11:00	182	232	414	4,546.94	11.6%
11:00 - 12:00	169	232	401	3,248.96	11.2%
12:00 - 13:00	159	225	384	2,957.07	10.7%
13:00 - 14:00	138	261	399	3,191.82	11.1%
14:00 - 15:00	144	219	363	3,181.94	10.1%
15:00 - 16:00	120	191	311	2,688.34	8.7%
16:00 - 17:00	47	125	172	1,056.05	4.8%
					100.0%
Report Grand Totals	1,499	2,085	3,584	37,302.74	

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 1/6/2024 through 1/6/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	6	-2	4	81.15
07:00 - 08:00	6	2	8	124.18
08:00 - 09:00	17	9	26	1,297.58
09:00 - 10:00	3	5	8	75.85
10:00 - 11:00	4	8	12	80.40
11:00 - 12:00	2	10	12	31.16
Report Grand Totals	38	32	70	1,690.32

70 tickets and 77 transactions

24-hour average trucks/hour: 2.92

Activity-hour average trucks/hour: 11.67

24-hour average tons/hour: 70.43

Activity-hour average tons/hour: 281.72

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 2/17/2024 through 2/17/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	5	-2	3	78.94
07:00 - 08:00	9	-3	6	134.63
08:00 - 09:00	7	11	18	1,114.97
09:00 - 10:00	1	4	5	21.70
10:00 - 11:00	6	2	8	118.10
11:00 - 12:00	3	6	9	28.00
Report Grand Totals	31	18	49	1,496.34

49 tickets and 60 transactions

24-hour average trucks/hour: 2.04

Activity-hour average trucks/hour: 8.17

24-hour average tons/hour: 62.35

Activity-hour average tons/hour: 249.39

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 3/23/2024 through 3/23/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	3	-1	2	51.95
07:00 - 08:00	5	3	8	121.76
08:00 - 09:00	4	1	5	87.49
09:00 - 10:00	4	5	9	103.11
10:00 - 11:00	3	1	4	54.66
11:00 - 12:00	0	5	5	9.52
Report Grand Totals	19	14	33	428.49

33 tickets and 36 transactions

24-hour average trucks/hour: 1.38

Activity-hour average trucks/hour: 5.50

24-hour average tons/hour: 17.85

Activity-hour average tons/hour: 71.42

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 4/27/2024 through 4/27/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	8	-1	7	188.64
07:00 - 08:00	6	2	8	325.41
08:00 - 09:00	6	9	15	937.32
09:00 - 10:00	3	5	8	83.15
10:00 - 11:00	4	0	4	85.16
11:00 - 12:00	1	4	5	30.65
Report Grand Totals	28	19	47	1,650.32

47 tickets and 52 transactions

24-hour average trucks/hour: 1.96

Activity-hour average trucks/hour: 7.83

24-hour average tons/hour: 68.76

Activity-hour average tons/hour: 275.05

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 5/25/2024 through 5/25/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	7	-2	5	123.69
07:00 - 08:00	6	-2	4	100.67
08:00 - 09:00	4	4	8	107.02
09:00 - 10:00	5	2	7	111.88
10:00 - 11:00	6	6	12	143.76
11:00 - 12:00	1	2	3	30.55
Report Grand Totals	29	10	39	617.57

39 tickets and 49 transactions

24-hour average trucks/hour: 1.63

Activity-hour average trucks/hour: 6.50

24-hour average tons/hour: 25.73

Activity-hour average tons/hour: 102.93

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 6/29/2024 through 6/29/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	5	-1	4	100.60
07:00 - 08:00	6	5	11	136.47
08:00 - 09:00	4	10	14	110.56
09:00 - 10:00	3	15	18	823.17
10:00 - 11:00	7	3	10	94.90
11:00 - 12:00	3	4	7	61.16
12:00 - 13:00	2	3	5	93.57
Report Grand Totals	30	39	69	1,420.43

69 tickets and 78 transactions

24-hour average trucks/hour: 2.88

Activity-hour average trucks/hour: 9.86

24-hour average tons/hour: 59.18

Activity-hour average tons/hour: 202.92

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 7/6/2024 through 7/6/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	15	-4	11	222.32
07:00 - 08:00	2	2	4	79.39
08:00 - 09:00	5	0	5	72.59
09:00 - 10:00	9	-2	7	82.22
10:00 - 11:00	4	1	5	48.81
11:00 - 12:00	12	7	19	863.02
13:00 - 14:00	2	0	2	8.23
14:00 - 15:00	1	0	1	5.05
Report Grand Totals	50	4	54	1,381.63

54 tickets and 69 transactions

24-hour average trucks/hour: 2.25

Activity-hour average trucks/hour: 6.75

24-hour average tons/hour: 57.57

Activity-hour average tons/hour: 172.70

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 8/31/2024 through 8/31/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	3	0	3	75.40
07:00 - 08:00	8	3	11	201.02
08:00 - 09:00	3	6	9	67.52
09:00 - 10:00	7	1	8	76.66
10:00 - 11:00	3	6	9	75.13
11:00 - 12:00	3	5	8	59.94
Report Grand Totals	27	21	48	555.67

48 tickets and 55 transactions

24-hour average trucks/hour: 2.00

Activity-hour average trucks/hour: 8.00

24-hour average tons/hour: 23.15

Activity-hour average tons/hour: 92.61

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 9/28/2024 through 9/28/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	12	2	14	898.29
07:00 - 08:00	3	3	6	64.65
08:00 - 09:00	7	-1	6	94.77
09:00 - 10:00	2	2	4	58.65
10:00 - 11:00	6	3	9	129.49
11:00 - 12:00	5	10	15	431.79
Report Grand Totals	35	19	54	1,677.64

54 tickets and 62 transactions

24-hour average trucks/hour: 2.25

Activity-hour average trucks/hour: 9.00

24-hour average tons/hour: 69.90

Activity-hour average tons/hour: 279.61

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 10/26/2024 through 10/26/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	3	0	3	71.08
07:00 - 08:00	4	6	10	107.08
08:00 - 09:00	3	10	13	95.88
09:00 - 10:00	3	4	7	80.34
10:00 - 11:00	2	8	10	66.22
11:00 - 12:00	1	9	10	50.23
Report Grand Totals	16	37	53	470.83

53 tickets and 53 transactions

24-hour average trucks/hour: 2.21

Activity-hour average trucks/hour: 8.83

24-hour average tons/hour: 19.62

Activity-hour average tons/hour: 78.47

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 11/30/2024 through 11/30/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	4	1	5	84.52
07:00 - 08:00	13	-5	8	134.59
08:00 - 09:00	7	-1	6	77.65
09:00 - 10:00	5	2	7	95.11
10:00 - 11:00	2	1	3	21.49
11:00 - 12:00	0	8	8	24.14
Report Grand Totals	31	6	37	437.50

37 tickets and 47 transactions

24-hour average trucks/hour: 1.54

Activity-hour average trucks/hour: 6.17

24-hour average tons/hour: 18.23

Activity-hour average tons/hour: 72.92

Hourly Tonnage Report

Recycle and Disposal Waste

Transactions From 12/28/2024 through 12/28/2024
Both Inbound and Outbound
Both 3rd Party and Intercompany
Hourly Tonnage report
Material :All Materials

Hour	Internal Loads	External Loads	Total Trucks Per Hour	Total Tons Per Hour
06:00 - 07:00	5	0	5	43.71
07:00 - 08:00	3	1	4	31.53
08:00 - 09:00	0	3	3	3.45
09:00 - 10:00	1	2	3	12.19
10:00 - 11:00	5	7	12	813.55
11:00 - 12:00	3	5	8	35.44
12:00 - 13:00	1	4	5	270.99
Report Grand Totals	18	22	40	1,210.86

40 tickets and 41 transactions

24-hour average trucks/hour: 1.67

Activity-hour average trucks/hour: 5.71

24-hour average tons/hour: 50.45

Activity-hour average tons/hour: 172.98

TRIP DISTRIBUTION CALCULATIONS

CAR TRIP DISTRIBUTION - Independence Way / Saratoga Blvd / Buena Vista Way / Cook Street

	Car Trips						Percentage Trips Trips								
	Entering			Exiting			Entering			Exiting			Total		
Time Period	Buena Vista West	Saratoga South	Total	Buena Vista West	Saratoga South	Total	Buena Vista West	Saratoga South	Total	Buena Vista West	Saratoga South	Total	Buena Vista West	Saratoga South	Total
Weekday AM	25	114	139	32	63	95	18%	82%	100%	34%	66%	100%	24%	76%	100%
Weekday PM	13	38	51	10	80	90	25%	75%	100%	11%	89%	100%	16%	84%	100%
Saturday Midday	8	19	27	10	47	57	30%	70%	100%	18%	82%	100%	21%	79%	100%
AVERAGE							24%	76%	100%	21%	79%	100%	21%	79%	100%
						USE	**0%**	**100%**	**100%**	**0%**	**100%**	**100%**	**20%**	**80%**	**100%**

CAR TRIP DISTRIBUTION - Saratoga Blvd / Barnum Road / Patton Road

	Truck Trips								Percentage Trips Trips											
	Entering				Exiting				Entering				Exiting				Total			
Time Period	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total
Weekday AM	84	24	66	174	42	9	31	82	48%	14%	38%	100%	51%	11%	38%	100%	49%	13%	38%	100%
Weekday PM	17	7	18	42	68	23	69	160	40%	17%	43%	100%	43%	14%	43%	100%	42%	15%	43%	100%
Saturday Midday	26	11	12	49	43	26	19	88	53%	22%	24%	100%	49%	30%	22%	100%	50%	27%	23%	100%
AVERAGE									47%	18%	35%	100%	48%	18%	34%	100%	47%	18%	35%	100%
								USE	**60%**	**10%**	**30%**	**100%**	**60%**	**20%**	**20%**	**100%**	**45%**	**20%**	**35%**	**100%**
																USE	36%	16%	28%	80%

TRIP DISTRIBUTION SUMMARY

	Percentage to/from	
Direction	Cars	Trucks
Buena Vista West	20%	
Barnum East	36%	60%
Barnum West	16%	20%
Jackson South	28%	20%
TOTAL	100%	100%

TRUCK TRIP DISTRIBUTION - Independence Way / Saratoga Blvd / Buena Vista Way / Cook Street

	Truck Trips								Percentage Trips Trips											
	Entering				Exiting				Entering				Exiting				Total			
Time Period	Cook North	Buena Vista West	Saratoga South	Total	Cook North	Buena Vista West	Saratoga South	Total	Cook North	Buena Vista West	Saratoga South	Total	Cook North	Buena Vista West	Saratoga South	Total	Cook North	Buena Vista West	Saratoga South	Total
Weekday AM	1	1	21	23	0	0	27	27	4%	4%	91%	100%	0%	0%	100%	100%	2%	2%	96%	100%
Weekday PM	0	0	17	17	0	1	24	25	0%	0%	100%	100%	0%	4%	96%	100%	0%	2%	98%	100%
Saturday Midday	0	0	8	8	0	0	13	13	0%	0%	100%	100%	0%	0%	100%	100%	0%	0%	100%	100%
AVERAGE									1%	1%	97%	100%	0%	1%	99%	100%	1%	1%	98%	100%
								USE	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**

TRUCK TRIP DISTRIBUTION - Saratoga Blvd / Barnum Road / Patton Road

	Truck Trips								Percentage Trips Trips											
	Entering				Exiting				Entering				Exiting				Total			
Time Period	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total	Barnum East	Barnum West	Patton South	Total
Weekday AM	19	8	7	34	20	18	6	44	56%	24%	21%	100%	45%	41%	14%	100%	50%	33%	17%	100%
Weekday PM	12	3	7	22	14	3	8	25	55%	14%	32%	100%	56%	12%	32%	100%	55%	13%	32%	100%
Saturday Midday	6	0	3	9	7	2	1	10	67%	0%	33%	100%	70%	20%	10%	100%	68%	11%	21%	100%
AVERAGE									59%	12%	29%	100%	57%	24%	19%	100%	58%	19%	23%	100%
								USE	**60%**	**10%**	**30%**	**100%**	**60%**	**20%**	**20%**	**100%**	**60%**	**20%**	**20%**	**100%**

TRIP DISTRIBUTION SUMMARY

	Percentage to/from	
Direction	Cars	Trucks
Buena Vista West	20%	
Barnum East	36%	60%
Barnum West	16%	20%
Jackson South	28%	20%
TOTAL	100%	100%

CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).[4] The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

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[4] *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

TABLE A-1
Level-of-Service Criteria for Intersections

Level of Service	Unsignalized Intersection Criteria Average Control Delay (Seconds per Vehicle)	Signalized Intersection Criteria Average Control Delay (Seconds per Vehicle)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50	>80

Source *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000. Pages 10-16, 20-6, and 17-2.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	25	19	63	32	0	5	4	114	0	3	1
Future Volume (Veh/h)	3	25	19	63	32	0	5	4	114	0	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	4	34	26	85	43	0	7	5	154	0	4	1
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			60			271	269	47	426	282	44
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			60			271	269	47	426	282	44
tC, single (s)	4.1			4.7			7.1	6.5	6.4	7.1	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.8			3.5	4.0	3.5	3.5	4.0	4.2
p0 queue free %	100			93			99	99	84	100	99	100
cM capacity (veh/h)	1576			1230			644	594	973	428	584	804

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	64	128	166	5
Volume Left	4	85	7	0
Volume Right	26	0	154	1
cSH	1576	1230	935	618
Volume to Capacity	0.00	0.07	0.18	0.01
Queue Length 95th (ft)	0	6	16	1
Control Delay (s/veh)	0.5	5.6	9.7	10.9
Lane LOS	A	A	A	B
Approach Delay (s/veh)	0.5	5.6	9.7	10.9
Approach LOS			A	B

Intersection Summary				
Average Delay	6.6			
Intersection Capacity Utilization	30.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	106	74	3	51	21
Future Volume (Veh/h)	33	106	74	3	51	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	42	136	95	4	65	27
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100				318	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100				318	98
tC, single (s)	4.2				6.4	6.8
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.9
p0 queue free %	97				90	97
cM capacity (veh/h)	1466				655	816

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	178	99	92
Volume Left	42	0	65
Volume Right	0	4	27
cSH	1466	1700	695
Volume to Capacity	0.03	0.06	0.13
Queue Length 95th (ft)	2	0	11
Control Delay (s/veh)	2.0	0.0	11.0
Lane LOS	A		B
Approach Delay (s/veh)	2.0	0.0	11.0
Approach LOS			B

