Item #6C: Recommendation to ZBA on special permit application from KSNS for the Holiday Inn Express, 415 Stockbridge Road

This item is to make a recommendation to the ZBA. The ZBA hearing is September 9.

Property owner / Applicant KSNS Stockbridge Road Realty Trust is seeking to expand the existing hotel by adding a third story in order to meet the demands of the Holiday Inn chain. The additional story would add 20 rooms, taking the room total from 58 to 78. The additional rooms would also necessitate new parking, which is planned on the existing site. The building footprint is not being expanded. The third floor will comply with the 3 story / 40 feet height limit.

The property is a pre-existing nonconforming use (it has more than 45 rooms). It has been in existence since 2001. The 45-room limit was imposed in 2008. As such it is seeking permission via Section 5.2.1 and 10.4 to change/extend a nonconforming use.

Adequate parking (minimum 1 space per room) will be provided onsite. Several trees will be removed to accommodate the new parking. However additional trees will be planted to screen the new parking area. New lights with motion detectors are proposed for the southerly parking area.

The new parking areas are proposed to be of permeable material, so that there will be no increase in impervious surface. The site is very near floodplain and wetlands. It has already received necessary Order of Conditions from the Conservation Commission.

ZBA SP# 844-15

Zoning Board of Appeals
Town of Great Barrington

NOTICE OF PUBLIC HEARING

The Great Barrington Zoning Board of Appeals will hold a public hearing on Wednesday, Sept. 9, 2015, at 7:45 p.m. or following an earlier hearing at Town Hall, 334 Main St., Great Barrington, to act on KSNS Stockbridge Road Realty Trust's special permit application to add a third floor and 20 guest rooms to the Holiday Inn Express at 415 Stockbridge Road. The building is legally pre-existing, non-conforming because the bylaw changed after it was built. The board will make a site visit at 5:45 p.m. that same date. A copy of the petition is on file at the Town Clerk's office, Town Hall.

Ron Majdalany, Chairman

Please publish
8.7 & 8.14/15

Town of Great Barrington
Massachusetts

ZBA-1
Rev. July 2013

Application to the Zoning Board of Appeals

INSTRUCTIONS

You may download this form and fill it in on your computer. Fill out all applicable information. Save and print the form, and sign it where required. When you are ready with your form and all supporting plans and materials, call the Town Planner to set up a time to file the application. You will need to submit the original and 14 full copies of the entire package. It may not be submitted electronically, but submissions made by mail are acceptable. Incomplete applications and those not accompanied by the required fee or copies may be rejected. The Town Planner can be reached at (413) 528-1619, x.7 (Note, for Comprehensive Permit applications, please call the Town Planner.)

FOR OFFICE USE ONLY

Filing Date: _____
Received and checked for completeness by: _____
Number Assigned: _____
Date filed with the Town Clerk _____

FOR ZBA USE:
Advertising dates: _____ & _____
Public hearing date: _____

TIMELINE: The Zoning Board of Appeals (ZBA) will set a public hearing date that is at least 45 days but no more than 65 days from the date of your filing. The hearing date will be posted at Town Hall and in accordance with the Open Meetings Law, and notice of the hearing will be sent to the Applicant and/or Applicant's agent and abutting property owners by mail, and advertised for two consecutive weeks in the local newspaper.

A. WHAT ARE YOU SEEKING?

Check all that apply. If you are unsure, please consult with the Town Planner, Building Inspector, or ZBA Secretary (413-528-4953)

☐ VARIANCE (exempts a property from some Zoning requirements)
You must complete portions A., B., C., D., G., H, I., and J. of this form.

☒ SPECIAL PERMIT (for changes to nonconforming uses, structures)
You must complete portions A., B., C., E., G., H, I., and J. of this form.

☐ APPEAL (to overturn a decision of Building Inspector or a Board)
You must complete portions A., B., C., F., G., H, I., and J. of this form.

B. SITE / PROPERTY INFORMATION

Address of Subject Property: 415 Stockbridge Rd, GB

Assessor's Map No. 29 Lot No. 6

Registry of Deeds Book No: 1177 Page: 209

Zoning District(s): B-2

Overlay Districts (if any): None

C. APPLICANT AND OWNER INFORMATION

Applicant's Information

Name (please print): Navin Shah, Trustee of KSNS Stockbridge Road Realty Trust
Phone (area code first): 413-528-4800
Street Address: 415 Stockbridge Road
City, State, Zip Code: Great Barrington, MA 01230
If Applicant is a corporation, provide name of contact person: _____
Email Address: nbshah54@gmail.com
Signature: _____

☒ Check here if Applicant and Property Owner are the same, and skip to the next section.

☐ Check here if Applicant is different than the Property Owner, and to verify that you have the Property Owner's permission to file this Application. Note that the Property Owner must sign below to indicate permission to file this Application.

Enter Property Owner's information EXACTLY as it appears on the most recent tax bill.

Property Owner's Information

Name (please print): _____
Phone (area code first): _____
Street Address: _____
City, State, Zip Code: _____
Email Address: _____
Signature: _____

Please continue to page 2.

D. VARIANCES

If you are requesting a variance, please answer all of the following. Attach additional sheets if necessary.

1) From which Section(s) of the Zoning Bylaw do you request a variance?

2) What will the requested variance(s) enable you to do?

3) If the variance(s) is not granted, what hardship will that cause you?

4) What special circumstances relating to soil condition, shape or topograpy of land or structures, affect your property but not other properties in the same zone?

5) Explain why your special circumstances are not a result of your own actions.

6) If the variance(s) is not granted, what rights will you be deprived of that other properties in the same zone enjoy?

7) Explain why a variance will not give you any special privelages that other properties in the same zoning district don't have.

E. SPECIAL PERMITS

If you are requesting a special permit, please answer all of the following. Attach additional sheets if necessary.

1) A special permit is being requested in order to (please describe project):

Increase the number of hotel guest rooms from 58 to 78.

2) This application is made under the following Sections of the Zoning Bylaw (check all that apply)

- [X] Section 5.2
- [ ] Section 5.3
- [ ] Section 5.5
- [ ] Section 5.6
- [ ] Section 5.7
- [X] Section 10.4

3) Reason(s) that this property is not in conformance with the Zoning Bylaw

This hotel property was constructed in 2001 by Special Permit 615-01 permitting the hotel use with 58 rooms. The Town instituted in 2008 Section 7.10 of the Zoning Bylaw rendering the existing 58 room use existing non-conforming.

4) Are there any previous Special Permits or Variances for this property?

- [ ] No
- [X] Yes

If yes, provide date(s), and name of issuing Board

ZBA Case No: 594-99
ZBA Case No: 615-01
ZBA Case No: 631-01

F. APPEALS

If you are seeking an appeal, please answer all of the following. Attach additional sheets if necessary.

1) This application is to appeal the decision of

- [ ] Building Inspector
- [ ] Planning Board
- [ ] Board of Selectmen

2) Date of decision

3) Nature of the decision

4) Applicable Section(s) of the Zoning Bylaw

5) Describe your interpretation of the nature of the decision and the remedy you seek. Attach additional sheets if needed.

Please continue to page 3.

G. REQUIREMENTS FOR ALL APPLICATIONS

By checking the items below, applicant acknowledges that each application is accompanied by each of the items listed below.

☒ Plot Plan of the entire property or tract. The Board may require the plan to be signed by a licensed surveyor or engineer, particularly if the matter involves dimensional issues. The plan should include those items listed in Section 10.5.3 of the Zoning Bylaw, including two locus maps--one USGS survey map and one current zoning map-- illustrating property location.

☒ A current list of all abutters within 300 feet of the property, including address of owner, map and lot number. The list must be obtained from the Assessor's office and certified by the Assessor's office. Call 413-528-1619, x. 5.

☒ At least one copy of the application and plans / specifications shall be no larger than 11 x 17 inches.

H. APPLICATION FEE

*Application fees are calculated at $150 per request. (For example, if one box in **A.** is checked, the fee is $150. For two boxes, the fee is $300.)*

☒ Check here to confirm that your check in the appropriate amount is enclosed. Make checks payable to Town of Great Barrington.

I. TECHNICAL REVIEW FEES

☒ The Zoning Board of Appeals may hire independent consultants whose services shall be paid for by the applicant(s) under the terms of the Rules and Regulations of the Zoning Board of Appeals, and in accordance with Chapter 44, Section 53G of the Massachusetts General Laws. Check here to acknowledge and be bound by these regulations. Failure to acknowledge shall cause this application to be rejected as incomplete. *Please also sign here:* _____

J. ADDITIONAL INFORMATION

Recommending Boards: All applications to the Zoning Board of Appeals are referred to the Planning Board, Conservation Commission, Board of Health, and Board of Selectmen for comments and recommendations. Applicants should be prepared to attend those meetings in order to brief those boards of their project and answer any questions.

Site Visits: The ZBA and recommending Boards may contact the Applicant to request a site visit. Applicants agree to facilitate access to the site at a mutually convenient date and time.

Timeline/ Procedures: The ZBA conducts its business in accordance with Massachusetts General Laws. Accordingly, the ZBA will hold its Public Hearing not later than 65 days after the filing of the application. A decision for a variance or appeal will be rendered not later than 100 days from the filing date. A decision for a special permit will be made not later than 90 days after the close of the Public Hearing. The decision will be filed with the Town Clerk within 20 days of the date of the decision. The appeal period lasts for 20 days after the filing with the Town Clerk. On the 21st day, if no appeals are filed, or once all appeals are resolved, the applicant shall have the decision certified by the Town Clerk. The Applicant is responsible for then filing the decision with the Registry of Deeds, at which time the decision becomes effective.

Guidance and Counsel: In preparing this application and when presenting the case to the ZBA, applicants are advised to be fully familiar with, or seek counsel from a qualified person who is familiar with, the Zoning Bylaw and other rules, regulations, and laws as may be appropriate. If you wish to discuss the completeness of this application, or have any questions about this application, please contact the ZBA's Secretary, Bernard Drew, at 413-528-4953, or the Town Planner at 413-528-1619, x. 7. However, we will not discuss the merits or strategy of your case.

Applicant's Signature: **"I have read and I understand all of the information on this application."**

_____ (signed) 7/7/15 (date)

Print Form

Need Help? Just call us.

Town Planner: (413) 528-1619, x.7

Building Inspector / Zoning Enforcement Officer: (413) 528-3206

ZBA Secretary: (413) 528-4953

For bylaws, regulations, maps, and other useful information, visit us online at www.townofgb.org

MEMORANDUM IN SUPPORT OF SPECIAL PERMIT APPLICATION

BY KSNS STOCKBRIDGE ROAD REALTY TRUST

The applicant, KSNS Stockbridge Road Realty Trust ("KSNS"), submits this memorandum in support of its application for a special permit at the Holiday Inn Express, 415 Stockbridge Road, Great Barrington, Massachusetts (the "Site"), pursuant to the Great Barrington Zoning Bylaw (the "Bylaw") Sections 5.2 and 10.4 for an extension of its hotel use by increasing the number of guest rooms from the existing 58 rooms to 78 rooms.

History

KSNS was granted a special permit by unanimous vote of the Great Barrington Board of Selectmen on June 7, 2001, permit number 615-1, to construct a 58 unit motel at the Site, which is within the B-2 "General Business" Zoning District in Great Barrington. KSNS constructed its Holiday Inn Express facility (the "Hotel") soon thereafter and opened for business.

In 2008, the Bylaw was amended adding "new Section 171-73, Hotels and Motels room limits", limiting future hotel and motel proposed uses to a maximum of 45 rooms respectively (the "Room-Cap"). Prior to 2008 there was no maximum room limit or Room-Cap in the Bylaw for the hotel and motel use categories. The adoption of the Room-Cap revision to the Bylaw rendered KSNS's lawful use by special permit at the Site an existing non-conforming use since its 58 guest room capacity exceeded the 45 room Room-Cap, which is the current characterization of KSNS's use.

The current Bylaw provides at Section 3.1.4.C (8) that the Hotel use is permitted in the B-2 "General Business" district by Special Permit from the Great Barrington Selectboard, with a footnote reference to Section 7.10 of the Bylaw providing that such use shall not contain more than 45 rental rooms (see Section 7.10.2). However, since KSNS's current use is a legal existing non-conforming use, it is eligible for a "change or substantial extension of the use" by Section 5.2.1 of the Bylaw by grant of a Special Permit from the Great Barrington Zoning Board of Appeals.

KSNS's franchisor, the Holiday Inn Express company, recently issued an ultimatum to all of its franchisees requiring their hotel buildings to comprise not less than 3 story structures, with the failure to comply with this requirement resulting in the termination of their franchise agreement. It is KSNS's intent to comply with the above ultimatum due to the reliable business relationship it has cultivated not only with the franchisor, but also with the customer base that it has serviced over the past 14 years who are attracted to the Hotel in Great Barrington due to its Holiday Inn affiliation and reliable and consistent quality accommodations.

Proposal

KSNS's plans for the addition of 20 guest rooms at the Hotel through the addition of a third floor and satisfaction of the accompanying site requirements are shown on architectural and site plans attached to this application as **Exhibits 1 and 2**.

In order to grant the requested special permit, the Great Barrington Zoning Board of Appeals, as the Special Permit Granting Authority (the "SPGA") pursuant to Section 10.4 of the Bylaw, are required to consider each of the following factors in determining that the adverse effects of the proposed use will not outweigh its beneficial impacts to the Town of Great Barrington or the neighborhood in view of the particular characteristics of the site, and of the proposal in relation to that site:

1. Social, economic or community needs which are served by the proposal;
2. Traffic flow and safety, including parking and loading;
3. Adequacy of utilities and other public services;
4. Neighborhood character and social structures;
5. Impacts on the natural environment; and
6. Potential fiscal impact, including impact on town services, tax base, and employment.

KSNS respectfully suggests that the instant application meets the above listed requirements, as follows:

1. Social, economic or community needs which are served by the proposal;

   The addition of 20 guest rooms at the Site is consistent not only with demonstrated increases in local hospitality occupancy rates, but is consistent with and complementary to Great Barrington and greater Southern Berkshire County as a destination for both national and international travelers visiting this rich cultural, recreational and scenic area. According to Smith Travel Research, in 2014 local hospitality occupancy rates were up as high as 14% during the summer months when compared with 2013, and the annual occupancy rate increase overall was 8% over 2013, a trend that has been gaining momentum over previous years. This trend is consistent with the national trend in increasing hospitality occupancy rates and the accompanying response by hoteliers to increase their guest room inventory in order to accommodate the increased demand from travelers to destination areas. This is a noteworthy and significant local issue to consider when the Berkshires attract an

estimated 2.6 million visitors annually, and those visitors account for $403 million dollars in direct spending in the Berkshires. Great Barrington is the proven center of South Berkshire's economic engine, and ensuring that there is sufficient affordable guest room availability in Town to accommodate visitors will encourage those visitors to spend as much time and money as possible in Great Barrington, directly benefiting local businesses and local cultural attractions.

Further, the community will benefit as a whole through increased real estate tax revenue that will be generated from the increased value of the property after the proposed addition. According to the Great Barrington Assessor, the value of the Site is estimated to increase from $5,452,700 to $7,297,000, generating an additional estimated $25, 315 in annual real estate tax revenue based on 2015 rates, totaling an estimated $100, 127 in tax revenue from this property alone. The Town will further benefit from increased Room Tax revenue, which totaled $419,732 in 2014, by an average estimated $22,874 based on 20 additional guest rooms. The proposed project will additionally lead to the creation of at least 3 new full time job opportunities in order to service the 20 additional hotel guest rooms and proportionate number of new guests.

The additional guests of the Hotel will be staying within a mile from downtown Great Barrington, providing close and convenient access not only to the plethora of restaurants and retail shops along the Route 7 corridor immediately adjacent to the Site, but also to the heart of Great Barrington's shopping district and its many culinary opportunities leading to an increase in retail and hospitality receipts directly benefitting Great Barrington and its small businesses.

The proposed project is also largely consistent with Great Barrington's Community Master Plan for Land Use and Economic Redevelopment. The proposed expanded use contemplates a renovation/addition of an existing use and does not impact in any way on existing open space, does not require additional curb cuts nor does it further negatively impact traffic along Route 7/Stockbridge Road, in large part because the increase or expanded use represents only a minor incremental expansion of the existing demonstrated beneficial use. As provided hereinabove, the proposed expanded use is complementary to the goals of supporting local small businesses in Great Barrington and ensuring their success by attracting visitors to Town and providing them with close and affordable access both to the Downtown Business District and to the Village of Housatonic.

2. Traffic flow and safety, including parking and loading;

KSNS's traffic engineer and expert, Fuss & O'Neill ("F & O"), performed a highly detailed and thorough analysis and review of the proposed project (the "Traffic Study")(a copy of which is attached hereto as **Exhibit 3**), including review and analyses of the existing traffic at the Site driveway and adjacent intersections along Stockbridge Road (Route 7) as well as for projected traffic once the proposed project is completed with 20 additional guest rooms.

The Traffic Study indicates that the proposed addition of 20 guest rooms to the Hotel will generate eight (8) additional vehicle trips at the Site driveway during the weekday morning peak hour (an additional 3 vehicles entering and 5 vehicles exiting). During the weekday afternoon peak hour the proposed additional rooms will generate nine (9) additional vehicles trips at the Site driveway (an additional 5 vehicles entering and 4 vehicles exiting).

Based on these analyses, F & O concluded that the additional traffic generated by the proposed project will result in an incremental increase in peak period traffic volumes on Stockbridge Road that will have a small impact on traffic operations. In general, the expected increase in peak period demand at adjacent intersections will be within the daily variation and will not be perceptible to drivers. The level of service for traffic exiting the Holiday Inn driveway will be a LOS C.

The proposed project requires the addition of 22 parking spaces to accommodate the additional rooms (totaling 81 spaces), the locations of which are illustrated on **Exhibit 1** (Sheet L1.1) and/or **Exhibit 2**. 14 of the additional spaces are proposed along the southern boundary of the Site and are connected to the existing main parking area on the east side of the Site. The other 8 spaces are located at the northwest corner of the Site. The additional traffic generated by the proposed project will be accommodated without issue at the existing entrance to Stockbridge Road/Route 7.

3. Adequacy of utilities and other public services;

KSNS's site engineer, Berkshire Engineering, Inc. ("BEI") reviewed the possibility of municipal impacts resulting from the proposed project as well as the history of the property with respect to any prior impacts to municipal infrastructure, which review is summarized in a report entitled "Municipal Impact Statement" (the "MIS") attached hereto as **Exhibit 4.**

In summary, the MIS reports that the existing drinking water supply system, which is served by the Great Barrington Fire and Water District, has sufficient capacity to accommodate the existing use as well as the proposed flows at the Site related to the proposed project.

Similarly, the MIS reports that there will be no undue burden on the existing municipal sewer collection system that currently serves the Site as a result of the proposed project, and in fact that ample system capacity exists to support the additional usage.

The MIS reports that existing electric, telephone and data services are to remain in service, and further reports that the automatic fire sprinkler protection system greatly enhances the available fire protection for the building while simultaneously reducing the potential burden placed upon the Great Barrington Fire Department.

4. Neighborhood character and social structures;

The character of the neighborhood adjacent to the Site along the Route 7 corridor, also known as Stockbridge Road, is zoned primarily for business and industrial use but also comprises a residential neighborhood to the east setback a measureable distance from Stockbridge Road. However, there is little dispute that the Route 7 corridor neighborhood is one dominated by and identified with business and industrial uses ranging from multiple hotels and motels including Great Barrington's largest hotel, a large retail shopping center including a regional chain supermarket and home-goods retail store, a large automotive tire and repair center, multiple construction related contracting and supply businesses, multiple national chain fast-food establishments and gas service stations, a long-term storage center, a bowling alley and entertainment venue, numerous banking institutions, and many local dining and entertaining establishments of varying genres, just to name a few uses.

Stockbridge Road/Route 7 is a "state road" under the jurisdiction of the Massachusetts Department of Transportation. At the time F&O conducted the Traffic Study, Stockbridge Road carried an average daily traffic volume of approximately 15,942 vehicles per day in the vicinity of the Site. Transit Service to/from and through Great Barrington is provided on Stockbridge Road/Route 7 by Berkshire Regional Transit Authority Bus 21 which runs from the Town of Great Barrington to the Town of Lee.

5. Impacts on the natural environment;

A review of the proposed project's site and architectural plans illustrate the intent of KSNS to preserve the Site in its existing state to the greatest extent possible. The proposed addition does not increase the existing building footprint at all, rather it adds a third floor to the existing building in order to accommodate the additional programming requirements (see **Exhibit 1**).

The additional required parking areas, as illustrated on both **Exhibits 1** (sheet L1.1) and **2**, do not increase the amount of impervious surface material on the Site as they will be constructed of a permeable material, either pervious asphalt pavement or grass pavement. Please see the "Stormwater Report" attached hereto as **Exhibit 5** and the "Stormwater Operations & Maintenance Plan" attached as **Exhibit 6**. Because no changes are required to be made to the existing stormwater conveyance and discharge system the existing detention basin on the Site will not be altered either.

BEI has filed a Notice of Intent under the Massachusetts Wetlands Protection Act (please see **Exhibit 7** attached hereto) associated with the instant application. The proposed project work will occur on property primarily or wholly outside of the riverfront area associated with the Housatonic River and partially within the 100 foot Buffer Zone associated with a Bordering Vegetated Wetland ("BVW"). However the limit of work to the northwest parking area is proposed to be confined such that it does not interfere with or enter wetland area directly, and the proposed area shall be constructed of pervious pavement, designed and installed such that discharge of untreated stormwater to the BVW or Housatonic River will be avoided (see **Exhibit 7**).

6. Potential fiscal impact, including impact on town services, tax base, and employment.

The local fiscal impact will be reflected by numerous benefits as a result of this proposal, including increased real estate tax revenue that will be generated from the increased value of the property after the proposed addition. According to the Great Barrington Assessor, the value of the Site is estimated to increase from $5,452,700 to $7,297,000, generating an additional estimated $25, 315 in annual real estate tax revenue based on 2015 rates, totaling an estimated $100, 127 in tax revenue from this property alone. The Town will further benefit from increased Room Tax revenue, which totaled $419,732 in 2014, by an average estimated $22,874 based on 20 additional guest rooms. The proposed project will additionally lead to the creation of at least 3 new full time job opportunities in order to service the 20 additional hotel guest rooms and proportionate number of new guests.

The additional guests of the Hotel will be staying within a mile from downtown Great Barrington, providing close and convenient access not only to the plethora of restaurants and retail shops along the Route 7 corridor immediately adjacent to the Site, but also to the heart of Great Barrington's shopping district and its many

culinary opportunities leading to an increase in retail and hospitality receipts directly benefitting Great Barrington and its small businesses.

Further, the Town will realize increased benefits through additional receipts to the Great Barrington Fire and Water District due to KSNS's increased water consumption and waste discharge to serve the proposed additional guest rooms.

For the reasons stated above, KSNS respectfully requests that the Town of Great Barrington Zoning Board of Appeals grant a special permit for an increase in the number of its hotel guest rooms from 58 to 78.

KSNS Stockbridge Road Realty Trust,
By its attorney,

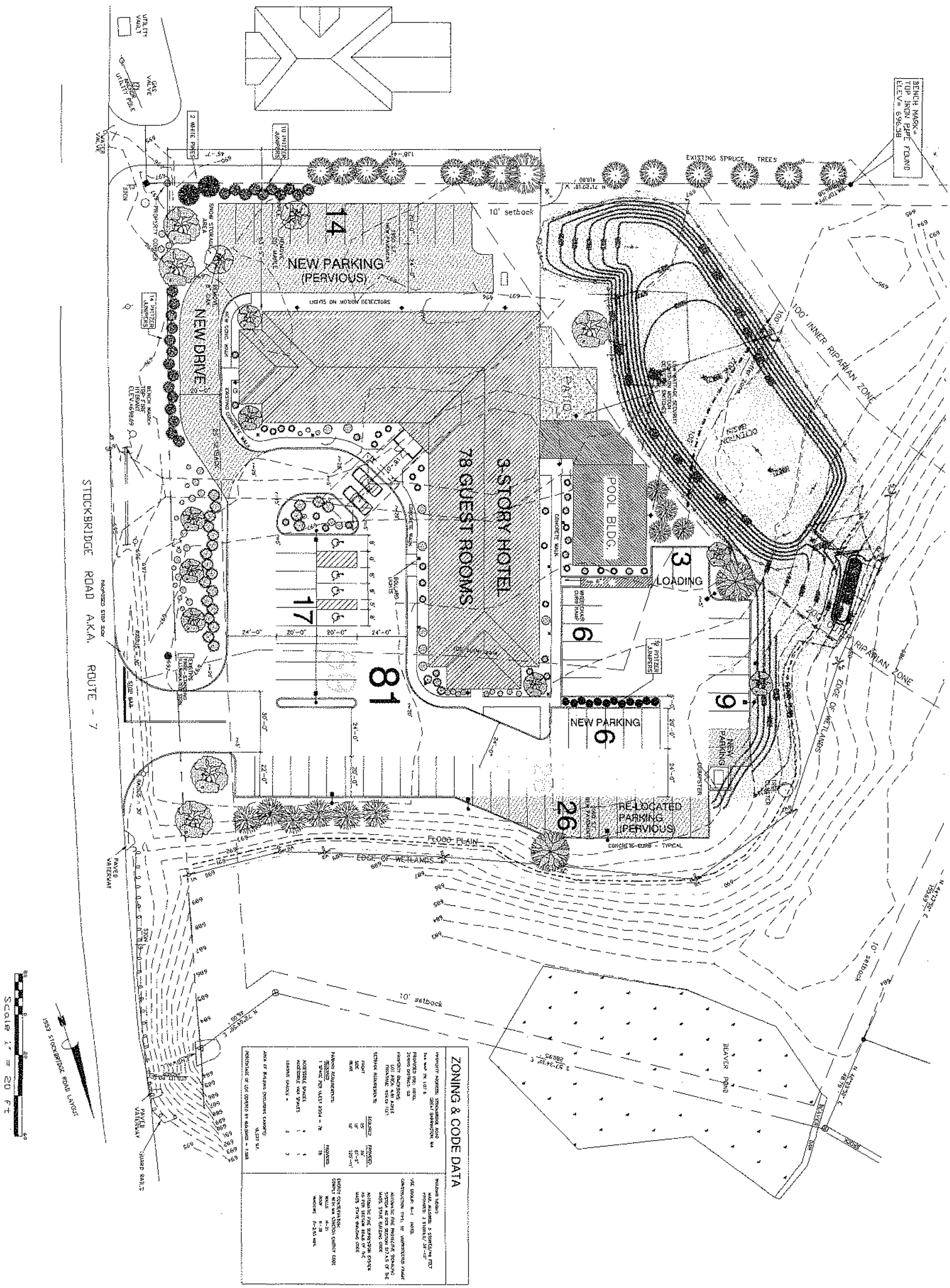
C. Nicholas Arienti
Hellman Shearn & Arienti LLP
342 Main Street
Great Barrington, MA 01230
(413) 528-4800

Table of Exhibits

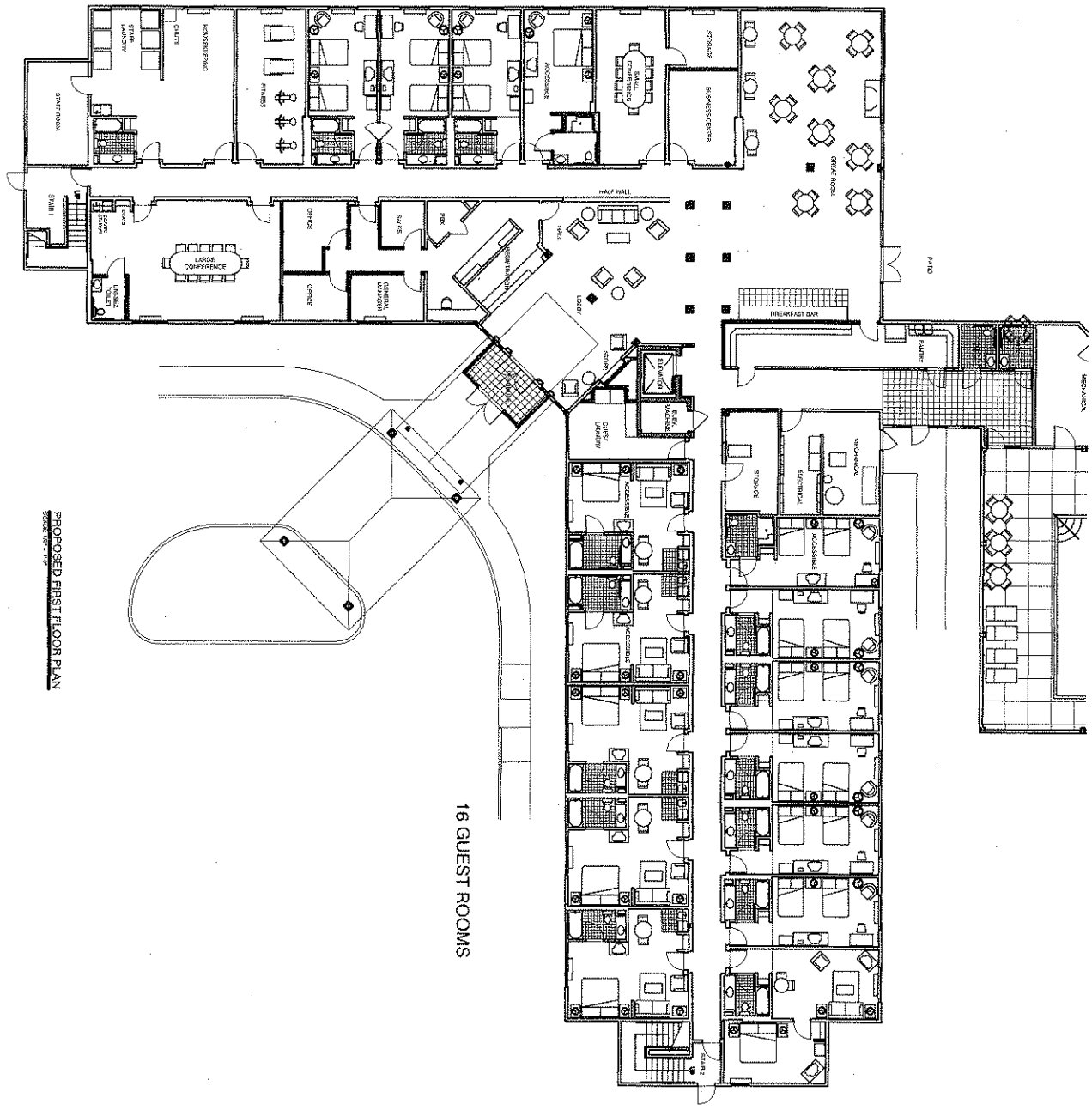
Memorandum in Support of Special Permit Application

