

Traffic Impact Study

South Hadley Electric Light Department (SHELD) Headquarters Complex

65 Old Lyman Road
South Hadley, Massachusetts

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Prepared For:

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SHELD Headquarters Complex**

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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:

Tecton Architects, PC

Site Acreage:

Overall Big Y Plaza Site: 181.46 acres

65 Old Lyman Road Parcel: 9.38 acres

Development Size/Type:

35,949 SF Office, Warehouse, and Garage Storage Facility

Parking:

45 new passenger vehicle parking spaces

Applications:

Town of South Hadley Planning Board – Site Plan Review

Build Year:

2032

Background Traffic Growth Factor:

1.5% per year

Traffic Counts:

Precision Data Industries, LLC – September 18, 2025 & October 15, 2025 (Turning Movement Counts)

Precision Data Industries, LLC – September 18, 2025 (Automatic Traffic Recorders)

Peak Hours Analyzed:

Weekday Morning Peak Hour

Weekday Afternoon Peak Hour

Expected Trip Generation:

Weekday Morning Peak Hour – 66 (39 entering, 27 exiting)

Weekday Afternoon Peak Hour – 74 (31 entering, 43 exiting)

Capacity Analysis:

Technique – 2000 Highway Capacity Manual

Execution – Synchro Professional Software, Version 11.0

1 Introduction

The South Hadley Electric Light Department (SHELD) proposes to construct a 35,949 square-foot office, warehouse, and garage facility with an additional 13,813 square-feet of covered and uncovered storage 65 Old Lyman Road in South Hadley, Massachusetts, which is located within the Big Y Plaza. This development will replace the existing SHELD facilities at 85 Main Street in South Hadley. The proposed facility will be located just southeast of the existing Big Y Supermarket, as shown in Figure 1 in *Appendix A*.

An additional 45 new passenger vehicle parking spaces are proposed for the new development. The existing three site driveways accessing the Big Y Plaza will be maintained. It is expected that passenger vehicle access to the site will be provided via all three site driveways. It is expected that SHELD service vehicles and other small trucks will use the driveway off Old Lyman Road to enter and exit the site.

Fuss & O'Neill has been retained to study the impact of the proposed development on traffic conditions throughout the adjacent study area roadway network. This report has been prepared to document the findings of the study and is being submitted to the Town of South Hadley Planning Board in support of a site plan review application.

2 Existing Conditions

2.1 Site of Development

The site located at 65 Old Lyman Road is currently an undeveloped parcel of approximately nine acres. This parcel is currently owned by Big Y Foods, Inc. The site is bounded by:

- the Center for Human Development's Residential Homes for Adults and Families to the north
- undeveloped land to the south
- a residential home and Old Lyman Road to the east
- Big Y Supermarket with an approximately 260,000 square-foot parking lot to the west

The following three driveways currently provide access to the Big Y Plaza:

- a signalized driveway off Willimansett Street
- an uncontrolled, Y-shaped right-in and right-out driveway off Willimansett Street
- a stop-controlled, T-shaped driveway off Old Lyman Road

2.2 Study Area Roadway Network

The adjacent study area roadway network consists of the following roadways:

- Route 33 (Lyman Street/Willimansett Street/Memorial Drive)
- Old Lyman Road
- Abbey Street
- New Ludlow Road

Route 33 (Lyman Street/Willimansett Street/Memorial Drive)

Route 33 is a north/south roadway that extends approximately 5.5 miles south from Route 116 (Newton Street) in South Hadley to its terminus at Route 141 (Grattan Street) in Chicopee. The roadway is designated as Lyman Street between Route 116 and Route 202, Willimansett Street between Route 202 and Hollywood Street, and Memorial Drive between Hollywood Street and Route 141. This roadway is under municipal jurisdiction between Route 116 and Hollywood Street in South Hadley; the roadway is under MassDOT jurisdiction between Hollywood Street and Route 141 in Chicopee. The roadway is classified by MassDOT as a principal arterial and is part of the National Highway System (NHS). Between Route 116 and Abbey Street, the roadway generally provides one 10- to 11-foot travel lane with variable 1- to 11-foot shoulders in each direction. Between Abbey Street and Route 141, the roadway generally provides two 12-foot travel lanes with an 11-foot outside shoulder in each direction. Auxiliary turn lanes are provided at key intersections along the length of the roadway. The posted speed limit varies between 30 MPH and 40 MPH. Route 33 provides access to residential and commercial land uses.

Old Lyman Road

Old Lyman Road is a north/south roadway under municipal jurisdiction that extends approximately one mile south from Route 33 (Willimansett Street) to New Ludlow Road. The roadway is classified by MassDOT as a minor arterial. This roadway generally provides one 12-foot travel lane with no painted shoulders in each direction. The posted speed limit is 30 MPH. Old Lyman Road primarily provides access to residential land uses; some commercial and industrial land uses are located along this roadway.

Abbey Street

Abbey Street is an east/west roadway under municipal jurisdiction that extends approximately 0.65 miles east from its intersection with Willimansett Street/Montcalm Street and Laurie Avenue to Old Lyman Road. The roadway is classified by MassDOT as a local roadway. This roadway is unmarked and generally provides one 12-foot travel lane in each direction. The posted speed limit is 30 MPH. Abbey Street primarily provides access to residential land uses.

New Ludlow Road

New Ludlow Road is an east/west roadway under municipal jurisdiction that extends approximately 3.3 miles east from the municipal border of South Hadley and Chicopee to East Street in Granby. The roadway is classified by MassDOT as a minor arterial. This roadway generally provides one 12-foot travel lane and 2- to 5-foot shoulders in each direction. The posted speed limit varies between 30 MPH and 40 MPH. New Ludlow Road provides access to residential, commercial, and industrial land uses.

2.3 Study Area Intersections

The following ten study area intersections were reviewed:

- Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)
- Route 33 (Willimansett Street) at Old Lyman Road
- Route 33 (Willimansett Street) at the front Big Y driveway
- Route 33 (Willimansett Street) at Baker Street/the main Big Y driveway
- Route 33 (Memorial Drive) at Abbey Street
- Route 33 (Memorial Drive) at New Ludlow Road
- Old Lyman Road at Lyman Terrace
- Old Lyman Road at the rear Big Y driveway
- Old Lyman Road at Abbey Street
- New Ludlow Road at Old Lyman Road

Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)

The intersection of Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road) is a four-legged, signalized intersection, with Route 202 providing the eastbound and westbound approaches and Route 33 providing the northbound and southbound approaches. Route 202 provides an exclusive left-turn lane, through lane, shared through/right-turn lane, and a dedicated on-street bike lane on the eastbound approach. Route 202 provides an exclusive left-turn lane, shared through/left-turn lane, shared through/right-turn lane, and a dedicated on-street bike lane on the westbound approach. Route 33 provides an exclusive left-turn lane, two through lanes, a dedicated on-street bike lane, and an exclusive right-turn lane on the northbound approach. Route 33 provides an exclusive left-turn lane, through lane, shared through/right-turn lane, and a dedicated on-street bike lane on the southbound approach.

Route 33 (Willimansett Street) at Old Lyman Road

The intersection of Route 33 (Willimansett Street) at Old Lyman Road is a stop-controlled, T-style intersection, with Old Lyman Road providing the stop-controlled westbound approach and Route 33 providing the northbound and southbound approaches. On the westbound approach, Old Lyman Road provides one approach lane shared for all movements. Route 33 provides a through lane, shared through/right-turn lane, and a dedicated on-street bike lane on the northbound approach. Route 33 provides an exclusive left-turn lane, two through lanes, and a dedicated on-street bike lane on the southbound approach.

Route 33 (Willimansett Street) at the Front Big Y Driveway

The intersection of Route 33 (Willimansett Street) at the front Big Y driveway is an uncontrolled, Y-shaped intersection. The front Big Y Driveway provides the westbound approach and has a right-in, right-out configuration. Route 33 provides the northbound and southbound approaches. One travel lane shared for all movements is provided on each approach. A raised island divides the entering and exiting lanes to the Big Y plaza.

Route 33 (Willimansett Street) at Baker Street/the Main Big Y Driveway

The intersection of Route 33 (Willimansett Street) at Baker Street/the main Big Y driveway is a four-legged, signalized intersection, with Baker Street providing the eastbound approach, the main Big Y driveway providing the westbound approach, and Route 33 providing the northbound and southbound approaches. The eastbound approach provides one travel lane shared for all movements. The westbound approach provides a shared through/left-turn lane and an exclusive right-turn lane. The northbound approach provides an exclusive left-turn lane, through lane, and an exclusive right-turn lane. The southbound approach provides an exclusive left-turn lane and a shared through/right-turn lane.

Route 33 (Memorial Drive) at Abbey Street

The intersection of Route 33 (Memorial Drive) at Abbey Street is a four-legged, signalized intersection, with Abbey Street providing the eastbound and westbound approaches and Route 33 providing the northbound and southbound approaches. One travel lane shared for all movements is provided on each approach.

Route 33 (Memorial Drive) at New Ludlow Road

The intersection of Route 33 (Memorial Drive) at New Ludlow Road is a four-legged, signalized intersection with New Ludlow Road providing the eastbound and westbound approaches and Route 33 providing the northbound and southbound approaches. The eastbound and westbound approaches both provide an exclusive left-turn lane and a shared through/right-turn lane. The northbound approach provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The southbound approach provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

Old Lyman Road at Lyman Terrace

The intersection of Old Lyman Road at Lyman Terrace is a stop-controlled T-style intersection with Lyman Terrace providing the stop-controlled westbound approach and Old Lyman Road providing the northbound and southbound approaches. One travel lane shared for all movements is provided on each approach.

Old Lyman Road at the Rear Big Y Driveway

The intersection of Old Lyman Road at the rear Big Y driveway is a stop-controlled, T-style intersection, with the rear Big Y driveway providing the stop-controlled eastbound approach and Old Lyman Road providing the northbound and southbound approaches. One travel lane shared for all movements is provided on each approach.

Old Lyman Road at Abbey Street

The intersection of Old Lyman Road at Abbey Street is a stop-controlled T-style intersection with Abbey Street providing the stop-controlled eastbound approach and Old Lyman Road providing the northbound and southbound approaches. One travel lane shared for all movements is provided on each approach.

New Ludlow Road at Old Lyman Road

The intersection of New Ludlow Road at Old Lyman Road is a stop-controlled, T-style intersection, with New Ludlow Road providing the eastbound and westbound approaches and Old Lyman Road providing the stop-controlled southbound approach. Additionally, a driveway providing exclusive entrance access to the Church of the Valley parking lot is located opposite Old Lyman Road. One travel lane shared for all movements is provided on each approach.

3 Traffic Volumes

3.1 Turning Movement Counts (TMCs)

To determine the impact of the proposed development on adjacent traffic operations, a technical subconsultant of Fuss and O'Neill, Inc. conducted weekday morning and afternoon peak hour manual turning movement counts (TMCs) at all ten study area intersections.

TMCs were collected at the following seven study area intersections between 7:00 a.m. and 9:00 a.m. as well as 4:00 p.m. and 6:00 p.m. on Thursday, September 18, 2025:

- Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)
- Route 33 (Willimansett Street) at Old Lyman Road
- Route 33 (Willimansett Street) at the Front Big Y Driveway
- Route 33 (Willimansett Street) at Baker Street/the Main Big Y Driveway
- Route 33 (Memorial Drive) at Abbey Street
- Old Lyman Road at Lyman Terrace
- Old Lyman Road at the Rear Big Y Driveway

TMCs were collected at the following three study area intersections between 7:00 a.m. and 9:00 a.m. as well as 4:00 p.m. and 6:00 p.m. on Wednesday, October 15, 2025:

- Route 33 (Memorial Drive) at New Ludlow Road
- Old Lyman Road at Abbey Street
- New Ludlow Road at Old Lyman Road

The peak hours at each study area intersection are summarized in Table 1 below.

**Table 1
Peak Hours at Study Area Intersections**

Intersection	AM Peak Hour	PM Peak Hour
Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)	7:45 - 8:45	4:15 - 5:15
Route 33 (Willimansett Street) at Old Lyman Road	7:45 - 8:45	4:30 - 5:30
Route 33 (Willimansett Street) at the front Big Y driveway	7:45 - 8:45	4:45 - 5:45
Route 33 (Willimansett Street) at Baker Street/the main Big Y driveway	7:45 - 8:45	4:30 - 5:30
Route 33 (Memorial Drive) at Abbey Street	7:30 - 8:30	4:30 - 5:30
Old Lyman Road at Lyman Terrace	7:00 - 8:00	4:00 - 5:00
Old Lyman Road at the rear Big Y driveway	8:00 - 9:00	4:00 - 5:00
Route 33 (Memorial Drive) at New Ludlow Road	7:30 - 8:30	4:00 - 5:00
Old Lyman Road at Abbey Street	7:15 - 8:15	4:00 - 5:00
New Ludlow Road at Old Lyman Road	7:00 - 8:00	4:00 - 5:00

The 2025 Existing volumes are depicted in Figure 2 in *Appendix D*. The raw TMC data is provided in *Appendix B*.

3.2 Automatic Traffic Recorder (ATR) Counts

48-hour Automatic Traffic Recorder (ATR) data were collected on Wednesday, September 17, 2025 and Thursday, September 18, 2025 on the following roadways:

- Old Lyman Road, south of Lyman Terrace and north of the rear Big Y Driveway
- Route 33 (Willimansett Street), south of Stewart Street and north of Taylor Drive

The collected directional and combined Average Daily Traffic (ADT) volumes are summarized in Table 2 below:

Table 2
Average Daily Traffic (ADT) Data

Location	ADT		
	Northbound	Southbound	Two-Way
Old Lyman Road <i>Between Lyman Terrace and Rear Big Y Driveway</i>	1,827	2,075	3,902
Route 33 (Willimansett Street) <i>Between Stewart Street and Taylor Drive</i>	8,067	7,774	15,841

The raw ATR data is provided in *Appendix C*.

3.3 Observed Speeds

The ATR data included 48-hour speed observations on Old Lyman Road and Route 33 (Willimansett Street). The observed average and 85th percentile speed data is summarized in Table 3 below.

Table 3
Observed Speed Data

Location	Posted Speed Limit	Average Speed		85 th Percentile Speed	
		Northbound	Southbound	Northbound	Southbound
Old Lyman Road <i>B/w Lyman Terr & Rear Big Y DW</i>	30 MPH	36 MPH	35 MPH	41 MPH	40 MPH
Route 33 (Willimansett Street) <i>B/w Stewart St & Taylor Dr</i>	40 MPH	36 MPH	37 MPH	40 MPH	42 MPH

It is noted that the observed 85th percentile speeds on Old Lyman Road indicate an existing speeding condition of 10 to 11 MPH above the posted speed limit.

4 Background Traffic Conditions

4.1 Background Growth Rate

The 2025 Existing traffic volumes were projected to the 2032 design year using a 1.5 percent per year peak hour growth factor to account for normal traffic growth in the study area. This growth factor was established based on the observed traffic volume growth at a nearby continuous counting station operated by MassDOT on Memorial Drive in Chicopee. This data was obtained from the MassDOT Traffic Count Database System (TCDS).

The application of the projected annual growth rate to the existing traffic volumes produces the 2032 Background traffic volumes, which are depicted in Figure 3 in *Appendix D*.

4.2 Nearby Developments

Fuss & O'Neill contacted the Town of South Hadley Planning office to identify any pending or approved developments having site-related traffic in the study area. The Town did not identify approved plans for any developments that would affect traffic volume or behavior in the vicinity of the site.

4.3 Planned Roadway Improvements

The Town of South Hadley Planning office identified that Route 33 (Willimansett Street) was repaved and restriped in November 2025 between Old Lyman Road and Hollywood Street. This will not affect traffic volume or driver behavior within the study area.

5 Proposed Conditions

5.1 Development

The South Hadley Electric Light Department (SHELD) proposed to construct a 35,949 square-foot building at 65 Old Lyman Road. This development will consist of 14,047 square-feet of office space; 10,281 square-feet of warehouse; and 11,621 square-feet of garage space to accommodate 14 vehicle storage bays. An additional 7,516 square-feet of covered storage space, 6,297 square-feet of uncovered storage space, and a vehicle fueling station will be provided on site.