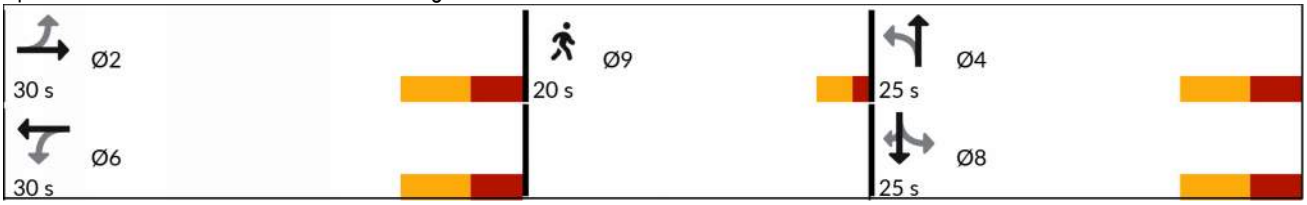
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	87	9	53	108	84	5	66	41	42	31	9
Future Volume (vph)	24	87	9	53	108	84	5	66	41	42	31	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	29%	3%	0%	9%	5%	23%	0%	12%	12%	48%	58%	67%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 30.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	28	111	62	224	131	85	10
v/c Ratio	0.05	0.10	0.09	0.24	0.30	0.35	0.03
Control Delay (s/veh)	9.0	8.0	8.8	7.5	9.4	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	8.0	8.8	7.5	9.4	14.3	0.2
Queue Length 50th (ft)	3	12	7	20	11	10	0
Queue Length 95th (ft)	14	36	25	59	39	36	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	716	1434	937	1246	988	574	633
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.07	0.18	0.13	0.15	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	87	9	53	108	84	5	66	41	42	31	9
Future Volume (vph)	24	87	9	53	108	84	5	66	41	42	31	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1399	1825		1656	1573			1617			1213	967
Flt Permitted	0.62	1.00		0.69	1.00			0.98			0.75	1.00
Satd. Flow (perm)	911	1825		1195	1573			1584			935	967
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	28	101	10	62	126	98	6	77	48	49	36	10
RTOR Reduction (vph)	0	4	0	0	31	0	0	32	0	0	0	9
Lane Group Flow (vph)	28	107	0	62	193	0	0	99	0	0	85	1
Heavy Vehicles (%)	29%	3%	0%	9%	5%	23%	0%	12%	12%	48%	58%	67%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	14.1	14.1		14.1	14.1			4.9			4.9	4.9
Effective Green, g (s)	14.1	14.1		14.1	14.1			4.9			4.9	4.9
Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.15			0.15	0.15
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	389	779		510	672			235			138	143
v/s Ratio Prot		0.06			c0.12							
v/s Ratio Perm	0.03			0.05				0.06			c0.09	0.00
v/c Ratio	0.07	0.14		0.12	0.29			0.42			0.62	0.01
Uniform Delay, d1	5.6	5.7		5.7	6.2			12.8			13.2	12.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.0		0.0	0.1			0.4			5.6	0.0
Delay (s)	5.6	5.8		5.7	6.3			13.2			18.8	12.0
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		5.7			6.1			13.2			18.1	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	33.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

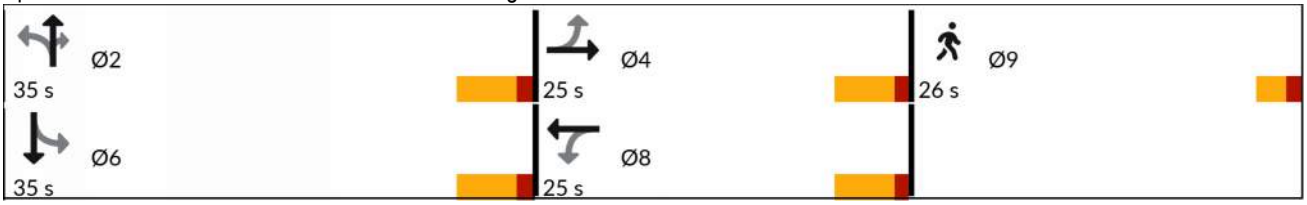
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	96	3	21	60	835	351	29	307	2
Future Volume (vph)	3	1	15	96	3	21	60	835	351	29	307	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	21%	0%	0%	5%	3%	5%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 47.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	21	107	26	995	390	375
v/c Ratio	0.06	0.45	0.07	0.84	0.34	0.39
Control Delay (s/veh)	9.8	24.1	8.8	20.5	1.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	24.1	8.8	20.5	1.7	7.3
Queue Length 50th (ft)	1	28	1	219	0	48
Queue Length 95th (ft)	14	64	16	#547	29	119
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	707	502	721	1182	1163	963
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.21	0.04	0.84	0.34	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	96	3	21	60	835	351	29	307	2
Future Volume (vph)	3	1	15	96	3	21	60	835	351	29	307	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.89		1.00	0.87			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1680		1492	1648			1836	1538		1793	
Flt Permitted		0.96		0.74	1.00			0.95	1.00		0.79	
Satd. Flow (perm)		1623		1168	1648			1757	1538		1431	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	1	17	107	3	23	67	928	390	32	341	2
RTOR Reduction (vph)	0	14	0	0	19	0	0	0	144	0	0	0
Lane Group Flow (vph)	0	7	0	107	7	0	0	995	246	0	375	0
Heavy Vehicles (%)	0%	0%	0%	21%	0%	0%	5%	3%	5%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.0		8.0	8.0			30.7	30.7		30.7	
Effective Green, g (s)		8.0		8.0	8.0			30.7	30.7		30.7	
Actuated g/C Ratio		0.16		0.16	0.16			0.63	0.63		0.63	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		266		191	270			1107	969		902	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.09				c0.57	0.16		0.26	
v/c Ratio		0.03		0.56	0.03			0.90	0.25		0.42	
Uniform Delay, d1		17.1		18.7	17.1			7.7	4.0		4.5	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		3.7	0.0			9.8	0.1		0.3	
Delay (s)		17.1		22.5	17.1			17.5	4.1		4.8	
Level of Service		B		C	B			B	A		A	
Approach Delay (s/veh)		17.1			21.4			13.7			4.8	
Approach LOS		B			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	48.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	13	3	80	10	1	4	0	38	0	3	2
Future Volume (Veh/h)	3	13	3	80	10	1	4	0	38	0	3	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	15	4	94	12	1	5	0	45	0	4	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			19			230	226	17	271	228	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			19			230	226	17	271	228	13
tC, single (s)	4.1			4.4			7.1	6.5	6.7	7.1	6.5	6.7
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	3.8	3.5	4.0	3.8
p0 queue free %	100			93			99	100	95	100	99	100
cM capacity (veh/h)	1619			1428			687	631	938	619	629	944

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	107	50	6
Volume Left	4	94	5	0
Volume Right	4	1	45	2
cSH	1619	1428	905	708
Volume to Capacity	0.00	0.07	0.06	0.01
Queue Length 95th (ft)	0	5	4	1
Control Delay (s/veh)	1.3	6.8	9.2	10.1
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.3	6.8	9.2	10.1
Approach LOS			A	B

Intersection Summary				
Average Delay	6.9			
Intersection Capacity Utilization	24.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	38	86	67	3	5
Future Volume (Veh/h)	13	38	86	67	3	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	17	49	110	86	4	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196				236	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				236	153
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.5
p0 queue free %	99				99	99
cM capacity (veh/h)	1303				747	848

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	66	196	10
Volume Left	17	0	4
Volume Right	0	86	6
cSH	1303	1700	804
Volume to Capacity	0.01	0.12	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s/veh)	2.1	0.0	9.5
Lane LOS	A		A
Approach Delay (s/veh)	2.1	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	118	2	97	112	17	11	18	71	68	69	23
Future Volume (vph)	7	118	2	97	112	17	11	18	71	68	69	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	43%	2%	0%	7%	2%	71%	10%	39%	6%	21%	12%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	31.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		38.8%	38.8%		38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 32.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	9	154	124	166	128	175	29
v/c Ratio	0.02	0.20	0.25	0.23	0.27	0.48	0.06
Control Delay (s/veh)	9.9	10.8	12.1	10.7	5.9	14.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.9	10.8	12.1	10.7	5.9	14.9	0.3
Queue Length 50th (ft)	1	20	16	20	4	23	0
Queue Length 95th (ft)	7	49	45	51	24	56	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	597	1283	807	1159	1096	955	1099
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.12	0.15	0.14	0.12	0.18	0.03

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	118	2	97	112	17	11	18	71	68	69	23
Future Volume (vph)	7	118	2	97	112	17	11	18	71	68	69	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98			0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	1.00
Satd. Flow (prot)	1262	1858		1687	1676			1520			1592	1429
Flt Permitted	0.65	1.00		0.66	1.00			0.93			0.78	1.00
Satd. Flow (perm)	866	1858		1171	1676			1426			1268	1429
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	9	151	3	124	144	22	14	23	91	87	88	29
RTOR Reduction (vph)	0	1	0	0	6	0	0	70	0	0	0	22
Lane Group Flow (vph)	9	153	0	124	160	0	0	58	0	0	175	7
Heavy Vehicles (%)	43%	2%	0%	7%	2%	71%	10%	39%	6%	21%	12%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.0	12.0		12.0	12.0			7.9			7.9	7.9
Effective Green, g (s)	12.0	12.0		12.0	12.0			7.9			7.9	7.9
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.23			0.23	0.23
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	306	657		414	593			332			295	333
v/s Ratio Prot		0.08			0.10							
v/s Ratio Perm	0.01			c0.11				0.04			c0.14	0.00
v/c Ratio	0.03	0.23		0.30	0.27			0.18			0.59	0.02
Uniform Delay, d1	7.1	7.7		7.9	7.8			10.4			11.6	10.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.1	0.1			0.1			2.1	0.0
Delay (s)	7.2	7.8		8.1	7.9			10.5			13.7	10.0
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.7			8.0			10.5			13.2	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	17.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

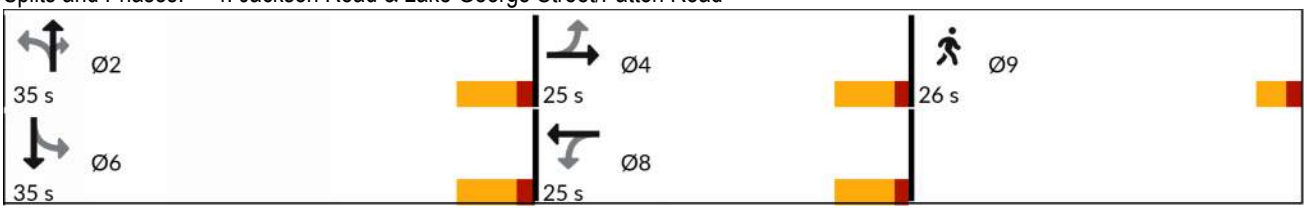
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	399	2	59	12	354	64	6	642	0
Future Volume (vph)	3	3	69	399	2	59	12	354	64	6	642	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 60
Natural Cycle: 130
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	83	443	68	406	71	720
v/c Ratio	0.14	1.04	0.12	0.46	0.10	0.77
Control Delay (s/veh)	5.3	80.5	5.2	11.8	2.8	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	80.5	5.2	11.8	2.8	19.5
Queue Length 50th (ft)	1	~180	1	88	0	195
Queue Length 95th (ft)	26	#333	23	150	16	#341
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	584	424	574	891	744	935
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.04	0.12	0.46	0.10	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	399	2	59	12	354	64	6	642	0
Future Volume (vph)	3	3	69	399	2	59	12	354	64	6	642	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.87		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1606		1719	1592			1826	1417		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1599		1272	1592			1783	1417		1871	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	3	77	443	2	66	13	393	71	7	713	0
RTOR Reduction (vph)	0	51	0	0	44	0	0	0	36	0	0	0
Lane Group Flow (vph)	0	32	0	443	24	0	0	406	36	0	720	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Effective Green, g (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Actuated g/C Ratio		0.33		0.33	0.33			0.50	0.50		0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		533		424	530			891	708		935	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.35				0.23	0.03		c0.38	
v/c Ratio		0.06		1.04	0.05			0.46	0.05		0.77	
Uniform Delay, d1		13.6		20.0	13.5			9.7	7.7		12.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		55.9	0.0			0.4	0.0		4.0	
Delay (s)		13.6		75.9	13.6			10.1	7.7		16.2	
Level of Service		B		E	B			B	A		B	
Approach Delay (s/veh)		13.6			67.6			9.7			16.2	
Approach LOS		B			E			A			B	

Intersection Summary

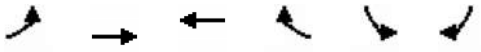
HCM 2000 Control Delay (s/veh)	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	8	4	47	10	0	2	0	19	0	0	4
Future Volume (Veh/h)	3	8	4	47	10	0	2	0	19	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	4	10	5	58	12	0	2	0	23	0	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	12			15			154	149	13	172	151	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	12			15			154	149	13	172	151	12
tC, single (s)	4.1			4.4			7.1	6.5	7.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	4.1	3.5	4.0	3.3
p0 queue free %	100			96			100	100	97	100	100	100
cM capacity (veh/h)	1620			1438			788	715	863	750	713	1074

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	70	25	5
Volume Left	4	58	2	0
Volume Right	5	0	23	5
cSH	1620	1438	856	1074
Volume to Capacity	0.00	0.04	0.03	0.00
Queue Length 95th (ft)	0	3	2	0
Control Delay (s/veh)	1.5	6.4	9.3	8.4
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.5	6.4	9.3	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	19.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	19	35	4	3	22
Future Volume (Veh/h)	8	19	35	4	3	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	10	23	43	5	4	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	48				89	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48				89	46
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	1572				911	1016

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	33	48	31
Volume Left	10	0	4
Volume Right	0	5	27
cSH	1572	1700	1001
Volume to Capacity	0.01	0.03	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s/veh)	2.2	0.0	8.7
Lane LOS	A		A
Approach Delay (s/veh)	2.2	0.0	8.7
Approach LOS			A