- Exhibit 1: Bradley Architects Architectural Plans & Elevations
- Exhibit 2: Berkshire Engineering, Inc. Site Plans
- Exhibit 3: Fuss & O'Neill Traffic Review
- Exhibit 4: Berkshire Engineering, Inc. Municipal Impact Statement
- Exhibit 5: Berkshire Engineering, Inc. Stormwater Report
- Exhibit 6: Berkshire Engineering, Inc. Stormwater Operation & Maintenance Plan
- Exhibit 7: Berkshire Engineering, Inc. Notice of Intent
- Exhibit 8: Muni-Mapper Zoning Map Location of Site
- Exhibit 9: Mass GIS Assessor's Map Location of Site
- Exhibit 10: Abutter's Notice

EXHIBIT 1

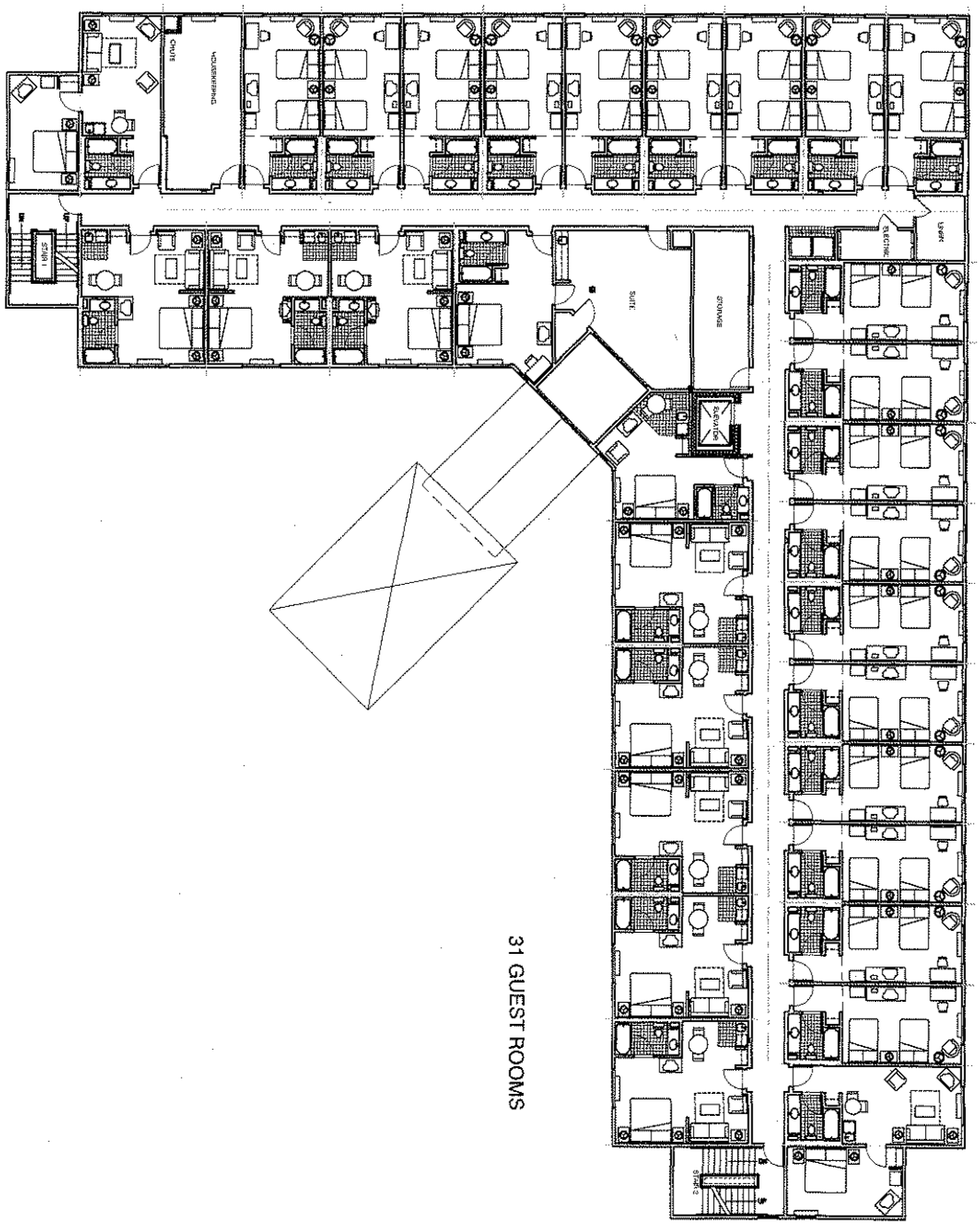


L1.1	PROPOSED SITE PLAN ISSUE DATE: 02/05/2015 JOB NO.: 14-112	HOLIDAY INN EXPRESS 3RD FLOOR ADDITION 415 STOCKBRIDGE ROAD GREAT BARRINGTON, MA	ARCHITECT: Bradley Architects Inc. BRADLEY ARCHITECTS INC. 6 BANK ROW PITTSFIELD, MA 01201 PHONE: (413) 448-8253 FAX: (413) 448-8254 www.BradleyArchitectsInc.com		COORDINATION: DOCUMENT OWNERSHIP



PROPOSED FIRST FLOOR PLAN

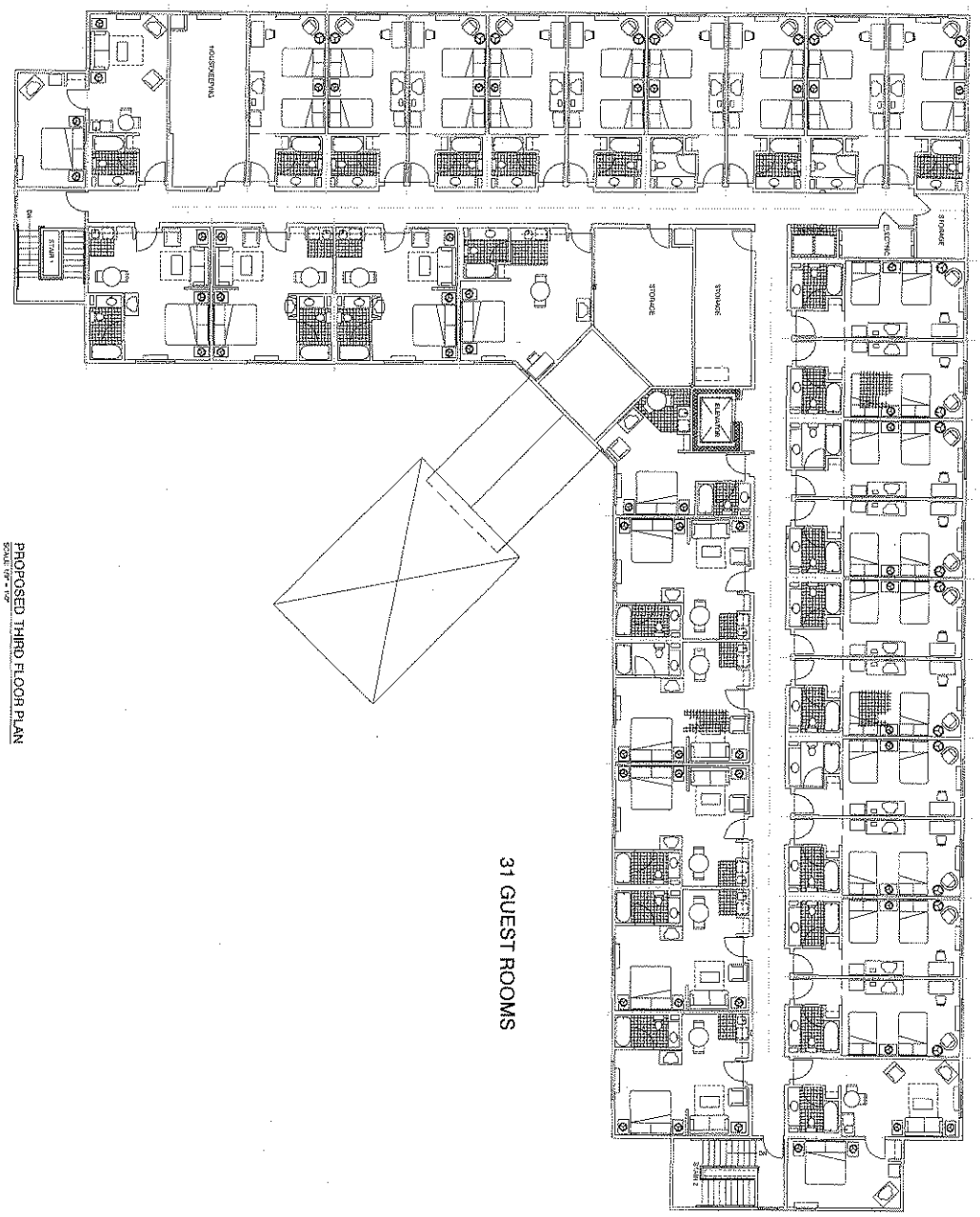
A1.1	PROPOSED FIRST FLOOR PALN ISSUE DATE: 08/05/2015 JOB NO.: 14-112	HOLIDAY INN EXPRESS 3RD FLOOR ADDITION 415 STOCKBRIDGE ROAD GREAT BARRINGTON, MA	ARCHITECT: Bradley Architects Inc. BRADLEY ARCHITECTS INC. 9 BANK ROW PITTSFIELD, MA 01201 PHONE: (413) 448-8293 FAX: (413) 499-8254 www.BradleyArchitectsInc.com		COORDINATION: DOCUMENT OWNERSHIP



PROPOSED SECOND FLOOR PLAN

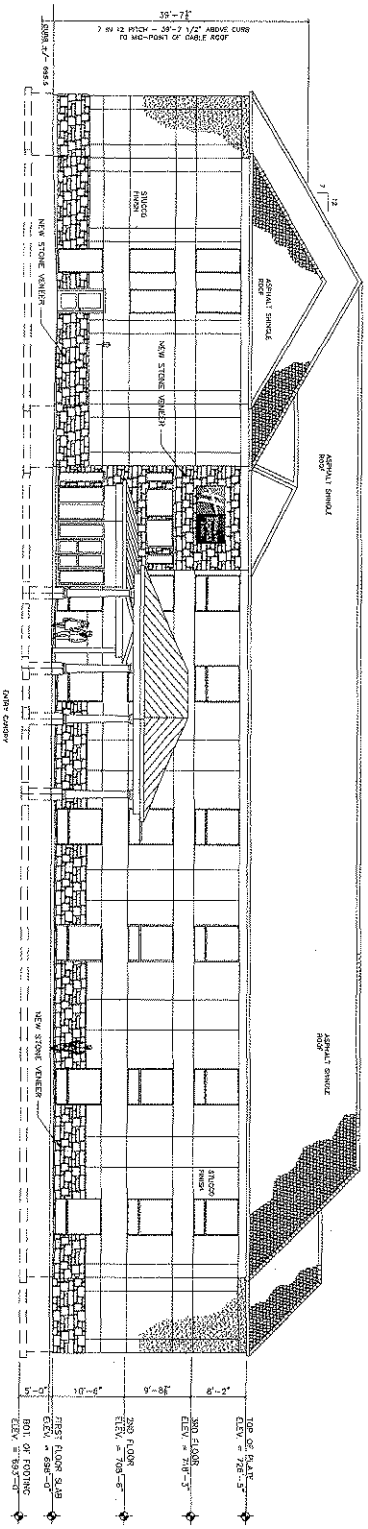
31 GUEST ROOMS

A1.2	PROPOSED SECOND FLOOR PALN ISSUE DATE: 06/05/2015 JOB NO.: 14-112	HOLIDAY INN EXPRESS 3RD FLOOR ADDITION 415 STOCKBRIDGE ROAD GREAT BARRINGTON, MA	ARCHITECT: Bradley Architects Inc. BRADLEY ARCHITECTS INC. 3 BANK ROW PITTSFIELD, MA 01201 PHONE: (413) 448-8253 FAX: (413) 448-8254 www.bradleyarchitectsinc.com		COORDINATION: DOCUMENT OWNERSHIP



PROPOSED THIRD FLOOR PLAN
SCALE: 1/8" = 1'0"

A1.3	PROPOSED THHIRD FLOOR PALN ISSUE DATE: 05/06/2015 JOB NO.: 14-112	HOLIDAY INN EXPRESS 3RD FLOOR ADDITION 415 STOCKBRIDGE ROAD GREAT BARRINGTON, MA	ARCHITECT: Bradley Architects Inc. BRADLEY ARCHITECTS INC. 8 BANK ROW PITTSFIELD, MA 01201 PHONE: (413) 499-0333 FAX: (413) 445-5554 www.BradleyArchitectsInc.com		COORDINATION: DOCUMENT OWNERSHIP



PROPOSED EAST ELEVATION
SCALE: 1/8" = 1'-0"

A1.4

PROPOSED EXTERIOR ELEVATIONS

ISSUE DATE: 06/05/2015 JOB NO.: 14-112

HOLIDAY INN EXPRESS
3RD FLOOR ADDITION

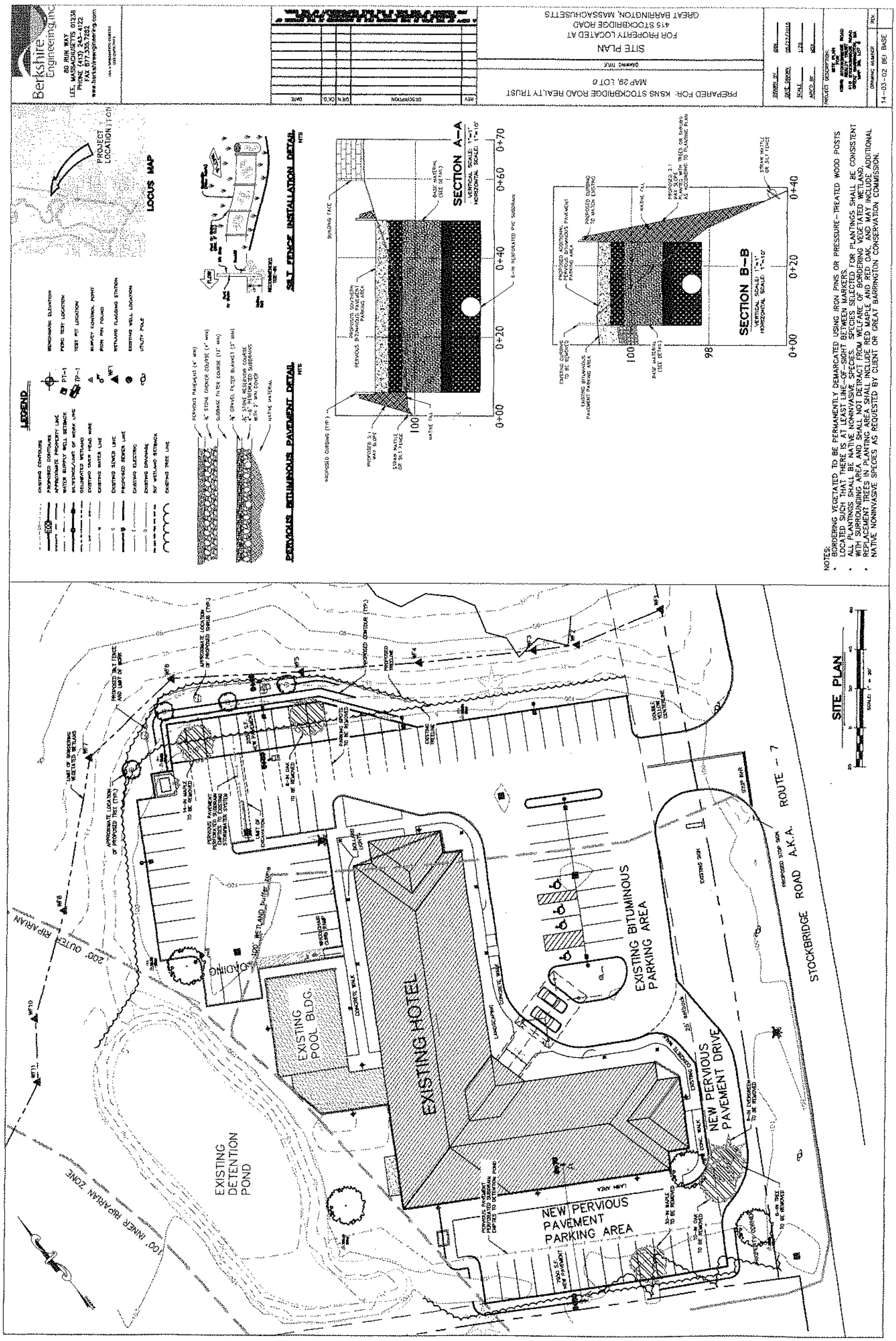
415 STOCKBRIDGE ROAD GREAT BARRINGTON, MA

ARCHITECT:
Bradley Architects Inc.
BRADLEY ARCHITECTS INC.
8 BANK ROW
PITTSFIELD, MA 01201
PHONE: (413) 448-9263
FAX: (413) 448-9264
www.BradleyArchitectsInc.com

COORDINATION:

DOCUMENT OWNERSHIP

EXHIBIT 2



Berkshire Engineering, Inc.
80 RUN WAY
LEE, MASSACHUSETTS 01238
PREPARED FOR: KSNS STOCKBRIDGE ROAD REALTY TRUST
MAP 29, LOT 6
SITE PLAN
FOR PROPERTY LOCATED AT
415 STOCKBRIDGE ROAD
GREAT BARRINGTON, MASSACHUSETTS
LOCUS MAP
PROJECT LOCATION
LEGEND
PERVIOUS BITUMINOUS PAVEMENT DETAIL
SILT FENCE INSTALLATION DETAIL
SECTION A-A
SECTION B-B
EXISTING HOTEL
EXISTING POOL BLDG.
EXISTING DETENTION POND
EXISTING BITUMINOUS PARKING AREA
NEW PERVIOUS PAVEMENT DRIVE
NEW PERVIOUS PAVEMENT PARKING AREA
100' INNER RIPARIAN ZONE
200' OUTER RIPARIAN
STOCKBRIDGE ROAD A.K.A. ROUTE - 7
SITE PLAN

EXHIBIT 3

Traffic Impact Study

Holiday Inn Express Addition

Great Barrington, Massachusetts

June 3, 2015

FUSS & O'NEILL

78 Interstate Drive
West Springfield, MA 01089

20150391A10

FUSS&O'NEILL

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Traffic Impact Study
Holiday Inn Express Addition
Great Barrington, Massachusetts

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Appendices *End of Report*

FUSS&O'NEILL

Summary Sheet

As an aid to reviewers, this Summary Sheet has been included to outline the various study parameters utilized in this report. Although a full explanation of the study methodologies is included in the text of the report, this summary can serve as a useful reference for reviewers.

Applicant:
KSNS Stockbridge Road Realty Trust

Site Acreage:
Approximately 4.91

Development Size/Type:
78 Room/Holiday Inn Express

Parking:
81 Spaces

Applications:
Town of Great Barrington – Special Permit

Build Year:
2018

Background Traffic Growth Factor:
1% Annual Growth

Traffic Counts:
Innovative Data, LLC – May 27 and 28, 2015 (Turning Movement Counts)
Innovative Data, LLC – May 27-29, 2015 (Automatic Traffic Recorders)

Peak Hours Analyzed:
Morning Peak Hour – 7:45 to 8:45am
Afternoon Peak Hour – 4:30 to 5:30pm

Expected Trip Generation:
Morning Peak Hour – 8 Vehicle Trips
Afternoon Peak Hour -- 9 Vehicle Trips

Capacity Analysis:
Technique – 2010 Highway Capacity Manual
Execution – Synchro Professional Software, Version 8.0

1 Introduction

Fuss & O'Neill has been engaged to assess the traffic impact of a proposed 20 room addition to the existing Holiday Inn Express. Holiday Inn Express is located on Stockbridge Road in the Town of Great Barrington. The proposed addition will include construction of a third floor on top of the existing building and increasing parking area from 59 to 81 spaces. This report presents the results of a field investigation, traffic counts, and analysis of the estimated traffic to be generated by the proposed project.

2 Existing Condition

2.1 Site of Development

A locus map of the site location and the surrounding area is provided in *Appendix B, Figure 1*. The property is zoned B-3, Downtown Business Mixed Use. Existing land uses surrounding the study area are:

- Commercial Office
- Retail
- Lodging

The primary site is currently a 58 room Holiday Inn Express facility. The existing site has paved onsite circulation and parking with one access point on Stockbridge Road.

2.2 Adjacent Roadway Network

The study area of influence includes a portion of Stockbridge Road (Route 7) which is classified as a principal arterial and provides the main connection between Great Barrington and Stockbridge. In the vicinity of the study area, Stockbridge Road has a single lane in each direction with a center lane used for left turns in both directions. Pavement width of the roadway is approximately 45 feet with 12 foot travel lanes and a 12 foot turning lane. The driveway to the Barrington Brewery & Restaurant is just north of the Holiday Inn Express. The Jenifer House Commons driveway is south of the Holiday Inn Express. There are no sidewalks on Stockbridge Road in close proximity to Holiday Inn Express. However, sidewalks are provided on the east side of Stockbridge Road, south of Jenifer House Commons driveway.

Stockbridge Road (Route 7) is under the jurisdiction of the Massachusetts Department of Transportation. At the time the traffic count was conducted, Stockbridge Road carried an average daily traffic volume (ADT) of approximately 15,942 vehicles per day in the vicinity of the site. Land use in the study area is primarily commercial with a number of retail businesses, restaurant, branch banks and motels in close proximity to the Holiday Inn Express. Transit Service is provided on Stockbridge Road by Berkshire Regional Transit Authority Bus 21 which runs from the Town of Great Barrington to the Town of Lee.

2.3 Study Area Intersections

The following study area intersections were reviewed:

1. Stockbridge Road / Holiday Inn Express Driveway
2. Stockbridge Road / Barrington Brewery Driveway
3. Stockbridge Road / Jenifer House Commons Driveway

All three intersections are unsignalized T-intersections. Approaches from the driveways are single lane with no auxiliary turning lanes. Stockbridge Road provides one lane in each direction and a center lane used for left turns in both directions. There are no marked crosswalks provided across the driveways and Stockbridge Road in the vicinity of the study area.

2.4 Traffic Volumes, Speeds and Counts

The greatest potential for traffic impact on the roadway network by the proposed development will occur during the AM and PM peak hours, the periods when commuter related trips are at their highest levels. In order to determine the traffic impact of the proposed development, weekday morning and weekday afternoon peak period manual turning movement counts were conducted on Wednesday and Thursday May 27-28, 2015 at the intersections in the study area. The traffic count data collected indicates that the weekday morning peak hour of traffic is 7:45 to 8:45 AM and the weekday afternoon peak hour is 4:30 to 5:30 PM. These peak hours were subsequently analyzed for traffic assessment purposes. The existing traffic volumes counted for these peak hours are shown in *Appendix C.*

Continuous 24-hour Automatic Traffic Recorder (ATR) traffic counts were conducted on Stockbridge Road in the vicinity of the proposed site. The ATR counts were conducted Wednesday-Friday May 27-29, 2015.

The Average Daily Traffic (ADT) recorded over the 48-hour period was approximately 15,942 vehicles per day on Stockbridge Road. The weekday afternoon peak hour traffic is greater than the weekday morning peak hour traffic.

Operating speeds in the southbound direction were measured using the ATR road tubes. The 85th percentile speed was 39 mph.

Operating speeds in the northbound direction were measured at a speed of 40 mph as the 85th percentile speed.

Copies of the ATR traffic data have been included in *Appendix D* of this report.

3 Background Traffic Conditions

3.1 Growth Rate

Since the proposed project is expected to be completed by the year 2018, future traffic conditions were estimated by applying a growth factor to all peak hour turning movement traffic volumes to account for regional growth characteristics such as other developments, increasing population, vehicle ownership, workers per household and increased travel mileage. In order to determine a reasonable growth rate for the background traffic volumes within the study area, permanent count station data were obtained from MassDOT for Count Station 1183 for the years 2006 through 2009. Count Station 1183 is located on Route 7 in Sheffield, South of Great Barrington Town Line.

The count station data showed an overall decline in traffic volume in recent years. A growth factor of a 1% increase per year was assumed for this study, however, to be conservative and account for potential future travel demand growth. The data also indicated the month of May has above average month traffic volumes. Peak hour traffic volumes were not adjusted to an average month's traffic to provide a more conservative traffic projection.

3.2 Background Developments

The Town of Great Barrington Planning Department was contacted to identify any planned developments that would potentially impact traffic near the proposed site. There were no other programmed developments anticipated to be completed during the analysis period that would impact traffic within the study area.

3.3 Estimated Volumes

The weekday morning and afternoon 2015 Existing Traffic condition traffic volume estimates are shown in *Appendix B, Figure 2 and Figure 3*. To determine the estimated traffic volumes at the time the project is expected to be fully constructed and occupied the Existing 2015 volumes were increased with a 1% growth rate for three years to year 2018. This volume estimate provides the 2018 Background condition. The weekday morning and afternoon 2018 Background condition traffic volume estimates are shown in *Appendix B, Figure 4 and Figure 5.*

4 Proposed Conditions

4.1 Development and Site Access

The proposed addition will consist of a third floor construction on top of the existing two-story building. A total of 81 parking spaces are proposed which is an increase of 22 spaces from the existing parking. The majority of new spaces are planned to be south of the building consisting of a new parking lot area area. A new driveway will connect the new parking area coming around the east side of the building.

The proposed addition of the third floor will not change the existing building footprint. The existing single access point on Stockbridge Road will continue to provide access to the site parking area.

The east side of Stockbridge Road has an existing sidewalk that connects various retail and food businesses. However, the sidewalk ends at Jennifer House Commons right across from the Holiday Inn's southern property line. The closest crosswalk going across Stockbridge Road is at the Barrington Plaza traffic light with no sidewalk provided on the west side of the Stockbridge Road.

4.2 Trip Generation

The expected site generated traffic volume was calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation, 9th edition, 2012. This publication is an industry-accepted resource for determining trip generation. The trip generation rates were derived by comparing the trip generation of a 78 room motel (as proposed) to the trip generation of the 58 room existing facility. Table A-2 in the *Appendix A* shows the trip generation estimates.

The land uses for this development are listed below.

- 20 Rooms – ITE land Use Code 320: Motel

Based on ITE rates, the proposed addition is estimated to produce 108 vehicle trip ends over a typical 24-hour period on weekdays. During the weekday morning peak hour the proposed addition is estimated to generate 8 trips. During the weekday afternoon peak hour, an additional nine (9) trips are estimated.

Table 4.1 presents the daily and peak hour weekday trip estimates for the proposed addition.

Table 4.1
Holiday Inn Express Addition
Estimated Trip Generation

	Enter (vpd)	Exit (vpd)	Total (vpd)
Weekday Morning Peak Hour	3	5	8
Weekday Afternoon Peak Hour	5	4	9
Weekday (24 Hour)	54	54	108

4.3 Trip Distribution

The distribution of traffic entering and exiting the proposed site was applied to the road network based on the existing regional traffic distributions and the traffic distribution using adjacent driveways. Arrival and departure distributions of site traffic were estimated based on existing patterns on Stockbridge Road. The estimated trips were routed to and from the site via the access drive. The estimated trip generation and trip distribution used for determining the Build condition traffic volumes are included in *Appendix B, Figures 6, 7, and 8.*

4.4 Combined Volumes

The 2018 Combined condition traffic estimates (i.e. with the addition of 20 rooms) were calculated by adding the site traffic to the projected Background traffic volumes. The 2018 combined condition traffic volumes are given in *Appendix B, Figure 9 and Figure 10.*

5 Analyses

5.1 Crash Data Review

An analysis to determine crash rate per intersection was prepared to review the level of safety at the study area intersections. Accident data was obtained from MassDOT for each of the study area intersections. The records were gathered for the most recent 3 years of available data, 2010 through 2012. The crash rates, expressed as "crashes per Million Entering Vehicles" (MEV), were determined using the turning movement counts and average number of crashes during the three-year period. A summary of the accident data and resulting crash rates is provided in *Appendix A, Table A-1.*

The crash rate is a measurement used by MassDOT that compares the number of crashes to the number of vehicles passing through a particular intersection. A crash rate at or below the regional average for a similar facility is an indication that there is likely no unusually hazardous condition or predominant safety factor influencing the frequency of crashes at a location. Crash data was summarized for the study area intersections. The crash rates were determined to be below the state average.

5.2 Intersection Visibility Review

Intersection sight distance (ISD) and stopping sight distance (SSD) were measured and evaluated at the proposed site driveway location in accordance with criteria set forth by the American Association of State Highway and Transportation Officials (AASHTO). Intersection sight distance accounts for the perception time and reaction time needed to identify an appropriate gap in oncoming traffic that allows the vehicle to safely turn onto a roadway and accelerate without undue speed differential conflicts with vehicles already on the roadway, measured using a line of sight across the corners of the intersection.

Stopping sight distance ensures that vehicles will have sufficient visibility to safely stop for another stopped vehicle on the roadway particularly at an intersection where the situation is likely to occur,

measured using a line of sight along the major roadway centerline. Stopping sight distance is generally considered the absolute minimum visibility criteria, while intersection sight distance is recommended where feasible and readily achievable.