This development will be located adjacent to the eastern edge of the existing Big Y Supermarket parking lot. An additional 45 new passenger vehicle parking spaces are proposed as part of the development. It is expected that some of the existing parking spaces will be shared with the new SHELD development; however, it is anticipated that shared parking activity will be minimal.

5.2 Site Access and Circulation

The current access configuration for the Big Y Plaza involves a signalized driveway and an uncontrolled right-in, right-out driveway from Willimansett Street, and a three-legged, stop-controlled driveway from Old Lyman Road.

As part of this new development, it is expected that passenger vehicles will use all three existing driveways to enter and exit the site. It is proposed that SHELD service vehicles and other small trucks will use the driveway off Old Lyman Road to enter and exit the site.

5.3 Trip Generation

The greatest potential for traffic impact on the surrounding roadway network will occur during the weekday morning and weekday afternoon peak hours. The expected number of peak hour vehicle trips to be generated by the proposed development was calculated using empirical data from the Institute of Transportation Engineers (ITE) publication, Trip Generation Manual, 12th edition, 2025. This publication is an industry-accepted resource for determining trip generation.

Due to the nature of the proposed development, a combination of the following ITE land-use codes (LUCs) were used to determine the proposed trip generation:

- LUC 150 – Warehouse
- LUC 710 – General Office Building

Based on LUC 150, 14 employees are expected to generate a total of 13 vehicle trips (9 entering, 4 exiting) during the weekday morning peak hour and 16 vehicle trips (6 entering, 10 exiting) during the weekday afternoon peak hour.

Based on LUC 710, 12 employees are expected to generate a total of 35 vehicle trips (30 entering, 5 exiting) during the weekday morning peak hour and 40 vehicle trips (7 entering, 33 exiting) during the weekday afternoon peak hour.

Additionally, to provide a conservative assessment of the impact this development will have on the surrounding roadways, additional vehicle trips were included in the analysis during both peak hours to capture employees entering and exiting the site in service vehicles owned by SHELD. Since SHELD owns 18 vehicles, it is expected that this will generate a total of 18 vehicle trips (0 entering, 18 exiting) during the weekday morning peak hour and 18 vehicle trips (18 entering, 0 exiting) during the weekday afternoon peak hour.

A summary of the expected trip generation is included in Table 4 below.

**Table 4
Peak Hour Site Generated Traffic Volumes**

		To Site (VTE*)	From Site (VTE*)	Total (VTE*)
<u>Weekday Morning Peak Hour</u>				
	<u>LUC</u>			
	Warehouse (14 employees)	9	4	13
	General Office Building (12 employees)	30	5	35
	SHELD Service Vehicles (18 vehicles)	0	18	18
Weekday Morning Peak Hour New Land Use Trip Total		39	27	66
<u>Weekday Afternoon Peak Hour</u>				
	<u>LUC</u>			
	Warehouse (14 employees)	6	10	16
	General Office Building (12 employees)	7	33	40
	SHELD Service Vehicles (18 vehicles)	18	0	18
Weekday Afternoon Peak Hour New Land Use Trip Total		31	43	74

VTE* = Vehicle Trip Ends

Copies of the ITE land use descriptions and data are provided in *Appendix E*.

5.4 Trip Distribution

As part of the proposed development, it is anticipated that the office land use will primarily generate passenger vehicles, while the warehouse land use will primarily generate small trucks. Because of this, two separate distributions of traffic entering and exiting the site were applied to the surrounding study area roadway network to account for different anticipated travel patterns of passenger vehicles and small trucks accessing the site. The separate distributions are for the proposed warehouse and proposed office.

Warehouse Trip Distribution

Since the warehouse development will primarily generate small trucks and the SHELD service vehicles are mostly small trucks, these trips were combined when developing the trip distribution. These trips are all considered to be associated with the warehouse land use as part of the new development.

SHELD primarily provides services within the Town of South Hadley, so it is anticipated that all new vehicle trips associated with the warehouse land use as part of this development will travel between the proposed Site and destinations within the Town. A population distribution map of the Town of South Hadley was used when developing this trip distribution.

The network arrival/departure distribution percentages and the distributed volumes for the new site-generated traffic traveling to and from the project site for the warehouse land use is shown in Figure 4 and Figure 5, respectively, in *Appendix D*.

Office Trip Distribution

For the office land use, it was assumed that proposed vehicle travel patterns will be consistent with existing travel patterns found in the study area roadway network. The trip distribution was developed using the Traffic Impact Analysis tool in Synchro Professional Software, version 11.0, which distributes proposed vehicle trips throughout the study area roadway network based on the traffic volume distributions in the 2032 Background traffic condition.

The network arrival/departure distribution percentages and the distributed volumes for the new site-generated traffic traveling to and from the project site for the office land use is shown in Figure 6 and Figure 7, respectively, in *Appendix D*.

5.5 Combined Build Condition Volumes

The site-generated traffic was distributed on the surrounding area roadways based on the trip distribution of each land use, warehouse and office. The 2032 Background traffic volumes and the distributed site-generated traffic volumes were combined to establish the 2032 Combined Build traffic volumes. These traffic volumes are depicted in Figure 8 in *Appendix D*.

6 Analyses

6.1 Safety

Crash data was gathered from the MassDOT Interactive Mapping Portal and Crash Tracking (IMPACT) Data Portal for the five most recent years of available data, 2020 through 2024, at the following ten study area intersections:

- Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)
- Route 33 (Willimansett Street) at Old Lyman Road
- Route 33 (Willimansett Street) at the Front Big Y Driveway
- Route 33 (Willimansett Street) at Baker Street/the Main Big Y Driveway
- Route 33 (Memorial Drive) at Abbey Street
- Route 33 (Memorial Drive) at New Ludlow Road
- Old Lyman Road at Lyman Terrace
- Old Lyman Road at the Rear Big Y Driveway
- Old Lyman Road at Abbey Street
- New Ludlow Road at Old Lyman Road

A summary of the crash data at the study roadways and intersections is included in *Appendix F*.

Route 33 (Lyman Street/Willimansett Street) at Route 202 (Granby Road)

The intersection of Route 33 at Route 202 experienced 45 crashes during the study period, averaging nine crashes per year. The intersection experienced 22 rear-end crashes, 11 sideswipe crashes, four angle crashes, four single vehicle crashes, three head-on crashes, and one crash of an unknown manner. Of these 45 crashes, 36 resulted in property damage only, seven resulted in non-fatal injuries, and two had unknown severity.

The crash rate for this intersection is 0.83 crashes per million entering vehicles (MEV), which is less than the MassDOT District 2 average crash rate for signalized intersections of 0.89 crashes per MEV.

Route 33 (Willimansett Street) at Old Lyman Road

The intersection of Route 33 at Old Lyman Road experienced two crashes during the study period, averaging less than one crash per year. The intersection experienced one rear-end crash and one single-vehicle crash. One of these crashes resulted in property damage only and one resulted in a non-fatal injury.

The crash rate for this intersection is 0.05 crashes per MEV, which is less than the MassDOT District 2 average crash rate for unsignalized intersections of 0.57 crashes per MEV.

Route 33 (Willimansett Street) at the Front Big Y Driveway

The intersection of Route 33 at the front Big Y driveway experienced seven crashes during the study period, averaging less than two crashes per year. The intersection experienced three single-vehicle crashes, two head-on crashes, one angle crash, and one rear-end crash. All seven of these crashes resulted in property damage only.

The crash rate for this intersection is 0.24 crashes per MEV, which is less than the MassDOT District 2 average crash rate for unsignalized intersections of 0.57 crashes per MEV.

Route 33 (Willimansett Street) at Baker Street/the Main Big Y Driveway

The intersection of Route 33 at Baker Street/the main Big Y driveway experienced six crashes during the study period, averaging approximately one crash per year. The intersection experienced three rear-end crashes, one angle crash, one head-on crash, and one sideswipe crash. Four of these crashes resulted in property damage only and two resulted in non-fatal injuries.

The crash rate for this intersection is 0.19, which is less than the MassDOT District 2 average crash rate for signalized intersections of 0.89 crashes per MEV.

Route 33 (Memorial Drive) at Abbey Street

The intersection of Route 33 at Abbey Street experienced six crashes during the study period, averaging approximately one crash per year. The intersection experienced three rear-end crashes, one angle crash, one head-on crash, and one sideswipe crash. Five of these crashes resulted in property damage only and one resulted in non-fatal injuries.

The crash rate for this intersection is 0.19 crashes per MEV, which is less than the MassDOT District 2 average crash rate for signalized intersections of 0.89 crashes per MEV.

Route 33 (Memorial Drive) at New Ludlow Road

The intersection of Route 33 at New Ludlow Road experienced 24 crashes during the study period, averaging approximately five crashes per year. The intersection experienced eight angle crashes, five rear-end crashes, five sideswipe crashes, four single-vehicle crashes, one head-on crash, and one crash of an unknown manner. Of

these crashes, 18 resulted in property damage only, four resulted in non-fatal injuries, and two had unknown severity.

The crash rate for this intersection is 0.60 crashes per MEV, which is less than the MassDOT District 2 average crash rate for signalized intersections of 0.89 crashes per MEV.

Old Lyman Road at Lyman Terrace

The intersection of Old Lyman Road at Lyman Terrace did not experience any crashes during the study period.

Old Lyman Road at the Rear Big Y Driveway

The intersection of Old Lyman Road at the rear Big Y driveway experienced one crash during the study period, averaging less than one crash per year. This crash was an angle crash that resulted in property damage only.

The crash rate for this intersection is 0.11 crashes per MEV, which is less than the MassDOT District 2 average crash rate for unsignalized intersections of 0.57 crashes per MEV.

Old Lyman Road at Abbey Street

The intersection of Old Lyman Road at Abbey Street did not experience any crashes during the study period.

Old Lyman Road at New Ludlow Road

The intersection of Old Lyman Road at New Ludlow Road experienced three crashes during the study period, averaging less than one crash per year. The intersection experienced two rear-end crashes and one angle crash. Two crashes resulted in property damage only and one crash resulted in non-fatal injuries.

The crash rate for this intersection is 0.17 crashes per MEV, which is less than the MassDOT District 2 average crash rate for unsignalized intersections of 0.57 crashes per MEV.

6.2 Sight Distance

To ensure that drivers accessing the proposed development can safely navigate in and out of the Big Y Plaza driveways, Fuss & O'Neill, Inc. measured sight distance at the existing stop-controlled driveway off Old Lyman Road and the existing uncontrolled right-in, right-out driveway off Route 33 (Willimansett Street) on Friday, November 14, 2025.

6.2.1 Stopping Sight Distance (SSD)

Stopping Sight Distance (SSD) is the distance necessary for a vehicle traveling at the design speed to stop before reaching a stationary object in its path, such as a vehicle entering the traveled way from an intersecting minor street to perform a left- or right-turn maneuver. SSD is typically measured on an uncontrolled major street approach and is measured at a height of 3.5 feet, the standard driver eye height.

Chapter 3.7 of the MassDOT Project Development and Design Guide (PDDG) outlines minimum SSDs based on vehicle speeds. At the intersection of Old Lyman Road and the rear Big Y driveway, SSD was measured along

both the northbound and southbound approaches to the intersection on Old Lyman Road since drivers are permitted to take left and right turns out of the driveway. At the intersection of Route 33 and the front Big Y driveway, SSD was measured only on the northbound approach to the intersection since drivers are only permitted to take right turns from this driveway.

The minimum required and measured SSDs are summarized in Table 5 below.

**Table 5
Stopping Sight Distance (SSD) Analyses**

Minor Street Approach	Major Street Northbound Approach			Major Street Southbound Approach		
	85 th Percentile Speed	Minimum Required	Measured	85 th Percentile Speed	Minimum Required	Measured
Rear Big Y Driveway	41 MPH	315 ft	560 ft	40 MPH	305 ft	710 ft
Front Big Y Driveway	40 MPH	305 ft	410 ft	-	-	-

Drivers approaching the intersection of Old Lyman Road and the rear Big Y driveway on the northbound and southbound approaches experience SSDs that exceed the minimum required SSD outlined in Chapter 3.7 of the MassDOT PDDG.

Drivers approaching the intersection of Route 33 (Willimansett Street) and the front Big Y driveway on the northbound approach experience an SSD that exceeds the minimum required SSD outlined in Chapter 3.7 of the MassDOT PDDG.

6.2.2 Intersection Sight Distance (ISD)

Intersection Sight Distance (ISD) is the recommended length along an intersecting major street that a driver must be able to clearly see from a minor street approach in order to judge an adequate gap in traffic to safely enter the major street without conflict.

Chapter 3.7 of the MassDOT PDDG outlines recommended ISDs for drivers taking left or right turns from a minor street approach based on vehicle speeds on the major street and the control method of the minor street. The recommended ISDs are typically greater than the SSDs for major street vehicles to ensure that drivers can comfortably anticipate or avoid collisions.

Old Lyman Road and the Rear Big Y Driveway

The intersection of Old Lyman Road and the rear Big Y driveway is a stop-controlled, T-style intersection, with the rear Big Y driveway providing the stop-controlled eastbound approach. Drivers are permitted to take left and right turns out of the driveway onto Old Lyman Road; therefore, ISD was measured for drivers looking both left and right from this driveway.

ISD on a stop-controlled minor street approach is measured at a point 15 feet back from the edge of the traveled way at a height of 3.5 feet, the standard driver eye height. This location is known as the driver decision point.

The recommended and measured ISDs for drivers looking left or right from the existing stop-controlled driveway is summarized in Table 6 below.

**Table 6
Intersection Sight Distance (ISD) Analysis
Old Lyman Road at the Rear Big Y Driveway**

Minor Street Approach	Major Street 85 th Percentile Speed	Looking Left from the Minor Street		Looking Right from the Minor Street	
		Recommended	Measured	Recommended	Measured
Rear Big Y Driveway	41 MPH	395 ft	710 ft	455 ft	560 ft

Drivers looking left or right from the rear Big Y driveway at Old Lyman Road experience ISDs that exceed the recommended ISDs for a stop-controlled minor street approach, indicating that drivers can safely egress the site from this driveway.

Route 33 (Willimansett Street) and the Front Big Y Driveway

The intersection of Route 33 (Willimansett Street) and the front Big Y driveway has a right-in, right-out configuration that does not provide vehicle control on any approach. Drivers are permitted to only take right turns out of the driveway onto Route 33; therefore, ISD was only measured for drivers looking left from this driveway.

On the minor street approach at an uncontrolled intersection, ISD is measured further back from the traveled way compared to a stop- or yield-controlled approach. This is because drivers on the minor street approach need to clearly see oncoming traffic on the intersecting major street approach further in advance of the intersection to avoid a collision. This location is known as the driver decision point.

Chapter 3.7 of the MassDOT PDDG outlines the distance along the minor street approach where the driver decision point is located, which is measured from the center of the nearest travel lane on the major street. This distance is based on vehicle speeds on the minor street approach, which was assumed to be 20 MPH.

The PDDG also outlines the recommended ISD for drivers looking left from the minor street approach at the location of the decision point. The ISD is based on vehicle speeds on the major street.

The recommended and approximate existing ISDs for drivers taking right turns from the uncontrolled front Big Y driveway are summarized in Table 7 below.

Table 7
Intersection Sight Distance (ISD) Analysis
Route 33 (Willimansett Street) at the Front Big Y Driveway
Uncontrolled Intersection

Minor Street Approach	Major Street 85 th Percentile Speed	Looking Left from the Minor Street			
		Design Speed	Driver Decision Point Distance	Recommended ISD	Approximate Existing ISD
Front Big Y Driveway <i>Uncontrolled</i>	40 MPH	20 MPH	90 ft	195 ft	<i>130 ft</i>

*Italicized values indicate that the existing ISD is less than the recommended ISD.