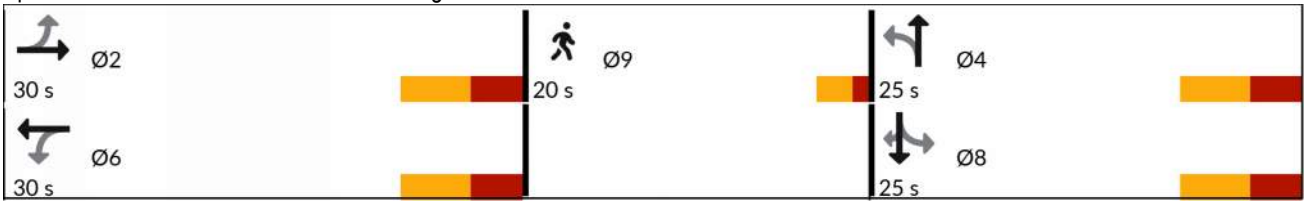
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	97	4	22	71	26	5	12	23	43	19	26
Future Volume (vph)	11	97	4	22	71	26	5	12	23	43	19	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	9%	0%	23%	0%	25%	9%	16%	5%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 28.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	12	109	24	105	43	68	28
v/c Ratio	0.02	0.10	0.04	0.11	0.12	0.21	0.07
Control Delay (s/veh)	8.1	7.7	8.3	6.7	6.4	10.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	7.7	8.3	6.7	6.4	10.4	0.3
Queue Length 50th (ft)	1	11	2	8	2	8	0
Queue Length 95th (ft)	7	31	11	27	13	22	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	1063	1535	973	1401	944	907	987
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.02	0.07	0.05	0.07	0.03

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	97	4	22	71	26	5	12	23	43	19	26
Future Volume (vph)	11	97	4	22	71	26	5	12	23	43	19	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.96			0.92			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	1.00
Satd. Flow (prot)	1805	1890		1656	1719			1543			1631	1495
Flt Permitted	0.69	1.00		0.69	1.00			0.95			0.85	1.00
Satd. Flow (perm)	1309	1890		1197	1719			1470			1427	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	105	4	24	77	28	5	13	25	47	21	28
RTOR Reduction (vph)	0	2	0	0	14	0	0	22	0	0	0	24
Lane Group Flow (vph)	12	107	0	24	91	0	0	21	0	0	68	4
Heavy Vehicles (%)	0%	0%	0%	9%	0%	23%	0%	25%	9%	16%	5%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	13.1	13.1		13.1	13.1			4.0			4.0	4.0
Effective Green, g (s)	13.1	13.1		13.1	13.1			4.0			4.0	4.0
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.13			0.13	0.13
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	551	796		504	724			189			183	192
v/s Ratio Prot		c0.06			0.05							
v/s Ratio Perm	0.01			0.02				0.01			c0.05	0.00
v/c Ratio	0.02	0.13		0.05	0.13			0.11			0.37	0.02
Uniform Delay, d1	5.3	5.5		5.3	5.5			12.0			12.4	11.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.0		0.0	0.0			0.1			0.5	0.0
Delay (s)	5.3	5.6		5.3	5.5			12.1			12.9	11.9
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		5.5			5.5			12.1			12.6	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	31.1	Sum of lost time (s)	17.0
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

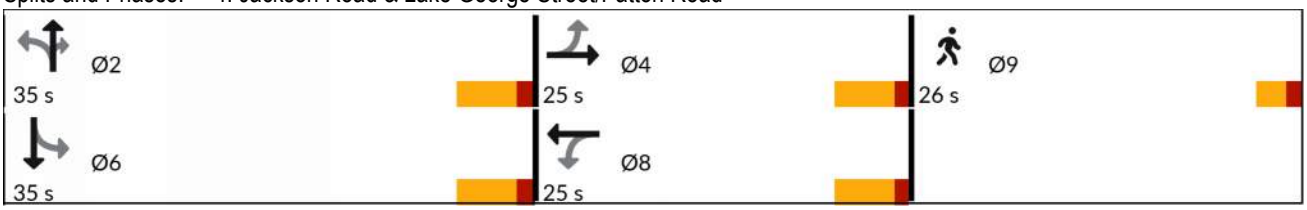
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	56	0	5	3	219	32	9	250	2
Future Volume (vph)	2	1	8	56	0	5	3	219	32	9	250	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	3%	16%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 19.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	60	5	236	34	278
v/c Ratio	0.02	0.08	0.00	0.22	0.04	0.26
Control Delay (s/veh)	5.7	7.1	0.0	5.0	1.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.7	7.1	0.0	5.0	1.3	5.2
Queue Length 50th (ft)	0	1	0	0	0	0
Queue Length 95th (ft)	6	21	0	51	5	61
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	1480	1482	1497	1803	1375	1771
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.04	0.00	0.13	0.02	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	56	0	5	3	219	32	9	250	2
Future Volume (vph)	2	1	8	56	0	5	3	219	32	9	250	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.90		1.00	0.85			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1694		1626	1615			1844	1392		1842	
Flt Permitted		1.00		1.00	1.00			0.99	1.00		0.97	
Satd. Flow (perm)		1708		1712	1615			1826	1392		1796	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	1	9	60	0	5	3	233	34	10	266	2
RTOR Reduction (vph)	0	8	0	0	4	0	0	0	23	0	0	0
Lane Group Flow (vph)	0	4	0	60	1	0	0	236	11	0	278	0
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	3%	16%	0%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		2.1		2.1	2.1			5.5	5.5		5.5	
Effective Green, g (s)		2.1		2.1	2.1			5.5	5.5		5.5	
Actuated g/C Ratio		0.12		0.12	0.12			0.31	0.31		0.31	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		203		204	192			570	435		561	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.04				0.13	0.01		c0.15	
v/c Ratio		0.02		0.29	0.00			0.41	0.02		0.50	
Uniform Delay, d1		6.8		7.1	6.8			4.8	4.2		4.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		0.8	0.0			0.5	0.0		0.7	
Delay (s)		6.9		7.9	6.8			5.3	4.2		5.6	
Level of Service		A		A	A			A	A		A	
Approach Delay (s/veh)		6.9			7.8			5.1			5.6	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	17.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	26	22	66	33	0	6	4	119	0	3	1
Future Volume (Veh/h)	3	26	22	66	33	0	6	4	119	0	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	28	24	72	36	0	7	4	129	0	3	1
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	37			52			229	227	40	358	239	37
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37			52			229	227	40	358	239	37
tC, single (s)	4.1			4.7			7.1	6.5	6.4	7.1	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.8			3.5	4.0	3.5	3.5	4.0	4.2
p0 queue free %	100			94			99	99	87	100	100	100
cM capacity (veh/h)	1585			1240			694	635	982	495	625	813

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	55	108	140	4
Volume Left	3	72	7	0
Volume Right	24	0	129	1
cSH	1585	1240	948	663
Volume to Capacity	0.00	0.06	0.15	0.01
Queue Length 95th (ft)	0	5	13	0
Control Delay (s/veh)	0.4	5.5	9.5	10.5
Lane LOS	A	A	A	B
Approach Delay (s/veh)	0.4	5.5	9.5	10.5
Approach LOS			A	B

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	31.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	106	74	3	51	25
Future Volume (Veh/h)	39	106	74	3	51	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	115	80	3	55	27
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84				282	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84				282	83
tC, single (s)	4.2				6.4	6.8
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.9
p0 queue free %	97				92	97
cM capacity (veh/h)	1486				688	833

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	157	83	82
Volume Left	42	0	55
Volume Right	0	3	27
cSH	1486	1700	730
Volume to Capacity	0.03	0.05	0.11
Queue Length 95th (ft)	2	0	9
Control Delay (s/veh)	2.2	0.0	10.6
Lane LOS	A		B
Approach Delay (s/veh)	2.2	0.0	10.6
Approach LOS			B

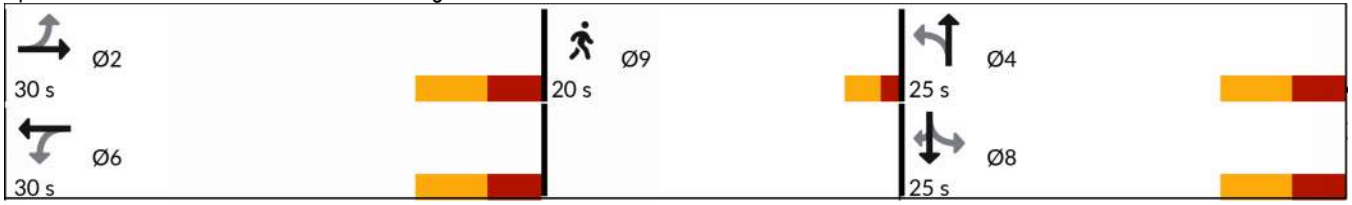
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	102	11	62	127	98	6	77	48	49	36	11
Future Volume (vph)	28	102	11	62	127	98	6	77	48	49	36	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	29%	3%	0%	9%	5%	23%	0%	12%	12%	48%	58%	67%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 31.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

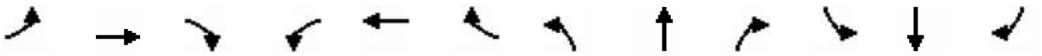


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	30	123	67	245	143	92	12
v/c Ratio	0.08	0.15	0.13	0.34	0.33	0.39	0.04
Control Delay (s/veh)	9.4	9.1	9.7	9.1	10.4	15.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.4	9.1	9.7	9.1	10.4	15.8	0.2
Queue Length 50th (ft)	3	13	8	23	13	12	0
Queue Length 95th (ft)	17	43	29	73	47	43	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	658	1344	870	1172	927	534	600
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.08	0.21	0.15	0.17	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	102	11	62	127	98	6	77	48	49	36	11
Future Volume (vph)	28	102	11	62	127	98	6	77	48	49	36	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1399	1823		1656	1573			1618			1213	967
Flt Permitted	0.61	1.00		0.68	1.00			0.98			0.74	1.00
Satd. Flow (perm)	894	1823		1182	1573			1582			927	967
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	111	12	67	138	107	7	84	52	53	39	12
RTOR Reduction (vph)	0	4	0	0	34	0	0	29	0	0	0	10
Lane Group Flow (vph)	30	119	0	67	211	0	0	114	0	0	92	2
Heavy Vehicles (%)	29%	3%	0%	9%	5%	23%	0%	12%	12%	48%	58%	67%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.5	12.5		12.5	12.5			6.7			6.7	6.7
Effective Green, g (s)	12.5	12.5		12.5	12.5			6.7			6.7	6.7
Actuated g/C Ratio	0.38	0.38		0.38	0.38			0.20			0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	336	686		445	592			319			187	195
v/s Ratio Prot		0.07			c0.13							
v/s Ratio Perm	0.03			0.06				0.07			c0.10	0.00
v/c Ratio	0.09	0.17		0.15	0.36			0.36			0.49	0.01
Uniform Delay, d1	6.7	6.9		6.8	7.5			11.4			11.7	10.6
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.0		0.1	0.1			0.3			0.7	0.0
Delay (s)	6.7	6.9		6.9	7.6			11.7			12.5	10.6
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		6.9			7.4			11.7			12.3	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	33.2	Sum of lost time (s)	17.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

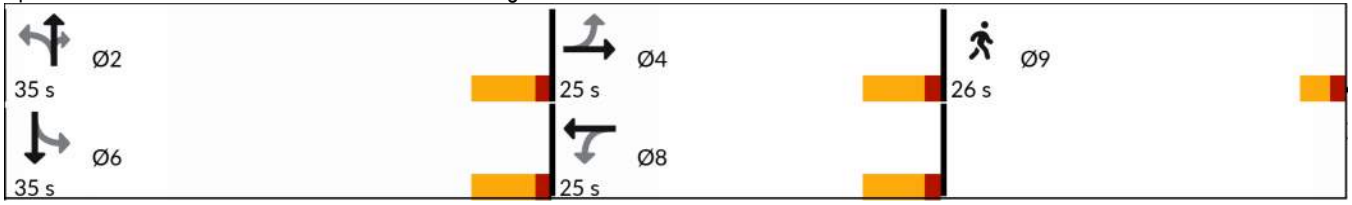
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	112	3	25	60	978	411	34	360	2
Future Volume (vph)	3	1	15	112	3	25	60	978	411	34	360	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	21%	0%	0%	5%	3%	5%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 48.3
Natural Cycle: 130
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	20	122	30	1128	447	430
v/c Ratio	0.06	0.49	0.08	0.96	0.38	0.68
Control Delay (s/veh)	9.7	24.7	8.2	35.2	1.9	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	24.7	8.2	35.2	1.9	17.8
Queue Length 50th (ft)	1	32	1	~389	0	79
Queue Length 95th (ft)	14	72	16	#665	32	#268
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	700	496	714	1174	1174	628
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.25	0.04	0.96	0.38	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	112	3	25	60	978	411	34	360	2
Future Volume (vph)	3	1	15	112	3	25	60	978	411	34	360	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.89		1.00	0.87			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1682		1492	1644			1837	1538		1793	
Flt Permitted		0.96		0.74	1.00			0.96	1.00		0.52	
Satd. Flow (perm)		1625		1169	1644			1761	1538		944	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	1	16	122	3	27	65	1063	447	37	391	2
RTOR Reduction (vph)	0	13	0	0	22	0	0	0	168	0	0	0
Lane Group Flow (vph)	0	7	0	122	8	0	0	1128	279	0	430	0
Heavy Vehicles (%)	0%	0%	0%	21%	0%	0%	5%	3%	5%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.6		8.6	8.6			30.8	30.8		30.8	
Effective Green, g (s)		8.6		8.6	8.6			30.8	30.8		30.8	
Actuated g/C Ratio		0.17		0.17	0.17			0.62	0.62		0.62	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		282		203	286			1097	958		588	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.10				c0.64	0.18		0.46	
v/c Ratio		0.02		0.60	0.03			1.03	0.29		0.73	
Uniform Delay, d1		16.9		18.8	16.9			9.3	4.3		6.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		4.9	0.0			34.6	0.2		4.7	
Delay (s)		17.0		23.8	17.0			43.9	4.4		11.1	
Level of Service		B		C	B			D	A		B	
Approach Delay (s/veh)		17.0			22.4			32.7			11.1	
Approach LOS		B			C			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	13.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	14	4	81	10	1	5	0	39	0	3	2
Future Volume (Veh/h)	3	14	4	81	10	1	5	0	39	0	3	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	15	4	88	11	1	5	0	42	0	3	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	12			19			214	211	17	253	213	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	12			19			214	211	17	253	213	12
tC, single (s)	4.1			4.4			7.1	6.5	6.7	7.1	6.5	6.7
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	3.8	3.5	4.0	3.8
p0 queue free %	100			94			99	100	96	100	100	100
cM capacity (veh/h)	1620			1428			707	646	938	641	645	945