Available ISD and SSD were measured in the field at the site driveway. ISD at the driveway intersection with Stockbridge Road was measured for case B1, which is a left turn from stop onto a major roadway. Required SSD is 305 feet based on the northbound 85th percentile speed of 40 mph. The measured stopping sight distance was over 700 ft. Required SSD is 290 feet based on the southbound 85th percentile speed of 39 mph. The measured stopping sight distance was greater than 700 feet. The recommended ISD southbound is 430 feet and the measured intersection sight distance was greater than 600 feet.

5.3 Intersection Capacity Analysis

A capacity analysis for the unsignalized intersections were conducted using Synchro Professional Software, version 8.0.

In analyzing stop controlled unsignalized intersection capacity analyses, the term "level of service" (LOS) is used to provide a description of the delay and operational characteristics of the turns from the minor street (stop sign controlled) to the major street, and turns from the major street into the minor street. Through vehicles are typically not delayed by the minor street and do not experience delay, therefore they are not rated with a level of service.

LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

The definitions for LOS, as well as the methodology for conducting intersection capacity analyses, are taken from the "2010 Highway Capacity Manual" published by the Transportation Research Board.

Using the above referenced methodologies, AM and PM peak hour capacity analyses were conducted at the following unsignalized intersections:

- Stockbridge Road / Holiday Inn Express Driveway
- Stockbridge Road / Barrington Brewery Driveway
- Stockbridge Road / Jenifer House Commons Driveway

Existing (2015) and Background (2018) Traffic Conditions (without the rooms addition):
Under the existing conditions, the Stockbridge Road and Holiday Inn Express Driveway intersection operates at LOS B during both the morning and afternoon peak hour times. The Barrington Brewery driveway intersection operates at LOS C. Jenifer House Commons driveway operates at LOS A under the morning peak hour existing conditions and at LOS C in the afternoon peak hour. Under the 2018

Background traffic conditions, the weekday morning peak hour LOS at all three study area intersections are expected to stay at the same LOS, with only a slight increase in the delay.

During the weekday afternoon peak hour the LOS at all study area intersections will remain at LOS C or better comparing the 2015 condition to the 2018 Background condition.

Combined (2018) Traffic Conditions (with the rooms addition):
The determination of the traffic impact from the proposed development is made through a comparison of the Background Conditions LOS (without the proposed development) versus the Combined Conditions LOS (with the proposed development).

During both the morning and afternoon peak hours the added site traffic is not expected to result in significant changes to the LOS compared to the Background condition at the study area intersections. The only intersection that is expected to get a decrease in LOS is the Holiday Inn Express driveway exit traffic which will go from LOS B to LOS C. A slight increase in delay (about 3 seconds) is expected at that intersection. The other two intersections are expected to operate at the same LOS.

The summarized results of the capacity analysis are provided in *Tables 5.1 and 5.2*. The capacity analysis worksheets are provided in *Appendices E and F*.

TABLE 5.1
WEEKDAY MORNING PEAK HOUR
INTERSECTION CAPACITY ANALYSIS: LEVEL OF SERVICE SUMMARY

		2015 Existing		2018 Background		2018 Combined	
Intersection	**Movement**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Stockbridge Road & Holiday Inn Express							
Holiday Inn Express Driveway	EB	13.3	B	13.6	B	16.9	C
Stockbridge Road & Barrington Brewery Driveway							
Barrington Brewery Driveway	WB	23.3	C	24.2	C	24.3	C
Stockbridge Road & Jenifer House Commons Driveway							
Jenifer House Commons Driveway	WB	0.0	A	0.0	A	0.0	A

TABLE 5.2
WEEKDAY AFTERNOON PEAK HOUR
INTERSECTION CAPACITY ANALYSIS: LEVEL OF SERVICE SUMMARY

		2015 Existing		2018 Background		2018 Combined	
Intersection	**Movement**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Stockbridge Road & Holiday Inn Express							
Holiday Inn Express Driveway	EB	13.0	B	13.2	B	16.7	C
Stockbridge Road & Barrington Brewery Driveway							
Barrington Brewery Driveway	WB	23.1	C	24.0	C	24.1	C
Stockbridge Road & Jenifer House Commons Driveway							
Jenifer House Commons Driveway	WB	23.1	C	24.2	C	24.3	C

A capacity analysis was also conducted based on the traffic condition assuming 78 occupied rooms (maximum occupancy of the Holiday Inn Express). The traffic estimates at the site driveway for this condition are shown in *Figure 11* (2018 Build for weekday morning peak hour), and in *Figure 12* (2018 Build for weekday afternoon peak hour). The level of service for a full occupancy condition will remain at the same level of service (Level "C") for the driveway exit traffic as that for the 58 (existing) room Inn.

6 Conclusions

This traffic study indicates that completion of the proposed addition of 20 rooms to the Holiday Inn Express will generate eight (8) additional vehicle trips at the site driveway during the weekday morning peak hour (an additional 3 vehicles entering and 5 vehicles exiting). The additional rooms will generate nine (9) additional vehicles trips at the site driveways during the weekday afternoon peak hour (an additional 5 vehicles entering and 4 vehicles exiting).

The additional traffic generated by the proposed project will result in an incremental increase in peak period traffic volumes on Stockbridge Road that will have small impact on traffic operations. In general, the expected increase in peak period demand at adjacent intersections will be within the daily variation and will not be perceptible to drivers. The level of service for traffic exiting the Holiday Inn driveway will be a LOS C.

A review of available crash data did not indicate any unusually hazardous condition or crash patterns within the study area. The available sight lines at the site access drive exceed the recommended stopping and intersection sight distances.

Appendix A

Tables

TABLE A-1
ACCIDENT DATA SUMMARY - 2010 to 2012
STUDY AREA INTERSECTIONS

Criteria	Stockbridge Road and Crissey Road	Stockridge Road and Jennifer House Commons Driveway	Stockbridge Road and Barrington Brewery
YEAR			
2010	3	0	0
2011	2	1	1
2012	2	0	0
Total	7	1	1
Average No. of Crashes	2.33	0.33	0.33
Crash Rate	0.40	0.06	0.05
TYPE			
Angle	1	1	0
Rear-End	4	0	0
Head-On	0	0	0
Sideswipe	1	0	0
Pedestrian/Bycicle	0	0	0
Collision w/ Parked Car	0	0	0
Unknown/Other	1	0	1
Total	7	1	1
SEVERITY			
Property Damage Only	6	0	0
Non-fatal Injury	1	1	1
Fatality	0	0	0
Unknown/Other	0	0	0
Total	7	1	1
WEATHER			
Clear	5	1	1
Wet	0	0	0
Snow/Ice	0	0	0
Clouds	2	0	0
Fog	0	0	0
Unknown/Other	0	0	0
Total	7	1	1
TIME			
Weekday 7:30 AM - 9:30 AM	0	0	0
Weekday 3:30 PM - 5:30 PM	2	0	0
Other	5	1	1
Total	7	1	1

Statewide Average Crash Rates: 0.8 Signalized Intersections
0.6 Unsignalized Intersections

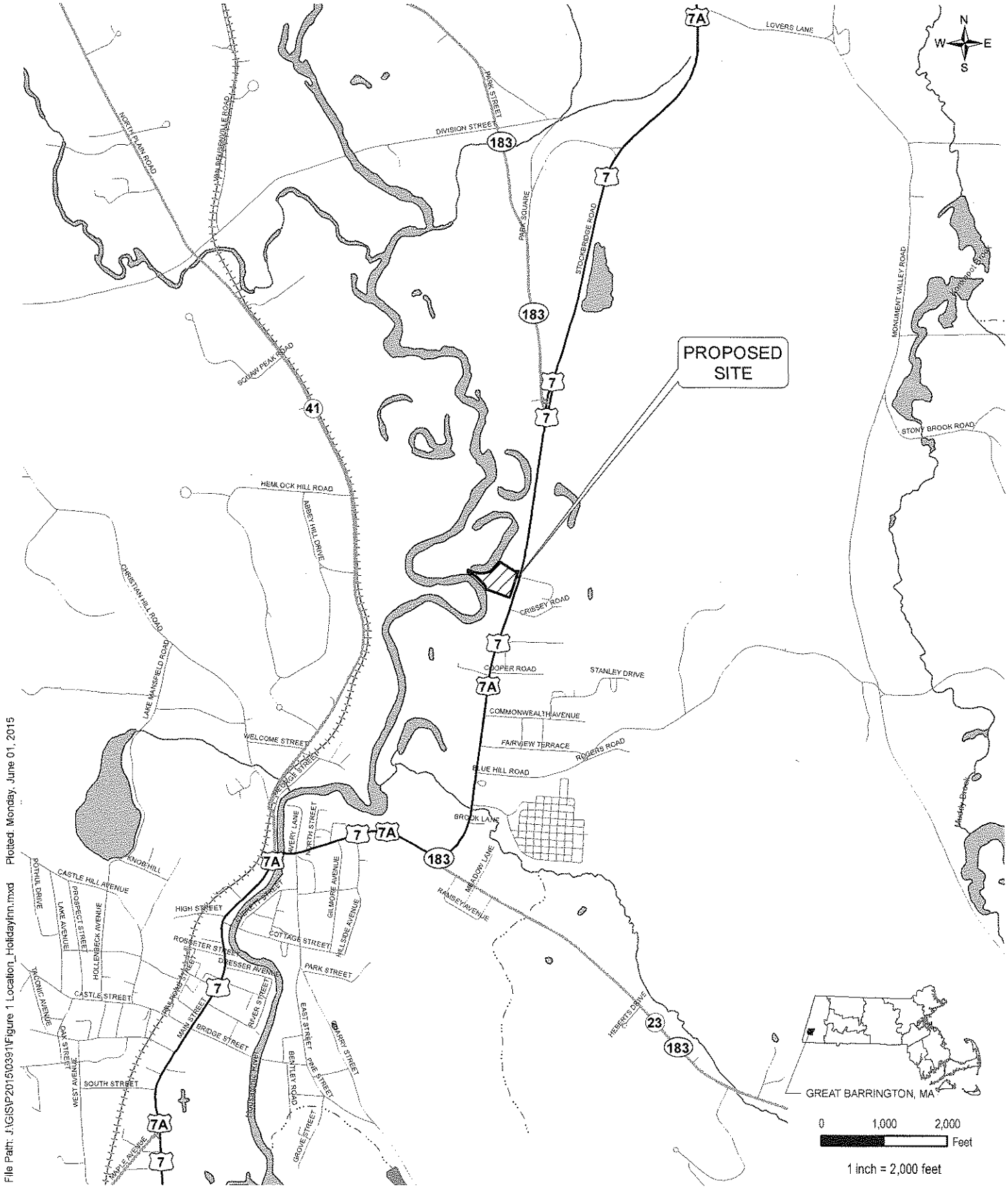
F:\P2015\0391\A10\Traffic work\Accidents\multi year CrashData_2007-2012

Table A-2
Holiday Inn Express Addition
Estimated Trip Generation

	Enter (vpd)	Exit (vpd)	Total (vpd)
58 Room Motel			
Weekday Morning Peak Hour	10	17	26
Weekday Afternoon Peak Hour	15	13	27
Weekday (24 Hour)	173	173	346
78 Room Motel			
Weekday Morning Peak Hour	22	13	35
Weekday Afternoon Peak Hour	19	17	36
Weekday (24 Hour)	227	227	454
20 Room Addition			
Weekday Morning Peak Hour	3	5	8
Weekday Afternoon Peak Hour	5	4	9
Weekday (24 Hour)	54	54	108

Appendix B

Figures



File Path: J:\GIS\P2015\03\391\Figure 1 Location_Holidayinn.mxd Plotted: Monday, June 01, 2015

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FIGURE 1: LOCUS

PROJ. NO. 20150391.A10 HOLIDAY INN EXPRESS MAY 2015

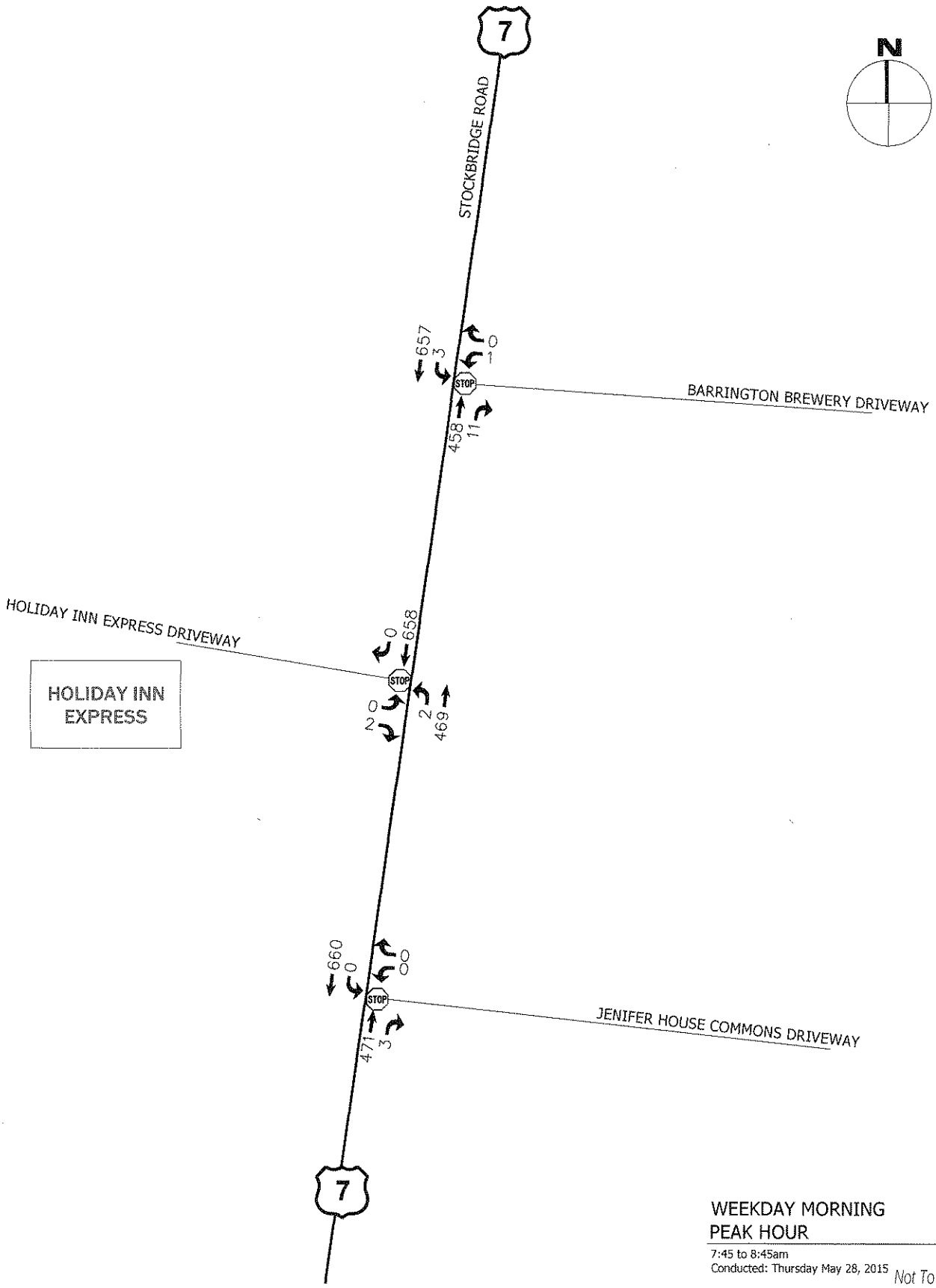

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FIGURE 2: WEEKDAY MORNING PEAK HOUR
2015 EXISTING TRAFFIC CONDITIONS

PROJ. NO. 20150391A10 Holiday Inn Express 6/14/2015

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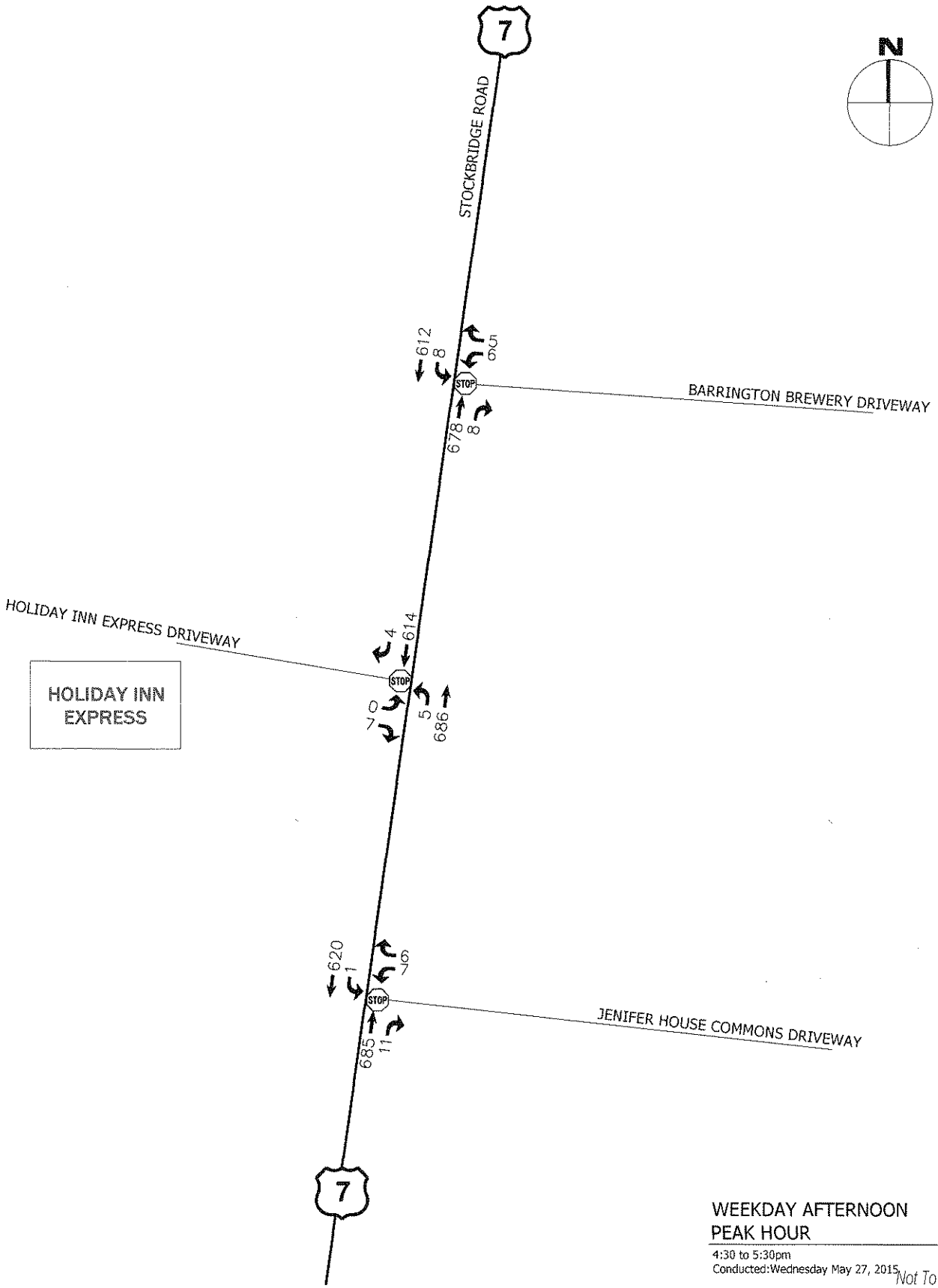

WEEKDAY AFTERNOON PEAK HOUR

4:30 to 5:30pm

Conducted:Wednesday May 27, 2015

Not To Scale

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FIGURE 3: WEEKDAY AFTERNOON PEAK HOUR 2015 EXISTING TRAFFIC CONDITIONS

PROJ. NO. 20150391A10 — Holiday Inn Express — 6/14/2015

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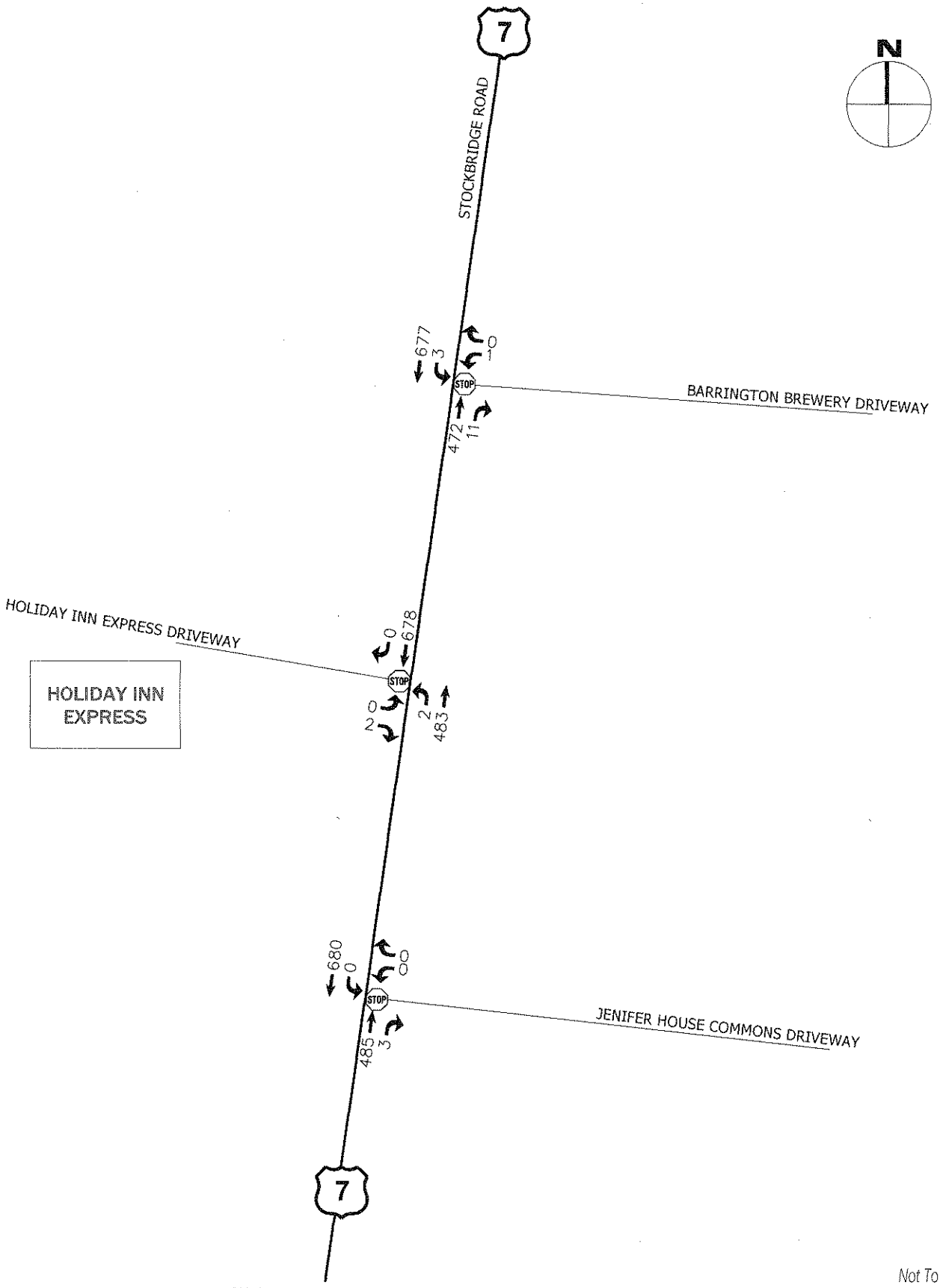

Not To Scale

FIGURE 4: WEEKDAY MORNING PEAK HOUR
2018 BACKGROUND TRAFFIC CONDITIONS

PROJ. NO: 20150391A10 | Holiday Inn Express | 5/14/2015

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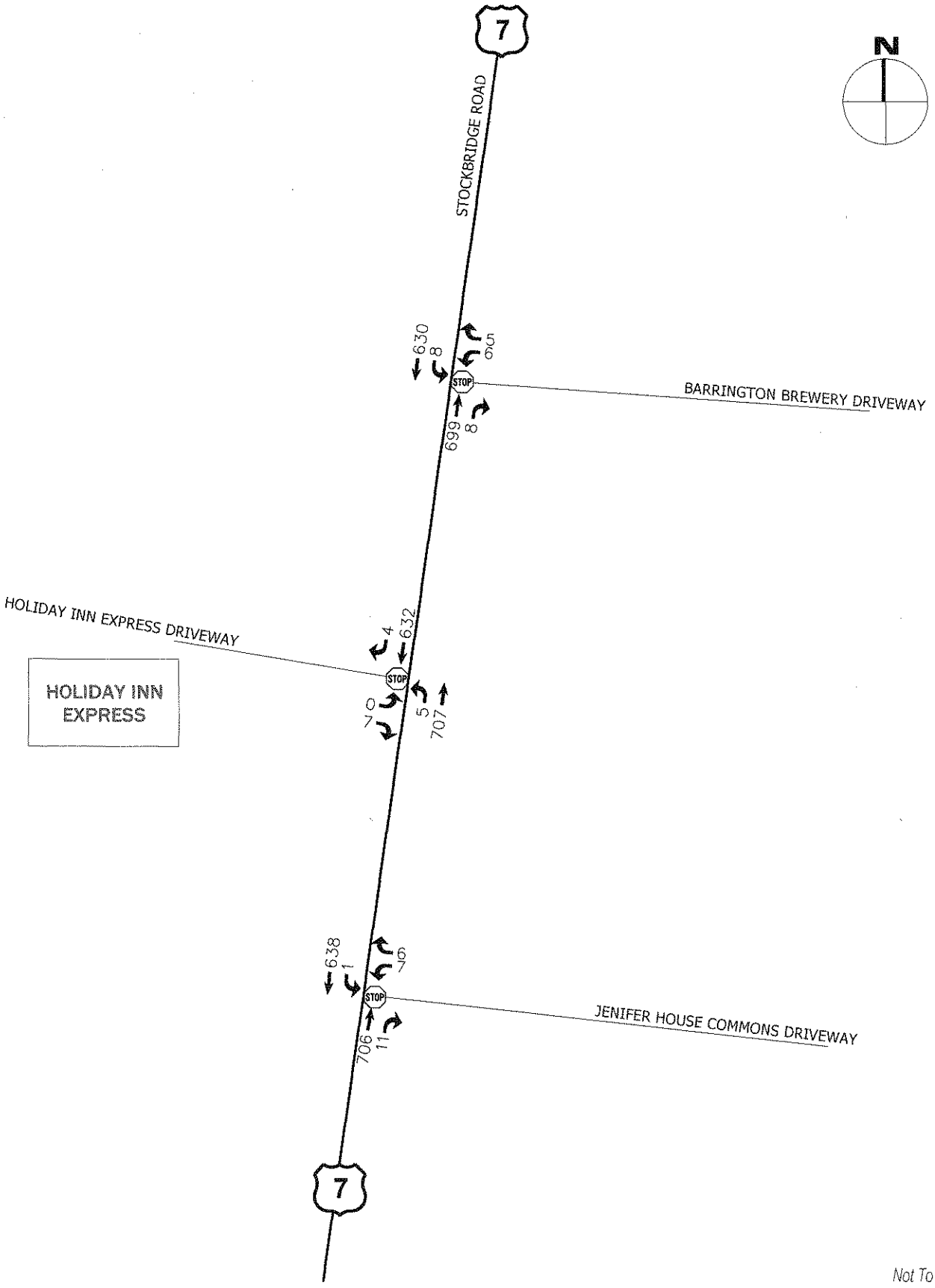

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FIGURE 5: WEEKDAY AFTERNOON PEAK HOUR
2018 BACKGROUND TRAFFIC CONDITIONS

PROJ. NO: 20150391A10 Holiday Inn Express 5/14/2015

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File Path: J:\DWG\P2015\0391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: PM NOBUILD Plotted: Mon, June 01, 2015 - 2:37 PM User: DMITRIY MAYBORODA