Based on the 20 MPH design speed of the front Big Y driveway approach, the driver decision point is located 90 feet from the center of the nearest travel lane on Route 33. For this specific scenario, the approximate existing ISD was measured on an aerial image, and it was determined that drivers approaching the intersection on the westbound approach are not currently provided the recommended ISD at the decision point to adequately judge a gap in traffic to safely enter Route 33 due to the presence of trees along the frontage of the Big Y Plaza on Willimansett St.

To ensure that drivers can safely enter Route 33 from this driveway, vehicle control should be implemented on the westbound approach to this intersection. Sight distance analyses assuming the implementation of both yield control and stop control on this approach were conducted.

ISD on a yield-controlled minor street approach for drivers taking a right turn is measured 82 feet from the center of the far travel lane on the major street. ISD on a stop-controlled minor street approach is measured at a point 15 feet back from the edge of the traveled way. ISD is measured at a height of 3.5 feet, the standard driver eye height.

The recommended and measured ISDs for drivers taking right turns from the front Big Y driveway are summarized in Table 8 below.

Table 8
Intersection Sight Distance (ISD) Analysis
Route 33 (Willimansett Street) at the Front Big Y Driveway
Yield- and Stop-Controlled Intersection

Minor Street Approach	Major Street 85 th Percentile Speed	Looking Left from the Minor Street	
		Recommended ISD	Measured ISD
Front Big Y Driveway <i>Yield Control</i>	40 MPH	475 ft	<i>410 ft</i>
Front Big Y Driveway <i>Stop Control</i>	40 MPH	385 ft	410 ft

*Italicized values indicate that the existing ISD is less than the recommended ISD.

Under yield control, drivers looking left while turning right from the front Big Y driveway experience ISD that does not meet the recommended ISD for a yield-controlled minor street approach.

Under stop control, drivers looking left while turning right from the front Big Y driveway experience ISD that exceeds the recommended ISD for a stop-controlled minor street approach. Implementing a stop sign at this driveway would ensure that drivers can adequately judge a safe gap in traffic and safely egress the site from this location.

6.3 Intersection Operations

6.3.1 Capacity Analysis

Capacity analysis for the study area intersection was conducted using Synchro Professional Software, version 11.0.

In discussing intersection capacity analyses results, two terms are used to describe the operating condition of the road or intersection. These two terms are volume to capacity ratio (v/c) and level of service (LOS).

The v/c ratio is a ratio of the volume of traffic using an intersection to the total capacity of the intersection (the maximum number of vehicles that can utilize the intersection during an hour). The v/c ratio can be used to describe the percentage of capacity utilized by a single intersection movement, a combination of movements, an entire intersection approach, or the intersection as a whole.

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 and 80 seconds per vehicle for signalized intersections. LOS informs the level of driver discomfort, frustration, fuel consumption, and lost travel time. Intersections with longer delay times are less acceptable to most drivers.

LOS is generally used to describe the operation (based on delay time) of both signalized and unsignalized intersections, while v/c ratio is applied to signalized intersections only. These definitions for v/c ratio and LOS are

taken from the "HCM 7th Edition" published by the Transportation Research Board. The methodology for conducting signalized and unsignalized intersection capacity analyses is taken from the "2000 Highway Capacity Manual," also published by the Transportation Research Board.

Using the above referenced methodologies, weekday morning and weekday afternoon peak hour capacity analyses were conducted for the 2032 Background and 2032 Combined Build conditions.

Based on the recommendation that vehicle control should be implemented on the westbound approach at the intersection of Route 33 (Willimansett Street) and the front Big Y driveway, the intersection was modeled in the 2032 Combined Build condition with stop control on the westbound approach as this provides the most conservative control type for traffic operations at this intersection.

The LOS and delay by movement for the 2032 Background and 2032 Combined Build conditions during both peak hours are summarized for the study area intersections in Table 9 and Table 10 below. Copies of the analysis reports for the weekday morning and weekday afternoon hours are included in *Appendix G* and *Appendix H*, respectively.

**Table 9
Intersection Level of Service Summary
Signalized Intersections**

Intersection	Weekday Morning Peak Hour						Weekday Afternoon Peak Hour					
	Background			Combined Build			Background			Combined Build		
	LOS	v/c	Delay (s)	LOS	v/c	Delay (s)	LOS	v/c	Delay (s)	LOS	v/c	Delay (s)
Route 33 (Willimansett St/Lyman St) at Route 202 (Granby Rd)												
Overall	D	0.65	38.8	D	0.67	39.5	D	0.86	50.5	D	0.88	52.5
EB Left	D	0.23	38.2	D	0.23	38.8	C	0.14	32.2	C	0.14	32.4
EB Through/Right	D	0.73	46.1	D	0.73	47.2	E	0.93	57.0	E	0.94	59.8
WB Left	D	0.72	43.9	D	0.73	44.9	D	0.79	53.4	E	0.81	55.5
WB Through/Right	D	0.73	41.1	D	0.73	41.8	D	0.78	47.3	D	0.79	48.1
NB Left	C	0.58	30.4	C	0.61	31.4	E	0.94	78.1	F	0.98	88.7
NB Through	D	0.37	36.3	D	0.37	36.7	D	0.55	43.5	D	0.56	43.4
NB Right	C	0.44	20.0	C	0.45	20.2	C	0.68	31.4	C	0.69	32.1
SB Left	D	0.46	51.3	D	0.46	52.2	E	0.63	61.7	E	0.63	61.9
SB Through/Right	D	0.61	43.9	D	0.62	44.9	D	0.68	49.0	D	0.68	48.8
Route 33 (Willimansett St) at Baker St/Main Big Y Driveway												
Overall	A	0.50	7.1	A	0.50	7.1	B	0.61	16.9	B	0.62	17.3
EB Approach	C	0.04	29.1	C	0.04	29.2	C	0.07	31.7	C	0.07	31.5
WB Through	C	0.32	31.1	C	0.32	31.3	D	0.54	36.9	D	0.56	37.4
WB Right	C	0.01	24.6	C	0.01	24.6	C	0.05	24.7	C	0.05	24.5
NB Left	A	0.00	4.3	A	0.00	4.4	B	0.02	11.2	B	0.02	11.4
NB Through	A	0.51	7.2	A	0.51	7.3	B	0.69	18.7	B	0.69	19.1
NB Right	A	0.03	4.8	A	0.04	4.9	B	0.07	11.4	B	0.08	11.6
SB Left	A	0.11	2.9	A	0.14	3.0	A	0.40	10.0	B	0.41	10.2
SB Through/Right	A	0.44	5.0	A	0.44	5.0	B	0.67	13.7	B	0.67	14.0
Route 33 (Memorial Dr) at Abbey St												
Overall	B	0.54	15.4	B	0.55	15.6	B	0.64	17.7	B	0.65	17.7
EB Approach	D	0.64	36.5	D	0.64	36.4	C	0.58	34.4	C	0.59	34.5
WB Approach	C	0.18	29.2	C	0.18	29.1	C	0.28	29.8	C	0.28	29.9
NB Approach	B	0.49	15.3	B	0.50	15.5	B	0.61	19.9	B	0.61	19.8
SB Approach	A	0.51	8.4	A	0.51	8.5	B	0.67	11.4	B	0.67	11.5
Route 33 (Memorial Dr) at New Ludlow Rd												
Overall	C	0.62	20.8	C	0.62	20.9	C	0.77	25.2	C	0.78	25.4
EB Left	C	0.15	30.5	C	0.16	30.4	C	0.15	25.9	C	0.15	25.7
EB Through	C	0.28	33.3	C	0.30	33.3	C	0.53	31.9	C	0.55	31.9
WB Left	C	0.60	23.6	C	0.60	23.5	C	0.61	22.2	C	0.61	22.2
WB Through	C	0.12	25.1	C	0.14	25.1	C	0.22	25.2	C	0.22	25.0
NB Left	D	0.62	40.0	D	0.62	40.0	D	0.69	42.5	D	0.70	42.9
NB Through/Right	B	0.42	17.1	B	0.43	17.2	C	0.65	22.6	C	0.66	22.9
SB Left	D	0.47	44.7	D	0.47	44.7	D	0.57	45.9	D	0.58	46.5
SB Through	B	0.44	16.5	B	0.44	16.6	C	0.61	23.3	C	0.62	23.5
SB Right	B	0.02	16.4	B	0.02	16.5	B	0.02	18.8	B	0.02	19.0

Table 10
Intersection Level of Service Summary
Unsignalized Intersections

Intersection	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour				
	Background		Combined Build		Background		Combined Build		
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	
Route 33 (Willimansett St) at Old Lyman Road	WB Approach	B	14.4	B	14.9	C	21.0	C	23.0
	SB Left	B	10.0	B	10.2	B	11.4	B	11.7
Route 33 (Willimansett St) at the Front Big Y Driveway	WB Approach	-	-	B	12.5	-	-	C	18.8
Old Lyman Rd at Lyman Terrace	WB Approach	B	10.1	B	10.3	B	11.2	B	11.4
	SB Left	A	0.6	A	0.6	A	0.9	A	0.8
Old Lyman Rd at the Rear Big Y Driveway	EB Approach	A	9.9	B	10.5	B	10.9	B	11.6
	NB Left	A	0.9	A	1.3	A	1.4	A	1.7
Abbey St at Old Lyman Rd	EB Approach	B	10.3	B	10.4	B	11.4	B	11.6
	NB Left	A	0.7	A	0.7	A	0.8	A	0.8
Old Lyman Rd at New Ludlow Rd	EB Left	A	1.4	A	1.6	A	1.1	A	1.3
	SB Approach	C	18.9	C	19.3	E	36.9	E	39.9

During both the weekday morning and weekday afternoon peak hours, the signalized study area intersections experience overall increases in delay of two seconds per vehicle or less between the 2032 Background and 2032 Combined Build conditions.

Additionally, the intersection of Route 33 (Willimansett Street) and the front Big Y driveway operates acceptably at LOS B and LOS C during the weekday morning and weekday afternoon peak hours, respectively, with stop control implemented on the westbound approach.

Individual movements at all ten study area intersections experience increases in delay by three seconds or less between the 2032 Background and 2032 Combined Build conditions during both the weekday morning and weekday afternoon peak hours, except for the northbound left-turn movement at the intersection of Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road) during the weekday afternoon peak hour. This movement experiences an increase in delay of approximately 10.5 seconds per vehicle.

To prevent a substantial increase in the delay experienced by drivers on the northbound left-turn approach at the intersection of Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road), a signal timing mitigation can be implemented. Based on the existing signal timing and phasing at this intersection, the split for

this movement can be increased by one second during the weekday afternoon peak hour without increasing the overall signal cycle. This will provide more green time for drivers to make the movement, effectively reducing driver delay. The result of this change is summarized in Table 11 below.

Table 11
Intersection Level of Service Summary
Mitigation Timings

Intersection	Weekday Afternoon Peak Hour								
	Background			Combined Build			Signal Timing Mitigation		
	LOS	v/c	Delay (s)	LOS	v/c	Delay (s)	LOS	v/c	Delay (s)
Route 33 (Willimansett St/Lyman St) at Route 202 (Granby Rd)									
Overall	D	0.86	50.5	D	0.88	52.5	D	0.88	52.2
EB Left	C	0.14	32.2	C	0.14	32.4	C	0.14	32.6
EB Through/Right	E	0.93	57.0	E	0.94	59.8	E	0.95	60.6
WB Left	D	0.79	53.4	E	0.81	55.5	E	0.81	56.0
WB Through/Right	D	0.78	47.3	D	0.79	48.1	D	0.79	48.6
NB Left	E	0.94	78.1	F	0.98	88.7	E	0.95	78.8
NB Through	D	0.55	43.5	D	0.56	43.4	D	0.55	43.3
NB Right	C	0.68	31.4	C	0.69	32.1	C	0.69	32.1
SB Left	E	0.63	61.7	E	0.63	61.9	E	0.62	61.7
SB Through/Right	D	0.68	49.0	D	0.68	48.8	D	0.71	50.5

With the mitigation timings, all movements and the overall intersection experience minor increases in delay by less than four seconds between the 2032 Background and 2032 Mitigation scenarios. Therefore, under the Mitigation scenario, the proposed development does not change the overall LOS letter grade of this intersection.

6.3.2 Queue Analysis

95th percentile (design) queue lengths were reviewed at each of the ten study area intersections in the 2032 Background and 2032 Combined Build conditions during the weekday morning and weekday afternoon peak hours. The 95th percentile vehicle queue lengths represent the practical design queue lengths that can be expected at each of the critical approach lanes of the study area intersections.

The queue lengths are provided in the Synchro capacity analysis reports found in *Appendix G* and *Appendix H*, respectively, for the weekday morning and weekday afternoon peak hours, and summarized in Tables 12 and 13 below.

Table 12
Peak Hour Queue Length Summary
Signalized Intersections

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Available Storage (ft)
	2032 Background	2032 Combined Build	2032 Background	2032 Combined Build	
Route 33 (Willimansett St/Lyman St) at Route 202 (Granby Rd)					
EB Left	115	115	95	95	170
EB Through/Right	295	300	595	600	550
WB Left	480	490	480	495	660
WB Through/Right	415	420	415	415	370
NB Left	275	235	385	405	170
NB Through	185	190	230	240	320
NB Right	265	275	370	395	170
SB Left	95	95	130	130	80
SB Through/Right	225	230	250	260	300
Route 33 (Willimansett St) at Baker St/Big Y Driveway					
EB Approach	15	15	30	30	>1,000
WB Through	40	40	120	130	170
WB Right	0	0	20	20	170
NB Left	0	0	10	10	80
NB Through	245	250	715	725	650
NB Right	5	10	45	45	110
SB Left	15	15	110	115	180
SB Through/Right	215	215	790	800	440
Route 33 (Memorial Drive) at Abbey Street					
EB Approach	115	115	110	110	350
WB Approach	45	50	65	65	865
NB Approach	420	430	355	360	790
SB Approach	305	305	470	485	675
Route 33 (Memorial Drive) at New Ludlow Road					
EB Left	25	25	35	35	60
EB Through	60	65	130	135	150
WB Left	140	140	135	135	65
WB Through/Right	50	55	80	80	725
NB Left	95	95	145	145	305
NB Through/Right	175	180	315	315	675
SB Left	30	30	40	40	240
SB Through	85	85	190	195	485
SB Right	0	0	0	0	240

*Values indicated represent the 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet.

Italicized values represent queue lengths that exceed available storage.

**Table 13
Peak Hour Queue Length Summary
Unsignalized Intersections**

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Available Storage (ft)
	2032 Background	2032 Combined Build	2032 Background	2032 Combined Build	
Route 33 (Willimansett St) at Old Lyman Road					
WB Approach	30	35	55	65	395
SB Left	15	20	30	30	65
Route 33 (Willimansett St) at the Front Big Y Plaza Driveway					
WB Approach	5	5	35	35	150
Old Lyman Rd at Lyman Terrace					
WB Approach	5	10	5	5	490
SB Left	0	0	0	0	395
Old Lyman Rd at the Rear Big Y Plaza Driveway					
EB Approach	0	5	10	10	190
NB Left	0	0	0	5	570
Abbey St at Old Lyman Rd					
EB Approach	5	5	10	10	>1,000
NB Left	0	0	0	0	870
Old Lyman Rd at New Ludlow Rd					
EB Left	0	5	5	5	935
SB Approach	45	45	115	125	870

*Values indicated represent the 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet. Italicized values represent queue lengths that exceed available storage.

In the Combined Build condition during both the weekday morning and weekday afternoon peak hours, all vehicle queues experience an increase of one vehicle length (25 feet) or less.

7 Recommendations & Conclusion

Based on the preceding analysis, the following mitigation measures are recommended:

- Install a stop sign and painted stop bar on the westbound approach to the intersection of Route 33 (Willimansett Street) and the front Big Y driveway
- Increase the timing split by one second for the northbound left-turn phase during the weekday afternoon peak hour at the intersection of Route 33 (Lyman Street/Willimansett Street) and Route 202 (Granby Road)

The purpose of preparing a Traffic Impact Study is to identify the impact of the site-generated traffic from a proposed development on the surrounding roadway network. The study efforts have indicated that the proposed

development will generate a total of 66 vehicle trips (39 entering, 27 exiting) during the weekday morning peak hour and a total of 74 vehicle trips (31 entering, 43 exiting) during the weekday afternoon peak hour.