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	100	47	5
Volume Left	3	88	5	0
Volume Right	4	1	42	2
cSH	1620	1428	907	739
Volume to Capacity	0.00	0.06	0.05	0.01
Queue Length 95th (ft)	0	5	4	1
Control Delay (s/veh)	1.0	6.8	9.2	9.9
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.0	6.8	9.2	9.9
Approach LOS			A	A

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	25.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	38	86	67	3	6
Future Volume (Veh/h)	15	38	86	67	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	41	93	73	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	166				203	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	166				203	130
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.5
p0 queue free %	99				100	99
cM capacity (veh/h)	1337				781	874

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	57	166	10
Volume Left	16	0	3
Volume Right	0	73	7
cSH	1337	1700	844
Volume to Capacity	0.01	0.10	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s/veh)	2.2	0.0	9.3
Lane LOS	A		A
Approach Delay (s/veh)	2.2	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	138	2	114	131	20	13	21	83	80	81	27
Future Volume (vph)	8	138	2	114	131	20	13	21	83	80	81	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	43%	2%	0%	7%	2%	71%	10%	39%	6%	21%	12%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	31.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		38.8%	38.8%		38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 32.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	9	152	124	164	127	175	29
v/c Ratio	0.02	0.19	0.25	0.23	0.27	0.48	0.06
Control Delay (s/veh)	9.9	10.8	12.1	10.7	5.9	14.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.9	10.8	12.1	10.7	5.9	14.9	0.3
Queue Length 50th (ft)	1	19	16	20	4	23	0
Queue Length 95th (ft)	8	57	54	61	30	68	1
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	599	1283	809	1158	1096	955	1099
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.12	0.15	0.14	0.12	0.18	0.03

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	138	2	114	131	20	13	21	83	80	81	27
Future Volume (vph)	8	138	2	114	131	20	13	21	83	80	81	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98			0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	1.00
Satd. Flow (prot)	1262	1860		1687	1673			1520			1592	1429
Flt Permitted	0.65	1.00		0.66	1.00			0.93			0.78	1.00
Satd. Flow (perm)	868	1860		1173	1673			1426			1269	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	150	2	124	142	22	14	23	90	87	88	29
RTOR Reduction (vph)	0	1	0	0	6	0	0	69	0	0	0	22
Lane Group Flow (vph)	9	151	0	124	158	0	0	58	0	0	175	7
Heavy Vehicles (%)	43%	2%	0%	7%	2%	71%	10%	39%	6%	21%	12%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.0	12.0		12.0	12.0			7.9			7.9	7.9
Effective Green, g (s)	12.0	12.0		12.0	12.0			7.9			7.9	7.9
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.23			0.23	0.23
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	307	658		415	592			332			295	333
v/s Ratio Prot		0.08			0.09							
v/s Ratio Perm	0.01			c0.11				0.04			c0.14	0.00
v/c Ratio	0.03	0.23		0.30	0.27			0.17			0.59	0.02
Uniform Delay, d1	7.1	7.7		7.9	7.8			10.4			11.6	10.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.1	0.1			0.1			2.1	0.0
Delay (s)	7.2	7.8		8.1	7.9			10.5			13.7	10.0
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.7			8.0			10.5			13.2	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	17.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

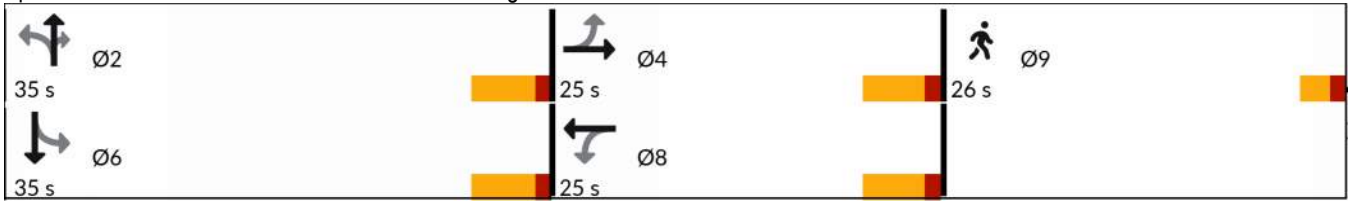
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	467	2	69	12	415	75	7	752	0
Future Volume (vph)	3	3	69	467	2	69	12	415	75	7	752	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 60
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	81	508	77	464	82	825
v/c Ratio	0.14	1.20	0.13	0.52	0.11	0.88
Control Delay (s/veh)	5.4	133.8	5.0	12.8	2.7	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	133.8	5.0	12.8	2.7	27.4
Queue Length 50th (ft)	1	~230	1	105	0	246
Queue Length 95th (ft)	26	#392	24	177	17	#470
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	582	424	580	891	749	935
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.20	0.13	0.52	0.11	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	467	2	69	12	415	75	7	752	0
Future Volume (vph)	3	3	69	467	2	69	12	415	75	7	752	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.88		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1605		1719	1591			1826	1417		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1598		1275	1591			1782	1417		1870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	75	508	2	75	13	451	82	8	817	0
RTOR Reduction (vph)	0	50	0	0	50	0	0	0	41	0	0	0
Lane Group Flow (vph)	0	31	0	508	27	0	0	464	41	0	825	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Effective Green, g (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Actuated g/C Ratio		0.33		0.33	0.33			0.50	0.50		0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		532		425	530			891	708		935	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.40				0.26	0.03		c0.44	
v/c Ratio		0.06		1.20	0.05			0.52	0.06		0.88	
Uniform Delay, d1		13.6		20.0	13.6			10.1	7.7		13.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		108.8	0.0			0.6	0.0		9.8	
Delay (s)		13.6		128.8	13.6			10.7	7.8		23.3	
Level of Service		B		F	B			B	A		C	
Approach Delay (s/veh)		13.6			113.7			10.3			23.3	
Approach LOS		B			F			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	8	5	50	11	0	2	0	20	0	0	4
Future Volume (Veh/h)	3	8	5	50	11	0	2	0	20	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	9	5	54	12	0	2	0	22	0	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	12			14			142	138	12	160	140	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	12			14			142	138	12	160	140	12
tC, single (s)	4.1			4.4			7.1	6.5	7.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	4.1	3.5	4.0	3.3
p0 queue free %	100			96			100	100	97	100	100	100
cM capacity (veh/h)	1620			1440			805	727	864	766	725	1074

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	66	24	4
Volume Left	3	54	2	0
Volume Right	5	0	22	4
cSH	1620	1440	859	1074
Volume to Capacity	0.00	0.04	0.03	0.00
Queue Length 95th (ft)	0	3	2	0
Control Delay (s/veh)	1.3	6.3	9.3	8.4
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.3	6.3	9.3	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	20.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	19	35	4	3	26
Future Volume (Veh/h)	9	19	35	4	3	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	21	38	4	3	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	42				81	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	42				81	40
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	1580				920	1023

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	31	42	31
Volume Left	10	0	3
Volume Right	0	4	28
cSH	1580	1700	1012
Volume to Capacity	0.01	0.02	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s/veh)	2.4	0.0	8.7
Lane LOS	A		A
Approach Delay (s/veh)	2.4	0.0	8.7
Approach LOS			A

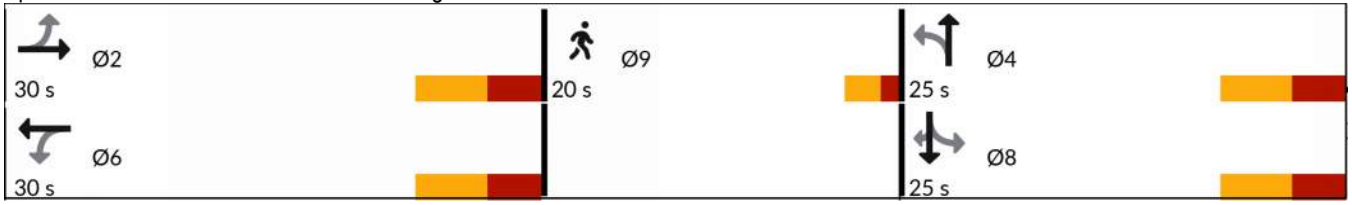
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	114	5	26	83	30	6	14	27	50	22	30
Future Volume (vph)	13	114	5	26	83	30	6	14	27	50	22	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	9%	0%	23%	0%	25%	9%	16%	5%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 28.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

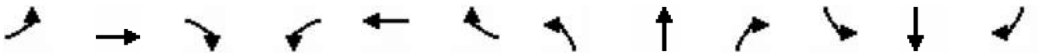


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	14	129	28	123	51	78	33
v/c Ratio	0.02	0.12	0.04	0.13	0.14	0.24	0.08
Control Delay (s/veh)	8.3	8.0	8.5	7.1	6.3	10.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	8.0	8.5	7.1	6.3	10.8	0.4
Queue Length 50th (ft)	1	13	3	10	2	9	0
Queue Length 95th (ft)	8	36	12	32	15	26	1
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	1049	1539	957	1403	940	866	989
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.03	0.09	0.05	0.09	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	114	5	26	83	30	6	14	27	50	22	30
Future Volume (vph)	13	114	5	26	83	30	6	14	27	50	22	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.96			0.92			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	1.00
Satd. Flow (prot)	1805	1889		1656	1718			1549			1631	1495
Flt Permitted	0.68	1.00		0.67	1.00			0.94			0.81	1.00
Satd. Flow (perm)	1288	1889		1175	1718			1460			1360	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	124	5	28	90	33	7	15	29	54	24	33
RTOR Reduction (vph)	0	2	0	0	15	0	0	25	0	0	0	29
Lane Group Flow (vph)	14	127	0	28	108	0	0	26	0	0	78	4
Heavy Vehicles (%)	0%	0%	0%	9%	0%	23%	0%	25%	9%	16%	5%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.9	12.9		12.9	12.9			4.2			4.2	4.2
Effective Green, g (s)	12.9	12.9		12.9	12.9			4.2			4.2	4.2
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.14			0.14	0.14
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	534	783		487	712			197			183	201
v/s Ratio Prot		c0.07			0.06							
v/s Ratio Perm	0.01			0.02				0.02			c0.06	0.00
v/c Ratio	0.03	0.16		0.06	0.15			0.13			0.43	0.02
Uniform Delay, d1	5.4	5.7		5.5	5.7			11.8			12.3	11.7
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.0		0.0	0.0			0.1			0.6	0.0
Delay (s)	5.4	5.7		5.5	5.7			12.0			12.9	11.7
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		5.7			5.7			12.0			12.6	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	31.1	Sum of lost time (s)	17.0
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

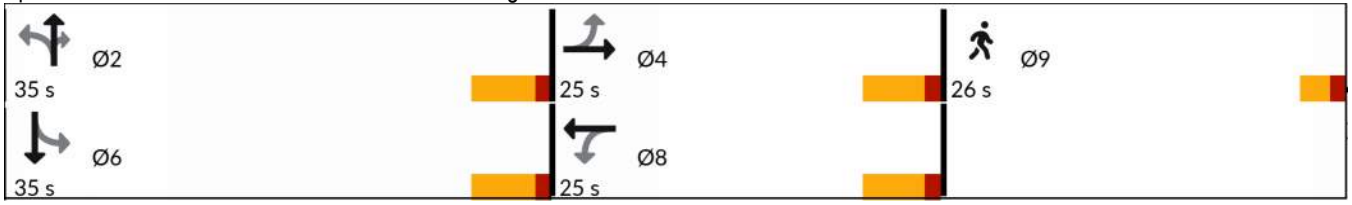
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	66	0	6	3	257	37	11	293	2
Future Volume (vph)	2	1	8	66	0	6	3	257	37	11	293	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	3%	16%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 21
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	72	7	282	40	332
v/c Ratio	0.02	0.10	0.01	0.22	0.04	0.27
Control Delay (s/veh)	6.2	7.7	0.0	5.0	1.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.2	7.7	0.0	5.0	1.6	5.2
Queue Length 50th (ft)	0	1	0	0	0	0
Queue Length 95th (ft)	7	27	0	67	6	79
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	1404	1446	1472	1774	1348	1747
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.05	0.00	0.16	0.03	0.19

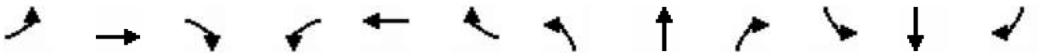
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	66	0	6	3	257	37	11	293	2
Future Volume (vph)	2	1	8	66	0	6	3	257	37	11	293	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.90		1.00	0.85			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1694		1626	1615			1844	1392		1842	
Flt Permitted		0.97		1.00	1.00			0.99	1.00		0.98	
Satd. Flow (perm)		1660		1712	1615			1834	1392		1807	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	72	0	7	3	279	40	12	318	2
RTOR Reduction (vph)	0	8	0	0	6	0	0	0	23	0	0	0
Lane Group Flow (vph)	0	4	0	72	1	0	0	282	17	0	332	0
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	3%	16%	0%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		2.4		2.4	2.4			9.0	9.0		9.0	
Effective Green, g (s)		2.4		2.4	2.4			9.0	9.0		9.0	
Actuated g/C Ratio		0.11		0.11	0.11			0.42	0.42		0.42	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		186		192	181			771	585		759	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.04				0.15	0.01		c0.18	
v/c Ratio		0.02		0.38	0.00			0.37	0.03		0.44	
Uniform Delay, d1		8.5		8.8	8.4			4.2	3.6		4.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		1.2	0.0			0.3	0.0		0.4	
Delay (s)		8.5		10.0	8.4			4.5	3.7		4.8	
Level of Service		A		B	A			A	A		A	
Approach Delay (s/veh)		8.5			9.9			4.4			4.8	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	21.4	Sum of lost time (s)	13.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	26	22	75	33	0	6	4	129	0	3	1
Future Volume (Veh/h)	3	26	22	75	33	0	6	4	129	0	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	28	24	82	36	0	7	4	140	0	3	1
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	37			52			249	247	40	389	259	37
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37			52			249	247	40	389	259	37
tC, single (s)	4.1			4.8			7.1	6.5	6.5	7.1	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.8			3.5	4.0	3.6	3.5	4.0	4.2
p0 queue free %	100			93			99	99	85	100	100	100
cM capacity (veh/h)	1585			1219			668	613	950	460	603	813

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	55	118	151	4
Volume Left	3	82	7	0
Volume Right	24	0	140	1
cSH	1585	1219	918	645
Volume to Capacity	0.00	0.07	0.16	0.01
Queue Length 95th (ft)	0	5	15	0
Control Delay (s/veh)	0.4	5.8	9.7	10.6
Lane LOS	A	A	A	B
Approach Delay (s/veh)	0.4	5.8	9.7	10.6
Approach LOS			A	B