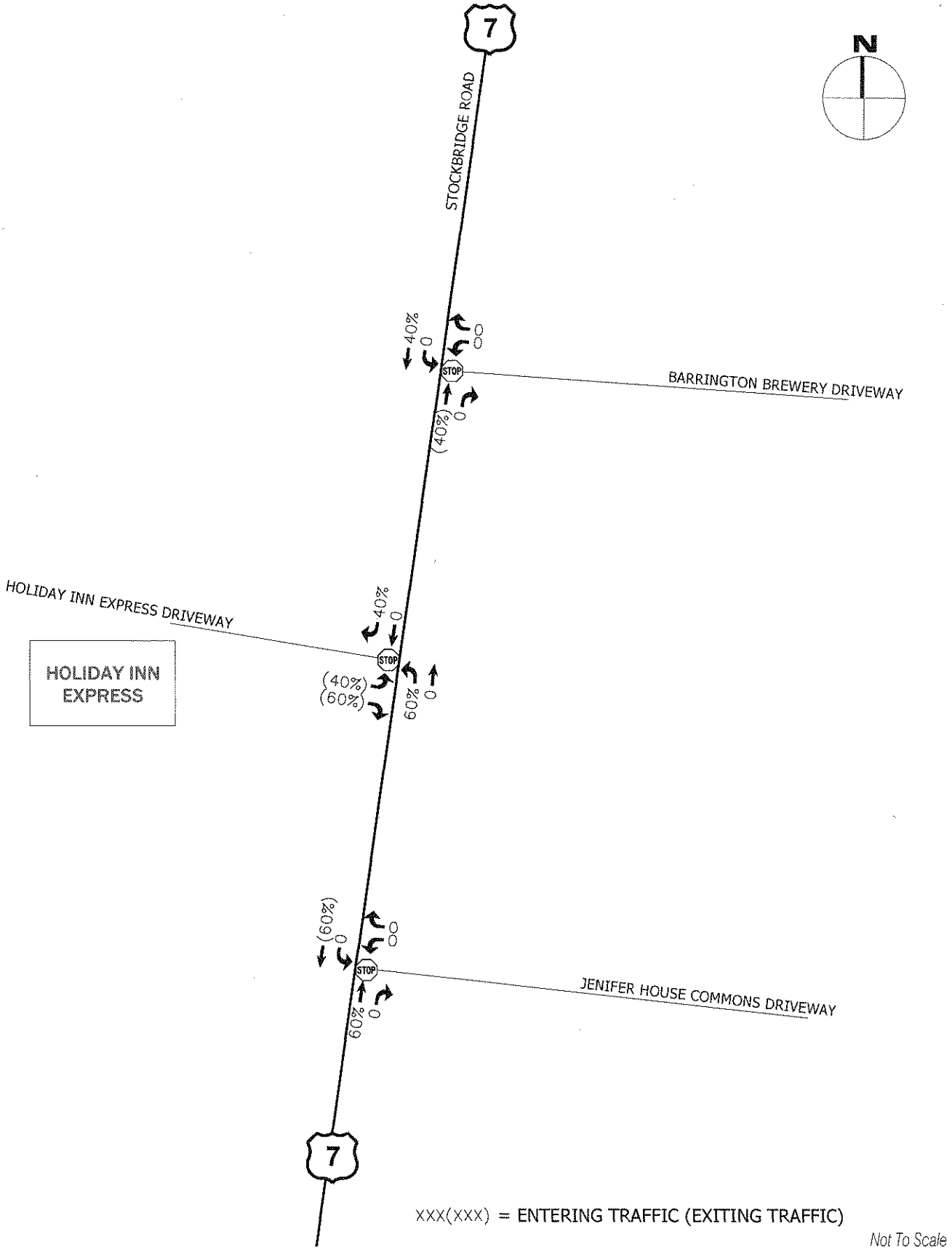

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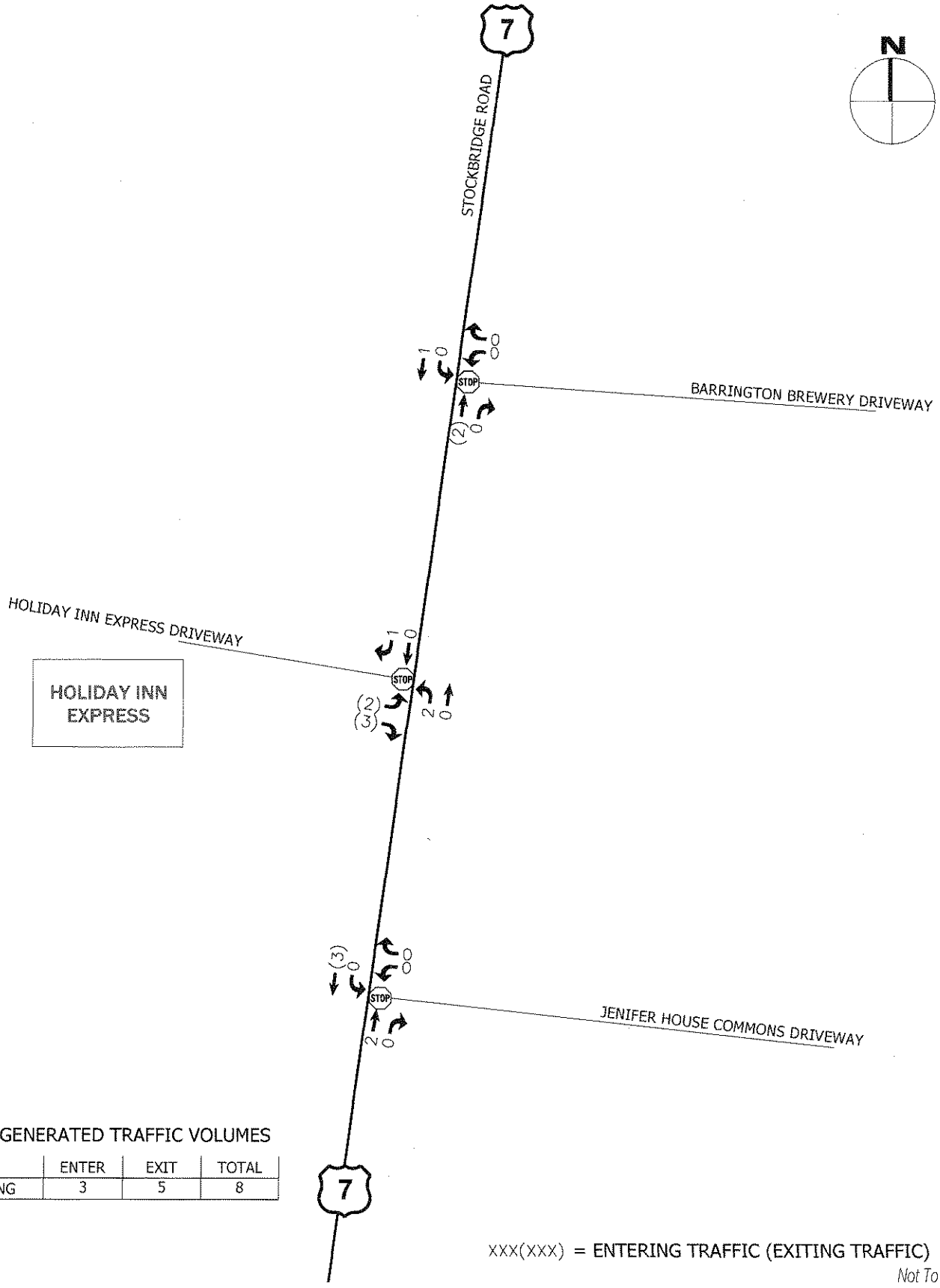
FIGURE 6: SITE GENERATED TRAFFIC ARRIVAL/DEPARTURE DISTRIBUTION

PROJ. NO: 20150391A10 | Holiday Inn Express | 5/14/2015

File Path: J:\DWG\P20150391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: NEW SITE DISTRIB Plotted: Thu, June 04, 2015 - 8:44 AM User: DMITRIY MAYBORODA



SITE GENERATED TRAFFIC VOLUMES

	ENTER	EXIT	TOTAL
MORNING	3	5	8

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

Not To Scale

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FIGURE 7: WEEKDAY MORNING PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

PROJ. NO. 20150391A10 — Holiday Inn Express — 5/14/2015

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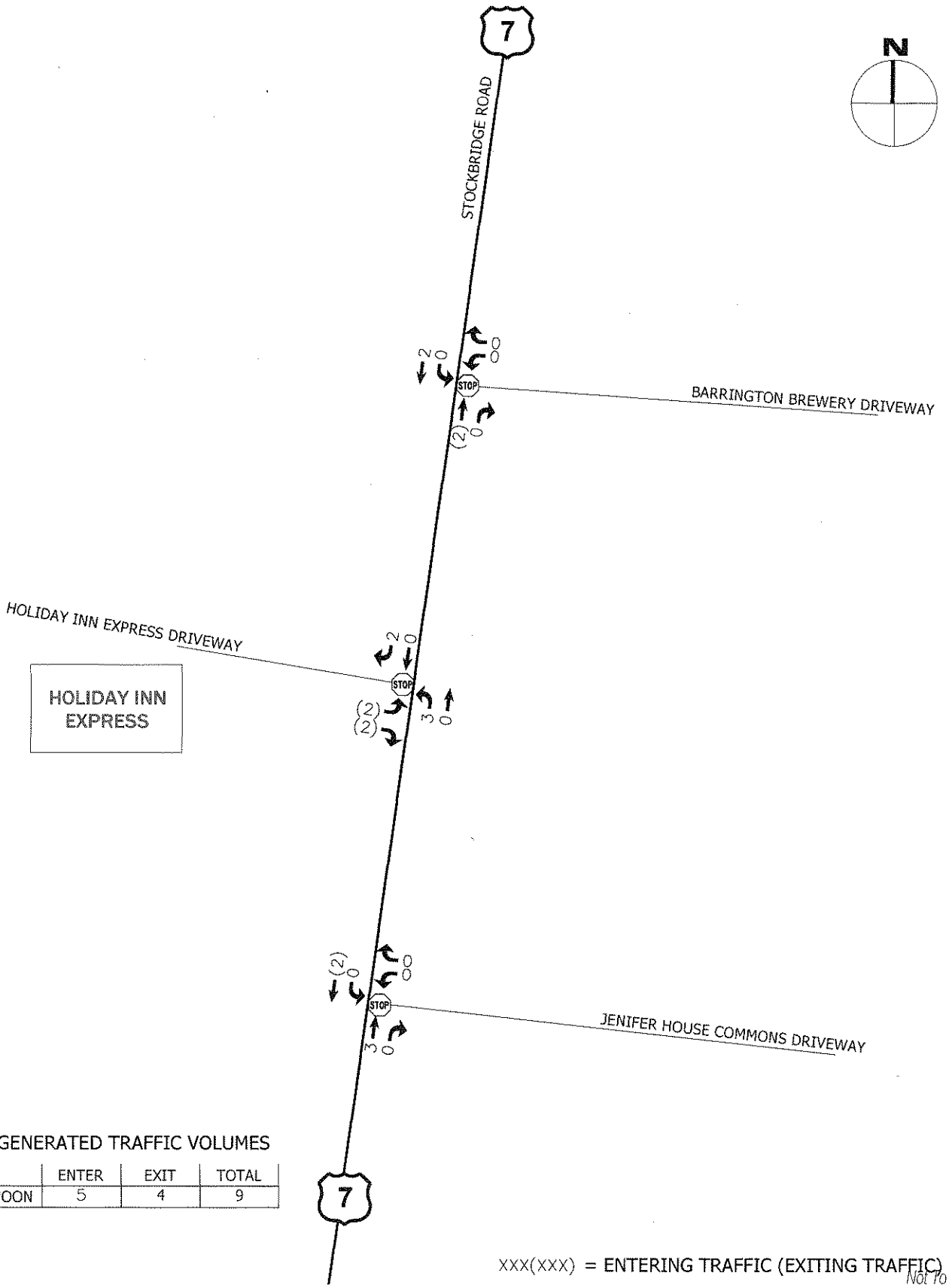

SITE GENERATED TRAFFIC VOLUMES

	ENTER	EXIT	TOTAL
AFTERNOON	5	4	9

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

Not To Scale

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FIGURE 8: WEEKDAY AFTERNOON PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

PROJ. NO. 20150391.A10 | Holiday Inn Express | 5/14/2015

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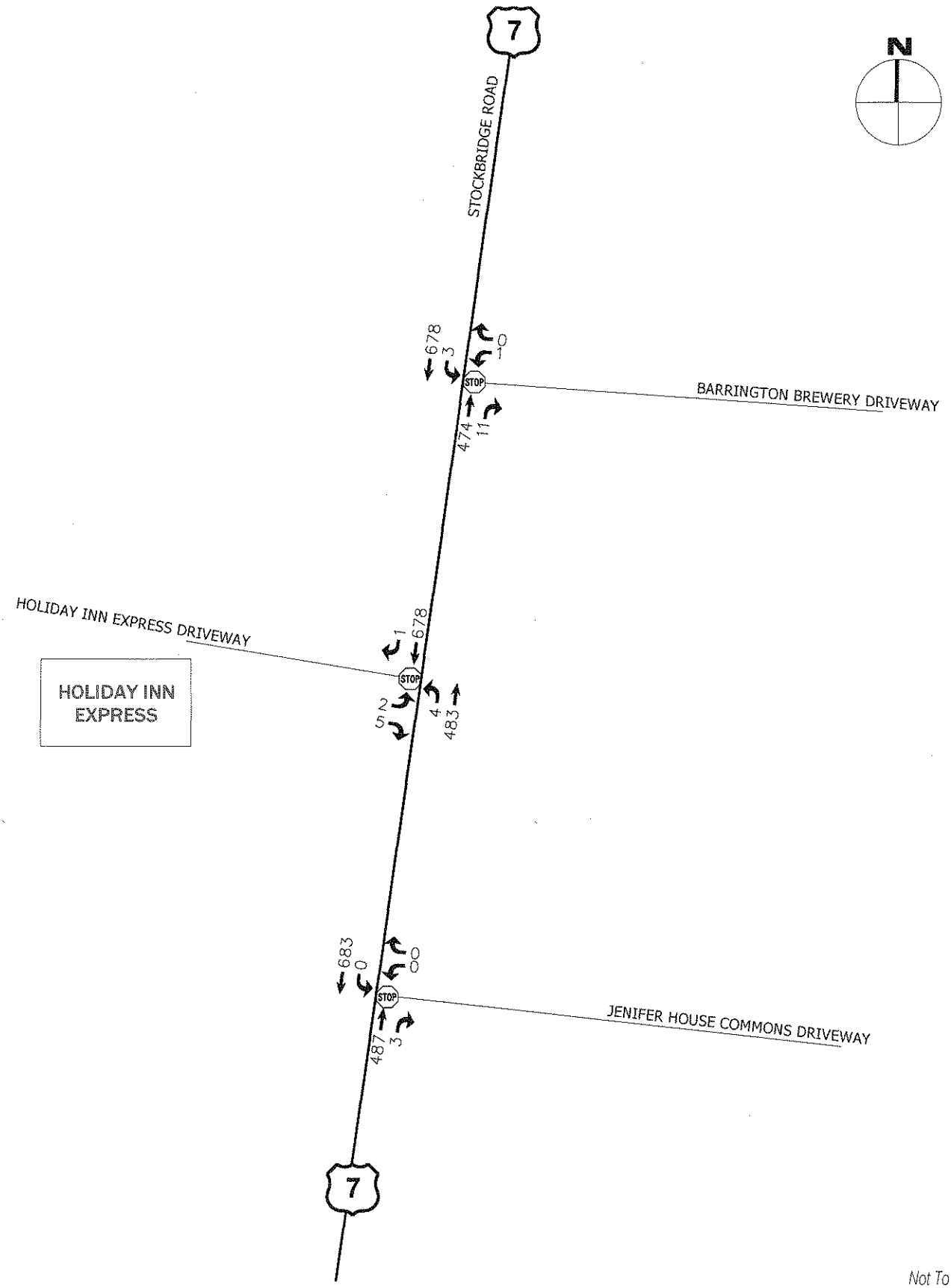

Not To Scale

FIGURE 9: WEEKDAY MORNING PEAK HOUR
2018 COMBINED TRAFFIC CONDITIONS

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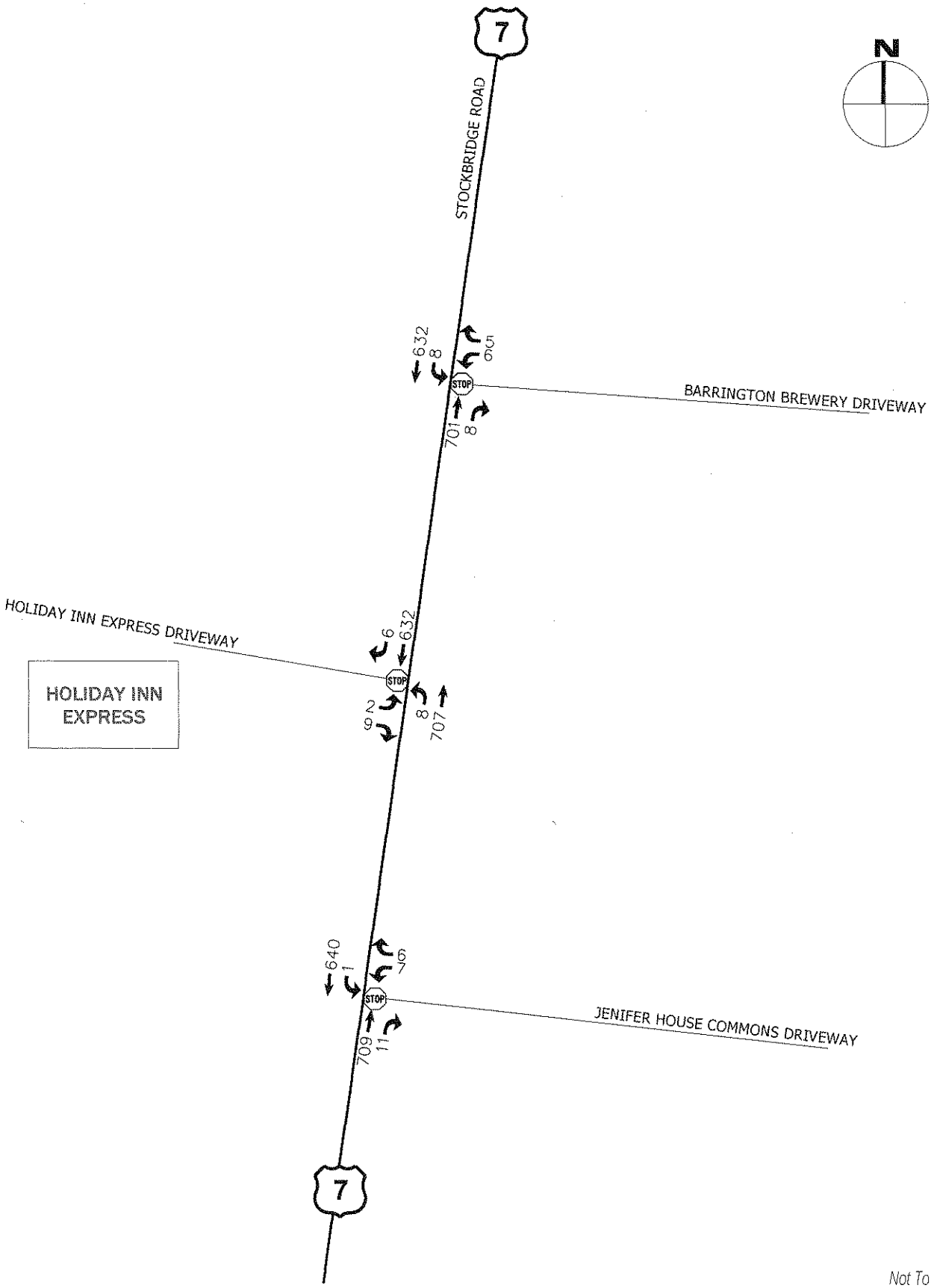
File Path: J:\DWG\P2015\03391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: AM BUILD Plotted: Mon, June 01, 2015 - 2:37 PM User: DMITRIY MAYBORODA



Not To Scale

FIGURE 10. WEEKDAY AFTERNOON PEAK HOUR
2018 COMBINED TRAFFIC CONDITIONS

PROJ. NO. 20150391A10 — Holiday Inn Express — 5/14/2015

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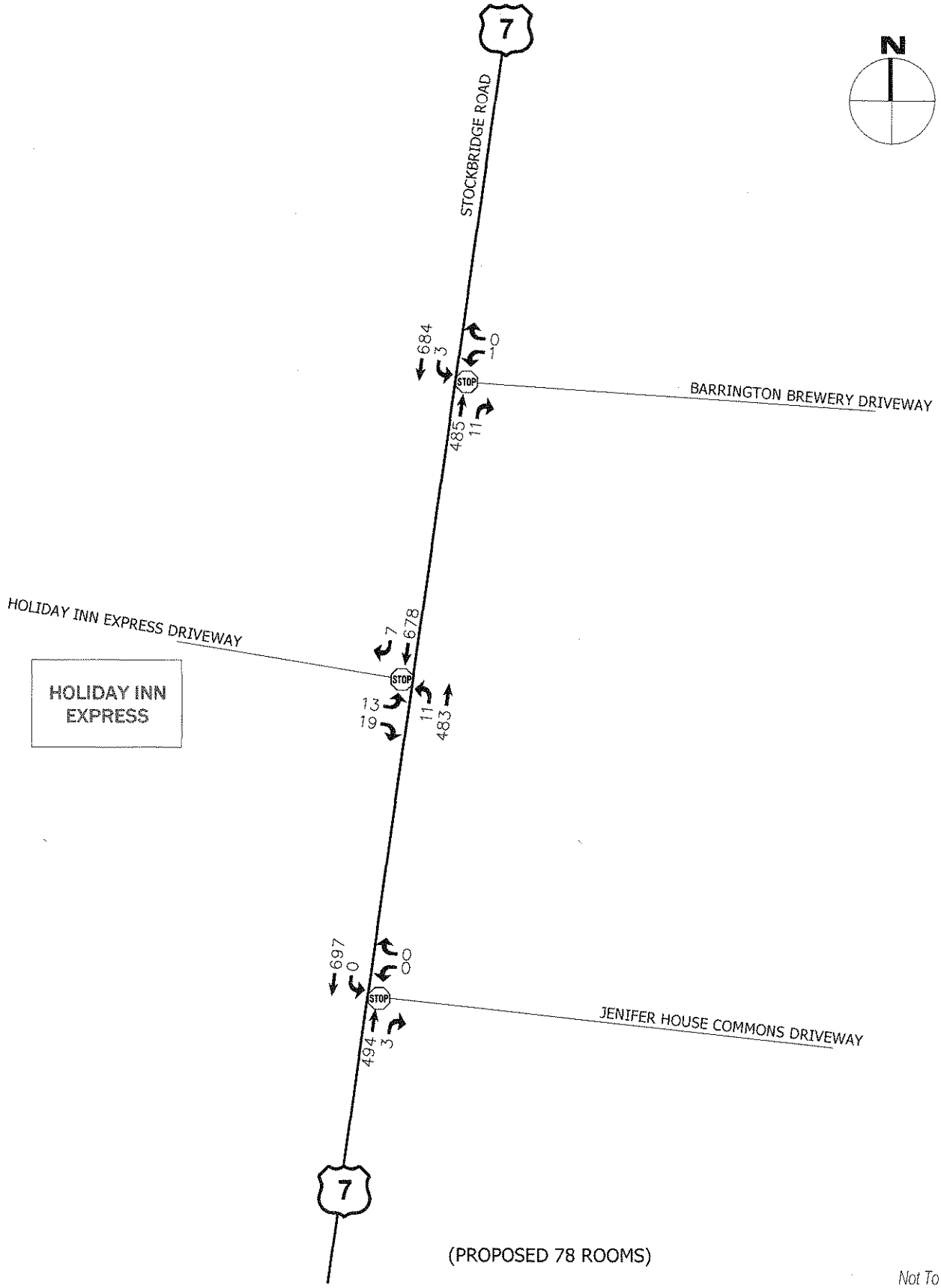
www.fando.com

File Path: J:\DWG\P2015\0391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: PM BUILD Plotted: Mon, June 01, 2015 - 2:37 PM User: DMITRIY MAYBORODA



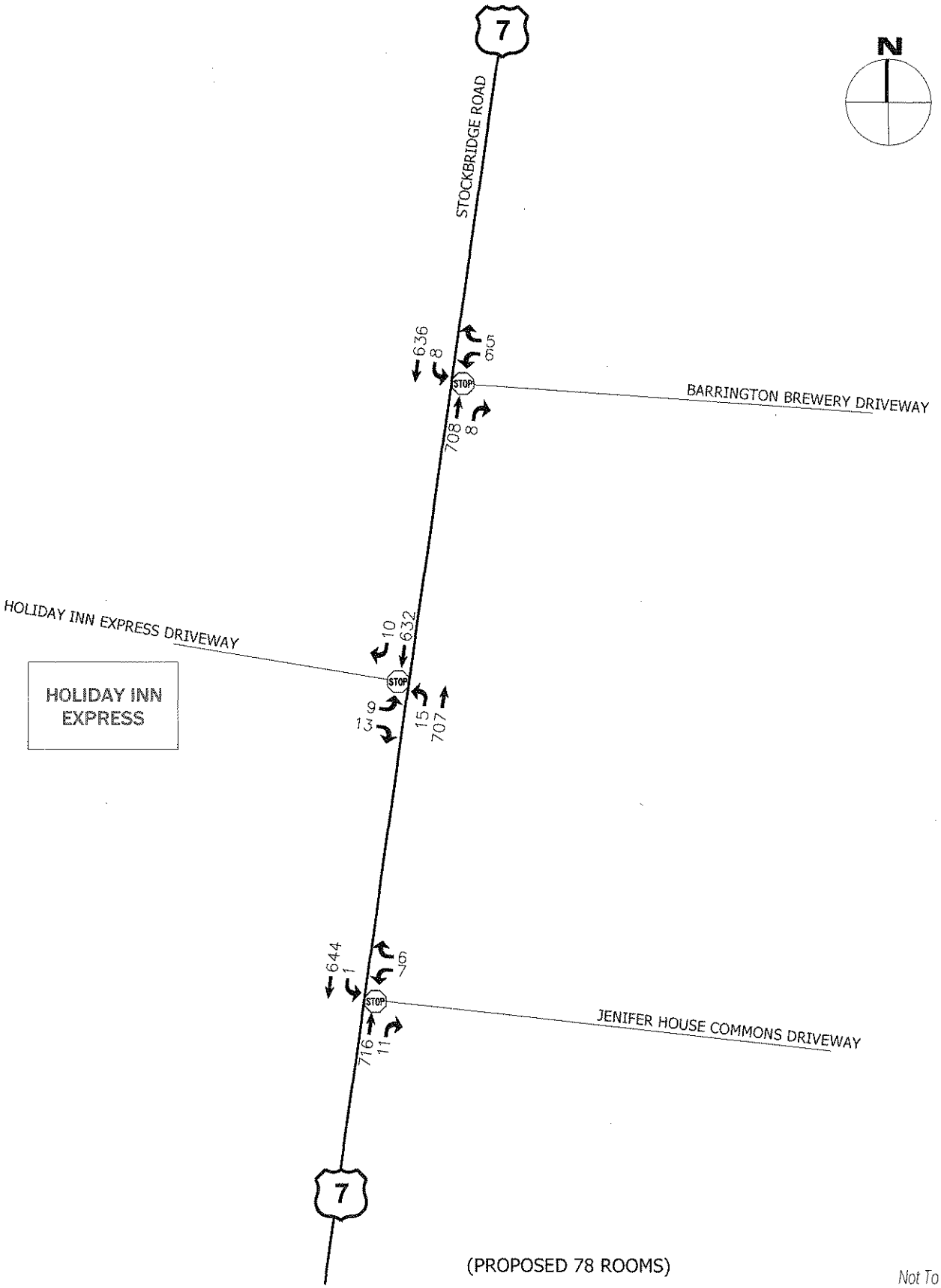
Not To Scale

FIGURE 11: WEEKDAY MORNING PEAK HOUR 2018 BUILD OCCUPIED ROOMS CONDITION

PROJ. NO. 20150391A10 | Holiday Inn Express | 5/14/2015

FUSS & O'NEILL
78 INTERSTATE DRIVE
WEST SPRINGFIELD, MA 01089
413.452.0445
www.fando.com

File Path: J:\DWG\P2015\0391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: AM BUILD OCCUPIED Plotted: Wed, June 03, 2015 - 11:24 AM User: DMITRIY MAYBORODA



(PROPOSED 78 ROOMS)

Not To Scale

FIGURE 12: WEEKDAY AFTERNOON PEAK HOUR
2018 BUILD OCCUPIED ROOMS CONDITION

PROJ. NO: 20150391A10 Holiday Inn Express 5/14/2015

FUSS & O'NEILL
78 INTERSTATE DRIVE
WEST SPRINGFIELD, MA 01089
413.452.0445
www.fando.com

File Path: J:\DWG\P2015\03391\Civil\Traffic Figures\20150391A10_TVF.dwg Layout: PM BUILD OCCUPIED Plotted: Wed, June 03, 2015 - 11:24 AM User: DMITRIY MAYBORODA

Appendix C

Turning Movement Counts (TMC) Data

Innovative Data, LLC

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

N / S: Stockbridge Rd (Routes 7 & 183)
E / W: Hotel / Commons North
City, State: Great Barrington, Mass
Client: Fuss & O'Neill / J. Dietrich

File Name : PM Peak - Route 7 @ Holiday Inn
Site Code : 1
Start Date : 5/27/2015
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	131	2	0	134	2	0	1	0	3	1	151	2	0	154	1	0	2	0	3	294
04:15 PM	0	135	0	0	135	0	0	0	0	0	0	164	0	0	164	0	0	0	0	0	299
04:30 PM	3	140	0	0	143	1	0	1	0	2	2	163	0	0	165	0	0	0	0	0	310
04:45 PM	1	169	4	0	174	3	0	2	1	6	2	153	1	0	156	4	0	0	0	4	340
Total	5	575	6	0	586	6	0	4	1	11	5	631	3	0	639	5	0	2	0	7	1243
05:00 PM	0	157	3	0	160	1	0	2	0	3	2	177	2	0	181	3	0	0	0	3	347
05:15 PM	0	146	1	0	147	0	0	1	0	1	2	192	2	0	196	0	0	0	0	0	344
05:30 PM	0	116	4	0	120	1	0	1	0	2	3	168	1	0	172	1	0	0	0	1	295
05:45 PM	0	117	0	0	117	5	0	4	0	9	4	143	0	0	147	1	0	0	0	1	274
Total	0	536	8	0	544	7	0	8	0	15	11	680	5	0	696	5	0	0	0	5	1260
Grand Total	5	1111	14	0	1130	13	0	12	1	26	16	1311	8	0	1335	10	0	2	0	12	2503
Apprch %	0.4	98.3	1.2	0		50	0	46.2	3.8		1.2	98.2	0.6	0		83.3	0	16.7	0		
Total %	0.2	44.4	0.6	0	45.1	0.5	0	0.5	0	1	0.6	52.4	0.3	0	53.3	0.4	0	0.1	0	0.5	
PCs and Peds		1083										1285									
% PCs and Peds	100	97.5	100	0	97.5	100	0	100	100	100	100	98	100	0	98.1	100	0	100	0	100	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	2.5	0	0	2.5	0	0	0	0	0	0	1.9	0	0	1.9	0	0	0	0	0	2.1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**3**	140	0	0	143	1	0	1	0	2	**2**	163	0	0	165	0	0	0	0	0	310
04:45 PM	1	**169**	**4**	0	**174**	**3**	0	**2**	1	**6**	2	153	1	0	156	**4**	0	0	0	**4**	340
05:00 PM	0	157	3	0	160	1	0	2	0	3	2	177	**2**	0	181	3	0	0	0	3	**347**
05:15 PM	0	146	1	0	147	0	0	1	0	1	2	**192**	2	0	**196**	0	0	0	0	0	344
Total Volume	4	612	8	0	624	5	0	6	1	12	8	685	5	0	698	7	0	0	0	7	1341
% App. Total	0.6	98.1	1.3	0		41.7	0	50	8.3		1.1	98.1	0.7	0		100	0	0	0		
PHF	.333	.905	.500	.000	.897	.417	.000	.750	.250	.500	1.00	.892	.625	.000	.890	.438	.000	.000	.000	.438	.966