A review of the most recent five years of available crash data gathered from the MassDOT Interactive Mapping Portal and Crash Tracking (IMPACT) Data Portal indicated that the number of collisions at the study area intersections are not abnormally high for the traffic volumes experienced as all study area intersections experienced crash rates less than the MassDOT District 2 average crash rates. Crash patterns are not expected to be exacerbated by the proposed development.

A review of stopping sight distance (SSD) at the intersections of Old Lyman Road at the rear Big Y driveway and Route 33 (Willimansett Street) at the front Big Y driveway showed that the available SSD for drivers on Old Lyman Road and Route 33, respectively, exceeds the minimum criteria outlined in Chapter 3.7 of the MassDOT Project Development and Design Guide (PDDG) for the 85th percentile speeds on these roadways. This indicates that drivers on Old Lyman Road and Route 33, respectively, can safely stop for a vehicle existing the proposed development from the respective site driveways.

A review of intersection sight distance (ISD) at the intersection of Old Lyman Road and the rear Big Y driveway showed that the sight lines provided at this intersection exceed the recommended criteria outlined in the MassDOT PDDG, indicating that drivers can safely egress the site from this driveway.

A review of ISD at the intersection of Route 33 (Willimansett Street) and the front Big Y driveway revealed that the sight lines provided at this intersection do not meet the recommended criteria outlined in the MassDOT PDDG for an uncontrolled intersection. Upon review of ISD at this intersection with yield control and stop control on the westbound approach, it was revealed that the sight lines provided at this intersection do not meet the recommended criteria for a yield-controlled westbound approach but meets the criteria for a stop-controlled westbound approach.

Therefore, it is recommended that a stop sign and painted stop bar are implemented on the westbound approach to the intersection of Route 33 (Willimansett Street) and the front Big Y driveway. It is noted that this recommendation should be implemented regardless of whether the proposed development is constructed since it is an existing sight distance issue.

Capacity analysis revealed that all four of the signalized intersections contained within the study area experience overall increases in delay of two seconds per vehicle or less between the 2032 Background and 2032 Combined Build conditions during both the weekday morning and weekday afternoon peak hours. Therefore, the proposed development will not degrade the overall level of service letter grade at any signalized study area intersection during the morning or afternoon peak hour.

Individual movements at all ten study area intersections experience increases in delay by less than four seconds between the 2032 Background and 2032 Combined Build conditions during both the weekday morning and weekday afternoon peak hours, except for the northbound left-turn movement at the intersection of Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road) during the weekday afternoon peak hour. This movement experiences an increase in delay by approximately 10.5 seconds.

To reduce the increase in the delay experienced by drivers on the northbound left-turn approach, it is recommended that the timing split for this phase should be increased by one second during the weekday

afternoon peak hour without increasing the overall signal cycle. The signal at this intersection is owned by MassDOT, so it is likely that MassDOT traffic review and a State Highway Access Permit will be required to implement this change.

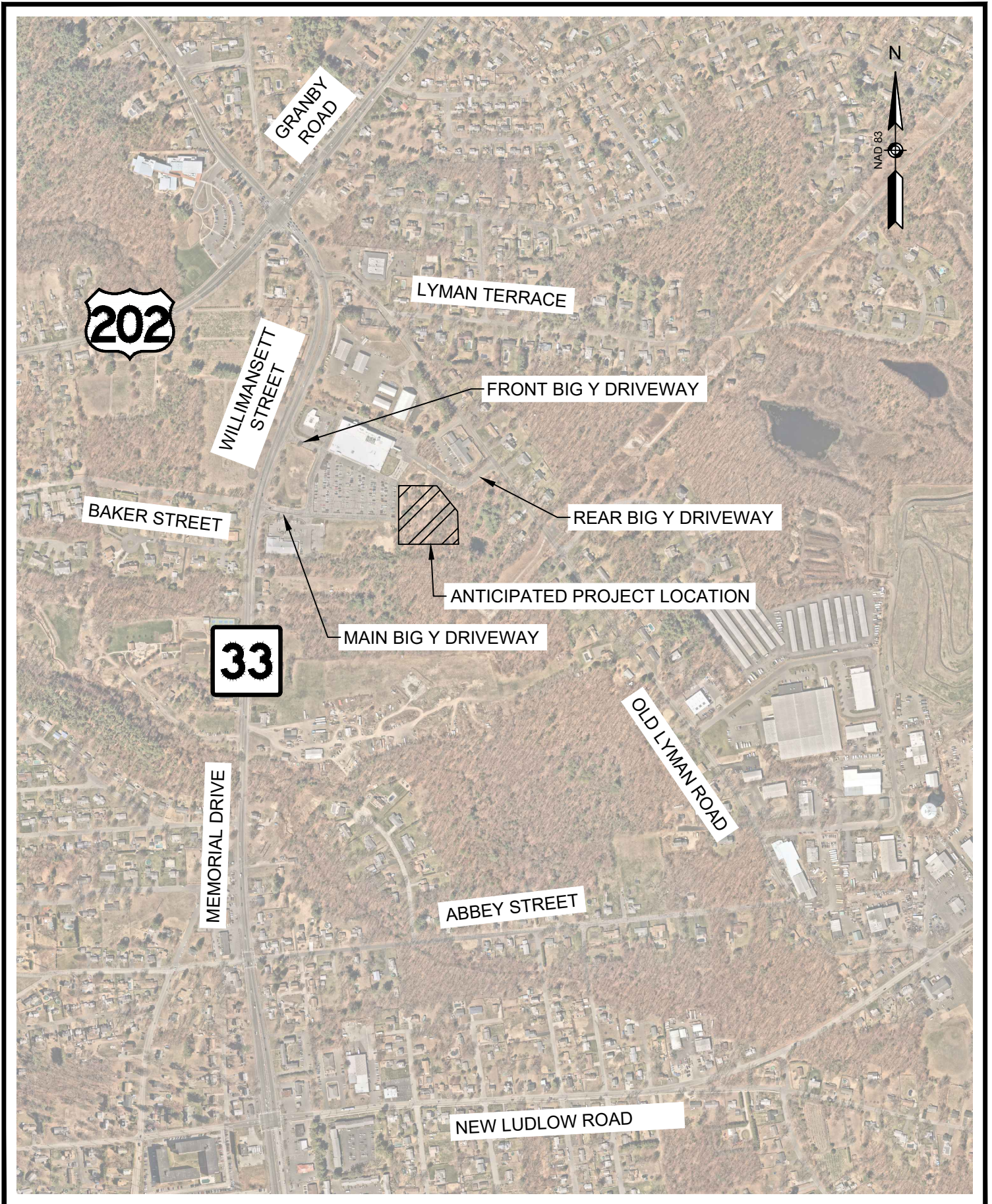
Review of the 95th percentile (design) queue lengths indicate that all vehicle queues experience an increase of one vehicle length (25 feet) or less.

Based on these findings, it is the professional opinion of Fuss & O'Neill, Inc. that the proposed development will have no significant impact on traffic operations within the study area.

Appendix A

Locus Map

Figure 1 – Locus Map



Appendix B

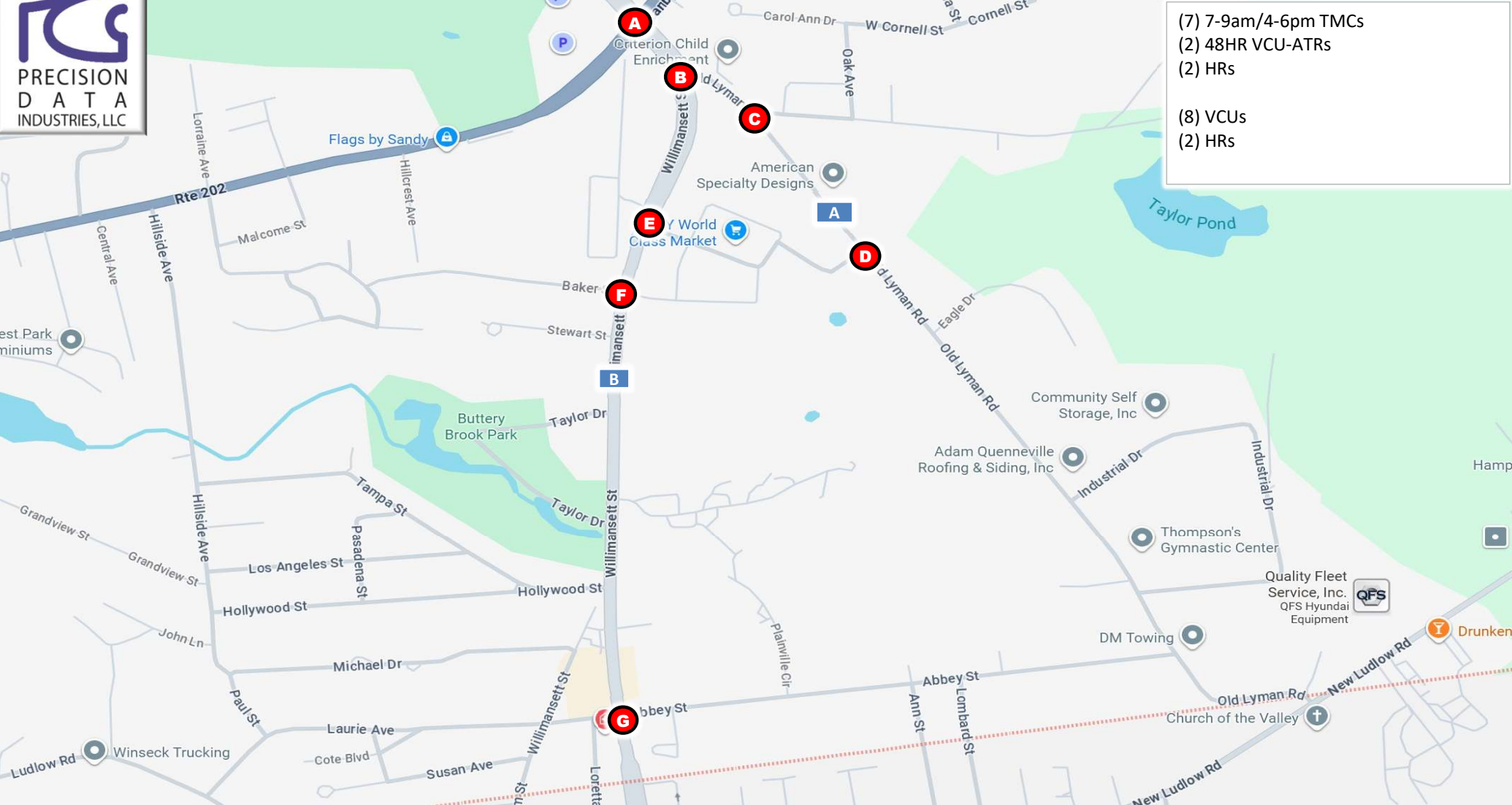
Turning Movement Counts (TMCs)



Location Map: 250795 South Hadley, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

- (7) 7-9am/4-6pm TMCs
- (2) 48HR VCU-ATRs
- (2) HRs
- (8) VCUs
- (2) HRs



Client: F&O	Engineer: A. Keegan	Site Code: 20250806.A10	Date: Wed 9/17/25	PDI Job # 250795	City, State: South Hadley, MA
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PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	11	49	7	0	67	21	80	64	0	165	52	50	43	0	145	25	67	7	0	99	476
7:15 AM	13	58	15	0	86	12	88	54	0	154	60	37	47	0	144	27	71	15	0	113	497
7:30 AM	8	66	13	0	87	7	95	55	0	157	55	37	37	0	129	30	65	10	0	105	478
7:45 AM	6	62	11	0	79	18	103	76	0	197	68	64	40	0	172	37	64	10	0	111	559
Total	38	235	46	0	319	58	366	249	0	673	235	188	167	0	590	119	267	42	0	428	2010
8:00 AM	9	66	11	0	86	18	83	52	0	153	72	50	41	0	163	25	66	16	0	107	509
8:15 AM	5	69	12	0	86	17	86	54	0	157	62	44	43	0	149	34	51	12	0	97	489
8:30 AM	8	53	10	0	71	16	108	79	0	203	60	76	38	0	174	20	67	22	0	109	557
8:45 AM	4	63	20	0	87	10	83	64	0	157	62	54	36	0	152	40	63	19	0	122	518
Total	26	251	53	0	330	61	360	249	0	670	256	224	158	0	638	119	247	69	0	435	2073
Grand Total	64	486	99	0	649	119	726	498	0	1343	491	412	325	0	1228	238	514	111	0	863	4083
Approach %	9.9	74.9	15.3	0.0		8.9	54.1	37.1	0.0		40.0	33.6	26.5	0.0		27.6	59.6	12.9	0.0		
Total %	1.6	11.9	2.4	0.0	15.9	2.9	17.8	12.2	0.0	32.9	12.0	10.1	8.0	0.0	30.1	5.8	12.6	2.7	0.0	21.1	
Exiting Leg Total	642					1104					1222					1115					4083
Cars	63	461	93	0	617	116	694	485	0	1295	476	393	299	0	1168	226	492	105	0	823	3903
% Cars	98.4	94.9	93.9	0.0	95.1	97.5	95.6	97.4	0.0	96.4	96.9	95.4	92.0	0.0	95.1	95.0	95.7	94.6	0.0	95.4	95.6
Exiting Leg Total	614					1061					1172					1056					3903
Heavy Vehicles	1	25	6	0	32	3	32	13	0	48	15	19	26	0	60	12	22	6	0	40	180
% Heavy Vehicles	1.6	5.1	6.1	0.0	4.9	2.5	4.4	2.6	0.0	3.6	3.1	4.6	8.0	0.0	4.9	5.0	4.3	5.4	0.0	4.6	4.4
Exiting Leg Total	28					43					50					59					180

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	6	62	11	0	79	18	103	76	0	197	68	64	40	0	172	37	64	10	0	111	559
8:00 AM	9	66	11	0	86	18	83	52	0	153	72	50	41	0	163	25	66	16	0	107	509
8:15 AM	5	69	12	0	86	17	86	54	0	157	62	44	43	0	149	34	51	12	0	97	489
8:30 AM	8	53	10	0	71	16	108	79	0	203	60	76	38	0	174	20	67	22	0	109	557
Total Volume	28	250	44	0	322	69	380	261	0	710	262	234	162	0	658	116	248	60	0	424	2114
% Approach Total	8.7	77.6	13.7	0.0		9.7	53.5	36.8	0.0		39.8	35.6	24.6	0.0		27.4	58.5	14.2	0.0		
PHF	0.778	0.906	0.917	0.000	0.936	0.958	0.880	0.826	0.000	0.874	0.910	0.770	0.942	0.000	0.945	0.784	0.925	0.682	0.000	0.955	0.945
Cars	27	236	40	0	303	66	363	252	0	681	254	225	149	0	628	112	237	56	0	405	2017
Cars %	96.4	94.4	90.9	0.0	94.1	95.7	95.5	96.6	0.0	95.9	96.9	96.2	92.0	0.0	95.4	96.6	95.6	93.3	0.0	95.5	95.4
Heavy Vehicles	1	14	4	0	19	3	17	9	0	29	8	9	13	0	30	4	11	4	0	19	97
Heavy Vehicles %	3.6	5.6	9.1	0.0	5.9	4.3	4.5	3.4	0.0	4.1	3.1	3.8	8.0	0.0	4.6	3.4	4.4	6.7	0.0	4.5	4.6
Cars Enter Leg	27	236	40	0	303	66	363	252	0	681	254	225	149	0	628	112	237	56	0	405	2017
Heavy Enter Leg	1	14	4	0	19	3	17	9	0	29	8	9	13	0	30	4	11	4	0	19	97
Total Entering Leg	28	250	44	0	322	69	380	261	0	710	262	234	162	0	658	116	248	60	0	424	2114
Cars Exiting Leg	347					531					600					539					2017
Heavy Exiting Leg	16					23					27					31					97
Total Exiting Leg	363					554					627					570					2114