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	116	83	3	51	25
Future Volume (Veh/h)	39	116	83	3	51	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	126	90	3	55	27
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	94				303	93
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	94				303	93
tC, single (s)	4.2				6.4	6.8
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.9
p0 queue free %	97				92	97
cM capacity (veh/h)	1474				669	822

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	168	93	82
Volume Left	42	0	55
Volume Right	0	3	27
cSH	1474	1700	713
Volume to Capacity	0.03	0.05	0.12
Queue Length 95th (ft)	2	0	10
Control Delay (s/veh)	2.1	0.0	10.7
Lane LOS	A		B
Approach Delay (s/veh)	2.1	0.0	10.7
Approach LOS			B

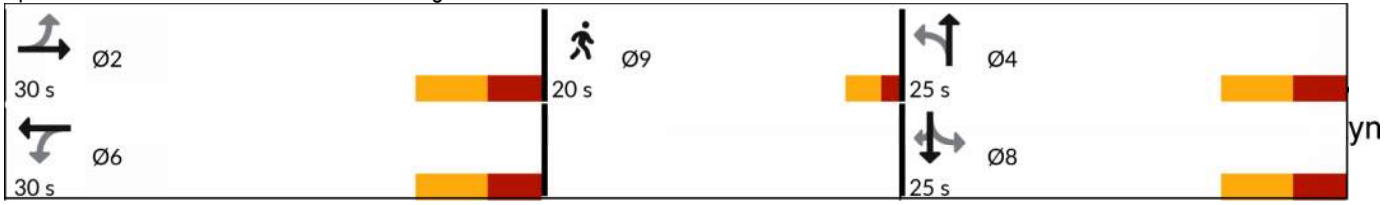
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	25.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	102	11	62	127	104	6	79	48	54	38	13
Future Volume (vph)	30	102	11	62	127	104	6	79	48	54	38	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	3%	0%	9%	5%	27%	0%	14%	12%	54%	61%	69%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 32.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

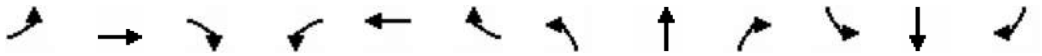


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	33	123	67	251	145	100	14
v/c Ratio	0.09	0.15	0.13	0.35	0.33	0.43	0.04
Control Delay (s/veh)	9.9	9.4	10.0	9.5	10.3	16.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.9	9.4	10.0	9.5	10.3	16.6	0.2
Queue Length 50th (ft)	4	14	8	24	14	13	0
Queue Length 95th (ft)	19	45	31	78	49	48	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	623	1320	855	1131	902	506	585
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.08	0.22	0.16	0.20	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	102	11	62	127	104	6	79	48	54	38	13
Future Volume (vph)	30	102	11	62	127	104	6	79	48	54	38	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1357	1823		1656	1542			1602			1176	956
Flt Permitted	0.60	1.00		0.68	1.00			0.98			0.74	1.00
Satd. Flow (perm)	862	1823		1182	1542			1566			893	956
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	111	12	67	138	113	7	86	52	59	41	14
RTOR Reduction (vph)	0	4	0	0	36	0	0	28	0	0	0	11
Lane Group Flow (vph)	33	119	0	67	215	0	0	117	0	0	100	3
Heavy Vehicles (%)	33%	3%	0%	9%	5%	27%	0%	14%	12%	54%	61%	69%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.7	12.7		12.7	12.7			7.2			7.2	7.2
Effective Green, g (s)	12.7	12.7		12.7	12.7			7.2			7.2	7.2
Actuated g/C Ratio	0.37	0.37		0.37	0.37			0.21			0.21	0.21
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	322	682		442	577			332			189	203
v/s Ratio Prot		0.07			c0.14							
v/s Ratio Perm	0.04			0.06				0.08			c0.11	0.00
v/c Ratio	0.10	0.17		0.15	0.37			0.35			0.53	0.01
Uniform Delay, d1	6.9	7.1		7.0	7.7			11.4			11.8	10.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.0		0.1	0.1			0.2			1.2	0.0
Delay (s)	6.9	7.1		7.1	7.9			11.6			13.1	10.6
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.1			7.7			11.6			12.8	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	17.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

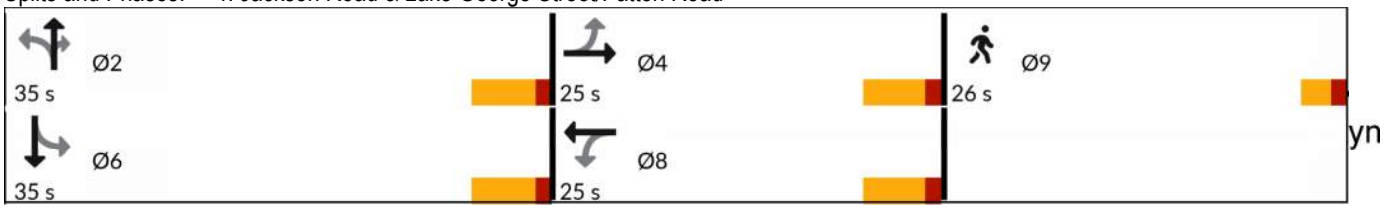
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	114	3	25	60	979	413	34	361	2
Future Volume (vph)	3	1	15	114	3	25	60	979	413	34	361	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	23%	0%	0%	5%	3%	6%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 48.4
Natural Cycle: 140
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	20	124	30	1129	449	431
v/c Ratio	0.06	0.50	0.08	0.96	0.39	0.70
Control Delay (s/veh)	9.6	24.9	8.2	36.1	1.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	24.9	8.2	36.1	1.9	19.0
Queue Length 50th (ft)	1	33	1	~393	0	82
Queue Length 95th (ft)	13	74	16	#670	32	#275
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	698	486	712	1170	1163	613
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.26	0.04	0.96	0.39	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	114	3	25	60	979	413	34	361	2
Future Volume (vph)	3	1	15	114	3	25	60	979	413	34	361	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.89		1.00	0.87			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1682		1467	1644			1837	1524		1793	
Flt Permitted		0.96		0.74	1.00			0.96	1.00		0.51	
Satd. Flow (perm)		1627		1150	1644			1761	1524		924	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	1	16	124	3	27	65	1064	449	37	392	2
RTOR Reduction (vph)	0	13	0	0	22	0	0	0	170	0	0	0
Lane Group Flow (vph)	0	7	0	124	8	0	0	1129	279	0	431	0
Heavy Vehicles (%)	0%	0%	0%	23%	0%	0%	5%	3%	6%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.8		8.8	8.8			30.8	30.8		30.8	
Effective Green, g (s)		8.8		8.8	8.8			30.8	30.8		30.8	
Actuated g/C Ratio		0.18		0.18	0.18			0.62	0.62		0.62	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		288		204	291			1093	946		573	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.11				c0.64	0.18		0.47	
v/c Ratio		0.02		0.61	0.03			1.03	0.29		0.75	
Uniform Delay, d1		16.9		18.8	16.9			9.4	4.4		6.7	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		5.1	0.0			36.1	0.2		5.5	
Delay (s)		16.9		23.9	16.9			45.5	4.5		12.2	
Level of Service		B		C	B			D	A		B	
Approach Delay (s/veh)		16.9			22.5			33.8			12.2	
Approach LOS		B			C			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	49.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	14	4	89	11	1	5	0	45	0	3	2
Future Volume (Veh/h)	3	14	4	89	11	1	5	0	45	0	3	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	15	4	97	12	1	5	0	49	0	3	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			19			233	230	17	279	232	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			19			233	230	17	279	232	13
tC, single (s)	4.1			4.4			7.1	6.5	6.8	7.1	6.5	6.7
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	3.8	3.5	4.0	3.8
p0 queue free %	100			93			99	100	95	100	100	100
cM capacity (veh/h)	1619			1413			683	626	925	607	625	944

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	110	54	5
Volume Left	3	97	5	0
Volume Right	4	1	49	2
cSH	1619	1413	896	722
Volume to Capacity	0.00	0.07	0.06	0.01
Queue Length 95th (ft)	0	6	5	1
Control Delay (s/veh)	1.0	6.9	9.3	10.0
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.0	6.9	9.3	10.0
Approach LOS			A	B

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	26.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	44	95	67	3	6
Future Volume (Veh/h)	15	44	95	67	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	48	103	73	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176				220	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176				220	140
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.5
p0 queue free %	99				100	99
cM capacity (veh/h)	1325				764	863

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	64	176	10
Volume Left	16	0	3
Volume Right	0	73	7
cSH	1325	1700	831
Volume to Capacity	0.01	0.10	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s/veh)	2.0	0.0	9.4
Lane LOS	A		A
Approach Delay (s/veh)	2.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	138	2	114	131	24	13	22	83	84	83	29
Future Volume (vph)	9	138	2	114	131	24	13	22	83	84	83	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	44%	2%	0%	7%	2%	71%	10%	41%	6%	24%	13%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	31.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		38.8%	38.8%		38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 33
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

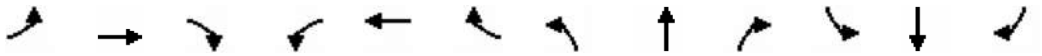
Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	10	152	124	168	128	181	32
v/c Ratio	0.03	0.20	0.25	0.24	0.27	0.50	0.07
Control Delay (s/veh)	10.0	11.0	12.3	10.9	5.8	15.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.0	11.0	12.3	10.9	5.8	15.3	0.4
Queue Length 50th (ft)	1	20	17	21	4	24	0
Queue Length 95th (ft)	9	58	55	63	31	71	2
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	587	1271	801	1129	1080	927	1053
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.12	0.15	0.15	0.12	0.20	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	138	2	114	131	24	13	22	83	84	83	29
Future Volume (vph)	9	138	2	114	131	24	13	22	83	84	83	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98			0.91			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	1.00
Satd. Flow (prot)	1253	1860		1687	1647			1514			1564	1380
Flt Permitted	0.65	1.00		0.66	1.00			0.93			0.78	1.00
Satd. Flow (perm)	859	1860		1173	1647			1419			1243	1380
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	150	2	124	142	26	14	24	90	91	90	32
RTOR Reduction (vph)	0	1	0	0	7	0	0	69	0	0	0	24
Lane Group Flow (vph)	10	151	0	124	161	0	0	59	0	0	181	8
Heavy Vehicles (%)	44%	2%	0%	7%	2%	71%	10%	41%	6%	24%	13%	17%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.1	12.1		12.1	12.1			8.1			8.1	8.1
Effective Green, g (s)	12.1	12.1		12.1	12.1			8.1			8.1	8.1
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.24			0.24	0.24
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	303	658		415	582			336			294	326
v/s Ratio Prot		0.08			0.10							
v/s Ratio Perm	0.01			c0.11				0.04			c0.15	0.01
v/c Ratio	0.03	0.23		0.30	0.28			0.18			0.62	0.02
Uniform Delay, d1	7.2	7.8		8.0	7.9			10.4			11.7	10.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.1	0.1			0.1			2.7	0.0
Delay (s)	7.2	7.8		8.1	8.0			10.5			14.3	10.0
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.8			8.1			10.5			13.7	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	34.2	Sum of lost time (s)	17.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

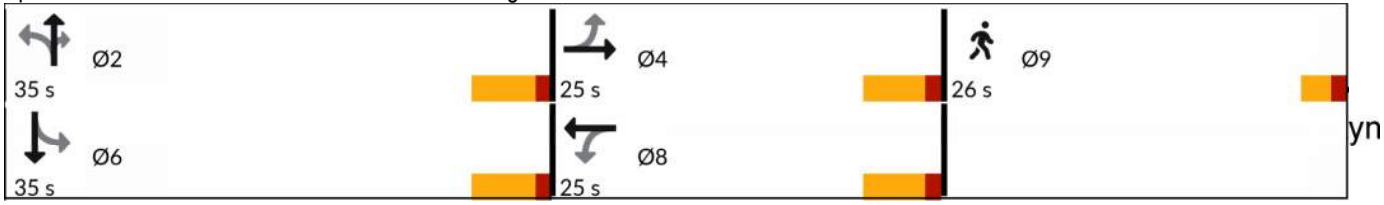
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Future Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	16%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 60
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	81	510	77	465	83	828
v/c Ratio	0.14	1.20	0.13	0.52	0.11	0.89
Control Delay (s/veh)	5.4	135.6	5.0	12.8	2.7	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	135.6	5.0	12.8	2.7	27.7
Queue Length 50th (ft)	1	~232	1	105	0	248
Queue Length 95th (ft)	26	#394	24	177	17	#474
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	582	424	580	891	737	935
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.20	0.13	0.52	0.11	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Future Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.88		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1605		1719	1591			1826	1392		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1598		1275	1591			1782	1392		1870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	75	510	2	75	13	452	83	8	820	0
RTOR Reduction (vph)	0	50	0	0	50	0	0	0	42	0	0	0
Lane Group Flow (vph)	0	31	0	510	27	0	0	465	42	0	828	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	16%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Effective Green, g (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Actuated g/C Ratio		0.33		0.33	0.33			0.50	0.50		0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		532		425	530			891	696		935	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.40				0.26	0.03		c0.44	
v/c Ratio		0.06		1.20	0.05			0.52	0.06		0.89	
Uniform Delay, d1		13.6		20.0	13.6			10.1	7.7		13.5	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		110.7	0.0			0.6	0.0		10.1	
Delay (s)		13.6		130.7	13.6			10.7	7.8		23.5	
Level of Service		B		F	B			B	A		C	
Approach Delay (s/veh)		13.6			115.3			10.3			23.5	
Approach LOS		B			F			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	8	5	83	12	0	2	0	54	0	0	4
Future Volume (Veh/h)	3	8	5	83	12	0	2	0	54	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	9	5	90	13	0	2	0	59	0	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			14			215	211	12	270	213	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			14			215	211	12	270	213	13
tC, single (s)	4.1			4.6			7.1	6.5	7.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.7			3.5	4.0	4.1	3.5	4.0	3.3
p0 queue free %	100			93			100	100	93	100	100	100
cM capacity (veh/h)	1619			1332			704	642	856	606	640	1073