Innovative Data, LLC

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

N / S: Stockbridge Rd (Routes 7 & 183)
E / W: Hotel / Commons North
City, State: Great Barrington, Mass
Client: Fuss & O'Neill / J. Dietrich

File Name : PM Peak - Route 7 @ Holiday Inn
Site Code : 1
Start Date : 5/27/2015
Page No : 1

Groups Printed- Heavy Vehicles

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	27
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	26
Grand Total	0	28	0	0	28	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	53
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	52.8	0	0	52.8	0	0	0	0	0	0	47.2	0	0	47.2	0	0	0	0	0	

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru		Peds	App. Total																
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	**8**
04:15 PM	0	**6**	0	0	**6**	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	27
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.708	.000	.000	.708	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.844

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

Summary of Driveway Activity @
Jenifer House Commons (South)
Routes 7 & 183

Dates: Wed & Thur,
5/27 & 5/28/15

AM Peak: 7:30 to 9:30 am
PM Peak: 4:00 to 6:00 pm

AM Peak Period – Jenifer House Commons (South Driveway)
Thursday, May 28th, 2015 from 7:30 to 9:30 AM

Int Start Time	In		Out	
	L	R	L	R
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	1	0	0
8:15	0	2	0	0
8:30	0	0	0	0
8:45	1	0	0	1
9:00	0	0	0	0
9:15	1	0	0	0

PM Peak Period – Jenifer House Commons (South Driveway)
Wednesday, May 27th, 2015 from 4:00 to 6:00 PM

Int Start Time	In		Out	
	L	R	L	R
4:00	1	4	0	3
4:15	1	2	4	1
4:30	0	5	1	0
4:45	0	2	1	3
5:00	1	3	4	2
5:15	0	1	1	1
5:30	1	0	4	1
5:45	6	3	0	0

Innovative Data, LLC

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

N / S: Stockbridge Rd (Routes 7 & 183)
E / W: Hotel / Commons North
City, State: Great Barrington, Mass
Client: Fuss & O'Neill / J. Dietrich

File Name : AM Peak - Route 7 @ Holiday Inn
Site Code : 2
Start Date : 5/28/2015
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	133	0	0	133	0	0	0	0	0	0	110	0	0	110	4	0	0	0	4	247
07:45 AM	0	186	2	0	188	0	0	0	0	0	1	144	0	0	145	0	0	0	0	0	333
Total	0	319	2	0	321	0	0	0	0	0	1	254	0	0	255	4	0	0	0	4	580
08:00 AM	0	164	0	0	164	0	0	0	0	0	2	114	0	0	116	0	0	0	0	0	280
08:15 AM	0	140	1	0	141	0	0	0	0	0	3	101	0	0	104	0	0	0	1	1	246
08:30 AM	0	167	0	0	167	0	0	1	0	1	5	112	2	0	119	2	0	0	0	2	289
08:45 AM	0	181	2	0	183	1	0	3	0	4	4	103	0	0	107	1	0	0	0	1	295
Total	0	652	3	0	655	1	0	4	0	5	14	430	2	0	446	3	0	0	1	4	1110
09:00 AM	0	147	0	0	147	0	0	0	0	0	0	116	0	0	116	1	0	1	0	2	265
09:15 AM	2	122	1	0	125	0	0	0	0	0	1	97	0	0	98	2	0	1	0	3	226
Grand Total	2	1240	6	0	1248	1	0	4	0	5	16	897	2	0	915	10	0	2	1	13	2181
Apprch %	0.2	99.4	0.5	0		20	0	80	0		1.7	98	0.2	0		76.9	0	15.4	7.7		
Total %	0.1	56.9	0.3	0	57.2	0	0	0.2	0	0.2	0.7	41.1	0.1	0	42	0.5	0	0.1	0	0.6	
PCs and Peds		1183																			
% PCs and Peds	100	95.4	83.3	0	95.4	100	0	75	0	80	93.8	94.3	100	0	94.3	100	0	100	100	100	94.9
Heavy Vehicles																					
% Heavy Vehicles	0	4.6	16.7	0	4.6	0	0	25	0	20	6.2	5.7	0	0	5.7	0	0	0	0	0	5.1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru		Peds	App. Total																
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**186**	**2**	0	**188**	0	0	0	0	0	1	**144**	0	0	**145**	0	0	0	0	0	**333**
08:00 AM	0	164	0	0	164	0	0	0	0	0	2	114	0	0	116	0	0	0	0	0	280
08:15 AM	0	140	1	0	141	0	0	0	0	0	3	101	0	0	104	0	0	0	**1**	1	246
08:30 AM	0	167	0	0	167	0	0	**1**	0	**1**	**5**	112	**2**	0	119	**2**	0	0	0	**2**	289
Total Volume	0	657	3	0	660	0	0	1	0	1	11	471	2	0	484	2	0	0	1	3	1148
% App. Total	0	99.5	0.5	0		0	0	100	0		2.3	97.3	0.4	0		66.7	0	0	33.3		
PHF	.000	.883	.375	.000	.878	.000	.000	.250	.000	.250	.550	.818	.250	.000	.834	.250	.000	.000	.250	.375	.862

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
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N / S: Stockbridge Rd (Routes 7 & 183)
E / W: Hotel / Commons North
City, State: Great Barrington, Mass
Client: Fuss & O'Neill / J. Dietrich

File Name : AM Peak - Route 7 @ Holiday Inn
Site Code : 2
Start Date : 5/28/2015
Page No : 1

Groups Printed- Heavy Vehicles

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
07:45 AM	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
Total	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	12
08:30 AM	0	9	0	0	9	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	20
08:45 AM	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14
Total	0	27	1	0	28	0	0	1	0	1	1	31	0	0	32	0	0	0	0	0	61
09:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
09:15 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Grand Total	0	57	1	0	58	0	0	1	0	1	1	51	0	0	52	0	0	0	0	0	111
Apprch %	0	98.3	1.7	0		0	0	100	0		1.9	98.1	0	0		0	0	0	0		
Total %	0	51.4	0.9	0	52.3	0	0	0.9	0	0.9	0.9	45.9	0	0	46.8	0	0	0	0	0	

	Route 7 From North					Commons From East					Route 7 From South					Hotel From West					
Start Time	Right	Thru		Peds	App. Total																
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**11**	0	0	**11**	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	**10**	0	0	**10**	0	0	0	0	0	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	**1**	8	0	0	9	0	0	0	0	0	12
08:30 AM	0	9	0	0	9	0	0	**1**	0	**1**	0	10	0	0	10	0	0	0	0	0	**20**
Total Volume	0	28	0	0	28	0	0	1	0	1	1	36	0	0	37	0	0	0	0	0	66
% App. Total	0	100	0	0		0	0	100	0		2.7	97.3	0	0		0	0	0	0		
PHF	.000	.636	.000	.000	.636	.000	.000	.250	.000	.250	.250	.900	.000	.000	.925	.000	.000	.000	.000	.000	.825

Appendix D

Automatic Traffic Recorder (ATR) Data

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

Start	27-May-1	Southbound		Northbound		Combined		28-May	Southbound		Northbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		8	122	5	132	13	254
12:15		*	*	*	*	*	*		4	125	4	128	8	253
12:30		*	*	*	*	*	*		10	109	13	147	23	256
12:45		*	*	*	*	*	*		4	122	6	144	10	266
01:00		*	*	*	*	*	*		6	123	1	114	7	237
01:15		*	119	*	129	*	248		1	124	6	116	7	240
01:30		*	157	*	127	*	284		3	108	5	139	8	247
01:45		*	115	*	150	*	265		1	118	1	135	2	253
02:00		*	133	*	140	*	273		2	116	4	153	6	269
02:15		*	120	*	170	*	290		1	118	1	163	2	281
02:30		*	141	*	172	*	313		2	141	1	164	3	305
02:45		*	142	*	141	*	283		1	***177***	3	168	4	345
03:00		*	145	*	130	*	275		1	***164***	3	153	4	317
03:15		*	130	*	172	*	302		3	***159***	3	175	6	334
03:30		*	170	*	178	*	348		2	***178***	1	151	3	329
03:45		*	144	*	144	*	288		6	167	3	166	9	333
04:00		*	133	*	157	*	290		4	133	2	159	6	292
04:15		*	129	*	152	*	281		8	130	2	***167***	10	297
04:30		*	***134***	*	167	*	***301***		4	149	7	***209***	11	***358***
04:45		*	***169***	*	***145***	*	***314***		10	152	4	***167***	14	***319***
05:00		*	***162***	*	***175***	*	***337***		6	185	12	***188***	18	***373***
05:15		*	***134***	*	***190***	*	***324***		16	179	16	157	32	***336***
05:30		*	120	*	***172***	*	292		32	162	20	152	52	314
05:45		*	114	*	145	*	259		36	112	21	118	57	230
06:00		*	100	*	125	*	225		46	118	21	132	67	250
06:15		*	107	*	137	*	244		58	122	36	110	94	232
06:30		*	86	*	119	*	205		78	104	43	138	121	242
06:45		*	74	*	99	*	173		98	74	63	104	161	178
07:00		*	69	*	96	*	165		97	73	62	84	159	157
07:15		*	45	*	81	*	126		96	67	93	80	189	147
07:30		*	62	*	56	*	118		131	62	110	76	241	138
07:45		*	47	*	62	*	109		***186***	61	139	61	***325***	122
08:00		*	56	*	45	*	101		***157***	53	109	87	***266***	140
08:15		*	62	*	48	*	110		***127***	77	105	70	***232***	147
08:30		*	66	*	50	*	116		***163***	61	109	56	***272***	117
08:45		*	50	*	49	*	99		183	59	99	78	282	137
09:00		*	45	*	47	*	92		151	71	104	70	255	141
09:15		*	45	*	42	*	87		121	52	96	56	217	108
09:30		*	31	*	39	*	70		134	45	130	55	264	100
09:45		*	24	*	23	*	47		140	35	113	51	253	86
10:00		*	30	*	19	*	49		104	39	128	56	232	95
10:15		*	24	*	24	*	48		127	29	108	47	235	76
10:30		*	20	*	15	*	35		126	21	100	32	226	53
10:45		*	24	*	24	*	48		137	34	***129***	33	266	67
11:00		*	10	*	17	*	27		117	14	***133***	28	250	42
11:15		*	18	*	18	*	36		119	18	***135***	26	254	44
11:30		*	15	*	15	*	30		140	16	***115***	16	255	32
11:45		*	5	*	10	*	15		146	7	115	11	261	18
Total		0	3726	0	4216	0	7942		3153	4685	2539	5222	5692	9907
Day Total		3726		4216		7942			7838		7761		15599	
% Total		0.0%	46.9%	0.0%	53.1%				20.2%	30.0%	16.3%	33.5%		
Peak			04:30		04:45		04:30		07:45	02:45	10:45	04:15	07:45	04:30
Vol.			599		682		1276		633	678	512	731	1095	1386
P.H.F.			0.886		0.897		0.947		0.851	0.952	0.948	0.874	0.842	0.929

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

Start	29-May-1	Southbound		Northbound		Combined		30-May	Southbound		Northbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		7	123	25	159	32	282		0	*	0	*	0	*
12:15		3	135	10	149	13	284		*	*	*	*	*	*
12:30		3	157	4	143	7	300		*	*	*	*	*	*
12:45		5	156	3	165	8	321		*	*	*	*	*	*
01:00		3	118	8	169	11	287		*	*	*	*	*	*
01:15		5	142	1	156	6	298		*	*	*	*	*	*
01:30		7	119	5	146	12	265		*	*	*	*	*	*
01:45		1	124	5	175	6	299		*	*	*	*	*	*
02:00		2	118	1	157	3	275		*	*	*	*	*	*
02:15		4	156	2	151	6	307		*	*	*	*	*	*
02:30		2	148	4	190	6	338		*	*	*	*	*	*
02:45		0	***171***	3	164	3	335		*	*	*	*	*	*
03:00		1	***125***	1	160	2	285		*	*	*	*	*	*
03:15		2	***166***	3	164	5	***330***		*	*	*	*	*	*
03:30		4	***167***	3	176	7	***343***		*	*	*	*	*	*
03:45		5	149	3	***179***	8	***328***		*	*	*	*	*	*
04:00		5	127	3	***186***	8	***313***		*	*	*	*	*	*
04:15		13	145	6	***171***	19	316		*	*	*	*	*	*
04:30		10	139	9	***195***	19	334		*	*	*	*	*	*
04:45		8	147	4	147	12	294		*	*	*	*	*	*
05:00		12	152	11	190	23	342		*	*	*	*	*	*
05:15		23	133	14	169	37	302		*	*	*	*	*	*
05:30		31	161	14	138	45	299		*	*	*	*	*	*
05:45		37	131	22	141	59	272		*	*	*	*	*	*
06:00		36	143	31	146	67	289		*	*	*	*	*	*
06:15		54	100	33	131	87	231		*	*	*	*	*	*
06:30		77	138	45	116	122	254		*	*	*	*	*	*
06:45		105	127	54	129	159	256		*	*	*	*	*	*
07:00		88	143	82	110	170	253		*	*	*	*	*	*
07:15		84	96	104	98	188	194		*	*	*	*	*	*
07:30		148	84	117	115	265	199		*	*	*	*	*	*
07:45		***206***	87	142	76	***348***	163		*	*	*	*	*	*
08:00		***151***	68	107	80	***258***	148		*	*	*	*	*	*
08:15		***138***	80	147	79	***285***	159		*	*	*	*	*	*
08:30		***190***	66	104	107	***294***	173		*	*	*	*	*	*
08:45		199	77	107	91	306	168		*	*	*	*	*	*
09:00		156	62	119	89	275	151		*	*	*	*	*	*
09:15		118	94	112	66	230	160		*	*	*	*	*	*
09:30		171	55	95	77	266	132		*	*	*	*	*	*
09:45		145	72	114	51	259	123		*	*	*	*	*	*
10:00		143	43	119	55	262	98		*	*	*	*	*	*
10:15		131	42	122	39	253	81		*	*	*	*	*	*
10:30		126	39	104	53	230	92		*	*	*	*	*	*
10:45		164	41	***141***	43	305	84		*	*	*	*	*	*
11:00		129	20	***115***	41	244	61		*	*	*	*	*	*
11:15		138	20	***140***	39	278	59		*	*	*	*	*	*
11:30		145	16	***134***	17	279	33		*	*	*	*	*	*
11:45		178	8	141	20	319	28		*	*	*	*	*	*
Total		3413	5130	2693	5808	6106	10938		0	0	0	0	0	0
Day Total		8543		8501		17044			0		0		0	
% Total		20.0%	30.1%	15.8%	34.1%				0.0%	0.0%	0.0%	0.0%		
Peak		07:45	02:45	10:45	03:45	07:45	03:15							
Vol.		685	629	530	731	1185	1314							
P.H.F.		0.831	0.920	0.901	0.937	0.851	0.958							

ADT ADT 15,942 AADT 15,942

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	**52**	6	5	7	18	35	52	**101**	74	75	58	31	14	8	536	38	40
15:00	41	**19**	8	16	24	**41**	**64**	91	**90**	76	57	**40**	16	6	**589**	38	41
16:00	30	4	3	14	**27**	39	63	73	79	**84**	79	38	**23**	9	565	39	41
17:00	48	4	**10**	**21**	19	30	38	66	78	80	**85**	26	15	10	530	38	40
18:00	20	4	9	14	9	18	36	58	52	70	31	22	15	9	367	38	41
19:00	17	3	3	6	10	8	19	20	28	48	33	16	6	6	223	39	41
20:00	9	7	4	6	6	13	17	25	33	45	39	22	5	3	234	39	41
21:00	6	1	1	9	3	2	5	10	20	30	23	13	12	10	145	40	42
22:00	4	4	1	0	0	1	0	5	9	16	22	24	1	**11**	98	41	42
23:00	0	0	1	0	0	2	3	4	6	8	10	5	5	4	48	41	43
Total	227	52	45	93	116	189	297	453	469	532	437	237	112	76	3335		
Percent	6.8%	1.6%	1.3%	2.8%	3.5%	5.7%	8.9%	13.6%	14.1%	16.0%	13.1%	7.1%	3.4%	2.3%			
AM Peak Vol.																	
PM Peak Vol.	14:00 52	15:00 19	17:00 10	17:00 21	16:00 27	15:00 41	15:00 64	14:00 101	15:00 90	16:00 84	17:00 85	15:00 40	16:00 23	22:00 11	15:00 589		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound

Start	1	21	23	25	27	29	31	33	35	37	39	41	43	45		85th	95th
Time	20	22	24	26	28	30	32	34	36	38	40	42	44	999	Total	Percent	Percent
05/28/15	0	0	0	0	0	0	0	0	4	2	4	6	3	7	26	42	43
01:00	0	0	0	0	0	0	0	1	0	2	3	3	0	2	11	41	42
02:00	0	0	0	0	0	0	0	0	0	0	3	0	1	2	6	43	43
03:00	0	0	0	0	0	0	1	0	3	1	0	0	3	4	12	43	43
04:00	0	0	0	0	0	0	1	0	1	2	1	4	4	13	26	43	43
05:00	0	0	0	0	1	0	1	1	1	4	10	18	20	34	90	43	43
06:00	2	0	0	1	2	1	2	6	8	16	39	67	49	**87**	280	42	43
07:00	15	0	1	3	2	6	15	33	75	83	80	**91**	**52**	54	510	41	43
08:00	26	3	**11**	**18**	**21**	**37**	**71**	78	**117**	86	70	54	25	13	**630**	39	41
09:00	**31**	1	7	6	12	28	36	62	94	**97**	**83**	45	30	14	546	39	42
10:00	9	**6**	8	15	16	20	39	**81**	78	71	67	50	24	10	494	40	42
11:00	25	2	5	14	17	31	52	72	90	79	62	41	21	11	522	39	41
12 PM	30	2	4	11	14	30	48	63	72	71	67	32	22	12	478	39	41
13:00	28	6	10	17	21	46	51	53	78	73	43	27	11	9	473	38	40
14:00	41	12	17	26	**49**	45	58	76	79	59	38	32	14	6	552	37	40
15:00	**75**	**13**	**25**	**35**	47	**67**	85	**88**	88	68	42	21	10	4	**668**	36	39
16:00	30	1	5	11	20	20	34	77	**89**	**89**	**71**	**58**	36	23	564	40	42
17:00	62	13	18	19	29	42	**95**	87	89	64	48	41	19	12	638	37	40
18:00	21	6	1	7	5	5	24	28	46	84	59	58	**38**	**36**	418	41	42
19:00	12	3	2	2	7	6	9	23	30	33	50	35	23	28	263	40	42
20:00	9	3	1	6	4	3	12	30	39	43	46	30	13	11	250	40	42
21:00	10	1	0	2	7	7	13	27	22	27	32	23	12	20	203	40	42
22:00	5	3	3	3	3	3	2	6	9	23	26	12	16	9	123	41	43
23:00	2	0	0	2	1	2	5	2	6	9	4	6	7	9	55	41	43
Total	433	75	118	198	278	399	654	894	1118	1086	948	754	453	430	7838		
Percent	5.5%	1.0%	1.5%	2.5%	3.5%	5.1%	8.3%	11.4%	14.3%	13.9%	12.1%	9.6%	5.8%	5.5%			
AM Peak	09:00	10:00	08:00	08:00	08:00	08:00	08:00	10:00	08:00	09:00	09:00	07:00	07:00	06:00	08:00		
Vol.	31	6	11	18	21	37	71	81	117	97	83	91	52	87	630		
PM Peak	15:00	15:00	15:00	15:00	14:00	15:00	17:00	15:00	16:00	16:00	16:00	16:00	18:00	18:00	15:00		
Vol.	75	13	25	35	49	67	95	88	89	89	71	58	38	36	668		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/29/15	0	0	0	0	0	0	0	2	0	3	2	2	1	8	18	42	43
01:00	0	0	1	0	0	0	0	1	2	3	1	1	4	3	16	42	43
02:00	0	1	0	0	0	0	0	0	0	0	3	0	0	4	8	39	39
03:00	0	0	0	0	0	0	0	1	2	2	1	3	3	0	12	42	43
04:00	0	0	0	0	0	1	0	0	1	2	8	7	7	10	36	42	43
05:00	2	0	0	1	1	1	0	1	2	9	11	13	15	47	103	42	43
06:00	2	0	0	1	7	6	6	13	12	25	38	49	**42**	**71**	272	42	43
07:00	26	**6**	3	6	14	26	42	56	66	75	**76**	53	40	37	526	40	42
08:00	**38**	3	**8**	5	25	**46**	**68**	**103**	100	**107**	66	**59**	33	17	**678**	39	41
09:00	24	5	5	15	14	41	64	90	103	78	68	45	25	13	590	39	41
10:00	19	5	8	9	17	29	35	71	**107**	91	74	59	17	23	564	39	41
11:00	26	1	7	**20**	**28**	43	54	72	99	94	69	43	16	18	590	39	41
12 PM	29	3	9	9	18	34	53	**75**	**108**	74	81	44	18	16	571	39	41
13:00	35	5	11	12	15	36	41	54	82	85	52	37	25	13	503	38	41
14:00	79	**22**	20	**22**	**40**	**52**	**65**	53	60	79	48	33	9	11	593	36	40
15:00	**131**	17	18	19	25	33	57	69	64	70	58	24	17	5	**607**	35	39
16:00	32	3	7	10	9	24	54	72	84	88	**82**	**51**	29	13	558	39	41
17:00	38	9	**21**	17	26	35	41	72	102	**92**	65	28	13	**18**	577	38	40
18:00	32	6	9	4	16	29	38	59	78	80	61	45	**35**	16	508	39	42
19:00	16	3	4	6	7	24	27	44	62	74	58	47	22	16	410	40	42
20:00	17	8	4	4	13	20	30	34	41	30	46	23	11	10	291	39	41
21:00	12	4	2	4	8	10	35	38	51	63	29	19	4	4	283	38	41
22:00	3	2	6	1	4	4	7	15	25	29	30	18	14	7	165	40	42
23:00	1	1	0	1	1	0	5	6	5	4	12	13	7	8	64	42	43
Total	562	104	143	166	288	494	722	1001	1256	1257	1039	716	407	388	8543		
Percent	6.6%	1.2%	1.7%	1.9%	3.4%	5.8%	8.5%	11.7%	14.7%	14.7%	12.2%	8.4%	4.8%	4.5%			
AM Peak	08:00	07:00	08:00	11:00	11:00	08:00	08:00	08:00	10:00	08:00	07:00	08:00	06:00	06:00	08:00		
Vol.	38	6	8	20	28	46	68	103	107	107	76	59	42	71	678		
PM Peak	15:00	14:00	17:00	14:00	14:00	14:00	14:00	12:00	12:00	17:00	16:00	16:00	18:00	17:00	15:00		
Vol.	131	22	21	22	40	52	65	75	108	92	82	51	35	18	607		
Total	1222	231	306	457	682	1082	1673	2348	2843	2875	2424	1707	972	894	19716		
Percent	6.2%	1.2%	1.6%	2.3%	3.5%	5.5%	8.5%	11.9%	14.4%	14.6%	12.3%	8.7%	4.9%	4.5%			

15th Percentile :	10 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	41 MPH

Stats

10 MPH Pace Speed :	33-42 MPH
Number in Pace :	9305
Percent in Pace :	49.4%
Number of Vehicles > 40 MPH :	2322
Percent of Vehicles > 40 MPH :	12.3%
Mean Speed(Average) :	29 MPH

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Northbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	48	3	4	6	9	16	31	51	75	90	96	**91**	**57**	46	623	40	42
15:00	48	4	5	6	7	8	29	59	84	94	**102**	78	54	46	624	40	42
16:00	**56**	5	6	7	9	17	23	49	79	99	80	88	52	**51**	621	40	42
17:00	52	6	9	**11**	**21**	**31**	**45**	**82**	**104**	**120**	87	41	46	27	**682**	39	42
18:00	32	**13**	**11**	7	12	24	39	61	54	65	61	39	31	31	480	39	42
19:00	27	6	7	7	9	7	18	19	29	30	46	42	22	26	295	40	42
20:00	6	2	0	3	9	3	6	11	17	25	21	43	19	27	192	41	42
21:00	4	1	2	1	3	2	7	8	8	20	19	31	18	27	151	42	43
22:00	3	1	0	0	0	2	3	3	6	10	13	12	10	19	82	41	43
23:00	1	0	0	0	0	0	0	0	3	8	6	14	12	16	60	43	43
Total	277	41	44	48	79	110	201	343	459	561	531	479	321	316	3810		
Percent	7.3%	1.1%	1.2%	1.3%	2.1%	2.9%	5.3%	9.0%	12.0%	14.7%	13.9%	12.6%	8.4%	8.3%			
AM Peak Vol.																	
PM Peak Vol.	16:00 56	18:00 13	18:00 11	17:00 11	17:00 21	17:00 31	17:00 45	17:00 82	17:00 104	17:00 120	15:00 102	14:00 91	14:00 57	16:00 51	17:00 682		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

Innovative Data, LLC
PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Northbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/28/15	0	0	0	0	0	0	0	2	1	1	2	6	5	11	28	43	43
01:00	0	0	0	0	0	0	0	1	0	2	0	1	1	8	13	42	43
02:00	0	0	0	0	0	0	0	1	0	1	1	1	1	4	9	42	43
03:00	0	0	0	0	0	0	0	0	1	0	1	2	3	3	10	43	43
04:00	0	0	0	0	0	0	0	0	0	0	1	1	1	12	15	43	43
05:00	0	0	0	0	0	0	0	0	1	0	2	4	7	55	69	43	43
06:00	7	0	0	1	1	2	1	1	2	8	19	20	19	82	163	42	43
07:00	26	0	1	0	2	3	6	8	13	38	58	45	**61**	**143**	404	42	43
08:00	39	1	1	5	4	**11**	22	26	30	61	58	61	32	71	422	40	42
09:00	34	**4**	1	**6**	**5**	5	16	40	57	46	51	63	53	62	443	41	43
10:00	26	1	**4**	1	5	9	**23**	43	52	63	75	**78**	38	47	465	41	42
11:00	**43**	2	1	3	5	7	18	**46**	**65**	**65**	**77**	63	45	58	**498**	40	42
12 PM	51	3	5	4	5	14	41	46	66	69	71	**80**	42	54	551	40	42
13:00	38	5	7	**10**	9	18	36	49	62	60	70	52	40	48	504	40	42
14:00	56	2	3	3	11	19	37	65	81	**122**	91	60	48	50	648	39	42
15:00	**74**	2	6	2	12	29	40	**70**	**111**	93	76	57	33	40	645	39	41
16:00	45	6	7	7	7	**31**	**47**	66	85	113	**107**	76	52	53	**702**	40	42
17:00	65	**8**	**8**	5	**15**	30	37	66	57	81	69	67	38	69	615	39	42
18:00	27	4	4	4	12	11	24	26	26	43	57	73	**68**	**105**	484	41	43
19:00	12	2	4	2	8	6	11	14	26	25	46	37	37	71	301	41	43
20:00	9	2	2	7	9	8	12	14	26	33	40	41	37	51	291	41	43
21:00	8	3	1	4	1	4	6	12	19	24	27	33	41	49	232	42	43
22:00	3	0	1	3	2	2	8	6	11	19	20	37	17	39	168	42	43
23:00	0	0	2	1	2	0	2	1	3	8	12	11	11	28	81	42	43
Total	563	45	58	68	115	209	387	603	795	975	1031	969	730	1213	7761		
Percent	7.3%	0.6%	0.7%	0.9%	1.5%	2.7%	5.0%	7.8%	10.2%	12.6%	13.3%	12.5%	9.4%	15.6%			
AM Peak	11:00	09:00	10:00	09:00	09:00	08:00	10:00	11:00	11:00	11:00	11:00	10:00	07:00	07:00	11:00		
Vol.	43	4	4	6	5	11	23	46	65	65	77	78	61	143	498		
PM Peak	15:00	17:00	17:00	13:00	17:00	16:00	16:00	15:00	15:00	14:00	16:00	12:00	18:00	18:00	16:00		
Vol.	74	8	8	10	15	31	47	70	111	122	107	80	68	105	702		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Belchertown, Massachusetts
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Northbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/29/15	3	0	0	0	0	1	1	1	1	5	5	4	5	16	42	42	43
01:00	0	0	0	3	1	0	0	0	0	0	4	5	3	3	19	42	43
02:00	0	0	0	0	0	0	0	0	0	2	0	2	1	5	10	42	43
03:00	0	0	0	0	0	0	1	0	0	0	0	3	2	4	10	43	43
04:00	1	0	0	0	0	0	0	0	0	0	0	0	4	17	22	43	43
05:00	0	0	0	0	0	1	0	0	0	2	3	4	8	43	61	43	43
06:00	4	0	1	0	3	2	1	4	7	11	7	19	26	78	163	42	43
07:00	38	0	3	0	3	7	9	17	36	51	52	58	**55**	**116**	445	41	43
08:00	42	4	2	3	2	11	17	24	27	57	54	64	47	111	465	41	42
09:00	43	2	2	1	4	9	17	32	41	64	65	51	43	66	440	40	42
10:00	33	1	2	2	**11**	4	18	34	**67**	**74**	69	**66**	49	56	486	41	42
11:00	**47**	**5**	**4**	**5**	2	**14**	**22**	**38**	60	71	**88**	66	53	55	**530**	40	42
12 PM	43	4	4	6	8	19	35	51	90	99	82	59	**57**	59	616	40	42
13:00	56	8	10	11	16	**30**	42	59	89	82	73	**73**	47	50	646	39	42
14:00	75	6	10	12	15	19	31	65	81	**103**	84	72	41	48	662	39	42
15:00	**96**	5	**16**	**13**	**19**	26	41	46	90	98	88	55	45	41	679	38	41
16:00	39	7	8	8	10	29	44	**77**	**98**	98	**99**	67	49	66	**699**	40	42
17:00	56	**13**	10	11	17	26	**45**	53	56	88	90	71	51	51	638	40	42
18:00	35	2	2	6	6	20	18	33	50	75	77	72	45	**81**	522	40	42
19:00	27	5	7	3	7	10	24	15	33	67	57	45	40	59	399	40	42
20:00	12	1	5	3	8	15	23	21	43	56	61	45	33	31	357	41	42
21:00	5	2	1	3	5	2	16	22	39	50	49	42	22	25	283	41	42
22:00	5	1	3	2	4	6	6	6	16	18	29	35	21	38	190	41	43
23:00	2	0	0	0	0	1	2	4	7	14	16	22	17	32	117	42	43
Total	662	66	90	92	141	252	413	602	931	1185	1152	1000	764	1151	8501		
Percent	7.8%	0.8%	1.1%	1.1%	1.7%	3.0%	4.9%	7.1%	11.0%	13.9%	13.6%	11.8%	9.0%	13.5%			
AM Peak	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00	10:00	11:00	10:00	07:00	07:00	11:00		
Vol.	47	5	4	5	11	14	22	38	67	74	88	66	55	116	530		
PM Peak	15:00	17:00	15:00	15:00	15:00	13:00	17:00	16:00	16:00	14:00	16:00	13:00	12:00	18:00	16:00		
Vol.	96	13	16	13	19	30	45	77	98	103	99	73	57	81	699		
Total	1502	152	192	208	335	571	1001	1548	2185	2721	2714	2448	1815	2680	20072		
Percent	7.5%	0.8%	1.0%	1.0%	1.7%	2.8%	5.0%	7.7%	10.9%	13.6%	13.5%	12.2%	9.0%	13.4%			