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	11	49	7	0	67	21	75	61	0	157	51	49	41	0	141	24	66	7	0	97	462					
7:15 AM	13	58	14	0	85	12	85	54	0	151	56	32	42	0	130	25	69	14	0	108	474					
7:30 AM	8	64	13	0	85	7	90	54	0	151	54	33	32	0	119	29	63	9	0	101	456					
7:45 AM	6	61	9	0	76	16	99	71	0	186	65	60	37	0	162	36	61	9	0	106	530					
Total	38	232	43	0	313	56	349	240	0	645	226	174	152	0	552	114	259	39	0	412	1922					
8:00 AM	8	57	10	0	75	18	79	51	0	148	69	49	38	0	156	23	64	15	0	102	481					
8:15 AM	5	67	12	0	84	17	85	53	0	155	62	43	41	0	146	33	49	12	0	94	479					
8:30 AM	8	51	9	0	68	15	100	77	0	192	58	73	33	0	164	20	63	20	0	103	527					
8:45 AM	4	54	19	0	77	10	81	64	0	155	61	54	35	0	150	36	57	19	0	112	494					
Total	25	229	50	0	304	60	345	245	0	650	250	219	147	0	616	112	233	66	0	411	1981					
Grand Total	63	461	93	0	617	116	694	485	0	1295	476	393	299	0	1168	226	492	105	0	823	3903					
Approach %	10.2	74.7	15.1	0.0		9.0	53.6	37.5	0.0		40.8	33.6	25.6	0.0		27.5	59.8	12.8	0.0							
Total %	1.6	11.8	2.4	0.0	15.8	3.0	17.8	12.4	0.0	33.2	12.2	10.1	7.7	0.0	29.9	5.8	12.6	2.7	0.0	21.1						
Exiting Leg Total						614					1061					1172					1056					3903

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:45 AM	6	61	9	0	76	16	99	71	0	186	65	60	37	0	162	36	61	9	0	106	530					
8:00 AM	8	57	10	0	75	18	79	51	0	148	69	49	38	0	156	23	64	15	0	102	481					
8:15 AM	5	67	12	0	84	17	85	53	0	155	62	43	41	0	146	33	49	12	0	94	479					
8:30 AM	8	51	9	0	68	15	100	77	0	192	58	73	33	0	164	20	63	20	0	103	527					
Total Volume	27	236	40	0	303	66	363	252	0	681	254	225	149	0	628	112	237	56	0	405	2017					
% Approach Total	8.9	77.9	13.2	0.0		9.7	53.3	37.0	0.0		40.4	35.8	23.7	0.0		27.7	58.5	13.8	0.0							
PHF	0.844	0.881	0.833	0.000	0.902	0.917	0.908	0.818	0.000	0.887	0.920	0.771	0.909	0.000	0.957	0.778	0.926	0.700	0.000	0.955	0.951					
Entering Leg	27	236	40	0	303	66	363	252	0	681	254	225	149	0	628	112	237	56	0	405	2017					
Exiting Leg						347					531					600					539					2017
Total						650					1212					1228					944					4034

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	5	3	0	8	1	1	2	0	4	1	1	0	0	2	14
7:15 AM	0	0	1	0	1	0	3	0	0	3	4	5	5	0	14	2	2	1	0	5	23
7:30 AM	0	2	0	0	2	0	5	1	0	6	1	4	5	0	10	1	2	1	0	4	22
7:45 AM	0	1	2	0	3	2	4	5	0	11	3	4	3	0	10	1	3	1	0	5	29
Total	0	3	3	0	6	2	17	9	0	28	9	14	15	0	38	5	8	3	0	16	88
8:00 AM	1	9	1	0	11	0	4	1	0	5	3	1	3	0	7	2	2	1	0	5	28
8:15 AM	0	2	0	0	2	0	1	1	0	2	0	1	2	0	3	1	2	0	0	3	10
8:30 AM	0	2	1	0	3	1	8	2	0	11	2	3	5	0	10	0	4	2	0	6	30
8:45 AM	0	9	1	0	10	0	2	0	0	2	1	0	1	0	2	4	6	0	0	10	24
Total	1	22	3	0	26	1	15	4	0	20	6	5	11	0	22	7	14	3	0	24	92
Grand Total	1	25	6	0	32	3	32	13	0	48	15	19	26	0	60	12	22	6	0	40	180
Approach %	3.1	78.1	18.8	0.0		6.3	66.7	27.1	0.0		25.0	31.7	43.3	0.0		30.0	55.0	15.0	0.0		
Total %	0.6	13.9	3.3	0.0	17.8	1.7	17.8	7.2	0.0	26.7	8.3	10.6	14.4	0.0	33.3	6.7	12.2	3.3	0.0	22.2	
Exiting Leg Total	28					43					50					59					180
Buses	0	20	0	0	20	3	6	4	0	13	2	8	2	0	12	1	2	4	0	7	52
% Buses	0.0	80.0	0.0	0.0	62.5	100.0	18.8	30.8	0.0	27.1	13.3	42.1	7.7	0.0	20.0	8.3	9.1	66.7	0.0	17.5	28.9
Exiting Leg Total	15					4					25					8					52
Single-Unit Trucks	0	4	4	0	8	0	21	4	0	25	11	11	14	0	36	8	15	2	0	25	94
% Single-Unit	0.0	16.0	66.7	0.0	25.0	0.0	65.6	30.8	0.0	52.1	73.3	57.9	53.8	0.0	60.0	66.7	68.2	33.3	0.0	62.5	52.2
Exiting Leg Total	13					30					16					35					94
Articulated Trucks	1	1	2	0	4	0	5	5	0	10	2	0	10	0	12	3	5	0	0	8	34
% Articulated	100.0	4.0	33.3	0.0	12.5	0.0	15.6	38.5	0.0	20.8	13.3	0.0	38.5	0.0	20.0	25.0	22.7	0.0	0.0	20.0	18.9
Exiting Leg Total	0					9					9					16					34

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	1	0	1	0	3	0	0	3	4	5	5	0	14	2	2	1	0	5	23
7:30 AM	0	2	0	0	2	0	5	1	0	6	1	4	5	0	10	1	2	1	0	4	22
7:45 AM	0	1	2	0	3	2	4	5	0	11	3	4	3	0	10	1	3	1	0	5	29
8:00 AM	1	9	1	0	11	0	4	1	0	5	3	1	3	0	7	2	2	1	0	5	28
Total Volume	1	12	4	0	17	2	16	7	0	25	11	14	16	0	41	6	9	4	0	19	102
% Approach Total	5.9	70.6	23.5	0.0		8.0	64.0	28.0	0.0		26.8	34.1	39.0	0.0		31.6	47.4	21.1	0.0		
PHF	0.250	0.333	0.500	0.000	0.386	0.250	0.800	0.350	0.000	0.568	0.688	0.700	0.800	0.000	0.732	0.750	0.750	1.000	0.000	0.950	0.879
Buses	0	10	0	0	10	2	3	3	0	8	1	7	1	0	9	0	1	2	0	3	30
Buses %	0.0	83.3	0.0	0.0	58.8	100.0	18.8	42.9	0.0	32.0	9.1	50.0	6.3	0.0	22.0	0.0	11.1	50.0	0.0	15.8	29.4
Single-Unit Trucks	0	2	3	0	5	0	10	2	0	12	8	7	10	0	25	3	5	2	0	10	52
Single-Unit %	0.0	16.7	75.0	0.0	29.4	0.0	62.5	28.6	0.0	48.0	72.7	50.0	62.5	0.0	61.0	50.0	55.6	50.0	0.0	52.6	51.0
Articulated Trucks	1	0	1	0	2	0	3	2	0	5	2	0	5	0	7	3	3	0	0	6	20
Articulated %	100.0	0.0	25.0	0.0	11.8	0.0	18.8	28.6	0.0	20.0	18.2	0.0	31.3	0.0	17.1	50.0	33.3	0.0	0.0	31.6	19.6
Buses	0	10	0	0	10	2	3	3	0	8	1	7	1	0	9	0	1	2	0	3	30
Single-Unit Trucks	0	2	3	0	5	0	10	2	0	12	8	7	10	0	25	3	5	2	0	10	52
Articulated Trucks	1	0	1	0	2	0	3	2	0	5	2	0	5	0	7	3	3	0	0	6	20
Total Entering Leg	1	12	4	0	17	2	16	7	0	25	11	14	16	0	41	6	9	4	0	19	102
Buses	11					2					13					4					30
Single-Unit Trucks	9					16					7					20					52
Articulated Trucks	0					6					5					9					20
Total Exiting Leg	20					24					25					33					102

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	5
7:45 AM	0	1	0	0	1	2	1	2	0	5	0	3	0	0	3	0	0	0	0	0	9
Total	0	1	0	0	1	2	2	2	0	6	1	6	1	0	8	0	1	1	0	2	17
8:00 AM	0	9	0	0	9	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	14
8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:30 AM	0	1	0	0	1	1	2	1	0	4	0	1	1	0	2	0	0	2	0	2	9
8:45 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
Total	0	19	0	0	19	1	4	2	0	7	1	2	1	0	4	1	1	3	0	5	35
Grand Total	0	20	0	0	20	3	6	4	0	13	2	8	2	0	12	1	2	4	0	7	52
Approach %	0.0	100.0	0.0	0.0		23.1	46.2	30.8	0.0		16.7	66.7	16.7	0.0		14.3	28.6	57.1	0.0		
Total %	0.0	38.5	0.0	0.0	38.5	5.8	11.5	7.7	0.0	25.0	3.8	15.4	3.8	0.0	23.1	1.9	3.8	7.7	0.0	13.5	
Exiting Leg Total	15					4					25					8					52

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	2	1	2	0	5	0	3	0	0	3	0	0	0	0	0	9
8:00 AM	0	9	0	0	9	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	14
8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:30 AM	0	1	0	0	1	1	2	1	0	4	0	1	1	0	2	0	0	2	0	2	9
Total Volume	0	12	0	0	12	3	5	4	0	12	1	5	1	0	7	0	1	3	0	4	35
% Approach Total	0.0	100.0	0.0	0.0		25.0	41.7	33.3	0.0		14.3	71.4	14.3	0.0		0.0	25.0	75.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.333	0.375	0.625	0.500	0.000	0.600	0.250	0.417	0.250	0.000	0.583	0.000	0.250	0.375	0.000	0.500	0.625
Entering Leg	0	12	0	0	12	3	5	4	0	12	1	5	1	0	7	0	1	3	0	4	35
Exiting Leg	11					2					16					6					35
Total	23					14					23					10					70

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	1	0	0	0	1	7
7:15 AM	0	0	1	0	1	0	3	0	0	3	3	4	4	0	11	1	1	0	0	2	17
7:30 AM	0	2	0	0	2	0	2	0	0	2	1	2	2	0	5	1	1	1	0	3	12
7:45 AM	0	0	1	0	1	0	2	2	0	4	2	1	2	0	5	1	2	1	0	4	14
Total	0	2	2	0	4	0	11	2	0	13	6	8	9	0	23	4	4	2	0	10	50
8:00 AM	0	0	1	0	1	0	3	0	0	3	2	0	2	0	4	0	1	0	0	1	9
8:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	5
8:30 AM	0	1	0	0	1	0	5	1	0	6	2	2	3	0	7	0	4	0	0	4	18
8:45 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	3	5	0	0	8	12
Total	0	2	2	0	4	0	10	2	0	12	5	3	5	0	13	4	11	0	0	15	44
Grand Total	0	4	4	0	8	0	21	4	0	25	11	11	14	0	36	8	15	2	0	25	94
Approach %	0.0	50.0	50.0	0.0		0.0	84.0	16.0	0.0		30.6	30.6	38.9	0.0		32.0	60.0	8.0	0.0		
Total %	0.0	4.3	4.3	0.0	8.5	0.0	22.3	4.3	0.0	26.6	11.7	11.7	14.9	0.0	38.3	8.5	16.0	2.1	0.0	26.6	
Exiting Leg Total	13					30					16					35					94

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	1	0	1	0	3	0	0	3	3	4	4	0	11	1	1	0	0	2	17
7:30 AM	0	2	0	0	2	0	2	0	0	2	1	2	2	0	5	1	1	1	0	3	12
7:45 AM	0	0	1	0	1	0	2	2	0	4	2	1	2	0	5	1	2	1	0	4	14
8:00 AM	0	0	1	0	1	0	3	0	0	3	2	0	2	0	4	0	1	0	0	1	9
Total Volume	0	2	3	0	5	0	10	2	0	12	8	7	10	0	25	3	5	2	0	10	52
% Approach Total	0.0	40.0	60.0	0.0		0.0	83.3	16.7	0.0		32.0	28.0	40.0	0.0		30.0	50.0	20.0	0.0		
PHF	0.000	0.250	0.750	0.000	0.625	0.000	0.833	0.250	0.000	0.750	0.667	0.438	0.625	0.000	0.568	0.750	0.625	0.500	0.000	0.625	0.765
Entering Leg	0	2	3	0	5	0	10	2	0	12	8	7	10	0	25	3	5	2	0	10	52
Exiting Leg	9					16					7					20					52
Total	14					28					32					30					104

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	3	0	4	0	0	1	0	1	0	1	0	0	1	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	1	0	0	2	4
7:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	5
7:45 AM	0	0	1	0	1	0	1	1	0	2	1	0	1	0	2	0	1	0	0	1	6
Total	0	0	1	0	1	0	4	5	0	9	2	0	5	0	7	1	3	0	0	4	21
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
8:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
Total	1	1	1	0	3	0	1	0	0	1	0	0	5	0	5	2	2	0	0	4	13
Grand Total	1	1	2	0	4	0	5	5	0	10	2	0	10	0	12	3	5	0	0	8	34
Approach %	25.0	25.0	50.0	0.0		0.0	50.0	50.0	0.0		16.7	0.0	83.3	0.0		37.5	62.5	0.0	0.0		
Total %	2.9	2.9	5.9	0.0	11.8	0.0	14.7	14.7	0.0	29.4	5.9	0.0	29.4	0.0	35.3	8.8	14.7	0.0	0.0	23.5	
Exiting Leg Total	0					9					9					16					34

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	3	0	4	0	0	1	0	1	0	1	0	0	1	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	1	0	0	2	4
7:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	5
7:45 AM	0	0	1	0	1	0	1	1	0	2	1	0	1	0	2	0	1	0	0	1	6
Total Volume	0	0	1	0	1	0	4	5	0	9	2	0	5	0	7	1	3	0	0	4	21
% Approach Total	0.0	0.0	100.0	0.0		0.0	44.4	55.6	0.0		28.6	0.0	71.4	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.417	0.000	0.563	0.500	0.000	0.625	0.000	0.875	0.250	0.750	0.000	0.000	0.500	0.875
Entering Leg	0	0	1	0	1	0	4	5	0	9	2	0	5	0	7	1	3	0	0	4	21
Exiting Leg	0					6					6					9					21
Total	1					15					13					13					42

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2		
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	1	0	0	0	0	2	5		
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0					
Exiting Leg Total	4							1							0							0							5				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3		
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.375				
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3		
Exiting Leg	2							1							0							0							3				
Total	3							1							1							1							6				