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	103	61	4
Volume Left	3	90	2	0
Volume Right	5	0	59	4
cSH	1619	1332	850	1073
Volume to Capacity	0.00	0.07	0.07	0.00
Queue Length 95th (ft)	0	5	6	0
Control Delay (s/veh)	1.3	7.0	9.6	8.4
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.3	7.0	9.6	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	7.3			
Intersection Capacity Utilization	23.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	53	69	4	3	26
Future Volume (Veh/h)	9	53	69	4	3	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	58	75	4	3	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	79				155	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	79				155	77
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	1532				836	976

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	68	79	31
Volume Left	10	0	3
Volume Right	0	4	28
cSH	1532	1700	960
Volume to Capacity	0.01	0.05	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s/veh)	1.1	0.0	8.9
Lane LOS	A		A
Approach Delay (s/veh)	1.1	0.0	8.9
Approach LOS			A

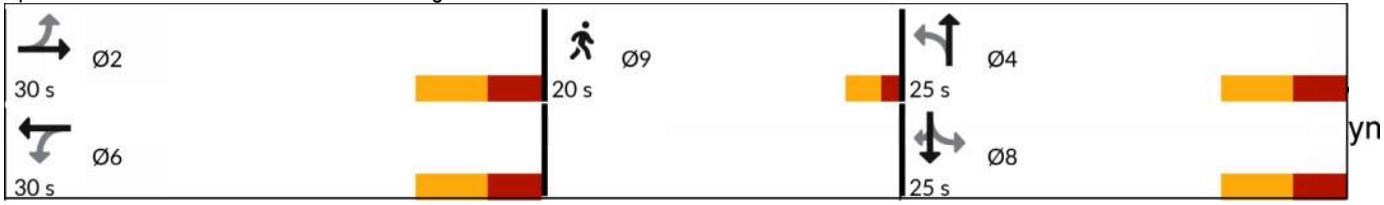
Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	114	5	26	83	50	6	22	27	69	30	36
Future Volume (vph)	19	114	5	26	83	50	6	22	27	69	30	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	32%	0%	0%	9%	0%	52%	0%	50%	9%	36%	23%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 30.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

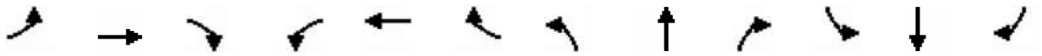


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	21	129	28	144	60	108	39
v/c Ratio	0.05	0.16	0.06	0.22	0.17	0.39	0.09
Control Delay (s/veh)	9.5	9.6	9.4	8.2	6.8	13.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	9.6	9.4	8.2	6.8	13.9	0.9
Queue Length 50th (ft)	2	14	3	12	3	12	0
Queue Length 95th (ft)	12	42	15	41	19	40	3
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	720	1422	884	1140	803	640	841
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.03	0.13	0.07	0.17	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	114	5	26	83	50	6	22	27	69	30	36
Future Volume (vph)	19	114	5	26	83	50	6	22	27	69	30	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.94			0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	1.00
Satd. Flow (prot)	1367	1889		1656	1501			1420			1391	1357
Flt Permitted	0.67	1.00		0.67	1.00			0.94			0.76	1.00
Satd. Flow (perm)	958	1889		1175	1501			1343			1087	1357
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	124	5	28	90	54	7	24	29	75	33	39
RTOR Reduction (vph)	0	2	0	0	27	0	0	23	0	0	0	31
Lane Group Flow (vph)	21	127	0	28	117	0	0	37	0	0	108	8
Heavy Vehicles (%)	32%	0%	0%	9%	0%	52%	0%	50%	9%	36%	23%	19%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	11.7	11.7		11.7	11.7			6.5			6.5	6.5
Effective Green, g (s)	11.7	11.7		11.7	11.7			6.5			6.5	6.5
Actuated g/C Ratio	0.36	0.36		0.36	0.36			0.20			0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	348	686		426	545			271			219	273
v/s Ratio Prot		0.07			c0.08							
v/s Ratio Perm	0.02			0.02				0.03			c0.10	0.01
v/c Ratio	0.06	0.19		0.07	0.22			0.14			0.49	0.03
Uniform Delay, d1	6.7	7.0		6.7	7.1			10.5			11.4	10.3
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.0		0.0	0.1			0.1			0.6	0.0
Delay (s)	6.7	7.0		6.7	7.2			10.6			12.0	10.3
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.0			7.1			10.6			11.6	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	32.2	Sum of lost time (s)	17.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

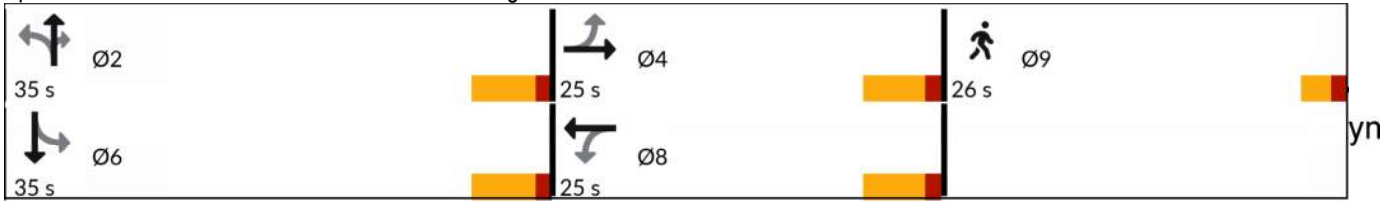
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	74	0	6	3	260	45	11	297	2
Future Volume (vph)	2	1	8	74	0	6	3	260	45	11	297	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	0%	0%	0%	4%	29%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 24.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	80	7	286	49	337
v/c Ratio	0.02	0.14	0.01	0.28	0.07	0.33
Control Delay (s/veh)	6.5	9.2	0.0	6.7	2.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	9.2	0.0	6.7	2.2	7.1
Queue Length 50th (ft)	0	9	0	28	0	34
Queue Length 95th (ft)	7	31	0	72	9	87
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	1248	1189	1407	1730	1195	1705
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.00	0.17	0.04	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	74	0	6	3	260	45	11	297	2
Future Volume (vph)	2	1	8	74	0	6	3	260	45	11	297	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.90		1.00	0.85			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1694		1530	1615			1827	1252		1825	
Flt Permitted		0.94		0.95	1.00			0.99	1.00		0.98	
Satd. Flow (perm)		1605		1533	1615			1816	1252		1790	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	80	0	7	3	283	49	12	323	2
RTOR Reduction (vph)	0	7	0	0	6	0	0	0	30	0	0	0
Lane Group Flow (vph)	0	5	0	80	1	0	0	286	19	0	337	0
Heavy Vehicles (%)	0%	0%	0%	18%	0%	0%	0%	4%	29%	0%	4%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		4.2		4.2	4.2			9.0	9.0		9.0	
Effective Green, g (s)		4.2		4.2	4.2			9.0	9.0		9.0	
Actuated g/C Ratio		0.18		0.18	0.18			0.39	0.39		0.39	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		290		277	292			704	485		694	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.05				0.16	0.02		c0.19	
v/c Ratio		0.02		0.29	0.00			0.41	0.04		0.49	
Uniform Delay, d1		7.8		8.2	7.8			5.2	4.4		5.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		0.6	0.0			0.4	0.0		0.5	
Delay (s)		7.8		8.8	7.8			5.5	4.4		5.9	
Level of Service		A		A	A			A	A		A	
Approach Delay (s/veh)		7.8			8.7			5.4			5.9	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	23.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	26	22	86	33	0	6	4	140	0	3	1
Future Volume (Veh/h)	3	26	22	86	33	0	6	4	140	0	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	28	24	93	36	0	7	4	152	0	3	1
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	37			52			271	269	40	423	281	37
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37			52			271	269	40	423	281	37
tC, single (s)	4.1			4.8			7.1	6.5	6.6	7.1	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.8			3.5	4.0	3.6	3.5	4.0	4.2
p0 queue free %	100			92			99	99	84	100	99	100
cM capacity (veh/h)	1585			1207			641	590	937	426	581	813

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	55	129	163	4
Volume Left	3	93	7	0
Volume Right	24	0	152	1
cSH	1585	1207	906	625
Volume to Capacity	0.00	0.08	0.18	0.01
Queue Length 95th (ft)	0	6	16	0
Control Delay (s/veh)	0.4	6.1	9.8	10.8
Lane LOS	A	A	A	B
Approach Delay (s/veh)	0.4	6.1	9.8	10.8
Approach LOS			A	B

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	34.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	127	94	3	51	25
Future Volume (Veh/h)	39	127	94	3	51	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	138	102	3	55	27
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	106				327	105
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	106				327	105
tC, single (s)	4.2				6.4	6.8
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.9
p0 queue free %	97				92	97
cM capacity (veh/h)	1459				648	808

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	180	105	82
Volume Left	42	0	55
Volume Right	0	3	27
cSH	1459	1700	693
Volume to Capacity	0.03	0.06	0.12
Queue Length 95th (ft)	2	0	10
Control Delay (s/veh)	1.9	0.0	10.9
Lane LOS	A		B
Approach Delay (s/veh)	1.9	0.0	10.9
Approach LOS			B

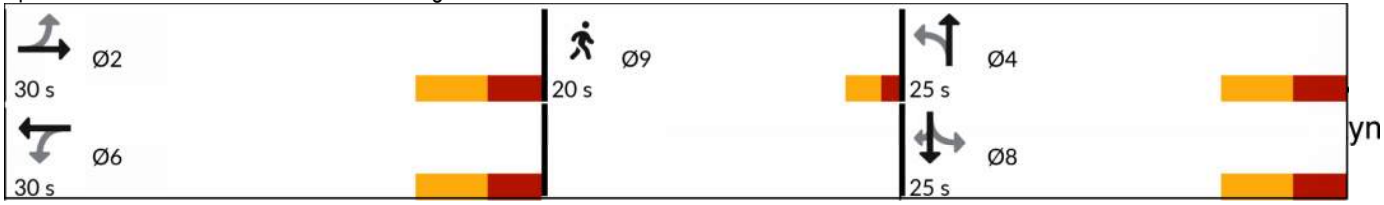
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	26.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	102	11	62	127	110	6	82	48	61	40	15
Future Volume (vph)	32	102	11	62	127	110	6	82	48	61	40	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	3%	0%	9%	5%	31%	0%	16%	12%	57%	63%	73%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 33.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

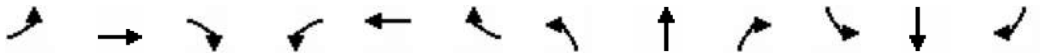


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	35	123	67	258	148	109	16
v/c Ratio	0.10	0.15	0.13	0.37	0.33	0.46	0.05
Control Delay (s/veh)	10.4	9.7	10.4	9.9	10.4	17.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	9.7	10.4	9.9	10.4	17.6	0.3
Queue Length 50th (ft)	4	14	8	26	15	15	0
Queue Length 95th (ft)	21	47	32	85	51	53	0
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	583	1289	835	1083	872	482	561
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.08	0.24	0.17	0.23	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	102	11	62	127	110	6	82	48	61	40	15
Future Volume (vph)	32	102	11	62	127	110	6	82	48	61	40	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1308	1823		1656	1509			1586			1157	934
Flt Permitted	0.60	1.00		0.68	1.00			0.97			0.73	1.00
Satd. Flow (perm)	826	1823		1182	1509			1550			871	934
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	111	12	67	138	120	7	89	52	66	43	16
RTOR Reduction (vph)	0	4	0	0	37	0	0	26	0	0	0	12
Lane Group Flow (vph)	35	119	0	67	221	0	0	122	0	0	109	4
Heavy Vehicles (%)	38%	3%	0%	9%	5%	31%	0%	16%	12%	57%	63%	73%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	13.1	13.1		13.1	13.1			7.7			7.7	7.7
Effective Green, g (s)	13.1	13.1		13.1	13.1			7.7			7.7	7.7
Actuated g/C Ratio	0.38	0.38		0.38	0.38			0.22			0.22	0.22
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	310	686		444	568			342			192	206
v/s Ratio Prot		0.07			c0.15							
v/s Ratio Perm	0.04			0.06				0.08			c0.13	0.00
v/c Ratio	0.11	0.17		0.15	0.39			0.36			0.57	0.02
Uniform Delay, d1	7.1	7.2		7.2	7.9			11.5			12.1	10.6
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.0		0.1	0.2			0.2			2.3	0.0
Delay (s)	7.1	7.3		7.2	8.1			11.7			14.4	10.6
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.2			7.9			11.7			13.9	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	34.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

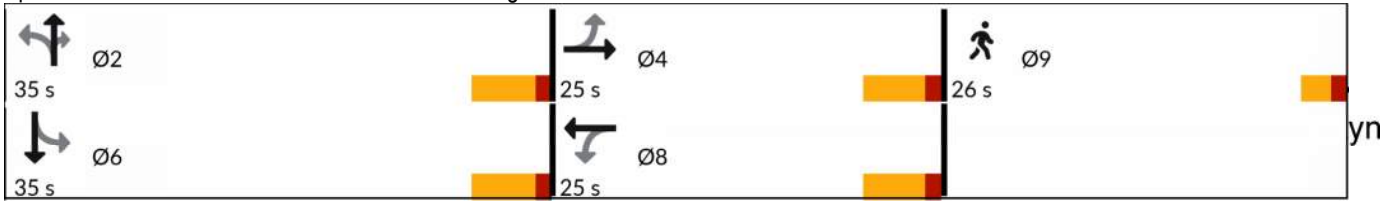
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	116	3	25	60	980	416	34	362	2
Future Volume (vph)	3	1	15	116	3	25	60	980	416	34	362	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	24%	0%	0%	5%	3%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 48.6
Natural Cycle: 140
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	20	126	30	1130	452	432
v/c Ratio	0.06	0.51	0.08	0.97	0.39	0.72
Control Delay (s/veh)	9.6	25.1	8.1	36.8	1.9	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	25.1	8.1	36.8	1.9	20.2
Queue Length 50th (ft)	1	34	1	~395	0	85
Queue Length 95th (ft)	13	75	16	#676	33	#281
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	697	482	710	1167	1162	600
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.26	0.04	0.97	0.39	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	15	116	3	25	60	980	416	34	362	2
Future Volume (vph)	3	1	15	116	3	25	60	980	416	34	362	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.89		1.00	0.87			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1682		1456	1644			1837	1524		1778	
Flt Permitted		0.96		0.74	1.00			0.96	1.00		0.51	
Satd. Flow (perm)		1627		1141	1644			1761	1524		904	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	1	16	126	3	27	65	1065	452	37	393	2
RTOR Reduction (vph)	0	13	0	0	22	0	0	0	172	0	0	0
Lane Group Flow (vph)	0	7	0	126	8	0	0	1130	280	0	432	0
Heavy Vehicles (%)	0%	0%	0%	24%	0%	0%	5%	3%	6%	0%	7%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.9		8.9	8.9			30.8	30.8		30.8	
Effective Green, g (s)		8.9		8.9	8.9			30.8	30.8		30.8	
Actuated g/C Ratio		0.18		0.18	0.18			0.62	0.62		0.62	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		291		204	294			1091	944		560	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.11				c0.64	0.18		0.48	
v/c Ratio		0.02		0.62	0.03			1.04	0.30		0.77	
Uniform Delay, d1		16.8		18.8	16.8			9.5	4.4		6.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		5.5	0.0			36.9	0.2		6.5	
Delay (s)		16.9		24.3	16.9			46.4	4.6		13.4	
Level of Service		B		C	B			D	A		B	
Approach Delay (s/veh)		16.9			22.9			34.4			13.4	
Approach LOS		B			C			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	15	4	99	12	1	5	0	51	0	3	2
Future Volume (Veh/h)	3	15	4	99	12	1	5	0	51	0	3	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	16	4	108	13	1	5	0	55	0	3	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	14			20			257	254	18	309	256	14
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			20			257	254	18	309	256	14
tC, single (s)	4.1			4.4			7.1	6.5	6.8	7.1	6.5	6.7
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	3.8	3.5	4.0	3.8
p0 queue free %	100			92			99	100	94	100	100	100
cM capacity (veh/h)	1617			1406			654	602	917	572	601	943