15th Percentile :	9 MPH
50th Percentile :	33 MPH
85th Percentile :	40 MPH
95th Percentile :	42 MPH

Stats

10 MPH Pace Speed :	35-44 MPH
Number in Pace :	8535
Percent in Pace :	49.1%
Number of Vehicles > 40 MPH :	3242
Percent of Vehicles > 40 MPH :	18.6%
Mean Speed(Average) :	28 MPH

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound, Northbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	**100**	9	9	13	27	51	83	**152**	149	165	154	122	71	54	1159	39	42
15:00	89	**23**	13	22	31	49	**93**	150	174	170	159	118	70	52	**1213**	39	42
16:00	86	9	9	21	36	56	86	122	158	183	159	**126**	**75**	**60**	1186	39	42
17:00	100	10	19	**32**	**40**	**61**	83	148	**182**	**200**	**172**	67	61	37	1212	38	41
18:00	52	17	**20**	21	21	42	75	119	106	135	92	61	46	40	847	39	41
19:00	44	9	10	13	19	15	37	39	57	78	79	58	28	32	518	39	42
20:00	15	9	4	9	15	16	23	36	50	70	60	65	24	30	426	40	42
21:00	10	2	3	10	6	4	12	18	28	50	42	44	30	37	296	41	43
22:00	7	5	1	0	0	3	3	8	15	26	35	36	11	30	180	41	42
23:00	1	0	1	0	0	2	3	4	9	16	16	19	17	20	108	42	43
Total	504	93	89	141	195	299	498	796	928	1093	968	716	433	392	7145		
Percent	7.1%	1.3%	1.2%	2.0%	2.7%	4.2%	7.0%	11.1%	13.0%	15.3%	13.5%	10.0%	6.1%	5.5%			
AM Peak Vol.																	
PM Peak Vol.	14:00 100	15:00 23	18:00 20	17:00 32	17:00 40	17:00 61	15:00 93	14:00 152	17:00 182	17:00 200	17:00 172	16:00 126	16:00 75	16:00 60	15:00 1213		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound, Northbound

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
05/28/15	0	0	0	0	0	0	0	2	5	3	6	12	8	18	54	42	43
01:00	0	0	0	0	0	0	0	2	0	4	3	4	1	10	24	41	43
02:00	0	0	0	0	0	0	0	1	0	1	4	1	2	6	15	42	43
03:00	0	0	0	0	0	0	1	0	4	1	1	2	6	7	22	43	43
04:00	0	0	0	0	0	0	1	0	1	2	2	5	5	25	41	43	43
05:00	0	0	0	0	1	0	1	1	2	4	12	22	27	89	159	43	43
06:00	9	0	0	2	3	3	3	7	10	24	58	87	68	169	443	42	43
07:00	41	0	2	3	4	9	21	41	88	121	138	**136**	**113**	**197**	914	41	43
08:00	65	4	**12**	**23**	**25**	**48**	**93**	104	147	**147**	128	115	57	84	**1052**	40	42
09:00	65	5	8	12	17	33	52	102	151	143	134	108	83	76	989	40	42
10:00	35	**7**	12	16	21	29	62	**124**	130	134	**142**	128	62	57	959	40	42
11:00	**68**	4	6	17	22	38	70	118	**155**	144	139	104	66	69	1020	39	42
12 PM	81	5	9	15	19	44	89	109	138	140	138	112	64	66	1029	39	42
13:00	66	11	17	27	30	64	87	102	140	133	113	79	51	57	977	39	41
14:00	97	14	20	29	**60**	64	95	141	160	181	129	92	62	56	1200	38	41
15:00	**149**	15	**31**	**37**	59	**96**	125	**158**	**199**	161	118	78	43	44	**1313**	37	40
16:00	75	7	12	18	27	51	81	143	174	**202**	**178**	**134**	88	76	1266	40	42
17:00	127	**21**	26	24	44	72	**132**	153	146	145	117	108	57	81	1253	38	41
18:00	48	10	5	11	17	16	48	54	72	127	116	131	**106**	**141**	902	41	43
19:00	24	5	6	4	15	12	20	37	56	58	96	72	60	99	564	41	43
20:00	18	5	3	13	13	11	24	44	65	76	86	71	50	62	541	41	42
21:00	18	4	1	6	8	11	19	39	41	51	59	56	53	69	435	41	43
22:00	8	3	4	6	5	5	10	12	20	42	46	49	33	48	291	41	43
23:00	2	0	2	3	3	2	7	3	9	17	16	17	18	37	136	42	43
Total	996	120	176	266	393	608	1041	1497	1913	2061	1979	1723	1183	1643	15599		
Percent	6.4%	0.8%	1.1%	1.7%	2.5%	3.9%	6.7%	9.6%	12.3%	13.2%	12.7%	11.0%	7.6%	10.5%			
AM Peak	11:00	10:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	10:00	07:00	07:00	07:00	08:00		
Vol.	68	7	12	23	25	48	93	124	155	147	142	136	113	197	1052		
PM Peak	15:00	17:00	15:00	15:00	14:00	15:00	17:00	15:00	15:00	16:00	16:00	16:00	18:00	18:00	15:00		
Vol.	149	21	31	37	60	96	132	158	199	202	178	134	106	141	1313		

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

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Southbound, Northbound

Start	1	21	23	25	27	29	31	33	35	37	39	41	43	45		85th	95th
Time	20	22	24	26	28	30	32	34	36	38	40	42	44	999	Total	Percent	Percent
05/29/15	3	0	0	0	0	1	1	3	1	8	7	6	6	24	60	41	43
01:00	0	0	1	3	1	0	0	1	2	3	5	6	7	6	35	42	43
02:00	0	1	0	0	0	0	0	0	0	2	3	2	1	9	18	42	42
03:00	0	0	0	0	0	0	1	1	2	2	1	6	5	4	22	43	43
04:00	1	0	0	0	0	1	0	0	1	2	8	7	11	27	58	43	43
05:00	2	0	0	1	1	2	0	1	2	11	14	17	23	90	164	43	43
06:00	6	0	1	1	10	8	7	17	19	36	45	68	68	149	435	42	43
07:00	64	6	6	6	17	33	51	73	102	126	128	111	**95**	**153**	971	40	42
08:00	**80**	**7**	10	8	27	**57**	**85**	**127**	127	164	120	123	80	128	**1143**	40	42
09:00	67	7	7	16	18	50	81	122	144	142	133	96	68	79	1030	39	42
10:00	52	6	10	11	28	33	53	105	**174**	**165**	143	**125**	66	79	1050	40	42
11:00	73	6	**11**	**25**	**30**	57	76	110	159	165	**157**	109	69	73	1120	39	42
12 PM	72	7	13	15	26	53	88	126	**198**	173	163	103	75	75	1187	39	42
13:00	91	13	21	23	31	66	83	113	171	167	125	110	72	63	1149	39	42
14:00	154	**28**	30	**34**	**55**	**71**	96	118	141	182	132	105	50	59	1255	38	41
15:00	**227**	22	**34**	32	44	59	**98**	115	154	168	146	79	62	46	**1286**	37	40
16:00	71	10	15	18	19	53	98	**149**	182	**186**	**181**	**118**	78	79	1257	39	42
17:00	94	22	31	28	43	61	86	125	158	180	155	99	64	69	1215	39	41
18:00	67	8	11	10	22	49	56	92	128	155	138	117	**80**	**97**	1030	40	42
19:00	43	8	11	9	14	34	51	59	95	141	115	92	62	75	809	40	42
20:00	29	9	9	7	21	35	53	55	84	86	107	68	44	41	648	40	42
21:00	17	6	3	7	13	12	51	60	90	113	78	61	26	29	566	40	42
22:00	8	3	9	3	8	10	13	21	41	47	59	53	35	45	355	41	43
23:00	3	1	0	1	1	1	7	10	12	18	28	35	24	40	181	42	43
Total	1224	170	233	258	429	746	1135	1603	2187	2442	2191	1716	1171	1539	17044		
Percent	7.2%	1.0%	1.4%	1.5%	2.5%	4.4%	6.7%	9.4%	12.8%	14.3%	12.9%	10.1%	6.9%	9.0%			
AM Peak	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	10:00	10:00	11:00	10:00	07:00	07:00	08:00		
Vol.	80	7	11	25	30	57	85	127	174	165	157	125	95	153	1143		
PM Peak	15:00	14:00	15:00	14:00	14:00	14:00	15:00	16:00	12:00	16:00	16:00	16:00	18:00	18:00	15:00		
Vol.	227	28	34	34	55	71	98	149	198	186	181	118	80	97	1286		
Total	2724	383	498	665	1017	1653	2674	3896	5028	5596	5138	4155	2787	3574	39788		
Percent	6.8%	1.0%	1.3%	1.7%	2.6%	4.2%	6.7%	9.8%	12.6%	14.1%	12.9%	10.4%	7.0%	9.0%			

15th Percentile :	9 MPH
50th Percentile :	33 MPH
85th Percentile :	40 MPH
95th Percentile :	42 MPH

Stats

10 MPH Pace Speed :	34-43 MPH
Number in Pace :	17490
Percent in Pace :	48.3%
Number of Vehicles > 40 MPH :	5595
Percent of Vehicles > 40 MPH :	15.5%
Mean Speed(Average) :	28 MPH

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

Innovative Data, LLC
PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	7	384	74	8	15	3	8	4	6	0	0	0	1	26	536
15:00	6	423	87	7	19	9	3	3	3	1	0	0	0	28	589
16:00	4	430	73	2	13	5	0	5	4	1	0	0	0	28	565
17:00	2	399	64	3	13	4	0	4	2	0	0	0	0	39	530
18:00	0	298	50	1	6	1	0	1	0	0	0	0	0	10	367
19:00	1	175	29	0	3	1	0	0	4	0	0	0	0	10	223
20:00	0	195	28	0	6	0	0	1	2	0	0	0	0	2	234
21:00	1	116	16	0	4	0	0	0	4	2	0	0	0	2	145
22:00	0	83	10	0	2	0	0	1	1	0	0	0	0	1	98
23:00	0	35	7	0	3	0	0	0	3	0	0	0	0	0	48
Total	21	2538	438	21	84	23	11	19	29	4	0	0	1	146	3335
Percent	0.6%	76.1%	13.1%	0.6%	2.5%	0.7%	0.3%	0.6%	0.9%	0.1%	0.0%	0.0%	0.0%	4.4%	
AM Peak Vol.															
PM Peak	14:00	16:00	15:00	14:00	15:00	15:00	14:00	16:00	14:00	21:00			14:00	17:00	
Vol.	7	430	87	8	19	9	8	5	6	2			1	39	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/28/15	0	19	3	1	1	0	0	0	2	0	0	0	0	0	26
01:00	0	7	2	0	1	0	0	0	1	0	0	0	0	0	11
02:00	0	3	0	0	2	0	0	0	1	0	0	0	0	0	6
03:00	0	7	3	0	0	0	0	0	2	0	0	0	0	0	12
04:00	0	17	4	0	2	0	0	0	3	0	0	0	0	0	26
05:00	1	55	25	3	1	2	0	0	3	0	0	0	0	0	90
06:00	1	180	70	3	18	2	0	1	3	0	0	0	0	2	280
07:00	1	355	96	17	18	7	0	0	2	0	0	0	0	14	510
08:00	4	478	89	12	19	5	1	1	3	1	0	0	0	17	630
09:00	2	378	93	6	29	5	0	4	2	0	0	0	0	27	546
10:00	8	354	83	4	22	5	1	2	5	1	0	0	1	8	494
11:00	2	366	86	4	21	6	1	4	7	0	0	0	0	25	522
12 PM	4	364	53	4	15	7	0	2	3	1	0	0	0	25	478
13:00	5	327	72	4	18	0	6	4	11	0	0	0	0	26	473
14:00	14	393	77	1	9	4	8	4	7	1	0	0	0	34	552
15:00	1	486	88	9	13	11	2	7	5	0	0	0	0	46	668
16:00	6	423	78	0	13	3	6	4	4	0	0	0	0	27	564
17:00	14	477	73	4	13	5	5	1	4	1	0	0	0	41	638
18:00	0	346	41	1	4	1	2	1	2	0	0	0	0	20	418
19:00	0	216	33	0	4	0	0	0	3	1	0	1	0	5	263
20:00	0	207	34	1	3	0	0	1	0	0	0	0	0	4	250
21:00	1	168	23	0	4	0	0	0	0	0	0	0	0	7	203
22:00	0	99	17	0	2	0	0	0	4	0	0	0	0	1	123
23:00	0	46	9	0	0	0	0	0	0	0	0	0	0	0	55
Total	64	5771	1152	74	232	63	32	36	77	6	0	1	1	329	7838
Percent	0.8%	73.6%	14.7%	0.9%	3.0%	0.8%	0.4%	0.5%	1.0%	0.1%	0.0%	0.0%	0.0%	4.2%	
AM Peak	10:00	08:00	07:00	07:00	09:00	07:00	08:00	09:00	11:00	08:00			10:00	09:00	
Vol.	8	478	96	17	29	7	1	4	7	1			1	27	
PM Peak	14:00	15:00	15:00	15:00	13:00	15:00	14:00	15:00	13:00	12:00		19:00		15:00	
Vol.	14	486	88	9	18	11	8	7	11	1		1		46	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/29/15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
01:00	0	8	4	1	1	0	0	0	2	0	0	0	0	0	16
02:00	0	6	0	1	0	0	0	0	1	0	0	0	0	0	8
03:00	0	6	3	0	1	1	0	0	1	0	0	0	0	0	12
04:00	0	21	8	0	2	3	0	1	1	0	0	0	0	0	36
05:00	1	56	29	3	3	3	0	0	6	0	0	0	0	2	103
06:00	3	167	66	5	15	3	0	6	3	2	0	0	0	2	272
07:00	4	337	107	12	27	6	0	6	3	1	0	0	0	23	526
08:00	4	481	116	9	24	5	0	3	5	0	0	0	0	31	678
09:00	5	421	102	5	21	8	1	2	3	0	0	0	0	22	590
10:00	2	403	102	5	23	4	0	2	3	0	0	0	1	19	564
11:00	8	433	93	4	17	4	1	2	7	1	0	0	0	20	590
12 PM	5	416	86	4	16	8	0	1	8	0	0	0	0	27	571
13:00	10	354	81	4	13	3	0	3	4	0	0	0	0	31	503
14:00	14	406	81	7	12	12	1	2	5	0	1	0	0	52	593
15:00	14	413	86	7	15	5	0	3	2	0	0	0	0	62	607
16:00	9	421	75	1	15	2	0	1	3	1	0	0	0	30	558
17:00	9	457	68	1	12	6	0	2	1	0	0	0	0	21	577
18:00	10	397	68	1	14	1	0	1	0	0	0	0	0	16	508
19:00	3	348	38	0	7	0	0	0	1	0	0	0	0	13	410
20:00	0	246	32	1	1	1	0	0	1	0	0	0	0	9	291
21:00	2	252	19	0	2	1	0	0	0	0	0	0	0	7	283
22:00	1	142	20	0	0	0	0	0	2	0	0	0	0	0	165
23:00	2	52	10	0	0	0	0	0	0	0	0	0	0	0	64
Total	106	6258	1297	71	241	76	3	35	62	5	1	0	1	387	8543
Percent	1.2%	73.3%	15.2%	0.8%	2.8%	0.9%	0.0%	0.4%	0.7%	0.1%	0.0%	0.0%	0.0%	4.5%	
AM Peak	11:00	08:00	08:00	07:00	07:00	09:00	09:00	06:00	11:00	06:00			10:00	08:00	
Vol.	8	481	116	12	27	8	1	6	7	2			1	31	
PM Peak	14:00	17:00	12:00	14:00	12:00	14:00	14:00	13:00	12:00	16:00	14:00			15:00	
Vol.	14	457	86	7	16	12	1	3	8	1	1			62	
Grand Total	191	14567	2887	166	557	162	46	90	168	15	1	1	3	862	19716
Percent	1.0%	73.9%	14.6%	0.8%	2.8%	0.8%	0.2%	0.5%	0.9%	0.1%	0.0%	0.0%	0.0%	4.4%	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	2	409	104	15	34	5	0	4	4	0	0	0	0	46	623
15:00	1	398	108	8	44	5	0	6	6	1	0	0	0	47	624
16:00	2	410	105	0	45	4	0	4	2	0	0	0	0	49	621
17:00	1	459	138	5	24	2	0	1	3	0	0	0	0	49	682
18:00	0	370	66	2	19	0	0	2	1	0	0	0	0	20	480
19:00	1	204	51	0	17	1	0	1	1	0	0	0	0	19	295
20:00	0	148	26	1	9	0	0	0	2	0	0	0	0	6	192
21:00	0	117	22	0	7	0	0	1	1	0	0	0	0	3	151
22:00	0	69	7	0	4	0	0	0	0	0	0	0	0	2	82
23:00	0	47	10	1	1	0	0	0	1	0	0	0	0	0	60
Total	7	2631	637	32	204	17	0	19	21	1	0	0	0	241	3810
Percent	0.2%	69.1%	16.7%	0.8%	5.4%	0.4%	0.0%	0.5%	0.6%	0.0%	0.0%	0.0%	0.0%	6.3%	
AM Peak Vol.															
PM Peak	14:00	17:00	17:00	14:00	16:00	14:00		15:00	15:00	15:00				16:00	
Vol.	2	459	138	15	45	5		6	6	1				49	

Location: Routes 7 & 183
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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/28/15	0	17	2	0	4	0	0	0	5	0	0	0	0	0	28
01:00	0	11	0	1	0	0	0	0	1	0	0	0	0	0	13
02:00	0	3	1	0	2	0	0	0	3	0	0	0	0	0	9
03:00	0	2	2	1	3	0	0	0	2	0	0	0	0	0	10
04:00	0	9	4	0	1	0	0	0	1	0	0	0	0	0	15
05:00	0	48	10	2	7	0	0	0	2	0	0	0	0	0	69
06:00	1	100	30	3	16	2	0	1	2	1	0	0	0	7	163
07:00	1	258	78	6	26	3	1	3	2	0	0	0	0	26	404
08:00	0	244	76	13	39	3	1	5	2	0	0	0	0	39	422
09:00	0	279	86	5	26	6	4	4	0	2	0	0	0	31	443
10:00	3	318	64	6	34	6	1	0	8	0	0	0	0	25	465
11:00	1	316	92	6	35	1	0	1	3	0	0	0	0	43	498
12 PM	4	360	80	6	36	5	0	5	8	0	0	0	0	47	551
13:00	2	338	83	4	29	4	2	1	4	0	1	0	0	36	504
14:00	4	411	102	15	46	5	1	7	8	1	0	0	0	48	648
15:00	1	426	98	3	36	4	1	4	4	0	0	0	0	68	645
16:00	3	467	122	3	45	7	0	4	6	2	0	0	0	43	702
17:00	3	423	77	4	38	4	1	2	3	0	0	0	0	60	615
18:00	2	348	62	2	36	3	0	4	3	0	0	0	0	24	484
19:00	3	215	48	1	21	3	0	0	2	0	0	0	0	8	301
20:00	3	217	46	1	15	0	0	0	1	0	0	0	0	8	291
21:00	0	156	54	0	13	0	0	0	1	1	0	0	0	7	232
22:00	1	139	19	0	6	0	0	1	0	0	0	0	0	2	168
23:00	0	67	11	0	1	0	0	0	2	0	0	0	0	0	81
Total	32	5172	1247	82	515	56	12	42	73	7	1	0	0	522	7761
Percent	0.4%	66.6%	16.1%	1.1%	6.6%	0.7%	0.2%	0.5%	0.9%	0.1%	0.0%	0.0%	0.0%	6.7%	
AM Peak	10:00	10:00	11:00	08:00	08:00	09:00	09:00	08:00	10:00	09:00				11:00	
Vol.	3	318	92	13	39	6	4	5	8	2				43	
PM Peak	12:00	16:00	16:00	14:00	14:00	16:00	13:00	14:00	12:00	16:00	13:00			15:00	
Vol.	4	467	122	15	46	7	2	7	8	2	1			68	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/29/15	0	31	9	0	2	0	0	0	0	0	0	0	0	0	42
01:00	0	12	3	0	3	0	0	0	1	0	0	0	0	0	19
02:00	0	7	0	1	0	0	0	0	2	0	0	0	0	0	10
03:00	0	3	4	1	1	0	0	0	1	0	0	0	0	0	10
04:00	0	8	8	0	5	0	0	0	1	0	0	0	0	0	22
05:00	0	37	14	3	2	2	0	0	3	0	0	0	0	0	61
06:00	1	107	25	4	14	2	0	0	5	0	0	0	0	5	163
07:00	4	261	87	10	31	3	2	3	8	1	0	0	0	35	445
08:00	6	254	91	8	52	5	0	4	2	2	0	0	0	41	465
09:00	6	272	82	6	29	2	0	5	6	0	0	0	0	32	440
10:00	1	324	72	4	42	3	0	4	3	1	0	0	0	32	486
11:00	5	327	106	8	26	4	1	3	4	0	0	0	0	46	530
12 PM	3	427	88	5	37	3	0	6	6	0	0	0	0	41	616
13:00	9	420	105	5	34	7	1	5	5	0	0	0	0	55	646
14:00	4	412	95	14	48	5	0	5	6	0	0	0	0	73	662
15:00	7	428	95	7	46	2	0	5	3	1	0	0	0	85	679
16:00	2	482	119	1	52	1	1	3	3	0	0	0	0	35	699
17:00	3	455	101	1	27	3	0	0	2	0	0	0	0	46	638
18:00	3	387	72	0	28	0	0	1	2	1	0	0	0	28	522
19:00	9	287	58	0	22	0	0	1	1	0	0	0	0	21	399
20:00	1	284	45	1	18	0	0	0	2	0	0	0	0	6	357
21:00	1	231	36	2	7	1	0	0	0	0	0	0	0	5	283
22:00	1	158	23	0	6	0	0	1	0	0	0	0	0	1	190
23:00	1	101	11	0	2	0	0	0	1	0	0	0	0	1	117
Total	67	5715	1349	81	534	43	5	46	67	6	0	0	0	588	8501
Percent	0.8%	67.2%	15.9%	1.0%	6.3%	0.5%	0.1%	0.5%	0.8%	0.1%	0.0%	0.0%	0.0%	6.9%	
AM Peak	08:00	11:00	11:00	07:00	08:00	08:00	07:00	09:00	07:00	08:00				11:00	
Vol.	6	327	106	10	52	5	2	5	8	2				46	
PM Peak	13:00	16:00	16:00	14:00	16:00	13:00	13:00	12:00	12:00	15:00				15:00	
Vol.	9	482	119	14	52	7	1	6	6	1				85	
Grand Total	106	13518	3233	195	1253	116	17	107	161	14	1	0	0	1351	20072
Percent	0.5%	67.3%	16.1%	1.0%	6.2%	0.6%	0.1%	0.5%	0.8%	0.1%	0.0%	0.0%	0.0%	6.7%	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/27/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	9	793	178	23	49	8	8	8	10	0	0	0	1	72	1159
15:00	7	821	195	15	63	14	3	9	9	2	0	0	0	75	1213
16:00	6	840	178	2	58	9	0	9	6	1	0	0	0	77	1186
17:00	3	858	202	8	37	6	0	5	5	0	0	0	0	88	1212
18:00	0	668	116	3	25	1	0	3	1	0	0	0	0	30	847
19:00	2	379	80	0	20	2	0	1	5	0	0	0	0	29	518
20:00	0	343	54	1	15	0	0	1	4	0	0	0	0	8	426
21:00	1	233	38	0	11	0	0	1	5	2	0	0	0	5	296
22:00	0	152	17	0	6	0	0	1	1	0	0	0	0	3	180
23:00	0	82	17	1	4	0	0	0	4	0	0	0	0	0	108
Total	28	5169	1075	53	288	40	11	38	50	5	0	0	1	387	7145
Percent	0.4%	72.3%	15.0%	0.7%	4.0%	0.6%	0.2%	0.5%	0.7%	0.1%	0.0%	0.0%	0.0%	5.4%	
AM Peak Vol.															
PM Peak	14:00	17:00	17:00	14:00	15:00	15:00	14:00	15:00	14:00	15:00			14:00	17:00	
Vol.	9	858	202	23	63	14	8	9	10	2			1	88	

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
Client: Fuss & O'Neill / J. Dietrich

Innovative Data, LLC
PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/28/15	0	36	5	1	5	0	0	0	7	0	0	0	0	0	54
01:00	0	18	2	1	1	0	0	0	2	0	0	0	0	0	24
02:00	0	6	1	0	4	0	0	0	4	0	0	0	0	0	15
03:00	0	9	5	1	3	0	0	0	4	0	0	0	0	0	22
04:00	0	26	8	0	3	0	0	0	4	0	0	0	0	0	41
05:00	1	103	35	5	8	2	0	0	5	0	0	0	0	0	159
06:00	2	280	100	6	34	4	0	2	5	1	0	0	0	9	443
07:00	2	613	174	23	44	10	1	3	4	0	0	0	0	40	914
08:00	4	722	165	25	58	8	2	6	5	1	0	0	0	56	1052
09:00	2	657	179	11	55	11	4	8	2	2	0	0	0	58	989
10:00	11	672	147	10	56	11	2	2	13	1	0	0	1	33	959
11:00	3	682	178	10	56	7	1	5	10	0	0	0	0	68	1020
12 PM	8	724	133	10	51	12	0	7	11	1	0	0	0	72	1029
13:00	7	665	155	8	47	4	8	5	15	0	1	0	0	62	977
14:00	18	804	179	16	55	9	9	11	15	2	0	0	0	82	1200
15:00	2	912	186	12	49	15	3	11	9	0	0	0	0	114	1313
16:00	9	890	200	3	58	10	6	8	10	2	0	0	0	70	1266
17:00	17	900	150	8	51	9	6	3	7	1	0	0	0	101	1253
18:00	2	694	103	3	40	4	2	5	5	0	0	0	0	44	902
19:00	3	431	81	1	25	3	0	0	5	1	0	1	0	13	564
20:00	3	424	80	2	18	0	0	1	1	0	0	0	0	12	541
21:00	1	324	77	0	17	0	0	0	1	1	0	0	0	14	435
22:00	1	238	36	0	8	0	0	1	4	0	0	0	0	3	291
23:00	0	113	20	0	1	0	0	0	2	0	0	0	0	0	136
Total	96	10943	2399	156	747	119	44	78	150	13	1	1	1	851	15599
Percent	0.6%	70.2%	15.4%	1.0%	4.8%	0.8%	0.3%	0.5%	1.0%	0.1%	0.0%	0.0%	0.0%	5.5%	
AM Peak	10:00	08:00	09:00	08:00	08:00	09:00	09:00	09:00	10:00	09:00			10:00	11:00	
Vol.	11	722	179	25	58	11	4	8	13	2			1	68	
PM Peak	14:00	15:00	16:00	14:00	16:00	15:00	14:00	14:00	13:00	14:00	13:00	19:00		15:00	
Vol.	18	912	200	16	58	15	9	11	15	2	1	1		114	