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	53	11	0	66	20	73	80	0	173	75	72	53	0	200	71	123	6	0	200	639
4:15 PM	8	68	13	0	89	18	60	75	0	153	110	78	59	0	247	53	138	12	0	203	692
4:30 PM	7	70	19	0	96	15	75	99	0	189	93	59	45	0	197	47	111	10	0	168	650
4:45 PM	5	69	17	0	91	16	77	85	0	178	75	79	61	0	215	74	112	17	0	203	687
Total	22	260	60	0	342	69	285	339	0	693	353	288	218	0	859	245	484	45	0	774	2668
5:00 PM	5	76	14	0	95	11	77	96	0	184	70	81	52	0	203	61	87	16	0	164	646
5:15 PM	6	67	11	0	84	17	103	87	0	207	68	83	39	0	190	68	90	31	0	189	670
5:30 PM	11	66	14	0	91	17	74	93	0	184	82	87	47	0	216	33	73	23	0	129	620
5:45 PM	12	56	16	0	84	14	85	86	0	185	72	55	32	0	159	40	59	25	0	124	552
Total	34	265	55	0	354	59	339	362	0	760	292	306	170	0	768	202	309	95	0	606	2488
Grand Total	56	525	115	0	696	128	624	701	0	1453	645	594	388	0	1627	447	793	140	0	1380	5156
Approach %	8.0	75.4	16.5	0.0		8.8	42.9	48.2	0.0		39.6	36.5	23.8	0.0		32.4	57.5	10.1	0.0		
Total %	1.1	10.2	2.2	0.0	13.5	2.5	12.1	13.6	0.0	28.2	12.5	11.5	7.5	0.0	31.6	8.7	15.4	2.7	0.0	26.8	
Exiting Leg Total	862					1553					1673					1068					5156
Cars	55	517	115	0	687	128	621	682	0	1431	638	587	380	0	1605	426	781	140	0	1347	5070
% Cars	98.2	98.5	100.0	0.0	98.7	100.0	99.5	97.3	0.0	98.5	98.9	98.8	97.9	0.0	98.6	95.3	98.5	100.0	0.0	97.6	98.3
Exiting Leg Total	855					1534					1625					1056					5070
Heavy Vehicles	1	8	0	0	9	0	3	19	0	22	7	7	8	0	22	21	12	0	0	33	86
% Heavy Vehicles	1.8	1.5	0.0	0.0	1.3	0.0	0.5	2.7	0.0	1.5	1.1	1.2	2.1	0.0	1.4	4.7	1.5	0.0	0.0	2.4	1.7
Exiting Leg Total	7					19					48					12					86

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	8	68	13	0	89	18	60	75	0	153	110	78	59	0	247	53	138	12	0	203	692
4:30 PM	7	70	19	0	96	15	75	99	0	189	93	59	45	0	197	47	111	10	0	168	650
4:45 PM	5	69	17	0	91	16	77	85	0	178	75	79	61	0	215	74	112	17	0	203	687
5:00 PM	5	76	14	0	95	11	77	96	0	184	70	81	52	0	203	61	87	16	0	164	646
Total Volume	25	283	63	0	371	60	289	355	0	704	348	297	217	0	862	235	448	55	0	738	2675
% Approach Total	6.7	76.3	17.0	0.0		8.5	41.1	50.4	0.0		40.4	34.5	25.2	0.0		31.8	60.7	7.5	0.0		
PHF	0.781	0.931	0.829	0.000	0.966	0.833	0.938	0.896	0.000	0.931	0.791	0.917	0.889	0.000	0.872	0.794	0.812	0.809	0.000	0.909	0.966
Cars	25	276	63	0	364	60	288	349	0	697	343	295	215	0	853	220	443	55	0	718	2632
Cars %	100.0	97.5	100.0	0.0	98.1	100.0	99.7	98.3	0.0	99.0	98.6	99.3	99.1	0.0	99.0	93.6	98.9	100.0	0.0	97.3	98.4
Heavy Vehicles	0	7	0	0	7	0	1	6	0	7	5	2	2	0	9	15	5	0	0	20	43
Heavy Vehicles %	0.0	2.5	0.0	0.0	1.9	0.0	0.3	1.7	0.0	1.0	1.4	0.7	0.9	0.0	1.0	6.4	1.1	0.0	0.0	2.7	1.6
Cars Enter Leg	25	276	63	0	364	60	288	349	0	697	343	295	215	0	853	220	443	55	0	718	2632
Heavy Enter Leg	0	7	0	0	7	0	1	6	0	7	5	2	2	0	9	15	5	0	0	20	43
Total Entering Leg	25	283	63	0	371	60	289	355	0	704	348	297	217	0	862	235	448	55	0	738	2675
Cars Exiting Leg	410					849					845					528					2632
Heavy Exiting Leg	2					10					28					3					43
Total Exiting Leg	412					859					873					531					2675

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	52	11	0	65	20	72	79	0	171	73	67	52	0	192	68	121	6	0	195	623
4:15 PM	8	65	13	0	86	18	59	74	0	151	109	78	59	0	246	48	137	12	0	197	680
4:30 PM	7	70	19	0	96	15	75	98	0	188	90	58	43	0	191	43	109	10	0	162	637
4:45 PM	5	66	17	0	88	16	77	82	0	175	75	78	61	0	214	70	111	17	0	198	675
Total	22	253	60	0	335	69	283	333	0	685	347	281	215	0	843	229	478	45	0	752	2615
5:00 PM	5	75	14	0	94	11	77	95	0	183	69	81	52	0	202	59	86	16	0	161	640
5:15 PM	5	67	11	0	83	17	103	85	0	205	68	83	36	0	187	65	88	31	0	184	659
5:30 PM	11	66	14	0	91	17	73	91	0	181	82	87	45	0	214	33	71	23	0	127	613
5:45 PM	12	56	16	0	84	14	85	78	0	177	72	55	32	0	159	40	58	25	0	123	543
Total	33	264	55	0	352	59	338	349	0	746	291	306	165	0	762	197	303	95	0	595	2455
Grand Total	55	517	115	0	687	128	621	682	0	1431	638	587	380	0	1605	426	781	140	0	1347	5070
Approach %	8.0	75.3	16.7	0.0		8.9	43.4	47.7	0.0		39.8	36.6	23.7	0.0		31.6	58.0	10.4	0.0		
Total %	1.1	10.2	2.3	0.0	13.6	2.5	12.2	13.5	0.0	28.2	12.6	11.6	7.5	0.0	31.7	8.4	15.4	2.8	0.0	26.6	
Exiting Leg Total	855					1534					1625					1056					5070

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	8	65	13	0	86	18	59	74	0	151	109	78	59	0	246	48	137	12	0	197	680
4:30 PM	7	70	19	0	96	15	75	98	0	188	90	58	43	0	191	43	109	10	0	162	637
4:45 PM	5	66	17	0	88	16	77	82	0	175	75	78	61	0	214	70	111	17	0	198	675
5:00 PM	5	75	14	0	94	11	77	95	0	183	69	81	52	0	202	59	86	16	0	161	640
Total Volume	25	276	63	0	364	60	288	349	0	697	343	295	215	0	853	220	443	55	0	718	2632
% Approach Total	6.9	75.8	17.3	0.0		8.6	41.3	50.1	0.0		40.2	34.6	25.2	0.0		30.6	61.7	7.7	0.0		
PHF	0.781	0.920	0.829	0.000	0.948	0.833	0.935	0.890	0.000	0.927	0.787	0.910	0.881	0.000	0.867	0.786	0.808	0.809	0.000	0.907	0.968
Entering Leg	25	276	63	0	364	60	288	349	0	697	343	295	215	0	853	220	443	55	0	718	2632
Exiting Leg	410					849					845					528					2632
Total	774					1546					1698					1246					5264

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	1	1	0	2	2	5	1	0	8	3	2	0	0	5	16
4:15 PM	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	5	1	0	0	6	12
4:30 PM	0	0	0	0	0	0	0	1	0	1	3	1	2	0	6	4	2	0	0	6	13
4:45 PM	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	4	1	0	0	5	12
Total	0	7	0	0	7	0	2	6	0	8	6	7	3	0	16	16	6	0	0	22	53
5:00 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	2	1	0	0	3	6
5:15 PM	1	0	0	0	1	0	0	2	0	2	0	0	3	0	3	3	2	0	0	5	11
5:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	0	2	0	0	2	7
5:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	1	0	0	1	9
Total	1	1	0	0	2	0	1	13	0	14	1	0	5	0	6	5	6	0	0	11	33
Grand Total	1	8	0	0	9	0	3	19	0	22	7	7	8	0	22	21	12	0	0	33	86
Approach %	11.1	88.9	0.0	0.0		0.0	13.6	86.4	0.0		31.8	31.8	36.4	0.0		63.6	36.4	0.0	0.0		
Total %	1.2	9.3	0.0	0.0	10.5	0.0	3.5	22.1	0.0	25.6	8.1	8.1	9.3	0.0	25.6	24.4	14.0	0.0	0.0	38.4	
Exiting Leg Total	7					19					48					12					86
Buses	0	3	0	0	3	0	1	3	0	4	1	3	1	0	5	7	3	0	0	10	22
% Buses	0.0	37.5	0.0	0.0	33.3	0.0	33.3	15.8	0.0	18.2	14.3	42.9	12.5	0.0	22.7	33.3	25.0	0.0	0.0	30.3	25.6
Exiting Leg Total	3					4					13					2					22
Single-Unit Trucks	0	5	0	0	5	0	1	14	0	15	4	3	6	0	13	10	8	0	0	18	51
% Single-Unit	0.0	62.5	0.0	0.0	55.6	0.0	33.3	73.7	0.0	68.2	57.1	42.9	75.0	0.0	59.1	47.6	66.7	0.0	0.0	54.5	59.3
Exiting Leg Total	3					12					29					7					51
Articulated Trucks	1	0	0	0	1	0	1	2	0	3	2	1	1	0	4	4	1	0	0	5	13
% Articulated	100.0	0.0	0.0	0.0	11.1	0.0	33.3	10.5	0.0	13.6	28.6	14.3	12.5	0.0	18.2	19.0	8.3	0.0	0.0	15.2	15.1
Exiting Leg Total	1					3					6					3					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	1	1	0	2	2	5	1	0	8	3	2	0	0	5	16
4:15 PM	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	5	1	0	0	6	12
4:30 PM	0	0	0	0	0	0	0	1	0	1	3	1	2	0	6	4	2	0	0	6	13
4:45 PM	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	4	1	0	0	5	12
Total Volume	0	7	0	0	7	0	2	6	0	8	6	7	3	0	16	16	6	0	0	22	53
% Approach Total	0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		37.5	43.8	18.8	0.0		72.7	27.3	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.000	0.500	0.500	0.000	0.667	0.500	0.350	0.375	0.000	0.500	0.800	0.750	0.000	0.000	0.917	0.828
Buses	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	5	1	0	0	6	15
Buses %	0.0	42.9	0.0	0.0	42.9	0.0	0.0	33.3	0.0	25.0	16.7	42.9	0.0	0.0	25.0	31.3	16.7	0.0	0.0	27.3	28.3
Single-Unit Trucks	0	4	0	0	4	0	1	3	0	4	3	3	3	0	9	8	5	0	0	13	30
Single-Unit %	0.0	57.1	0.0	0.0	57.1	0.0	50.0	50.0	0.0	50.0	50.0	42.9	100.0	0.0	56.3	50.0	83.3	0.0	0.0	59.1	56.6
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	3	0	0	0	3	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	25.0	33.3	14.3	0.0	0.0	18.8	18.8	0.0	0.0	0.0	13.6	15.1
Buses	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	5	1	0	0	6	15
Single-Unit Trucks	0	4	0	0	4	0	1	3	0	4	3	3	3	0	9	8	5	0	0	13	30
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	3	0	0	0	3	8
Total Entering Leg	0	7	0	0	7	0	2	6	0	8	6	7	3	0	16	16	6	0	0	22	53
Buses	3					2					10					0					15
Single-Unit Trucks	3					8					15					4					30
Articulated Trucks	1					2					4					1					8
Total Exiting Leg	7					12					29					5					53

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	1	1	0	0	2	6
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	5	1	0	0	6	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	2	2	0	0	4	7
Grand Total	0	3	0	0	3	0	1	3	0	4	1	3	1	0	5	7	3	0	0	10	22
Approach %	0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		20.0	60.0	20.0	0.0		70.0	30.0	0.0	0.0		
Total %	0.0	13.6	0.0	0.0	13.6	0.0	4.5	13.6	0.0	18.2	4.5	13.6	4.5	0.0	22.7	31.8	13.6	0.0	0.0	45.5	
Exiting Leg Total	3					4					13					2					22

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	1	1	0	0	2	6
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	5	1	0	0	6	15
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		83.3	16.7	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.250	0.250	0.000	0.000	0.333	0.625	0.250	0.000	0.000	0.750	0.625
Entering Leg	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	5	1	0	0	6	15
Exiting Leg	3					2					10					0					15
Total	6					4					14					6					30

PDI File #: **250795 A**
 Location: **N: Lyman Street S: Old Lyman Street**
 Location: **E: Granby Street W: Granby Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	2	1	0	0	3	8
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	2	0	4	2	2	0	0	4	9
4:45 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	2	1	0	0	3	8
Total	0	4	0	0	4	0	1	3	0	4	3	3	3	0	9	8	5	0	0	13	30
5:00 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	5
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	1	1	0	0	2	6
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	8
Total	0	1	0	0	1	0	0	11	0	11	1	0	3	0	4	2	3	0	0	5	21
Grand Total	0	5	0	0	5	0	1	14	0	15	4	3	6	0	13	10	8	0	0	18	51
Approach %	0.0	100.0	0.0	0.0		0.0	6.7	93.3	0.0		30.8	23.1	46.2	0.0		55.6	44.4	0.0	0.0		
Total %	0.0	9.8	0.0	0.0	9.8	0.0	2.0	27.5	0.0	29.4	7.8	5.9	11.8	0.0	25.5	19.6	15.7	0.0	0.0	35.3	
Exiting Leg Total	3					12					29					7					51

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	2	1	0	0	3	8
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	2	0	4	2	2	0	0	4	9
4:45 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	2	1	0	0	3	8
Total Volume	0	4	0	0	4	0	1	3	0	4	3	3	3	0	9	8	5	0	0	13	30
% Approach Total	0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		33.3	33.3	33.3	0.0		61.5	38.5	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.375	0.000	0.500	0.375	0.375	0.375	0.000	0.563	1.000	0.625	0.000	0.000	0.813	0.833
Entering Leg	0	4	0	0	4	0	1	3	0	4	3	3	3	0	9	8	5	0	0	13	30
Exiting Leg	3					8					15					4					30
Total	7					12					24					17					60

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Articulated Trucks

	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	3	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	5
Grand Total	1	0	0	0	1	0	1	2	0	3	2	1	1	0	4	4	1	0	0	5	13
Approach %	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	25.0	25.0	0.0		80.0	20.0	0.0	0.0		
Total %	7.7	0.0	0.0	0.0	7.7	0.0	7.7	15.4	0.0	23.1	15.4	7.7	7.7	0.0	30.8	30.8	7.7	0.0	0.0	38.5	
Exiting Leg Total	1					3					6					3					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lyman Street					Granby Street					Old Lyman Street					Granby Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	3	0	0	0	3	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		66.7	33.3	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.500	0.250	0.000	0.375	0.375	0.000	0.000	0.000	0.375	1.000	
Entering Leg	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	3	0	0	0	3	8
Exiting Leg	1					2					4					1					8
Total	1					4					7					4					16

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3		
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3		
Grand Total	0	2	0	0	0	0	0	2	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	6		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	100.0		66.7	33.3	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	33.3	0.0	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	1								3								2								0								6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	100.0		50.0	50.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.750			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3			
Exiting Leg	1								2								0								0								3
Total	1								3								2								0								6

PDI File #: 250795 A
 Location: N: Lyman Street S: Old Lyman Street
 Location: E: Granby Street W: Granby Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total	0	0	0	0	0	2	2	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9			
Grand Total	0	0	0	0	2	2	4	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	14			
Approach %	0	0	0	0	50	50		0	0	0	0	85.7	14.3		0	0	0	0	0	0	0	0	0	0	0	0	0	100	0				
Total %	0	0	0	0	14.3	14.3	28.6	0	0	0	0	42.9	7.14	50	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	0	21.4			
Exiting Leg Total	4							7							0							3							14				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lyman Street								Granby Street								Old Lyman Street								Granby Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total Volume	0	0	0	0	0	2	2	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9			
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750		
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9		
Exiting Leg	2							4							0							3							9				
Total	4							8							0							6							18				