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	122	60	5
Volume Left	3	108	5	0
Volume Right	4	1	55	2
cSH	1617	1406	887	703
Volume to Capacity	0.00	0.08	0.07	0.01
Queue Length 95th (ft)	0	6	5	1
Control Delay (s/veh)	1.0	6.9	9.4	10.2
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.0	6.9	9.4	10.2
Approach LOS			A	B

Intersection Summary				
Average Delay	7.1			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	51	106	67	3	6
Future Volume (Veh/h)	15	51	106	67	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	55	115	73	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188				239	152
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188				239	152
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.5
p0 queue free %	99				100	99
cM capacity (veh/h)	1312				745	850

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	71	188	10
Volume Left	16	0	3
Volume Right	0	73	7
cSH	1312	1700	815
Volume to Capacity	0.01	0.11	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s/veh)	1.8	0.0	9.5
Lane LOS	A		A
Approach Delay (s/veh)	1.8	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization		25.7%	ICU Level of Service A
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	138	2	114	131	27	13	24	83	89	86	31
Future Volume (vph)	10	138	2	114	131	27	13	24	83	89	86	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	2%	0%	7%	2%	74%	10%	42%	6%	26%	14%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	31.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		38.8%	38.8%		38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 33.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

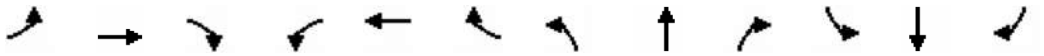
Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	25%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	11	152	124	171	130	190	34
v/c Ratio	0.03	0.20	0.25	0.25	0.27	0.52	0.07
Control Delay (s/veh)	10.4	11.2	12.5	11.1	5.9	15.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	11.2	12.5	11.1	5.9	15.8	0.6
Queue Length 50th (ft)	1	20	17	21	5	25	0
Queue Length 95th (ft)	10	60	56	65	31	76	2
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	554	1254	790	1098	1063	898	1023
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.12	0.16	0.16	0.12	0.21	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	138	2	114	131	27	13	24	83	89	86	31
Future Volume (vph)	10	138	2	114	131	27	13	24	83	89	86	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.97			0.91			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	1.00
Satd. Flow (prot)	1203	1860		1687	1621			1508			1542	1357
Flt Permitted	0.65	1.00		0.66	1.00			0.93			0.77	1.00
Satd. Flow (perm)	822	1860		1173	1621			1412			1221	1357
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	150	2	124	142	29	14	26	90	97	93	34
RTOR Reduction (vph)	0	1	0	0	8	0	0	68	0	0	0	26
Lane Group Flow (vph)	11	151	0	124	163	0	0	62	0	0	190	8
Heavy Vehicles (%)	50%	2%	0%	7%	2%	74%	10%	42%	6%	26%	14%	19%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	12.3	12.3		12.3	12.3			8.5			8.5	8.5
Effective Green, g (s)	12.3	12.3		12.3	12.3			8.5			8.5	8.5
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.24			0.24	0.24
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	290	657		414	572			344			298	331
v/s Ratio Prot		0.08			0.10							
v/s Ratio Perm	0.01			c0.11				0.04			c0.16	0.01
v/c Ratio	0.04	0.23		0.30	0.28			0.18			0.64	0.03
Uniform Delay, d1	7.4	7.9		8.1	8.1			10.4			11.8	10.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.1	0.1			0.1			3.3	0.0
Delay (s)	7.4	8.0		8.3	8.2			10.5			15.0	10.0
Level of Service	A	A		A	A			B			B	B
Approach Delay (s/veh)		7.9			8.2			10.5			14.3	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	34.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

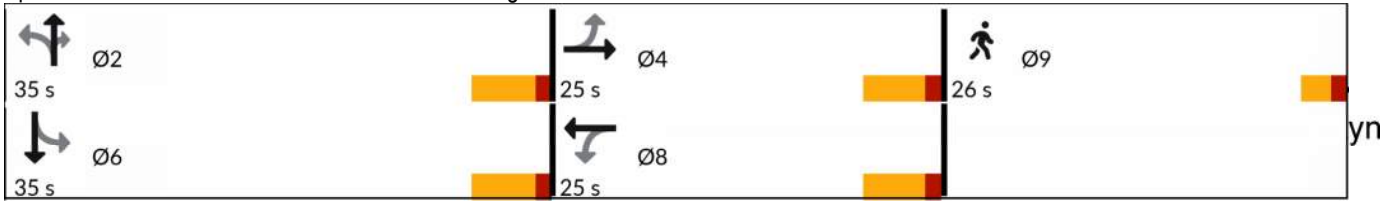
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Future Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	17%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 60
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	81	513	77	465	85	828
v/c Ratio	0.14	1.21	0.13	0.52	0.12	0.89
Control Delay (s/veh)	5.4	138.4	5.0	12.8	2.7	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	138.4	5.0	12.8	2.7	27.7
Queue Length 50th (ft)	1	~234	1	105	0	248
Queue Length 95th (ft)	26	#397	24	177	17	#474
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	582	424	580	891	732	935
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.21	0.13	0.52	0.12	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Future Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.88		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1605		1719	1591			1826	1380		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1598		1275	1591			1782	1380		1870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	75	513	2	75	13	452	85	8	820	0
RTOR Reduction (vph)	0	50	0	0	50	0	0	0	43	0	0	0
Lane Group Flow (vph)	0	31	0	513	27	0	0	465	43	0	828	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	17%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Effective Green, g (s)		20.0		20.0	20.0			30.0	30.0		30.0	
Actuated g/C Ratio		0.33		0.33	0.33			0.50	0.50		0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		532		425	530			891	690		935	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.40				0.26	0.03		c0.44	
v/c Ratio		0.06		1.21	0.05			0.52	0.06		0.89	
Uniform Delay, d1		13.6		20.0	13.6			10.1	7.7		13.5	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		113.5	0.0			0.6	0.0		10.1	
Delay (s)		13.6		133.5	13.6			10.7	7.8		23.5	
Level of Service		B		F	B			B	A		C	
Approach Delay (s/veh)		13.6			117.8			10.3			23.5	
Approach LOS		B			F			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	9	5	100	14	0	2	0	66	0	0	4
Future Volume (Veh/h)	3	9	5	100	14	0	2	0	66	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	10	5	109	15	0	2	0	72	0	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	15			15			256	252	13	324	254	15
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	15			15			256	252	13	324	254	15
tC, single (s)	4.1			4.6			7.1	6.5	7.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.7			3.5	4.0	4.1	3.5	4.0	3.3
p0 queue free %	100			92			100	100	92	100	100	100
cM capacity (veh/h)	1616			1322			654	600	857	543	598	1070

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	124	74	4
Volume Left	3	109	2	0
Volume Right	5	0	72	4
cSH	1616	1322	850	1070
Volume to Capacity	0.00	0.08	0.09	0.00
Queue Length 95th (ft)	0	7	7	0
Control Delay (s/veh)	1.2	7.1	9.6	8.4
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.2	7.1	9.6	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	7.5			
Intersection Capacity Utilization	25.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	66	88	4	3	26
Future Volume (Veh/h)	9	66	88	4	3	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	72	96	4	3	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100				190	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100				190	98
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	1505				798	950

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	82	100	31
Volume Left	10	0	3
Volume Right	0	4	28
cSH	1505	1700	933
Volume to Capacity	0.01	0.06	0.03
Queue Length 95th (ft)	1	0	3
Control Delay (s/veh)	0.9	0.0	9.0
Lane LOS	A		A
Approach Delay (s/veh)	0.9	0.0	9.0
Approach LOS			A

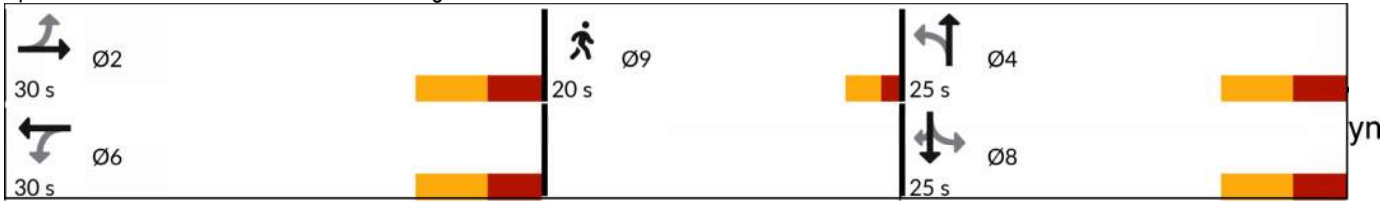
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	114	5	26	83	57	6	24	27	78	34	40
Future Volume (vph)	22	114	5	26	83	57	6	24	27	78	34	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	175		0	0		0	0		335
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		688			842			581			508	
Travel Time (s)		13.4			16.4			11.3			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	36%	0%	0%	9%	0%	26%	0%	48%	9%	40%	26%	25%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	13.0		13.0	13.0		25.0	25.0		13.0	13.0	13.0
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 30.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Patton Road/Saratoga Blvd & Barnum Road

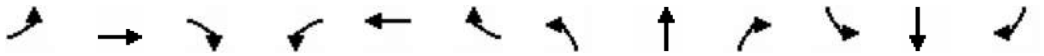


Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	24	129	28	152	62	122	43
v/c Ratio	0.06	0.16	0.06	0.22	0.16	0.43	0.10
Control Delay (s/veh)	10.1	10.1	9.8	8.3	6.6	14.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.1	10.1	9.8	8.3	6.6	14.3	1.2
Queue Length 50th (ft)	3	15	3	12	3	14	0
Queue Length 95th (ft)	14	45	15	44	19	44	4
Internal Link Dist (ft)		608		762	501	428	
Turn Bay Length (ft)	170		175				335
Base Capacity (vph)	696	1427	887	1229	807	623	805
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.03	0.12	0.08	0.20	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	114	5	26	83	57	6	24	27	78	34	40
Future Volume (vph)	22	114	5	26	83	57	6	24	27	78	34	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.94			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	1.00
Satd. Flow (prot)	1327	1889		1656	1613			1424			1352	1292
Flt Permitted	0.66	1.00		0.67	1.00			0.94			0.75	1.00
Satd. Flow (perm)	923	1889		1175	1613			1346			1055	1292
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	124	5	28	90	62	7	26	29	85	37	43
RTOR Reduction (vph)	0	2	0	0	31	0	0	23	0	0	0	34
Lane Group Flow (vph)	24	127	0	28	121	0	0	39	0	0	122	9
Heavy Vehicles (%)	36%	0%	0%	9%	0%	26%	0%	48%	9%	40%	26%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	11.2	11.2		11.2	11.2			7.0			7.0	7.0
Effective Green, g (s)	11.2	11.2		11.2	11.2			7.0			7.0	7.0
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.22			0.22	0.22
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	321	657		408	561			292			229	280
v/s Ratio Prot		0.07			c0.07							
v/s Ratio Perm	0.03			0.02				0.03			c0.12	0.01
v/c Ratio	0.07	0.19		0.07	0.22			0.13			0.53	0.03
Uniform Delay, d1	7.0	7.3		7.0	7.4			10.2			11.2	9.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	0.1			0.1			1.2	0.0
Delay (s)	7.1	7.4		7.0	7.5			10.2			12.3	10.0
Level of Service	A	A		A	A			B			B	A
Approach Delay (s/veh)		7.3			7.4			10.2			11.7	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	32.2	Sum of lost time (s)	17.0
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