Location: Routes 7 & 183
Location: at 415 Stockbridge Road
Location: Great Barrington, Massachusetts
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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/29/15	0	46	12	0	2	0	0	0	0	0	0	0	0	0	60
01:00	0	20	7	1	4	0	0	0	3	0	0	0	0	0	35
02:00	0	13	0	2	0	0	0	0	3	0	0	0	0	0	18
03:00	0	9	7	1	2	1	0	0	2	0	0	0	0	0	22
04:00	0	29	16	0	7	3	0	1	2	0	0	0	0	0	58
05:00	1	93	43	6	5	5	0	0	9	0	0	0	0	2	164
06:00	4	274	91	9	29	5	0	6	8	2	0	0	0	7	435
07:00	8	598	194	22	58	9	2	9	11	2	0	0	0	58	971
08:00	10	735	207	17	76	10	0	7	7	2	0	0	0	72	1143
09:00	11	693	184	11	50	10	1	7	9	0	0	0	0	54	1030
10:00	3	727	174	9	65	7	0	6	6	1	0	0	1	51	1050
11:00	13	760	199	12	43	8	2	5	11	1	0	0	0	66	1120
12 PM	8	843	174	9	53	11	0	7	14	0	0	0	0	68	1187
13:00	19	774	186	9	47	10	1	8	9	0	0	0	0	86	1149
14:00	18	818	176	21	60	17	1	7	11	0	1	0	0	125	1255
15:00	21	841	181	14	61	7	0	8	5	1	0	0	0	147	1286
16:00	11	903	194	2	67	3	1	4	6	1	0	0	0	65	1257
17:00	12	912	169	2	39	9	0	2	3	0	0	0	0	67	1215
18:00	13	784	140	1	42	1	0	2	2	1	0	0	0	44	1030
19:00	12	635	96	0	29	0	0	1	2	0	0	0	0	34	809
20:00	1	530	77	2	19	1	0	0	3	0	0	0	0	15	648
21:00	3	483	55	2	9	2	0	0	0	0	0	0	0	12	566
22:00	2	300	43	0	6	0	0	1	2	0	0	0	0	1	355
23:00	3	153	21	0	2	0	0	0	1	0	0	0	0	1	181
Total	173	11973	2646	152	775	119	8	81	129	11	1	0	1	975	17044
Percent	1.0%	70.2%	15.5%	0.9%	4.5%	0.7%	0.0%	0.5%	0.8%	0.1%	0.0%	0.0%	0.0%	5.7%	
AM Peak	11:00	11:00	08:00	07:00	08:00	08:00	07:00	07:00	07:00	06:00			10:00	08:00	
Vol.	13	760	207	22	76	10	2	9	11	2			1	72	
PM Peak	15:00	17:00	16:00	14:00	16:00	14:00	13:00	13:00	12:00	15:00	14:00			15:00	
Vol.	21	912	194	21	67	17	1	8	14	1	1			147	
Grand Total	297	28085	6120	361	1810	278	63	197	329	29	2	1	3	2213	39788
Percent	0.7%	70.6%	15.4%	0.9%	4.5%	0.7%	0.2%	0.5%	0.8%	0.1%	0.0%	0.0%	0.0%	5.6%	

FUSS & O'NEILL

Appendix E

Intersection Capacity Analysis Worksheets – AM Peak Hour

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	2	2	469	658	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1900	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			212	156	
Travel Time (s)	6.8			4.8	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2	2	510	715	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	2	510	715	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	2	2	469	658	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	2	510	715	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1229	715	715	0	-	0
Stage 1	715	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	198	434	895	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	434	895	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	895	-	434	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	9	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	1	0	458	11	3	657
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	0	1894	0	1805	1900
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	0	1894	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		156			431
Travel Time (s)	10.2		3.5			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	498	12	3	714
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	510	0	3	714
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	0	458	11	3	657
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	498	12	3	714

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1225	504	0	0	510	0
Stage 1	504	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	199	572	-	-	1065	-
Stage 1	611	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	572	-	-	1065	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	1065	-
HCM Lane V/C Ratio	-	-	0.005	0.003	-
HCM Control Delay (s)	-	-	23.3	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	471	3	0	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	1900	0	1898	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	1898	0	1900	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		666			212
Travel Time (s)	8.0		15.1			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	512	3	0	717
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	515	0	0	717
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	471	3	0	660
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	512	3	0	717

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1231	514	0	0	515	0
Stage 1	514	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	564	-	-	1061	-
Stage 1	605	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	564	-	-	1061	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1061	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	2	2	483	678	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1900	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			105	104	
Travel Time (s)	6.8			2.4	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2	2	525	737	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	2	525	737	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	2	2	483	678	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	2	525	737	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1266	737	737	0	-	0
Stage 1	737	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	188	422	878	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	422	878	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	878	-	422	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	9.1	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	1	0	472	11	3	677
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	0	1894	0	1805	1900
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	0	1894	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		104			431
Travel Time (s)	10.2		2.4			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	513	12	3	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	525	0	3	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	0	472	11	3	677
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	513	12	3	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1261	519	0	0	525	0
Stage 1	519	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	190	561	-	-	1052	-
Stage 1	601	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	561	-	-	1052	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	189	1052	-
HCM Lane V/C Ratio	-	-	0.006	0.003	-
HCM Control Delay (s)	-	-	24.2	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	485	3	0	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	1900	0	1898	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	1898	0	1900	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		664			105
Travel Time (s)	8.0		15.1			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	527	3	0	739
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	530	0	0	739
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	485	3	0	680
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	527	3	0	739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1268	529	0	0	530	0
Stage 1	529	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	188	554	-	-	1048	-
Stage 1	595	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	554	-	-	1048	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1048	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	4	483	678	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1694	0	1805	1900	1900	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1694	0	1805	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			105	104	
Travel Time (s)	6.8			2.4	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	5	4	525	737	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	4	525	738	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	4	483	678	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	5	4	525	737	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1272	738	738	0	-	0
Stage 1	738	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	187	421	877	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	421	877	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	877	-	309	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	9.1	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	1	0	474	11	3	678
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	0	1894	0	1805	1900
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	0	1894	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		104			431
Travel Time (s)	10.2		2.4			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	515	12	3	737
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	527	0	3	737
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	0	474	11	3	678
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	515	12	3	737

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1264	521	0	0	527	0
Stage 1	521	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	189	559	-	-	1050	-
Stage 1	600	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	559	-	-	1050	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	188	1050	-
HCM Lane V/C Ratio	-	-	0.006	0.003	-
HCM Control Delay (s)	-	-	24.3	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	487	3	0	683
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	1900	0	1898	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	1898	0	1900	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		664			105
Travel Time (s)	8.0		15.1			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	529	3	0	742
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	532	0	0	742
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	487	3	0	683
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	529	3	0	742

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1273	531	0	0	533	0
Stage 1	531	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	187	552	-	-	1045	-
Stage 1	594	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	552	-	-	1045	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1045	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Appendix F

Intersection Capacity Analysis Worksheets – PM Peak Hour

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	7	5	686	614	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.999	
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1900	1898	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1900	1898	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			105	104	
Travel Time (s)	6.8			2.4	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	5	746	667	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	5	746	671	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	5	686	614	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	5	746	667	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1427	670	672	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	460	928	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	460	928	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	928	-	460	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-
HCM Control Delay (s)	8.9	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	5	678	8	8	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.998			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1743	0	1896	0	1805	1900
Flt Permitted	0.972				0.950	
Satd. Flow (perm)	1743	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		104			431
Travel Time (s)	10.2		2.4			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	5	737	9	9	665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	746	0	9	665
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	6	5	678	8	8	612
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	5	737	9	9	665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1424	741	0	0	746	0
Stage 1	741	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	151	420	-	-	871	-
Stage 1	475	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	420	-	-	871	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	211	871	-
HCM Lane V/C Ratio	-	-	0.057	0.01	-
HCM Control Delay (s)	-	-	23.1	9.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	7	6	685	11	1	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1734	0	1896	0	1805	1900
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	1734	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		666			105
Travel Time (s)	8.0		15.1			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	7	745	12	1	674
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	757	0	1	674
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

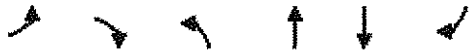
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	6	685	11	1	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	7	745	12	1	674

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1427	751	0	0	757	0
Stage 1	751	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	150	414	-	-	863	-
Stage 1	470	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	414	-	-	863	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	213	863	-
HCM Lane V/C Ratio	-	-	0.066	0.001	-
HCM Control Delay (s)	-	-	23.1	9.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	7	5	707	632	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.999	
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1900	1898	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1900	1898	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			105	104	
Travel Time (s)	6.8			2.4	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	5	768	687	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	5	768	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	5	707	632	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	5	768	687	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1468	689	691	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	142	449	913	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	449	913	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	913	-	449	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-
HCM Control Delay (s)	9	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	5	699	8	8	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.998			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1743	0	1896	0	1805	1900
Flt Permitted	0.972				0.950	
Satd. Flow (perm)	1743	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		104			431
Travel Time (s)	10.2		2.4			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	5	760	9	9	685
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	769	0	9	685
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	6	5	699	8	8	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	5	760	9	9	685

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	764	0	0	768	0
Stage 1	764	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	142	407	-	-	855	-
Stage 1	463	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	407	-	-	855	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	201	855	-
HCM Lane V/C Ratio	-	-	0.059	0.01	-
HCM Control Delay (s)	-	-	24	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	7	6	706	11	1	638
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1734	0	1896	0	1805	1900
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	1734	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		666			105
Travel Time (s)	8.0		15.1			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	7	767	12	1	693
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	779	0	1	693
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

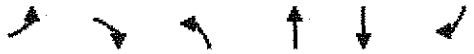
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	6	706	11	1	638
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	7	767	12	1	693

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1469	773	0	0	779	0
Stage 1	773	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	142	402	-	-	847	-
Stage 1	459	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	402	-	-	847	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	202	847	-
HCM Lane V/C Ratio	-	-	0.07	0.001	-
HCM Control Delay (s)	-	-	24.2	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	9	8	707	632	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887				0.999	
Flt Protected	0.992		0.950			
Satd. Flow (prot)	1672	0	1805	1900	1898	0
Flt Permitted	0.992		0.950			
Satd. Flow (perm)	1672	0	1805	1900	1898	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			105	104	
Travel Time (s)	6.8			2.4	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	10	9	768	687	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	9	768	694	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	9	8	707	632	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	10	9	768	687	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1476	690	693	0	-	0
Stage 1	690	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	140	449	912	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	139	449	912	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	319	-	-
HCM Lane V/C Ratio	0.01	-	0.037	-	-
HCM Control Delay (s)	9	-	16.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	5	701	8	8	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.998			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1743	0	1896	0	1805	1900
Flt Permitted	0.972				0.950	
Satd. Flow (perm)	1743	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	450		104			431
Travel Time (s)	10.2		2.4			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	5	762	9	9	687
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	771	0	9	687
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	6	5	701	8	8	632
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	5	762	9	9	687

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1470	766	0	0	771	0
Stage 1	766	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	142	406	-	-	853	-
Stage 1	462	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	406	-	-	853	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	200	853	-
HCM Lane V/C Ratio	-	-	0.06	0.01	-
HCM Control Delay (s)	-	-	24.1	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	7	6	709	11	1	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1734	0	1896	0	1805	1900
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	1734	0	1896	0	1805	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	354		666			105
Travel Time (s)	8.0		15.1			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	7	771	12	1	696
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	783	0	1	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	6	709	11	1	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	7	771	12	1	696

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1475	777	0	0	783	0
Stage 1	777	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	400	-	-	844	-
Stage 1	457	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	400	-	-	844	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	201	844	-
HCM Lane V/C Ratio	-	-	0.07	0.001	-
HCM Control Delay (s)	-	-	24.3	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

EXHIBIT 4

Berkshire Engineering, inc.

TOWN OF GREAT BARRINGTON, MASSACHUSETTS
ADDENDUM TO APPLICATION FOR SPECIAL PERMIT
MUNICIPAL IMPACT STATEMENT
SUBMITTAL DATE-June 23, 2015

Prepared for: **KSNS Stockbridge Road Realty Trust**
Navin Shah Trustee

Property Location: **415 Stockbridge Road**
Assessor's Map 29, Lot 6

I. General Information

In preparing the engineering site plans to support this project, we reviewed the possibility of municipal impacts resulting from the proposed work as well as the history of the property with respect to any prior impacts to municipal infrastructure.

II. Drinking Water Supply

The property is served with potable water service from the Great Barrington Fire and Water District. We have discussed the condition of the existing service, any previous impacts to the existing water supply and any anticipated deleterious impacts which may result from the proposed expansion. In a telephone conversation with Mr. Peter Marks on June 23, 2015, it was noted that the existing drinking water system has capacity to accommodate existing and proposed flows at this facility with no impact to the existing water supply main. There has been no indication that the current business operations have impacted the water supply system. Mr. Marks was supportive of the additional water consumption.

II. Wastewater Disposal System

A municipal sewer collection connection currently services the premises and will continue. No undue burden on the infrastructure is anticipated from this project. No additional State or Local permits from the Board of Health, Town Department of Public Works, or Massachusetts Department of Environmental Protection (MA DEP) are required with respect to municipal stormwater.

A telephone conversation with Mr. Timothy Drumm, the Wastewater Superintendent for the Town of Great Barrington reveals that ample capacity exists to support the proposed addition to the existing hotel

Other possible Municipal Infrastructure Impacts include:
Post construction storm water runoff characteristics are not anticipated to be adversely impacted by the proposed construction activities. The parking area expansion intended to serve the additional rooms is proposed to be constructed of a pervious pavement and will not result in an increase in peak discharges from this site. No substantial changes in the exterior building footprint or increase to impervious areas are planned. Storm water management is addressed in the Notice of Intent currently in process with the Great Barrington Conservation Commission.

Existing electric, telephone, and data services are to remain in service.

Solid waste generated by the proposed activities will be collected by a licensed waste hauler or contractor and transported to an approved disposal site, in accordance with all state and local requirements as well as Massachusetts State Building Code. Post construction solid waste disposal will be transported by the petitioner or licensed waste hauler to the Town of Great Barrington Transfer Station or other licensed transfer facility. Post construction waste volume and characteristics will increase in an amount consistent with the proposed expansion of rooms. No hazardous waste will be generated, accepted or discharged at this location.

The Town of Great Barrington and associated volunteer organizations, provides for its residents and local businesses various municipal services, some of which include fire and police protection. The automatic fire sprinkler protection system greatly enhances the available fire protection for the building while simultaneously reducing the potential burden placed upon the Great Barrington Fire Department. The property value, taxable goods, and energy efficiency associated with the proposed use will be similar to the existing condition. The facility expansion will not result in an increased demand on the local school system or associated educational services.

III. Environmental Reports
There are no existing or required environmental reports associated with this project. This area of the Housatonic River has a 200 feet restricted riparian zone under the Massachusetts Department of Environmental Protections, Riverfront Act. The proposed work is subject to permitting through the Great Barrington Conservation Commission.

IV. Planned Phasing
There is no planned segmentation of this project.

V. Impervious Surfaces
Impervious surfaces will be not be increased as a result of this project. Enhanced water recharge is to be provided via the proposed pervious pavement.

VI. Groundwater – Not Applicable for this project

Conclusion

For reasons outlined in this report, we request that the Board(s) find the municipal impacts are not significant.

The board may impose conditions as it sees fit, and include said conditions as part of the special permit, to ensure the findings are met during and after the execution of the proposed project outlined in this submittal. Please refer to the enclosed plan entitled, "Special Permit Plan" as well as the prepared architectural drawings for further details on anticipated activities regulated by these Bylaws.

Enclosures:
"Special Permit Plans"

EXHIBIT 5

Berkshire Engineering, inc.

Stormwater Report
Under Massachusetts Stormwater Management Standards
For Property Located at
Holiday Inn Express
415 Stockbridge Road, Great Barrington, MA 01230
May 2015

Introduction:
As outlined in the NOI Narrative, expansion of the existing parking area is proposed to take place at the property of the Holiday Inn Express in Great Barrington. The parking area expansion will be constructed of a permeable material, likely pervious asphalt pavement or grass pavement, in order to minimize change in stormwater quantity and quality.

Stormwater Management Standards Analysis:
Following are the Performance Standards associated with the proposed disturbance under the Stormwater Management Standards. The text of each Stormwater Management Standard is followed by a response as to how the proposed work addresses each applicable Standard, for purposes of review.

Standard 1: No Untreated Discharges or Erosion to Wetlands
No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

Response: No change will be made to the existing stormwater conveyance and discharge. No new impervious area is being created, and the stormwater which falls on the new area of pervious pavement shall be infiltrated. All other stormwater generated onsite shall be treated prior to discharge to the Housatonic River.

Standard 2: Peak Rate Attenuation
Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This Standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR 10.04.

Response: Stormwater shall be managed such that post-development peak discharge rates shall not exceed pre-development peak discharge rates. The new area of pervious pavement will not discharge stormwater; it will instead infiltrate stormwater.

Standard 3: Stormwater Recharge

Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

Response: No new impervious area will be created; all newly paved surfaces will be constructed of pervious pavement. Since pervious pavement is being used for all parking area expansions, the post-development recharge volume and annual recharge are expected to be, for all intents and purposes, identical to the pre-development recharge volume.

Standard 4: Water Quality

Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This Standard is met when:

a. *Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained;*
b. *Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and*
c. *Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.*

Response: The project is proposed to utilize pervious pavement for all parking area expansion, which is associated with an 80% TSS removal credit. Pervious pavement shall be properly designed and installed such that it provides such removals.

Standard 5: Land Uses with Higher Potential Pollutant Loads

For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook.

Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c. 21, §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

Response: No Land Uses with Higher Potential Pollutant Loads discharge to project site.

Standard 6: Critical Areas

Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A "storm water discharge" as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

Response: Since neither the watershed area nor the discharge characteristics are expected to be altered by the proposed project, and there is no critical area within the general vicinity of the proposed system, any impact by the project upon a critical area is unlikely.

Standard 7: Redevelopment

A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

Response: No redevelopment is proposed as a part of this project.

Standard 8: Construction Period Controls

A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.

Response: A plan shall be developed to control construction-related impacts.

Standard 9: Operation and Maintenance Plan

A long-term operation and maintenance plan shall be developed and implemented to ensure that stormwater management systems function as designed.

Response: A long-term operation and maintenance plan shall include, at a minimum, regular inspections, and sweeping of the pervious asphalt area as necessary. Sweeping is expected to be required semiannually. Street sweeping shall be performed using, at least, mechanical street sweeping methods, though regenerative air sweeping is preferable, and vacuum sweeping is considered the ideal method for this purpose. Cold weather maintenance of the pervious asphalt may include plowing and salting or deicing as necessary, but application of sand to the pervious parking area will not be allowed.

Standard 10: Illicit Discharges to Drainage System

All illicit discharges to the stormwater management system are prohibited.

Response: No illicit discharges are proposed or existing.

Berkshire Engineering, inc

80 RUN WAY
LEE, MASSACHUSETTS 01238
PHONE (413) 243-3780
FAX 877.335.7282
www.berkshireengineering.com

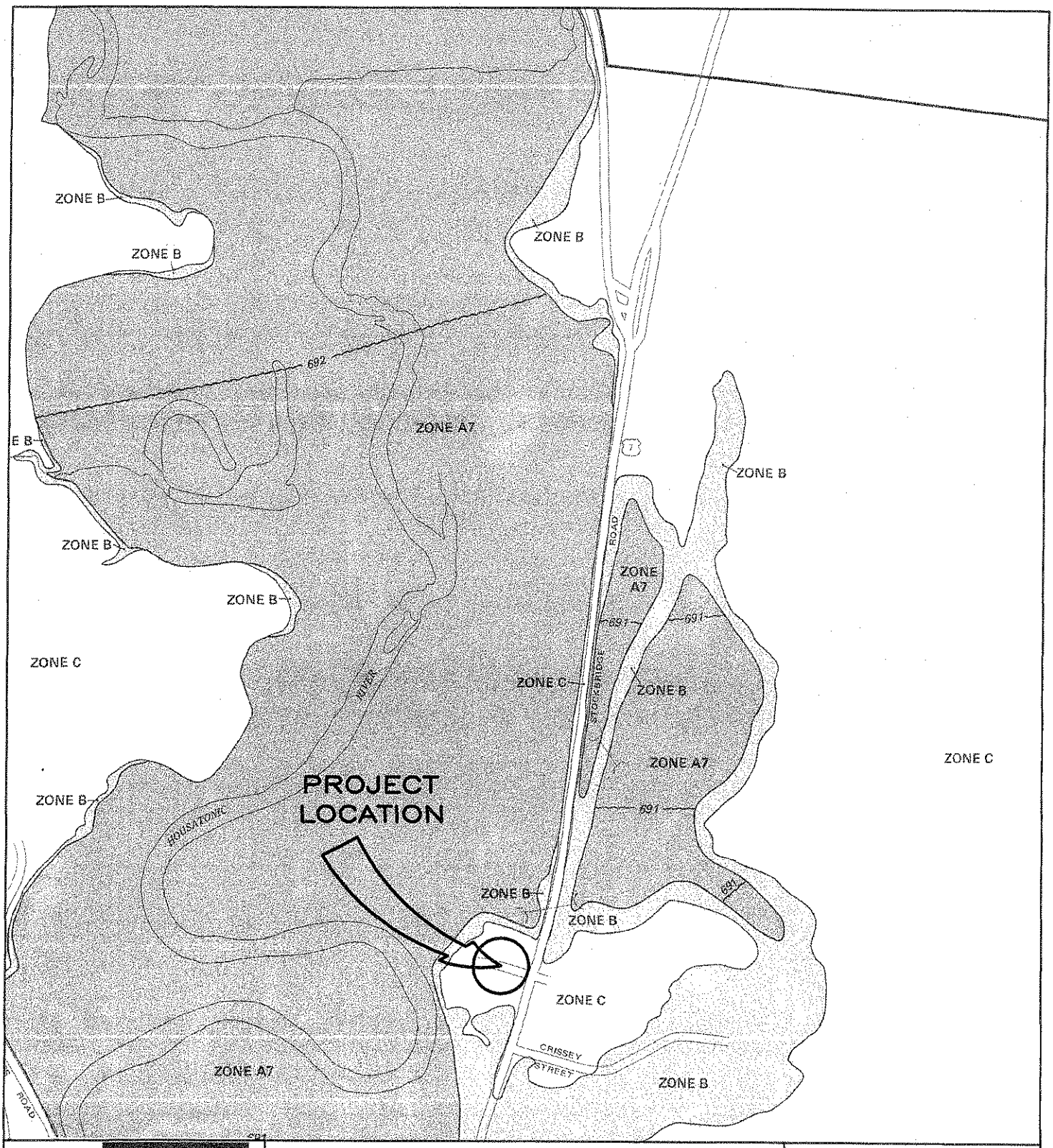
CIVIL & ENVIRONMENTAL ENGINEERS
LAND CONSULTANTS

USGS VICINITY MAP
HOLIDAY INN
NOI

LOCATION:
BERKSHIRE COUNTY
415 STOCKBRIDGE ROAD
GT BARRINGTON, MA 01230

PURPOSE:
PARKING EXPANSION

APPLICANT: NAVIN SHAH
DATE: MAY 2015



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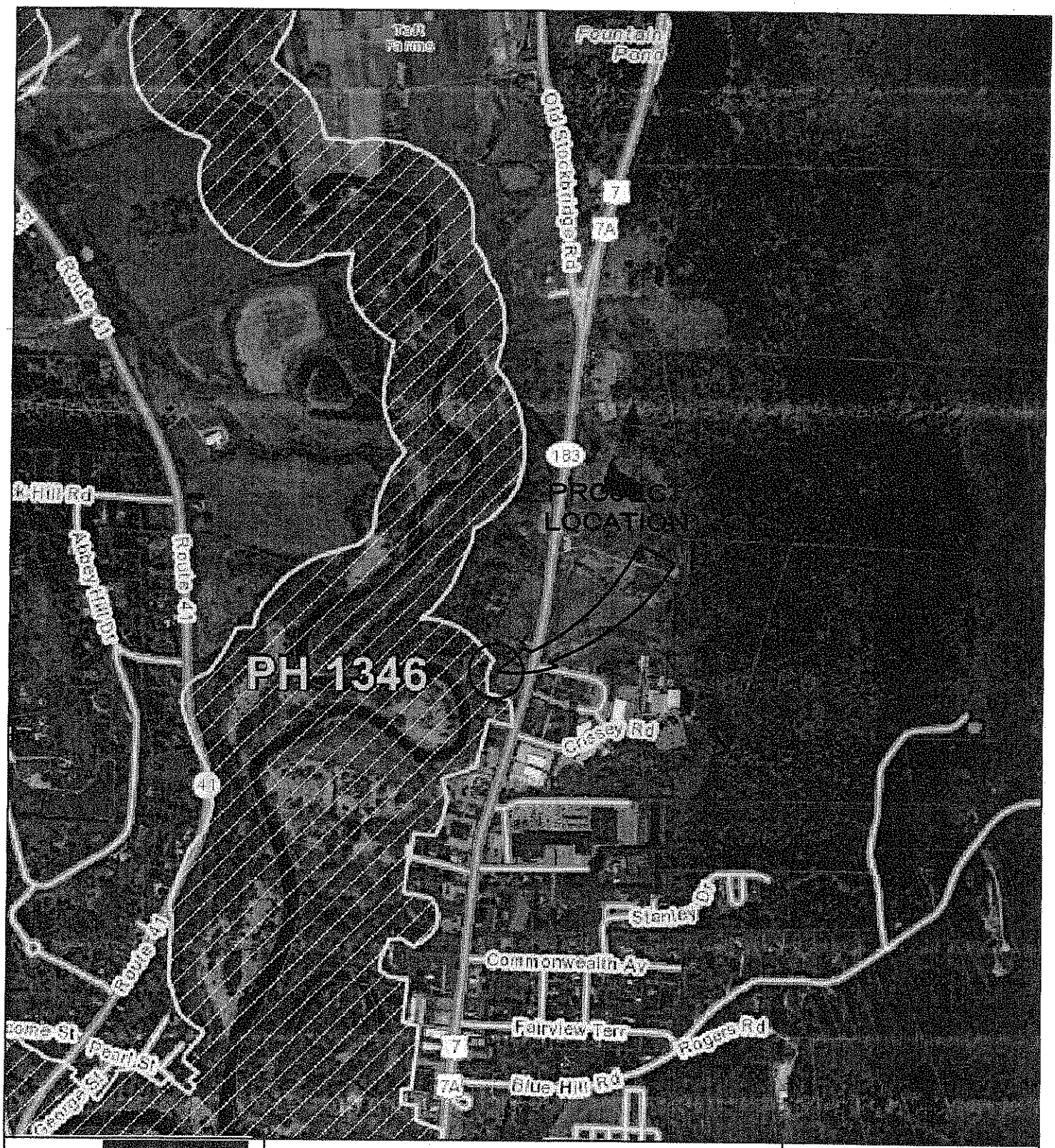
CIVIL & ENVIRONMENTAL ENGINEERS
LAND CONSULTANTS

FEMA FLOOD MAP
HOLIDAY INN
NOI

LOCATION:
BERKSHIRE COUNTY
415 STOCKBRIDGE ROAD
GT BARRINGTON, MA 01230

PURPOSE:
PARKING EXPANSION

APPLICANT: NAVIN SHAH
DATE: MAY 2015



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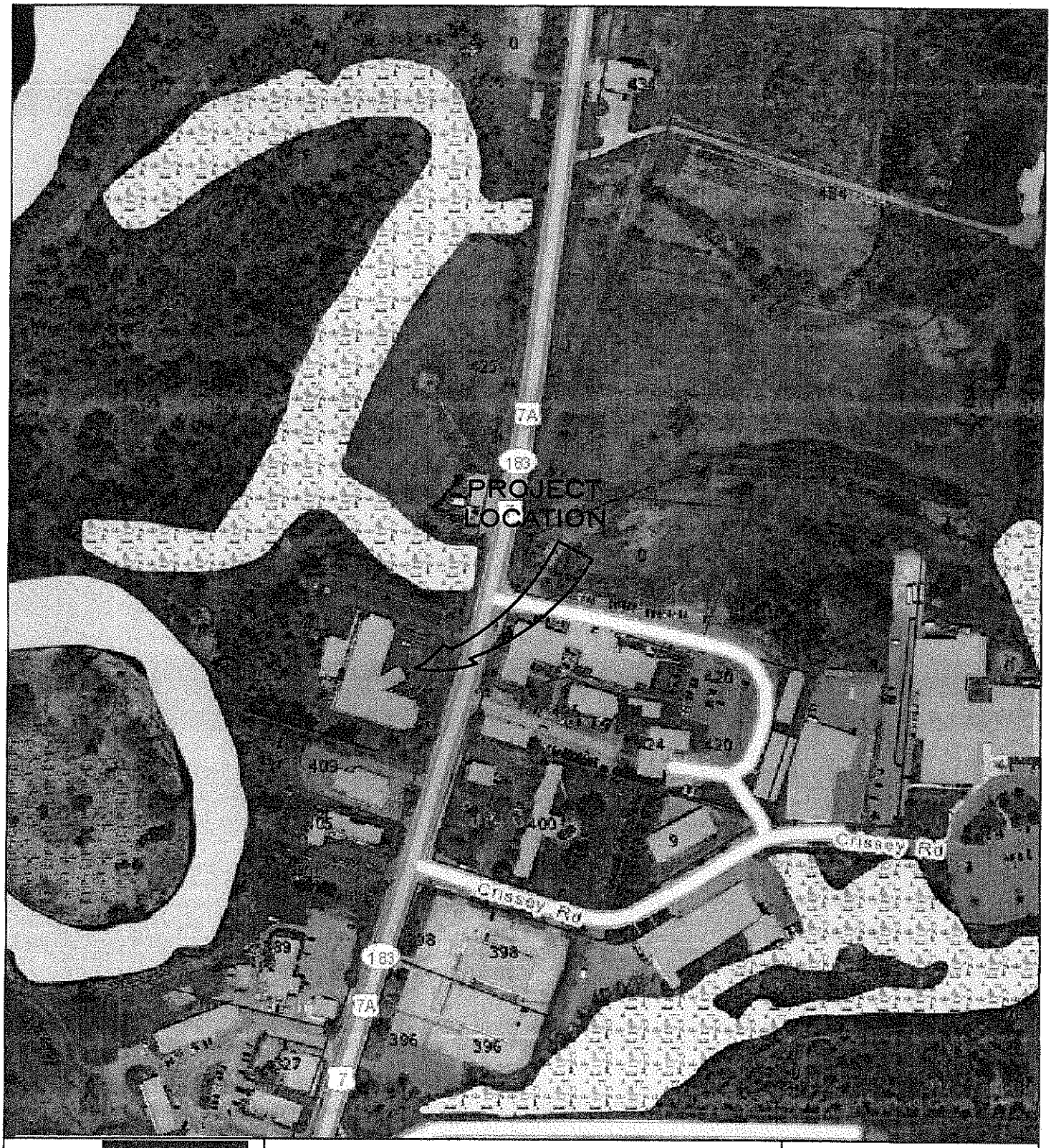
CIVIL & ENVIRONMENTAL ENGINEERS
LAND CONSULTANTS