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	110	29	0	139	50	5	0	55	2	97	0	99	293
7:15 AM	114	24	0	138	30	3	0	33	1	113	0	114	285
7:30 AM	113	34	0	147	36	6	0	42	2	96	0	98	287
7:45 AM	145	34	0	179	32	1	0	33	2	141	0	143	355
Total	482	121	0	603	148	15	0	163	7	447	0	454	1220
8:00 AM	103	35	0	138	33	3	0	36	3	131	0	134	308
8:15 AM	139	28	0	167	41	2	0	43	1	117	0	118	328
8:30 AM	123	30	0	153	25	4	0	29	4	142	0	146	328
8:45 AM	115	52	0	167	31	4	0	35	0	133	0	133	335
Total	480	145	0	625	130	13	0	143	8	523	0	531	1299
Grand Total	962	266	0	1228	278	28	0	306	15	970	0	985	2519
Approach %	78.3	21.7	0.0		90.8	9.2	0.0		1.5	98.5	0.0		
Total %	38.2	10.6	0.0	48.7	11.0	1.1	0.0	12.1	0.6	38.5	0.0	39.1	
Exiting Leg Total				1248				281				990	2519
Cars	934	237	0	1171	250	27	0	277	15	927	0	942	2390
% Cars	97.1	89.1	0.0	95.4	89.9	96.4	0.0	90.5	100.0	95.6	0.0	95.6	94.9
Exiting Leg Total				1177				252				961	2390
Heavy Vehicles	28	29	0	57	28	1	0	29	0	43	0	43	129
% Heavy Vehicles	2.9	10.9	0.0	4.6	10.1	3.6	0.0	9.5	0.0	4.4	0.0	4.4	5.1
Exiting Leg Total				71				29				29	129

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	145	34	0	179	32	1	0	33	2	141	0	143	355
8:00 AM	103	35	0	138	33	3	0	36	3	131	0	134	308
8:15 AM	139	28	0	167	41	2	0	43	1	117	0	118	328
8:30 AM	123	30	0	153	25	4	0	29	4	142	0	146	328
Total Volume	510	127	0	637	131	10	0	141	10	531	0	541	1319
% Approach Total	80.1	19.9	0.0		92.9	7.1	0.0		1.8	98.2	0.0		
PHF	0.879	0.907	0.000	0.890	0.799	0.625	0.000	0.820	0.625	0.935	0.000	0.926	0.929
Cars	496	110	0	606	120	10	0	130	10	503	0	513	1249
Cars %	97.3	86.6	0.0	95.1	91.6	100.0	0.0	92.2	100.0	94.7	0.0	94.8	94.7
Heavy Vehicles	14	17	0	31	11	0	0	11	0	28	0	28	70
Heavy Vehicles %	2.7	13.4	0.0	4.9	8.4	0.0	0.0	7.8	0.0	5.3	0.0	5.2	5.3
Cars Enter Leg	496	110	0	606	120	10	0	130	10	503	0	513	1249
Heavy Enter Leg	14	17	0	31	11	0	0	11	0	28	0	28	70
Total Entering Leg	510	127	0	637	131	10	0	141	10	531	0	541	1319
Cars Exiting Leg				623				120				506	1249
Heavy Exiting Leg				39				17				14	70
Total Exiting Leg				662				137				520	1319

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	105	28	0	133	47	5	0	52	2	95	0	97	282
7:15 AM	113	23	0	136	25	3	0	28	1	105	0	106	270
7:30 AM	109	34	0	143	29	5	0	34	2	93	0	95	272
7:45 AM	138	33	0	171	28	1	0	29	2	134	0	136	336
Total	465	118	0	583	129	14	0	143	7	427	0	434	1160
8:00 AM	101	23	0	124	33	3	0	36	3	125	0	128	288
8:15 AM	136	25	0	161	36	2	0	38	1	111	0	112	311
8:30 AM	121	29	0	150	23	4	0	27	4	133	0	137	314
8:45 AM	111	42	0	153	29	4	0	33	0	131	0	131	317
Total	469	119	0	588	121	13	0	134	8	500	0	508	1230
Grand Total	934	237	0	1171	250	27	0	277	15	927	0	942	2390
Approach %	79.8	20.2	0.0		90.3	9.7	0.0		1.6	98.4	0.0		
Total %	39.1	9.9	0.0	49.0	10.5	1.1	0.0	11.6	0.6	38.8	0.0	39.4	
Exiting Leg Total				1177				252				961	2390

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	138	33	0	171	28	1	0	29	2	134	0	136	336
8:00 AM	101	23	0	124	33	3	0	36	3	125	0	128	288
8:15 AM	136	25	0	161	36	2	0	38	1	111	0	112	311
8:30 AM	121	29	0	150	23	4	0	27	4	133	0	137	314
Total Volume	496	110	0	606	120	10	0	130	10	503	0	513	1249
% Approach Total	81.8	18.2	0.0		92.3	7.7	0.0		1.9	98.1	0.0		
PHF	0.899	0.833	0.000	0.886	0.833	0.625	0.000	0.855	0.625	0.938	0.000	0.936	0.929
Entering Leg	496	110	0	606	120	10	0	130	10	503	0	513	1249
Exiting Leg				623				120				506	1249
Total				1229				250				1019	2498

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	1	0	6	3	0	0	3	0	2	0	2	11
7:15 AM	1	1	0	2	5	0	0	5	0	8	0	8	15
7:30 AM	4	0	0	4	7	1	0	8	0	3	0	3	15
7:45 AM	7	1	0	8	4	0	0	4	0	7	0	7	19
Total	17	3	0	20	19	1	0	20	0	20	0	20	60
8:00 AM	2	12	0	14	0	0	0	0	0	6	0	6	20
8:15 AM	3	3	0	6	5	0	0	5	0	6	0	6	17
8:30 AM	2	1	0	3	2	0	0	2	0	9	0	9	14
8:45 AM	4	10	0	14	2	0	0	2	0	2	0	2	18
Total	11	26	0	37	9	0	0	9	0	23	0	23	69
Grand Total	28	29	0	57	28	1	0	29	0	43	0	43	129
Approach %	49.1	50.9	0.0		96.6	3.4	0.0		0.0	100.0	0.0		
Total %	21.7	22.5	0.0	44.2	21.7	0.8	0.0	22.5	0.0	33.3	0.0	33.3	
Exiting Leg Total				71				29				29	129
Buses	6	22	0	28	5	0	0	5	0	6	0	6	39
% Buses	21.4	75.9	0.0	49.1	17.9	0.0	0.0	17.2	0.0	14.0	0.0	14.0	30.2
Exiting Leg Total				11				22				6	39
Single-Unit Trucks	14	5	0	19	16	0	0	16	0	22	0	22	57
% Single-Unit	50.0	17.2	0.0	33.3	57.1	0.0	0.0	55.2	0.0	51.2	0.0	51.2	44.2
Exiting Leg Total				38				5				14	57
Articulated Trucks	8	2	0	10	7	1	0	8	0	15	0	15	33
% Articulated	28.6	6.9	0.0	17.5	25.0	100.0	0.0	27.6	0.0	34.9	0.0	34.9	25.6
Exiting Leg Total				22				2				9	33

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	4	0	0	4	7	1	0	8	0	3	0	3	15
7:45 AM	7	1	0	8	4	0	0	4	0	7	0	7	19
8:00 AM	2	12	0	14	0	0	0	0	0	6	0	6	20
8:15 AM	3	3	0	6	5	0	0	5	0	6	0	6	17
Total Volume	16	16	0	32	16	1	0	17	0	22	0	22	71
% Approach Total	50.0	50.0	0.0		94.1	5.9	0.0		0.0	100.0	0.0		
PHF	0.571	0.333	0.000	0.571	0.571	0.250	0.000	0.531	0.000	0.786	0.000	0.786	0.888
Buses	3	13	0	16	3	0	0	3	0	5	0	5	24
Buses %	18.8	81.3	0.0	50.0	18.8	0.0	0.0	17.6	0.0	22.7	0.0	22.7	33.8
Single-Unit Trucks	10	2	0	12	8	0	0	8	0	9	0	9	29
Single-Unit %	62.5	12.5	0.0	37.5	50.0	0.0	0.0	47.1	0.0	40.9	0.0	40.9	40.8
Articulated Trucks	3	1	0	4	5	1	0	6	0	8	0	8	18
Articulated %	18.8	6.3	0.0	12.5	31.3	100.0	0.0	35.3	0.0	36.4	0.0	36.4	25.4
Buses	3	13	0	16	3	0	0	3	0	5	0	5	24
Single-Unit Trucks	10	2	0	12	8	0	0	8	0	9	0	9	29
Articulated Trucks	3	1	0	4	5	1	0	6	0	8	0	8	18
Total Entering Leg	16	16	0	32	16	1	0	17	0	22	0	22	71
Buses				8				13				3	24
Single-Unit Trucks				17				2				10	29
Articulated Trucks				13				1				4	18
Total Exiting Leg				38				16				17	71

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:30 AM	1	0	0	1	2	0	0	2	0	1	0	1	4
7:45 AM	2	0	0	2	1	0	0	1	0	2	0	2	5
Total	4	0	0	4	5	0	0	5	0	3	0	3	12
8:00 AM	0	11	0	11	0	0	0	0	0	2	0	2	13
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:45 AM	1	9	0	10	0	0	0	0	0	0	0	0	10
Total	2	22	0	24	0	0	0	0	0	3	0	3	27
Grand Total	6	22	0	28	5	0	0	5	0	6	0	6	39
Approach %	21.4	78.6	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	15.4	56.4	0.0	71.8	12.8	0.0	0.0	12.8	0.0	15.4	0.0	15.4	
Exiting Leg Total				11				22				6	39

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	11	0	11	0	0	0	0	0	2	0	2	13
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:45 AM	1	9	0	10	0	0	0	0	0	0	0	0	10
Total Volume	2	22	0	24	0	0	0	0	0	3	0	3	27
% Approach Total	8.3	91.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.500	0.000	0.545	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.519
Entering Leg	2	22	0	24	0	0	0	0	0	3	0	3	27
Exiting Leg				3				22				2	27
Total				27				22				5	54

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	1	0	2	1	0	0	1	0	2	0	2	5
7:15 AM	0	1	0	1	4	0	0	4	0	6	0	6	11
7:30 AM	2	0	0	2	3	0	0	3	0	2	0	2	7
7:45 AM	4	1	0	5	3	0	0	3	0	3	0	3	11
Total	7	3	0	10	11	0	0	11	0	13	0	13	34
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	3	1	0	4	2	0	0	2	0	2	0	2	8
8:30 AM	1	1	0	2	1	0	0	1	0	5	0	5	8
8:45 AM	2	0	0	2	2	0	0	2	0	0	0	0	4
Total	7	2	0	9	5	0	0	5	0	9	0	9	23
Grand Total	14	5	0	19	16	0	0	16	0	22	0	22	57
Approach %	73.7	26.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	24.6	8.8	0.0	33.3	28.1	0.0	0.0	28.1	0.0	38.6	0.0	38.6	
Exiting Leg Total				38				5				14	57

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	1	0	2	1	0	0	1	0	2	0	2	5
7:15 AM	0	1	0	1	4	0	0	4	0	6	0	6	11
7:30 AM	2	0	0	2	3	0	0	3	0	2	0	2	7
7:45 AM	4	1	0	5	3	0	0	3	0	3	0	3	11
Total Volume	7	3	0	10	11	0	0	11	0	13	0	13	34
% Approach Total	70.0	30.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.438	0.750	0.000	0.500	0.688	0.000	0.000	0.688	0.000	0.542	0.000	0.542	0.773
Entering Leg	7	3	0	10	11	0	0	11	0	13	0	13	34
Exiting Leg				24				3				7	34
Total				34				14				20	68

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	3	0	0	3	1	0	0	1	0	0	0	0	4
7:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:30 AM	1	0	0	1	2	1	0	3	0	0	0	0	4
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	6	0	0	6	3	1	0	4	0	4	0	4	14
8:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	0	0	0	0	3	0	0	3	0	4	0	4	7
8:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	4
8:45 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
Total	2	2	0	4	4	0	0	4	0	11	0	11	19
Grand Total	8	2	0	10	7	1	0	8	0	15	0	15	33
Approach %	80.0	20.0	0.0		87.5	12.5	0.0		0.0	100.0	0.0		
Total %	24.2	6.1	0.0	30.3	21.2	3.0	0.0	24.2	0.0	45.5	0.0	45.5	
Exiting Leg Total				22				2				9	33

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	0	0	0	0	3	0	0	3	0	4	0	4	7
8:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	4
8:45 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
Total Volume	2	2	0	4	4	0	0	4	0	11	0	11	19
% Approach Total	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.500	0.000	0.500	0.333	0.000	0.000	0.333	0.000	0.688	0.000	0.688	0.679
Entering Leg	2	2	0	4	4	0	0	4	0	11	0	11	19
Exiting Leg				15				2				2	19
Total				19				6				13	38

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0
Exiting Leg Total	2						0						0						2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Exiting Leg	1						0						0						1
Total	1						0						1						2

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	100
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	154	52	0	206	34	3	0	37	3	172	0	175	418
4:15 PM	151	45	0	196	42	0	0	42	6	194	0	200	438
4:30 PM	170	46	0	216	42	3	0	45	4	168	0	172	433
4:45 PM	175	56	0	231	38	2	0	40	3	174	0	177	448
Total	650	199	0	849	156	8	0	164	16	708	0	724	1737
5:00 PM	198	42	0	240	34	3	0	37	3	184	0	187	464
5:15 PM	176	45	0	221	36	3	0	39	6	185	0	191	451
5:30 PM	158	31	0	189	32	5	0	37	8	191	0	199	425
5:45 PM	156	29	0	185	26	2	0	28	2	141	0	143	356
Total	688	147	0	835	128	13	0	141	19	701	0	720	1696
Grand Total	1338	346	0	1684	284	21	0	305	35	1409	0	1444	3433
Approach %	79.5	20.5	0.0		93.1	6.9	0.0		2.4	97.6	0.0		
Total %	39.0	10.1	0.0	49.1	8.3	0.6	0.0	8.9	1.0	41.0	0.0	42.1	
Exiting Leg Total				1693				381				1359	3433
Cars	1318	325	0	1643	277	21	0	298	33	1392	0	1425	3366
% Cars	98.5	93.9	0.0	97.6	97.5	100.0	0.0	97.7	94.3	98.8	0.0	98.7	98.0
Exiting Leg Total				1669				358				1339	3366
Heavy Vehicles	20	21	0	41	7	0	0	7	2	17	0	19	67
% Heavy Vehicles	1.5	6.1	0.0	2.4	2.5	0.0	0.0	2.3	5.7	1.2	0.0	1.3	2.0
Exiting Leg Total				24				23				20	67

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	170	46	0	216	42	3	0	45	4	168	0	172	433
4:45 PM	175	56	0	231	38	2	0	40	3	174	0	177	448
5:00 PM	198	42	0	240	34	3	0	37	3	184	0	187	464
5:15 PM	176	45	0	221	36	3	0	39	6	185	0	191	451
Total Volume	719	189	0	908	150	11	0	161	16	711	0	727	1796
% Approach Total	79.2	20.8	0.0		93.2	6.8	0.0		2.2	97.8	0.0		
PHF	0.908	0.844	0.000	0.946	0.893	0.917	0.000	0.894	0.667	0.961	0.000	0.952	0.968
Cars	707	180	0	887	147	11	0	158	14	702	0	716	1761
Cars %	98.3	95.2	0.0	97.7	98.0	100.0	0.0	98.1	87.5	98.7	0.0	98.5	98.1
Heavy Vehicles	12	9	0	21	3	0	0	3	2	9	0	11	35
Heavy Vehicles %	1.7	4.8	0.0	2.3	2.0	0.0	0.0	1.9	12.5	1.3	0.0	1.5	1.9
Cars Enter Leg	707	180	0	887	147	11	0	158	14	702	0	716	1761
Heavy Enter Leg	12	9	0	21	3	0	0	3	2	9	0	11	35
Total Entering Leg	719	189	0	908	150	11	0	161	16	711	0	727	1796
Cars Exiting Leg				849				194				718	1761
Heavy Exiting Leg				12				11				12	35
Total Exiting Leg				861				205				730	1796