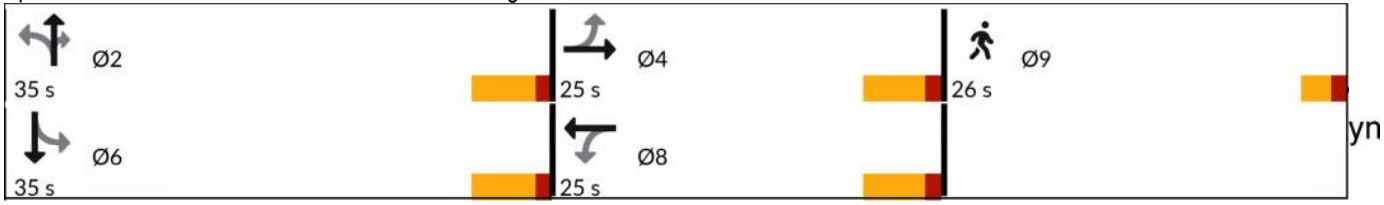
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	78	0	6	3	261	47	11	298	2
Future Volume (vph)	2	1	8	78	0	6	3	261	47	11	298	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	19%	0%	0%	0%	5%	32%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		40.7%	40.7%	40.7%	40.7%	40.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 24.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	30%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	85	7	287	51	338
v/c Ratio	0.02	0.15	0.01	0.28	0.07	0.33
Control Delay (s/veh)	6.5	9.3	0.0	6.9	2.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	9.3	0.0	6.9	2.4	7.2
Queue Length 50th (ft)	0	9	0	28	0	34
Queue Length 95th (ft)	7	33	0	75	10	89
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	1240	1144	1403	1705	1162	1695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.00	0.17	0.04	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	8	78	0	6	3	261	47	11	298	2
Future Volume (vph)	2	1	8	78	0	6	3	261	47	11	298	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.90		1.00	0.85			1.00	0.85		1.00	
Flt Protected		0.99		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1694		1517	1615			1809	1223		1825	
Flt Permitted		0.94		0.93	1.00			0.99	1.00		0.98	
Satd. Flow (perm)		1605		1485	1615			1799	1223		1790	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	85	0	7	3	284	51	12	324	2
RTOR Reduction (vph)	0	7	0	0	6	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	5	0	85	1	0	0	287	20	0	338	0
Heavy Vehicles (%)	0%	0%	0%	19%	0%	0%	0%	5%	32%	0%	4%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		4.3		4.3	4.3			9.1	9.1		9.1	
Effective Green, g (s)		4.3		4.3	4.3			9.1	9.1		9.1	
Actuated g/C Ratio		0.18		0.18	0.18			0.39	0.39		0.39	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		294		272	296			699	475		696	
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.00		c0.06				0.16	0.02		c0.19	
v/c Ratio		0.02		0.31	0.00			0.41	0.04		0.49	
Uniform Delay, d1		7.8		8.3	7.8			5.2	4.4		5.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		0.7	0.0			0.4	0.0		0.5	
Delay (s)		7.8		8.9	7.8			5.6	4.5		5.9	
Level of Service		A		A	A			A	A		A	
Approach Delay (s/veh)		7.8			8.8			5.4			5.9	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	23.4	Sum of lost time (s)	13.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

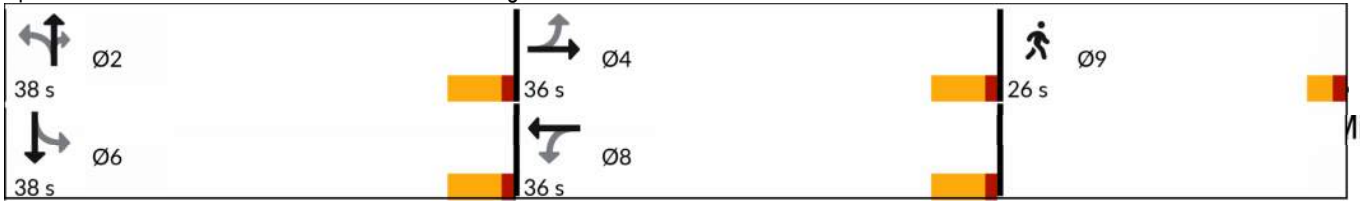
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Future Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	36.0	36.0		36.0	36.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		38.0%	38.0%	38.0%	38.0%	38.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 74
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	81	510	77	465	83	828
v/c Ratio	0.11	0.96	0.11	0.59	0.12	0.99
Control Delay (s/veh)	4.5	53.5	4.2	19.1	3.7	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	53.5	4.2	19.1	3.7	52.7
Queue Length 50th (ft)	2	219	1	153	0	362
Queue Length 95th (ft)	25	#414	23	244	22	#608
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	713	533	710	794	677	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.96	0.11	0.59	0.12	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Future Volume (vph)	3	3	69	469	2	69	12	416	76	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.88		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1605		1719	1591			1826	1417		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1600		1275	1591			1781	1417		1870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	75	510	2	75	13	452	83	8	820	0
RTOR Reduction (vph)	0	44	0	0	44	0	0	0	46	0	0	0
Lane Group Flow (vph)	0	37	0	510	33	0	0	465	37	0	828	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	14%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		31.0		31.0	31.0			33.0	33.0		33.0	
Effective Green, g (s)		31.0		31.0	31.0			33.0	33.0		33.0	
Actuated g/C Ratio		0.42		0.42	0.42			0.45	0.45		0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		670		534	666			794	631		833	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.40				0.26	0.03		c0.44	
v/c Ratio		0.06		0.96	0.05			0.59	0.06		0.99	
Uniform Delay, d1		12.8		20.8	12.8			15.4	11.7		20.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		27.8	0.0			1.1	0.0		29.5	
Delay (s)		12.8		48.6	12.8			16.5	11.7		49.9	
Level of Service		B		D	B			B	B		D	
Approach Delay (s/veh)		12.8			43.9			15.8			49.9	
Approach LOS		B			D			B			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

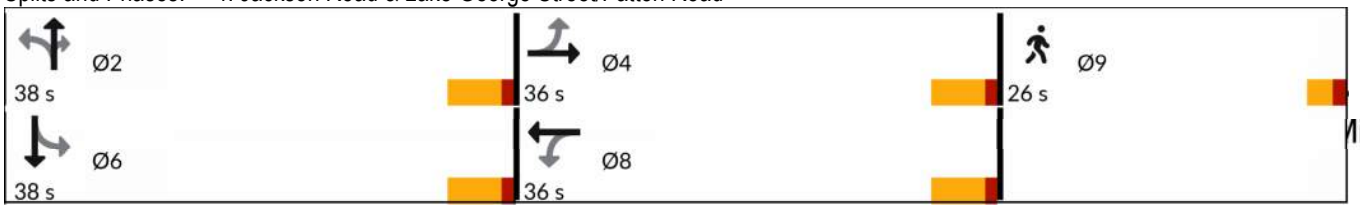
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Future Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	285		0	0		430	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		693			836			564			516	
Travel Time (s)		13.5			16.3			11.0			10.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	17%	17%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Minimum Split (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Total Split (s)	36.0	36.0		36.0	36.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		38.0%	38.0%	38.0%	38.0%	38.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 74
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Jackson Road & Lake George Street/Patton Road



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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	81	513	77	465	85	828
v/c Ratio	0.11	0.96	0.11	0.59	0.13	0.99
Control Delay (s/veh)	4.5	54.7	4.2	19.1	3.7	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	54.7	4.2	19.1	3.7	52.7
Queue Length 50th (ft)	2	221	1	153	0	362
Queue Length 95th (ft)	25	#418	23	244	23	#608
Internal Link Dist (ft)	613		756	484		436
Turn Bay Length (ft)		285			430	
Base Capacity (vph)	713	533	710	794	662	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.96	0.11	0.59	0.13	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Future Volume (vph)	3	3	69	472	2	69	12	416	78	7	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.88		1.00	0.85			1.00	0.85		1.00	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1605		1719	1591			1826	1380		1877	
Flt Permitted		0.99		0.70	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1600		1275	1591			1781	1380		1870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	75	513	2	75	13	452	85	8	820	0
RTOR Reduction (vph)	0	44	0	0	44	0	0	0	47	0	0	0
Lane Group Flow (vph)	0	37	0	513	33	0	0	465	38	0	828	0
Heavy Vehicles (%)	33%	33%	1%	5%	0%	2%	0%	4%	17%	17%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		31.0		31.0	31.0			33.0	33.0		33.0	
Effective Green, g (s)		31.0		31.0	31.0			33.0	33.0		33.0	
Actuated g/C Ratio		0.42		0.42	0.42			0.45	0.45		0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		670		534	666			794	615		833	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.02		c0.40				0.26	0.03		c0.44	
v/c Ratio		0.06		0.96	0.05			0.59	0.06		0.99	
Uniform Delay, d1		12.8		20.9	12.8			15.4	11.7		20.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0		29.1	0.0			1.1	0.0		29.5	
Delay (s)		12.8		50.0	12.8			16.5	11.7		49.9	
Level of Service		B		D	B			B	B		D	
Approach Delay (s/veh)		12.8			45.2			15.7			49.9	
Approach LOS		B			D			B			D	

Intersection Summary

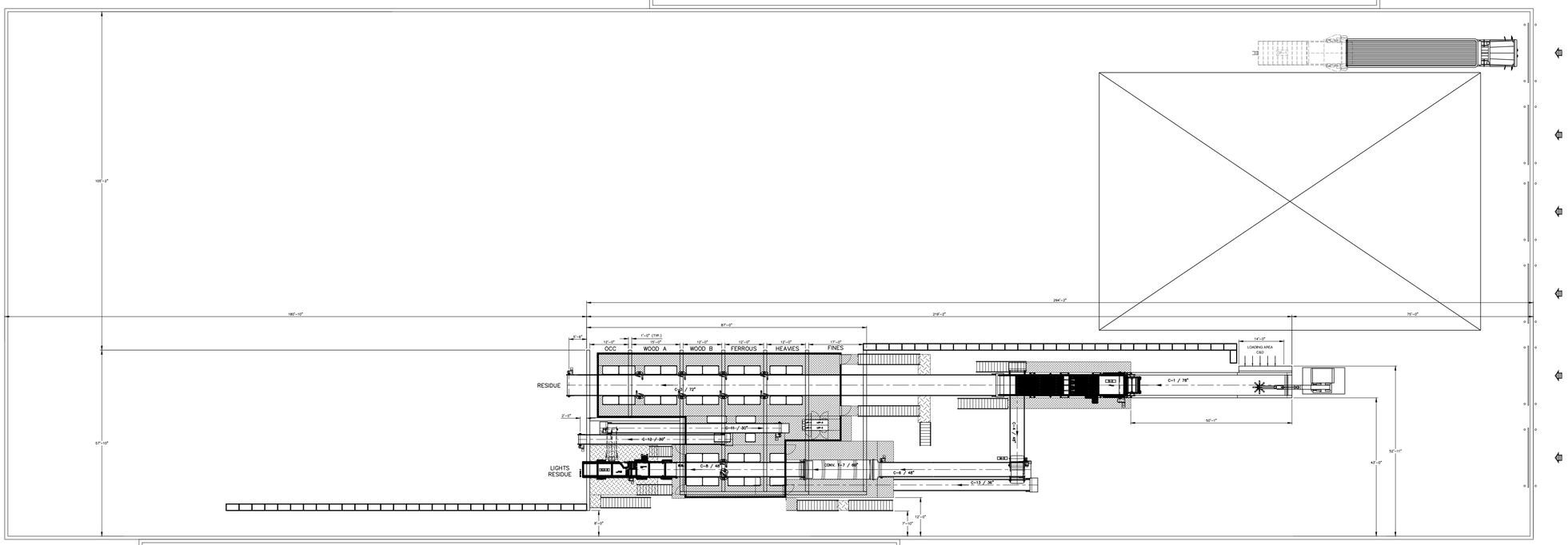
HCM 2000 Control Delay (s/veh)	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

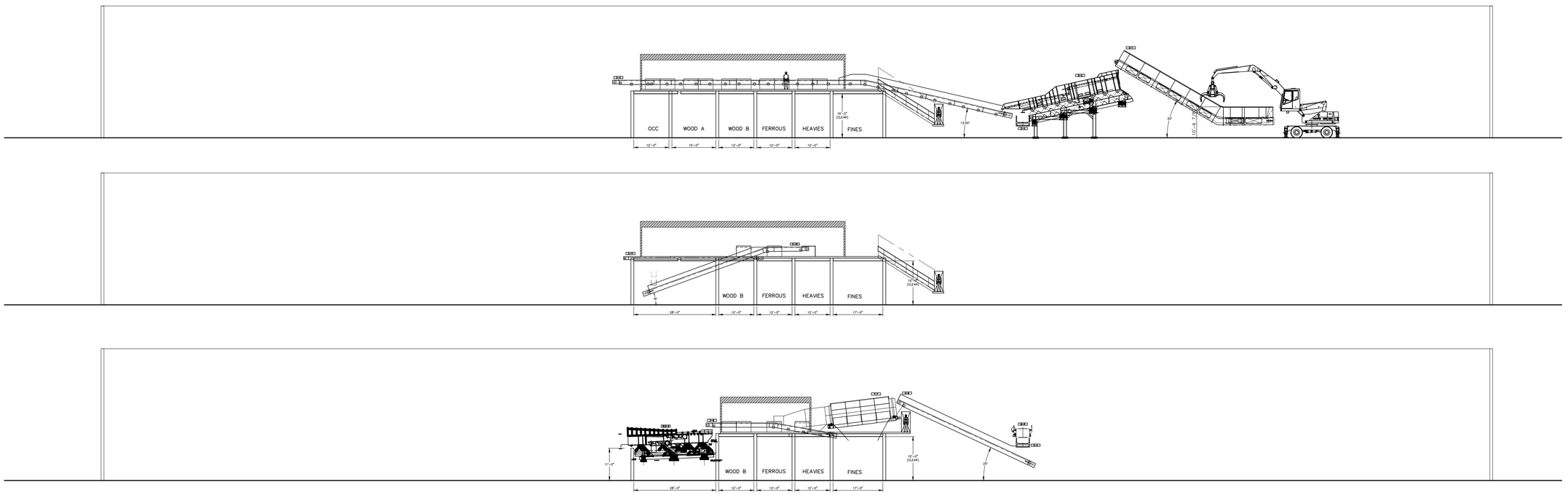
EXHIBIT 7

CONCEPTUAL PROCESSING LINE RETROFIT

RAIL CART LOADING DOCKS



OFFICES



					3	DESTONER RELLOCATED	2023-12-17	S.A.
					2	A & B LINES SWITCHED	2023-12-08	S.A.
					1	RELEASE FOR DISCUSSION – SHORTER CONFIGURATION	2023-12-08	S.A.
*					0	RELEASE FOR DISCUSSION	2023-11-02	S.A.
DWG. No.	TITLE	No.	DESCRIPTION	DATE	BY	No.	DESCRIPTION	DATE	BY
REFERENCE DRAWINGS		REVISIONS							

STAMP

STAMP

SCALE : 1/16" = 12"

DESIGNED : S.A.	DATE : 2023-11-02
DRAWN : S.A.	DATE : 2023-11-02
CHECKED :	DATE :
APPROVED :	DATE :

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MACHINEX

CLIENT :
REPUBLIC SERVICES
45 INDEPENDENCE DRIVE
DEVENS, MA
01434

NEW C&D LINE
A & B LINES
50 TPH
GENERAL VIEWS

CLIENT		MACHINEX		
PROJECT NO :	DRAWING NO :	PROJECT NO : 5123032-0	DRAWING NO : MR-4582A-1	6 REV. 3

DWG ISSUED ON : 2023-11-02
DWG ISSUED BY : S.AUGER, P.ENG. SALES PROJECT DIRECTOR

APPROVED ☐
NOT APPROVED ☐
APPROVED WITH MODIFICATION ☐

FIRM :
SIGNATURE :
DATE :

sylvaina