NHESP MAP
HOLIDAY INN
NOI

LOCATION:
BERKSHIRE COUNTY
415 STOCKBRIDGE ROAD
GT BARRINGTON, MA 01230

PURPOSE:
PARKING EXPANSION

APPLICANT: NAVIN SHAH
DATE: MAY 2015



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CIVIL & ENVIRONMENTAL ENGINEERS
LAND CONSULTANTS

MASSDEP WETLANDS MAP
HOLIDAY INN
NOI

LOCATION:
BERKSHIRE COUNTY
415 STOCKBRIDGE ROAD
GT BARRINGTON, MA 01230

PURPOSE:
PARKING EXPANSION

APPLICANT: NAVIN SHAH
DATE: MAY 2015

Commercial Property Record Card

PARCEL_ID:**113/029.0-0000-0006.0** MAP:**029.0** BLOCK:**0000** LOT:**0006.0** PARCEL ADDRESS:**415 STOCKBRIDGE RD** FY:**2015**

PARCEL INFORMATION

Owner:
KSNS STOCKBRIDGE ROAD REALTY TRUST
NAVIN SHAH TRUSTEE
Address:
PO BOX 116
LENOX MA 01240-0116

Use-Code:	**300**	Sale Price:	**375,000**	Book:	**1177**	Road Type:	**T**	Inspect Date:	**08/01/2008**
Tax Class:	**T**	Sale Date:	**03/30/00**	Page:	**209**	Rd Condition:	**P**	Meas Date:	**03/29/2005**
Tot Fin Area:	**33066**	Sale Type:	**L**	Cert/Doc:		Traffic:	**L**	Entrance:	
Tot Land Area:	**4.88**	Sale Valid:	**Y**			Water:		Collect Id:	**KA**
		Grantor:	**SKYPE LLC**			Sewer:		Inspect Reas:	
Exempt-B/L%	/	Resid-B/L%	/	Comm-B/L%	**100/100**	Indust-B/L%	/	Open Sp-B/L%	/

COMMERCIAL SECTIONS/GROUPS

Section: ID: 101 Use-Code: 300

Category	Grnd-Fl-Area	Story Height	Bldg-Class	Yr-Built	Eff-Yr-Built	Cost Bldg
1	17786	2.0	C	2001	2001	5,372,300

Groups:

Id	Cd	B-FL-A	Flrs	Unt
1	300	17786	1	1
2	300	15280	1	1

LAND INFORMATION

NBHD CODE: 400 NBHD CLASS: 0 ZONE: B2

Seg	Type	Code	Method	Sq-Ft	Acres	Influ-Y/N	Value	Class
1	P	300	A	71003	1.630		195,111	
2	R	300	A	141570	3.250		69,160	

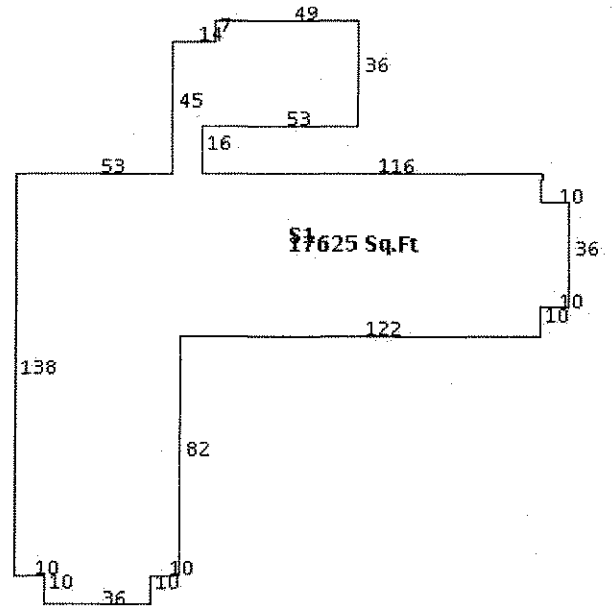
DETACHED STRUCTURE INFORMATION

Str	Unit	Msr-1	Msr-2	E-YR-Blt	Grade	Cond	%Good P/F/E/R	Cost	Class
AS	C	1	0.00	2001	A	A	///100	26,400	3
LI	C	1	0.00	2001	A	A	///93	4,800	3
OT	C	1	0.00	2001	A	A	///100	1,900	3
PG	S	336	0.00	2001	A	A	///93	6,700	3
PG	S	36	0.00	2001	A	A	///93	700	3
OT	C	1	0.00	2001	A	A	///100	35,000	3

VALUATION INFORMATION

Current Total:	5,452,700	Bldg:	5,188,400	Land:	264,300	MktLnd:	264,300
Prior Total:	5,557,600	Bldg:	5,293,300	Land:	264,300	MktLnd:	264,300

SKETCH



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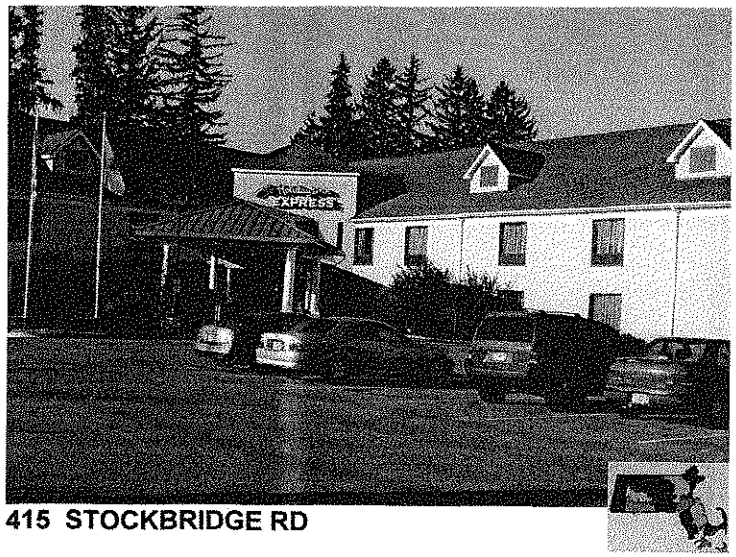

415 STOCKBRIDGE RD

NOTIFICATION TO ABUTTERS UNDER THE
MASSACHUSETTS WETLANDS PROTECTION ACT

In accordance with the second paragraph of Massachusetts General Laws Chapter 131, Section 40, you are hereby notified of the following:

A. The name of the applicant is the KSNS Stockbridge Road Realty Trust
B. The applicant has filed a Notice of Intent with the Town of Great Barrington Conservation Commission seeking permission to remove, fill, dredge, or alter an area subject to protection under the Wetlands Protection Act (General Laws Chapter 131, Section 40).
C. The activity is proposed on the property of the Holiday Inn Express, 415 Stockbridge Road, Great Barrington, MA 01230 (Map 29, Lot 6).
D. The proposed activities within the resource areas include the installation of pervious pavement for the purpose of parking area expansion to support vertical building addition.
E. Copies of the Notice of Intent may be obtained from the applicant's engineer: Berkshire Engineering, Inc., 80 Run Way, Lee, MA 01238; (413) 243-4122. Provider may charge for the cost of reproduction.
F. Information regarding the date, time, and place of the public hearing may be obtained from the Town of Great Barrington Conservation Commission at Town Hall; (413) 528-1619.

Note: Notice of the public hearing including the date, time, and place will be posted in the Town Hall not less than forty eight (48) hours in advance and published in a local newspaper.

You may also contact the Massachusetts Department of Environmental Protection Western Regional Office for more information about this application or the Wetlands Protection Act. To contact the MassDEP, call (413) 784-1100.

EXHIBIT 6

Berkshire Engineering, inc.

STORMWATER OPERATIONS & MAINTENANCE PLAN

FOR PROPERTY LOCATED AT:
HOLIDAY INN EXPRESS
415 STOCKBRIDGE ROAD
GREAT BARRINGTON, MA 01230

PREPARED FOR:
NAVIN SHAH
KSNS STOCKBRIDGE ROAD REALTY TRUST

PREPARED BY:
BERKSHIRE ENGINEERING, INC.
80 RUN WAY
LEE, MA 01238

JULY 9, 2015

Maintenance Summary

The following table summarizes the operations and maintenance requirements necessary to ensure structural integrity and proper function, in terms of both conveyance and treatment, for the stormwater infrastructure Best Management Practices installed or proposed to be installed at the Subject Property. For further detail, see Sections 1-3, and Volume 2, Chapter 2, of the Massachusetts Stormwater Handbook.

Stormwater BMP	Frequency	Maintenance Type
Dry Detention Basin	2x per yr+	Examine outlet for evidence of clogging or velocities greater than design flow.
	2x per yr+	Mow upper-stage, side slopes, embankment, and emergency spillway.
	2x per yr+	Remove trash and debris.
	2x per yr+, *and* during and after major storms	General inspection.
	1x per 5-yr+	Remove sediment buildup.
Deep Sump Catch Basin	4x per yr	General inspection.
	4x per yr, *or* when deposit depth is ≥1/2 depth from bottom of lowest pipe invert	Unit cleaning.
Pervious Bituminous Pavement	As needed	Monitoring for proper drainage after storm events.
	As needed	Clean surface with power washer followed by vacuum sweeping.
	1x per yr	Inspect surface for deterioration.
	1x per yr, *and* as needed	Assess exfiltration capacity. If capacity has declined, clean surface.

1. Dry Detention Basin

Dry detention basins function by detaining stormwater for a period of time, which allows suspended sediment to settle out within the extents of the basin. Proper basin function may be impaired by accumulation of sediment over time, which will decrease basin volume and therefore decrease the time throughout which stormwater is detained. This necessitates regular removal of sediments, in order to maintain the design dimensions of the detention basin. An additional consideration is the stability of the banks of the basin, which must be properly kept up in order to ensure that the basin does not have a structural failure. In the case of the detention basin at the Subject Property, slope stability is maintained through proper monitoring, in conjunction with regular mowing or trimming of the vegetation which stabilizes the banks.

As per the maintenance required in the Massachusetts Stormwater Handbook, dry detention basins are to be inspected at least once per year. Additional inspections are required during and after major storm events to determine whether the expected detention time is being met. The outlet structure shall also be inspected for any evidence of clogging or evidence of effluent flows with a velocity greater than that of the design flow. Erosion or tree growth on the embankment shall be monitored for and mitigated as needed. Any damage to the emergency spillway or basin outlet, including a buildup of sediment, shall be mitigated as necessary. During inspections, any apparent changes to the dry detention basin or its watershed shall be noted.

Mowing of the upper-stage, side slopes, embankment, and emergency spillway shall occur at least twice per year, with contemporary removal of trash and debris. Sediment removal shall occur as needed but no less frequently than once per five years.

2. Deep Sump Catch Basin

Deep sump catch basins function by capturing stormwater runoff and holding it in a tank with an elevated outlet so that heavier materials, such as sediment, will sink to the bottom of the tank rather than flowing to the outlet with the stormwater. Structural integrity of deep sump catch basins must be ensured by inspection of the concrete tank, and piping for presence of cracks, and inspection of the metal grate for proper seating. Proper function as a stormwater conveyance and treatment BMP relies on continued inspection of the deep sump for sediment level, and cleaning as necessary.

Inspection of deep sump catch basins shall occur a minimum of four times per year, and at the end of both foliage season and snow-removal season. Inspections shall be performed such that they confirm both the structural capacity and need for cleaning.

Cleaning of deep sump catch basins shall consist of sediment removal, and shall occur four times per year, or at such times as the depth of sediment is found to be greater than or equal to one-half of the distance from the bottom of the sump to the bottom of the invert of the lowest pipe.

Cleaning may be performed through use of clamshell buckets or vacuum trucks, with the latter being the preference of the Massachusetts DEP. All appropriate safety precautions shall be considered throughout the process of catch basin cleaning. Additionally, if there is evidence that the removed sediments are contaminated with oil or other hazardous waste, sediments shall be tested by an environmental professional for presence of contamination. If contamination is present, sediments shall be handled and disposed of as according to Massachusetts Hazardous Waste Regulations, 310 CMR 30.000.

3. Pervious Bituminous Pavement

Pervious bituminous pavement functions as a driving surface, stormwater treatment BMP, and, under conditions with extreme stormwater flow, as a stormwater conveyance. It is similar in makeup to standard bituminous pavement, but with the fine material removed from the aggregate prior to mixing. This allows stormwater to pass through the finished pavement surface and through a filter layer which traps suspended solids. Stormwater then collects within a subsurface reservoir. The reservoir consists of a crushed stone layer, the voids of which accommodate the stormwater influent. This reservoir is sized for a design volume as per Massachusetts stormwater standards and design specifications developed by independent research centers. If the stormwater influent is a greater volume than the design volume, the surplus volume shall be conveyed to the detention basin on the Subject property.

Maintenance of pervious pavement differs from that of standard bituminous pavement in some ways. Cracks in the pavement surface are never to be sealed with a pavement sealer. Also, no winter sanding is allowed due to the potential for clogging the pavement surface, and winter salting shall be minimized; only plowing is required for winter maintenance. Note that this does not negatively affect the pavement functionality as a driving surface, as pervious pavement maintained only with plowing generally has an equal or greater friction factor than standard bituminous pavement maintained with plowing, sanding, and salting. This is due to the fact that the removal of fine material in the aggregate mix results in a more driving surface which creates better traction.

The surface of a pervious pavement must be cleaned as needed through power washing and vacuum sweeping, for the purpose of removing built-up sediments. Additionally, regular inspections are required in order to ensure that the asphalt pavement is both structurally intact (free of cracks or damaged surface material), and is functioning properly as a stormwater BMP (stormwater is draining freely through the bituminous surface.

EXHIBIT 9

Berkshire Engineering, Inc.

Notice of Intent
Under Massachusetts Wetlands Protection Act MGL CH. 131, Section 40
For Property Located at
415 Stockbridge Road, Great Barrington, MA 01230
May 2015

Project Location and Site Description:
The project is proposed by the KSNS Stockbridge Road Realty Trust. The Inn is proposing parking lot expansion, in order to support the extra capacity created by a vertical building addition. The project is located in Great Barrington, north of the center of town, and the property is bounded to the east by Stockbridge Road (Route 7/7A/183), and to the west by the Housatonic River. The subject property and surrounding parcels are zoned B-2 "general business." Abutter lot sizes are approximately 1-ac to 8.5-ac.

The proposed work will occur on private property and primarily or wholly outside of the riverfront area associated with the Housatonic River and partially within the 100-foot Buffer Zone associated with a Bordering Vegetated Wetland. Refer to project plans for locations of all proposed work.

Existing Conditions:
The Holiday Inn is located on a 4.9-ac lot in a general business district in Great Barrington. The property has a 17,786-ft^2 building and an approximately 30,000-ft^2 bituminous concrete parking area. The remainder of the property is a mixture of landscaped grass and woods. According to NRCS soil survey data, approximately 60% of the soils on the site are classified as hydrologic soil group A, while the remainder of soils onsite area categorized as hydrologic soil group B/D. All soils have 0-3% slopes. Great Barrington zoning indicates that abutting properties to the north and south are used for general business purposes.

Proposed Work:
The applicant proposes expansion of the parking area in order to accommodate additional capacity as necessitated by a building addition. Approximately 2000-ft^2 of the additional area is proposed to extend to the north of the existing parking area, while not overlapping with wetland area. Additional area, approximately 6000-ft^2, is proposed to be located on the south side of the structure, with a portion of new

driveway to connect it to the existing parking area. Both new parking areas and driveway are proposed to be paved with pervious paving material, either pervious asphalt or grass, in order to minimize stormwater and other environmental impacts related to the parking area expansion.

Resource Areas:
No resource areas, including resource areas associated with the Housatonic River, will be altered.

Available USGS Quadrangle, FEMA, NHESP, Mass DEP Wetlands, NRCS Soil Mapping, as well as field recovered documentation support all findings of resource areas near the proposed project sites.

According to FEMA Flood Panel 250024 0004 B, the proposed work is located adjacent to a Zone A7 flood area associated with the Housatonic River. Zone A7 flood zones are characterized as areas of 100-yr flood with flood hazard factors determined. All proposed work is located outside of 100-year flood area.

According to available MassGIS information, most of the proposed work is located outside of NHESP jurisdictional areas, though an NHESP area designated "PH 1346" overlaps with a portion of the property. Accordingly, this NOI will be submitted to the NHESP for review.

Wetlands Protection Act Analysis:
Following are the Performance Standards associated with the proposed disturbance under the Wetlands Protection and Rivers Act (WPA). The text of the WPA is followed by a response as to how the proposed work addresses each applicable Standard.

Buffer Zone:
310 CMR 10.02(2)(b): ...Any activity other than minor activities proposed or undertaken within 100 feet of a specified area requires the filing of a Notice of Intent.
310 CMR 10.53(1): ...For work in the buffer zone subject to review, the issuing authority shall impose conditions to protect the interests of the Act identified for the adjacent resource area.

Response: The proposed work to expand the Inn's parking area will be within the 100-ft Buffer Zone associated with the adjacent Bordering Vegetated Wetland (BVW). The limit of work is proposed to be confined such that it does not interfere with or enter wetland area directly, and the proposed parking lot area shall be constructed of pervious pavement, designed and installed such that discharge of untreated stormwater to the BVW or to the Housatonic River shall be avoided. The work areas indicated on the accompanying plan sheets are sufficient to expand the parking area to the desired capacity without anticipated adverse impacts to adjacent resource areas. All work is to be conducted using methods appropriate to the nature of the task and prevailing site conditions. Upon completion of work, all disturbed areas will be graded and seeded with erosion control mix and mulched with straw as needed to avoid erosion.

Bank:
310 CMR 10.54(4)(a): ...Any proposed work on a Bank shall not impair the following: (1) the physical stability of the Bank; (2) the water carrying capacity of the existing channel within the Bank; (3) groundwater and surface water quality; (4) the capacity of the Bank to provide breeding habitat, escape cover and food for fisheries; (5) the capacity of the Bank to provide important wildlife habitat functions.

Response: No Bank will be encountered throughout the work associated with this project.

Bordering Vegetated Wetland:
310 CMR 10.55(4)(a, b): ...Any proposed work in a Bordering Vegetated Wetland shall not destroy or otherwise impair any portion of said area. The issuing authority may issue an Order of Conditions permitting work which results in the loss of up to 5000 square feet of Bordering Vegetated Wetland when said area is replaced in accordance with conditions the issuing authority deems necessary to ensure that the replacement area will function in a manner similar to the area that will be lost.

Response: Though there is a Bordering Vegetated Wetland adjacent to the work area whose buffer zone encompasses the proposed parking area expansion, the Wetland will not be altered by the proposed work.

Land Under Water Bodies and Waterways
310 CMR 10.56(4)(a): ...Where the presumption set forth in CMR 10.56(3) is not overcome, any proposed work within Land Under Water Bodies and Waterways shall not impair the following: (1) the water carrying capacity within the defined channel, which is provided by said land in conjunction with the banks; (2) ground and surface water quality; (3) the capacity of said land to provide breeding habitat, escape cover, and food for fisheries, and; (4) the capacity of said land to provide important wildlife habitat functions.

Response: No Land Under Water will be encountered throughout the work associated with this project.

Bordering Land Subject to Flooding
310 CMR 10.57(4)(a): ...(1) Compensatory storage shall be provided for all flood storage volume that will be lost as the result of a proposed project within Bordering Land Subject to Flooding, when in the judgment of the issuing authority said loss will cause an increase or will contribute incrementally to an increase in the horizontal extent and level of flood waters during peak flow. (2) Work within Bordering Land Subject to Flooding, including that work required to provide the above-referenced compensatory storage, shall not restrict flows as to cause an increase in flood stage velocity. (3) Work in those portions of Bordering Land Subject to Flooding found to be significant to the projection of wildlife habitat shall not impair its capacity to provide important wildlife habitat functions.

Response: The proposed work will take place adjacent to a Zone A7 flood area. No filling is proposed, and the proposed work shall neither restrict flows nor impair the area's capacity to support wildlife.

Riverfront Area

310 CMR 10.58(6)(a): *...Notwithstanding the Provisions of 310 CMR 10.58(1) through (5), Certain Activities or Areas are Grandfathered or Exempted from Requirements for the Riverfront Area: Any excavation, structure, road, clearing, driveway, landscaping, utility line, rail line, airport owned by a political subdivision, marine cargo terminal owned by a political subdivision, bridge over two miles long, septic system, or parking lot with the riverfront area in existence on August 7, 1996. Maintenance of such structures or areas is allowed (including any activity which maintains a structure, roads (limited to repairs, resurfacing, repaving, but not enlargement), clearing, landscaping, etc. in its existing condition) without the filing of a Notice of Intent for work within the riverfront area, but not when such work is within other resource areas or their buffer zones except as provided in 310 CMR 10.58(6)(b). Changes in existing conditions which will remove, fill, dredge, or alter the riverfront area are subject to 310 CMR 10.58, except that the replacement within the same footprint of structures destroyed by fire or other casualty is not subject to 310 CMR 10.58.*

Response: No Riverfront Area will be encountered throughout the work associated with this project.

Mitigation:
Proposed activities at the subject site, as presented, are permissible under the Wetlands Protection Act and will not result in an unstable situation with appropriate provisions included in an Order of Conditions. Proper measures to ensure stable conditions should be implemented to prevent any possible transport of silt-laden runoff into adjacent resource areas. In an effort to protect these sensitive areas, the following tasks and conditions are recommended in conjunction with additional conditions set forth by the Town of Great Barrington Conservation Commission:

- Limit all impacts within the buffer zone to only such region as is necessary for parking area installation

- Lightly rake in areas of bare or disturbed soil and plant New England Erosion Control Seed Mix for Dry Sites. Lightly mulch the seeded areas with straw and monitor for signs of erosion prior to the anticipated establishment of ground cover in any disturbed areas.

- Monitor for intrusion of invasive species and remove as necessary.

- Refueling, servicing, and repair activities of power tools used for tree removal or grading shall be conducted outside of all areas subject to protection under MGL c. 131, § 40 (as defined by 310 CMR 10.02). Operators shall be prepared to immediately respond to accidental releases of fuel, motor oil, and other liquids.

- Stockpiling of soils, piping, aggregate, or any other unconsolidated construction materials shall be outside of all areas subject to protection under MGL c. 131, § 40 (as defined by 310 CMR 10.02).

- Upon completion of the proposed work, the applicant shall request an inspection from the Town of Great Barrington Conservation Commission. The inspection shall confirm that the subject site has been developed in compliance with an Order of Conditions and work referenced on the accepted site plan prepared by Berkshire Engineering, Inc.

Work Sequence:

Holiday Inn Express Parking Area Expansion – Bituminous Concrete

- Excavate along the north side of the existing parking area as necessary to prepare an area suitable for proposed parking lot expansion area.
- Install pervious bituminous pavement in proposed location at north end of existing parking area.
- Place topsoil, seed, and mulch any disturbed area in the vicinity of the new parking area expansion.
- Monitor for erosion and site stability before and after each storm event during construction and until frozen conditions are encountered. Restore site conditions as necessary until stability is established. Upon approval from the conservation commission, engineer, or funding agency, remove erosions controls.

Holiday Inn Express Parking Area Expansion – Grass Pavement

- Excavate along the south side of the building as necessary to prepare an area suitable for proposed grassed parking lot expansion area.
- Install grassed parking surface.
- Place topsoil, seed, and mulch any disturbed area in the vicinity of the new parking area expansion.
- Monitor for erosion and site stability before and after each storm event during construction and until frozen conditions are encountered. Restore site conditions as necessary until stability is established. Upon approval from the conservation commission, engineer, or funding agency, remove erosions controls.

EXHIBIT 8

EXHIBIT 9

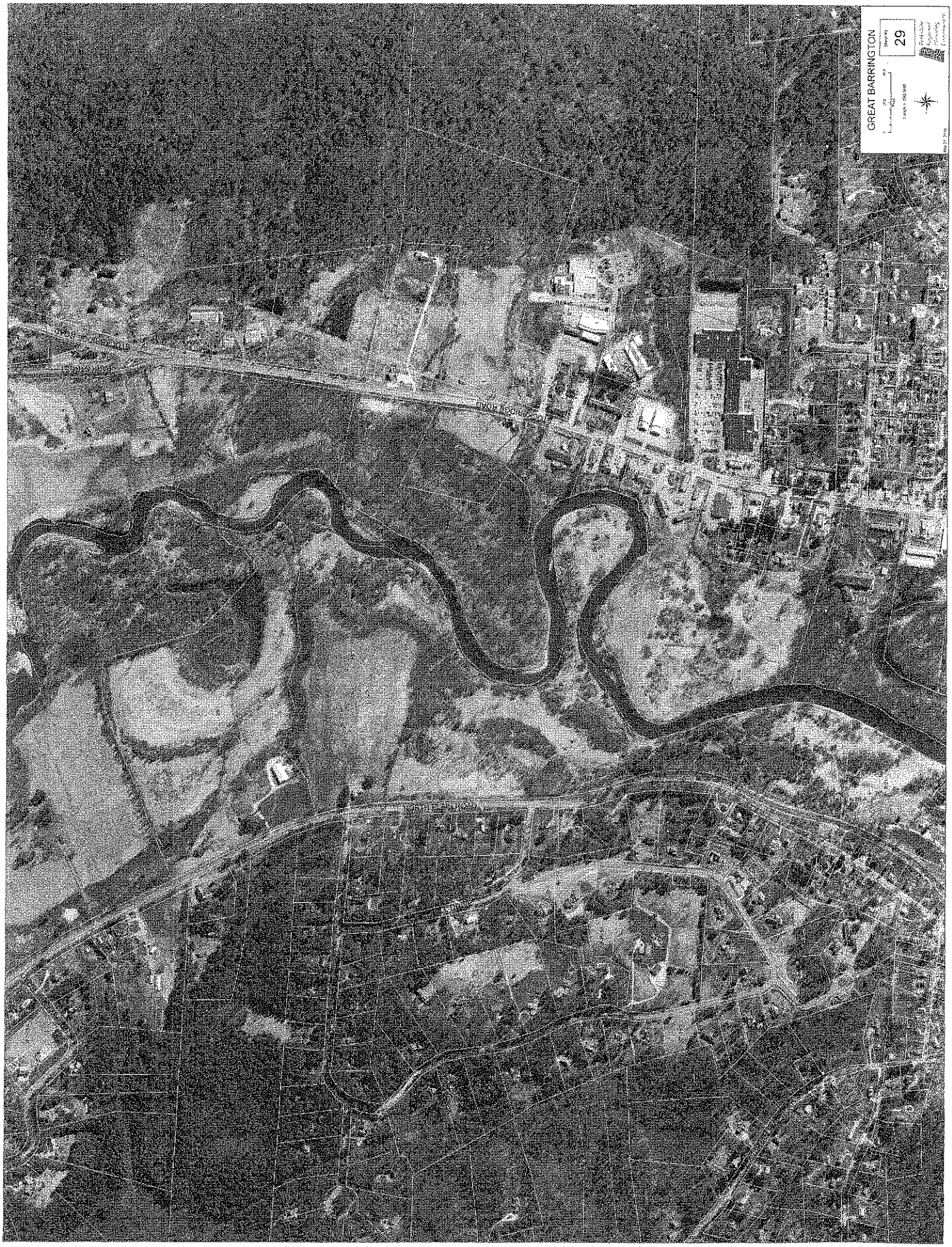

EXHIBIT 10

Bruce Firger, Assessor
John Katz, Assessor
Christopher J. Lamarre
Principal Assessor

E-mail: clamarre@townofgb.org

Town Hall, 334 Main Street
Great Barrington, MA 01230

Telephone: (413) 528-2220 x 5
Fax: (413) 528-2290

TOWN OF GREAT BARRINGTON
MASSACHUSETTS

ASSESSORS' OFFICE

June 23, 2015

ABUTTERS TO PROPERTY OF: NAVIN SHAH, TRUSTEE, KSNS STOCKBRIDGE ROAD REALTY TRUST
415 Stockbridge Road, Map 29 Lot 6, Book 1177 Page 209

MAP	LOT	ABUTTER
29	7	John H. Wellenkamp, Trustee, John H. Wellenkamp 2002 Revocable Trust, PO Box 413, Gt. Barrington, MA 01230-0413
29	5	Berkshire Broadcasting Co. Inc., Radio Station WSBS, PO Box 707, North Adams, MA 01247-0707
29	4	Berkshire Natural Resources Council Inc., 20 Bank Row Suite 203, Pittsfield, MA 01201-6249
8	1,1B	JEM GB LLC, 100 Stockbridge Rd., Gt. Barrington, MA 01230-1230
8	1A	EGOS South Realty LLC, 740 Williams St., Pittsfield, MA 01201-7463
8	2	White House Square, c/o John Delmolino, PO Box 446, Monterey, MA 01245-0446
9	3B	Rhinebeck Realty LLC, 358 Saw Mill River Rd., Millwood, NY 10546-1000
9	2	Shyamji Inc., 474 Pittsfield Rd., Lenox, MA 01240-2902
36/30C & 9/1 U9		Estate of Karl K. Lipsky, c/o Jenifer Jill Lipsky, 1017 Hartsville New Marlborough Rd., New Marlborough, MA 01230-2066
36	30.1	Estate of George T. Ladd, 28 Briarcliff Lane, Brewster, MA 02631-1904
9 UA1&A2	1	RAS Holdings LLC, 420 Stockbridge Rd. #2A, Gt. Barrington, MA 01230-9512
9 UA3 & U11	1	Rhett H. Mundy, PO Box 295, Stockbridge, MA 01262-0295
9 UA4 & A5	1	G & A Holdings LLC, 424 Stockbridge Rd., Gt. Barrington, MA 01230-9513
9 U6	1	Harvey S. & Vivian Kimmelman, 107 Stockbridge Rd., Gt. Barrington, MA 01230-1227
9 U7	1	AVO Toast LLC, 420 Stockbridge Rd. #7, Gt. Barrington, MA 01230-9512
9 U8	1	Sherwood Sumner, 145 Hurlburt Rd., Gt. Barrington, MA 01230-2302
9 U10	1	Living God Fellowship, PO Box 715, Gt. Barrington, MA 01230-0715
9 B2	1	Wingate Realty LLC, 420 Stockbridge Rd. #2B, Gt. Barrington, MA 01230-9512

The above list of abutters to the subject property is correct according to the latest records of this office.

Sincerely,

Christopher Lamarre
Principal Assessor