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	154	47	0	201	32	3	0	35	3	166	0	169	405
4:15 PM	148	40	0	188	41	0	0	41	6	193	0	199	428
4:30 PM	169	44	0	213	41	3	0	44	4	163	0	167	424
4:45 PM	169	52	0	221	37	2	0	39	2	174	0	176	436
Total	640	183	0	823	151	8	0	159	15	696	0	711	1693
5:00 PM	196	41	0	237	34	3	0	37	3	183	0	186	460
5:15 PM	173	43	0	216	35	3	0	38	5	182	0	187	441
5:30 PM	156	30	0	186	31	5	0	36	8	190	0	198	420
5:45 PM	153	28	0	181	26	2	0	28	2	141	0	143	352
Total	678	142	0	820	126	13	0	139	18	696	0	714	1673
Grand Total	1318	325	0	1643	277	21	0	298	33	1392	0	1425	3366
Approach %	80.2	19.8	0.0		93.0	7.0	0.0		2.3	97.7	0.0		
Total %	39.2	9.7	0.0	48.8	8.2	0.6	0.0	8.9	1.0	41.4	0.0	42.3	
Exiting Leg Total				1669				358				1339	3366

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	169	44	0	213	41	3	0	44	4	163	0	167	424
4:45 PM	169	52	0	221	37	2	0	39	2	174	0	176	436
5:00 PM	196	41	0	237	34	3	0	37	3	183	0	186	460
5:15 PM	173	43	0	216	35	3	0	38	5	182	0	187	441
Total Volume	707	180	0	887	147	11	0	158	14	702	0	716	1761
% Approach Total	79.7	20.3	0.0		93.0	7.0	0.0		2.0	98.0	0.0		
PHF	0.902	0.865	0.000	0.936	0.896	0.917	0.000	0.898	0.700	0.959	0.000	0.957	0.957
Entering Leg	707	180	0	887	147	11	0	158	14	702	0	716	1761
Exiting Leg				849				194				718	1761
Total				1736				352				1434	3522

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	5	0	5	2	0	0	2	0	6	0	6	13
4:15 PM	3	5	0	8	1	0	0	1	0	1	0	1	10
4:30 PM	1	2	0	3	1	0	0	1	0	5	0	5	9
4:45 PM	6	4	0	10	1	0	0	1	1	0	0	1	12
Total	10	16	0	26	5	0	0	5	1	12	0	13	44
5:00 PM	2	1	0	3	0	0	0	0	0	1	0	1	4
5:15 PM	3	2	0	5	1	0	0	1	1	3	0	4	10
5:30 PM	2	1	0	3	1	0	0	1	0	1	0	1	5
5:45 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
Total	10	5	0	15	2	0	0	2	1	5	0	6	23
Grand Total	20	21	0	41	7	0	0	7	2	17	0	19	67
Approach %	48.8	51.2	0.0		100.0	0.0	0.0		10.5	89.5	0.0		
Total %	29.9	31.3	0.0	61.2	10.4	0.0	0.0	10.4	3.0	25.4	0.0	28.4	
Exiting Leg Total				24				23				20	67
Buses	1	11	0	12	2	0	0	2	0	6	0	6	20
% Buses	5.0	52.4	0.0	29.3	28.6	0.0	0.0	28.6	0.0	35.3	0.0	31.6	29.9
Exiting Leg Total				8				11				1	20
Single-Unit Trucks	10	9	0	19	5	0	0	5	2	8	0	10	34
% Single-Unit	50.0	42.9	0.0	46.3	71.4	0.0	0.0	71.4	100.0	47.1	0.0	52.6	50.7
Exiting Leg Total				13				11				10	34
Articulated Trucks	9	1	0	10	0	0	0	0	0	3	0	3	13
% Articulated	45.0	4.8	0.0	24.4	0.0	0.0	0.0	0.0	0.0	17.6	0.0	15.8	19.4
Exiting Leg Total				3				1				9	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	5	0	5	2	0	0	2	0	6	0	6	13
4:15 PM	3	5	0	8	1	0	0	1	0	1	0	1	10
4:30 PM	1	2	0	3	1	0	0	1	0	5	0	5	9
4:45 PM	6	4	0	10	1	0	0	1	1	0	0	1	12
Total Volume	10	16	0	26	5	0	0	5	1	12	0	13	44
% Approach Total	38.5	61.5	0.0		100.0	0.0	0.0		7.7	92.3	0.0		
PHF	0.417	0.800	0.000	0.650	0.625	0.000	0.000	0.625	0.250	0.500	0.000	0.542	0.846
Buses	0	10	0	10	2	0	0	2	0	5	0	5	17
Buses %	0.0	62.5	0.0	38.5	40.0	0.0	0.0	40.0	0.0	41.7	0.0	38.5	38.6
Single-Unit Trucks	3	5	0	8	3	0	0	3	1	5	0	6	17
Single-Unit %	30.0	31.3	0.0	30.8	60.0	0.0	0.0	60.0	100.0	41.7	0.0	46.2	38.6
Articulated Trucks	7	1	0	8	0	0	0	0	0	2	0	2	10
Articulated %	70.0	6.3	0.0	30.8	0.0	0.0	0.0	0.0	0.0	16.7	0.0	15.4	22.7
Buses	0	10	0	10	2	0	0	2	0	5	0	5	17
Single-Unit Trucks	3	5	0	8	3	0	0	3	1	5	0	6	17
Articulated Trucks	7	1	0	8	0	0	0	0	0	2	0	2	10
Total Entering Leg	10	16	0	26	5	0	0	5	1	12	0	13	44
Buses				7				10				0	17
Single-Unit Trucks				8				6				3	17
Articulated Trucks				2				1				7	10
Total Exiting Leg				17				17				10	44

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
4:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
4:30 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	10	0	10	2	0	0	2	0	5	0	5	17
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	1	0	1	3
Grand Total	1	11	0	12	2	0	0	2	0	6	0	6	20
Approach %	8.3	91.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	5.0	55.0	0.0	60.0	10.0	0.0	0.0	10.0	0.0	30.0	0.0	30.0	
Exiting Leg Total				8				11				1	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
4:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
4:30 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	10	0	10	2	0	0	2	0	5	0	5	17
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.625	0.000	0.625	0.500	0.000	0.000	0.500	0.000	0.313	0.000	0.313	0.708
Entering Leg	0	10	0	10	2	0	0	2	0	5	0	5	17
Exiting Leg				7				10				0	17
Total				17				12				5	34

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	3	0	3	2	0	0	2	0	2	0	2	7
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	1	2	0	3	1	0	0	1	1	0	0	1	5
Total	3	5	0	8	3	0	0	3	1	5	0	6	17
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	2	0	4	1	0	0	1	1	2	0	3	8
5:30 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
5:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	7	4	0	11	2	0	0	2	1	3	0	4	17
Grand Total	10	9	0	19	5	0	0	5	2	8	0	10	34
Approach %	52.6	47.4	0.0		100.0	0.0	0.0		20.0	80.0	0.0		
Total %	29.4	26.5	0.0	55.9	14.7	0.0	0.0	14.7	5.9	23.5	0.0	29.4	
Exiting Leg Total				13				11				10	34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	1	2	0	3	1	0	0	1	1	0	0	1	5
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	2	0	4	1	0	0	1	1	2	0	3	8
Total Volume	6	4	0	10	2	0	0	2	2	5	0	7	19
% Approach Total	60.0	40.0	0.0		100.0	0.0	0.0		28.6	71.4	0.0		
PHF	0.750	0.500	0.000	0.625	0.500	0.000	0.000	0.500	0.500	0.625	0.000	0.583	0.594
Entering Leg	6	4	0	10	2	0	0	2	2	5	0	7	19
Exiting Leg				7				6				6	19
Total				17				8				13	38

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total	7	1	0	8	0	0	0	0	0	2	0	2	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	9	1	0	10	0	0	0	0	0	3	0	3	13
Approach %	90.0	10.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	69.2	7.7	0.0	76.9	0.0	0.0	0.0	0.0	0.0	23.1	0.0	23.1	
Exiting Leg Total				3				1				9	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	7	1	0	8	0	0	0	0	0	2	0	2	10
% Approach Total	87.5	12.5	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.350	0.250	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	7	1	0	8	0	0	0	0	0	2	0	2	10
Exiting Leg				2				1				7	10
Total				10				1				9	20

PDI File #: 250795 B
 Location: N: Old Lyman Street S: Willimansett Street
 Location: E: Old Lyman Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10



PRECISION
 D A T A
 INDUSTRIES, LLC
 157 Washington Street, Suite 2
 Hudson, MA 01749
 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class: **Bicycles (on Roadway and Crosswalks)**

	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	2	4
Approach %	100.0	0.0	0.0	0.0	0.0	25.0	100.0	0.0	0.0	0.0	0.0	25.0	0.0	100.0	0.0	0.0	0.0	50.0	50.0
Exiting Leg Total	3						0						1						4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	2	4
% Approach Total	100.0	0.0	0.0	0.0	0.0	25.0	100.0	0.0	0.0	0.0	0.0	25.0	0.0	100.0	0.0	0.0	0.0	50.0	50.0
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.500	0.333
Entering Leg	1						1						0						4
Exiting Leg	3						0						1						4
Total	4						1						3						8

PDI File #: **250795 B**
 Location: **N: Old Lyman Street S: Willimansett Street**
 Location: **E: Old Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0
Exiting Leg Total	0						2						0						2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Old Lyman Street						Old Lyman Street						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.250
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Exiting Leg	0						2						0						2
Total	0						4						0						4

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	31	2	0	33	14	5	0	19	1	42	0	43	95
7:15 AM	21	2	0	23	7	5	0	12	1	27	0	28	63
7:30 AM	30	4	0	34	10	2	0	12	1	35	0	36	82
7:45 AM	36	2	0	38	4	4	0	8	1	28	0	29	75
Total	118	10	0	128	35	16	0	51	4	132	0	136	315
8:00 AM	36	1	0	37	6	3	0	9	2	30	0	32	78
8:15 AM	27	2	0	29	3	3	0	6	1	36	0	37	72
8:30 AM	30	2	0	32	5	5	0	10	1	26	0	27	69
8:45 AM	43	1	0	44	2	9	0	11	2	27	0	29	84
Total	136	6	0	142	16	20	0	36	6	119	0	125	303
Grand Total	254	16	0	270	51	36	0	87	10	251	0	261	618
Approach %	94.1	5.9	0.0		58.6	41.4	0.0		3.8	96.2	0.0		
Total %	41.1	2.6	0.0	43.7	8.3	5.8	0.0	14.1	1.6	40.6	0.0	42.2	
Exiting Leg Total				302				26				290	618
Cars	225	16	0	241	50	33	0	83	10	225	0	235	559
% Cars	88.6	100.0	0.0	89.3	98.0	91.7	0.0	95.4	100.0	89.6	0.0	90.0	90.5
Exiting Leg Total				275				26				258	559
Heavy Vehicles	29	0	0	29	1	3	0	4	0	26	0	26	59
% Heavy Vehicles	11.4	0.0	0.0	10.7	2.0	8.3	0.0	4.6	0.0	10.4	0.0	10.0	9.5
Exiting Leg Total				27				0				32	59

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	31	2	0	33	14	5	0	19	1	42	0	43	95
7:15 AM	21	2	0	23	7	5	0	12	1	27	0	28	63
7:30 AM	30	4	0	34	10	2	0	12	1	35	0	36	82
7:45 AM	36	2	0	38	4	4	0	8	1	28	0	29	75
Total Volume	118	10	0	128	35	16	0	51	4	132	0	136	315
% Approach Total	92.2	7.8	0.0		68.6	31.4	0.0		2.9	97.1	0.0		
PHF	0.819	0.625	0.000	0.842	0.625	0.800	0.000	0.671	1.000	0.786	0.000	0.791	0.829
Cars	116	10	0	126	34	15	0	49	4	111	0	115	290
Cars %	98.3	100.0	0.0	98.4	97.1	93.8	0.0	96.1	100.0	84.1	0.0	84.6	92.1
Heavy Vehicles	2	0	0	2	1	1	0	2	0	21	0	21	25
Heavy Vehicles %	1.7	0.0	0.0	1.6	2.9	6.3	0.0	3.9	0.0	15.9	0.0	15.4	7.9
Cars Enter Leg	116	10	0	126	34	15	0	49	4	111	0	115	290
Heavy Enter Leg	2	0	0	2	1	1	0	2	0	21	0	21	25
Total Entering Leg	118	10	0	128	35	16	0	51	4	132	0	136	315
Cars Exiting Leg				145				14				131	290
Heavy Exiting Leg				22				0				3	25
Total Exiting Leg				167				14				134	315

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	31	2	0	33	14	5	0	19	1	37	0	38	90
7:15 AM	20	2	0	22	7	4	0	11	1	21	0	22	55
7:30 AM	30	4	0	34	9	2	0	11	1	29	0	30	75
7:45 AM	35	2	0	37	4	4	0	8	1	24	0	25	70
Total	116	10	0	126	34	15	0	49	4	111	0	115	290
8:00 AM	24	1	0	25	6	3	0	9	2	30	0	32	66
8:15 AM	23	2	0	25	3	3	0	6	1	35	0	36	67
8:30 AM	29	2	0	31	5	3	0	8	1	24	0	25	64
8:45 AM	33	1	0	34	2	9	0	11	2	25	0	27	72
Total	109	6	0	115	16	18	0	34	6	114	0	120	269
Grand Total	225	16	0	241	50	33	0	83	10	225	0	235	559
Approach %	93.4	6.6	0.0		60.2	39.8	0.0		4.3	95.7	0.0		
Total %	40.3	2.9	0.0	43.1	8.9	5.9	0.0	14.8	1.8	40.3	0.0	42.0	
Exiting Leg Total				275				26				258	559

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	31	2	0	33	14	5	0	19	1	37	0	38	90
7:15 AM	20	2	0	22	7	4	0	11	1	21	0	22	55
7:30 AM	30	4	0	34	9	2	0	11	1	29	0	30	75
7:45 AM	35	2	0	37	4	4	0	8	1	24	0	25	70
Total Volume	116	10	0	126	34	15	0	49	4	111	0	115	290
% Approach Total	92.1	7.9	0.0		69.4	30.6	0.0		3.5	96.5	0.0		
PHF	0.829	0.625	0.000	0.851	0.607	0.750	0.000	0.645	1.000	0.750	0.000	0.757	0.806
Entering Leg	116	10	0	126	34	15	0	49	4	111	0	115	290
Exiting Leg				145				14				131	290
Total				271				63				246	580

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	5
7:15 AM	1	0	0	1	0	1	0	1	0	6	0	6	8
7:30 AM	0	0	0	0	1	0	0	1	0	6	0	6	7
7:45 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
Total	2	0	0	2	1	1	0	2	0	21	0	21	25
8:00 AM	12	0	0	12	0	0	0	0	0	0	0	0	12
8:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
8:30 AM	1	0	0	1	0	2	0	2	0	2	0	2	5
8:45 AM	10	0	0	10	0	0	0	0	0	2	0	2	12
Total	27	0	0	27	0	2	0	2	0	5	0	5	34
Grand Total	29	0	0	29	1	3	0	4	0	26	0	26	59
Approach %	100.0	0.0	0.0		25.0	75.0	0.0		0.0	100.0	0.0		
Total %	49.2	0.0	0.0	49.2	1.7	5.1	0.0	6.8	0.0	44.1	0.0	44.1	
Exiting Leg Total				27				0				32	59
Buses	22	0	0	22	0	1	0	1	0	5	0	5	28
% Buses	75.9	0.0	0.0	75.9	0.0	33.3	0.0	25.0	0.0	19.2	0.0	19.2	47.5
Exiting Leg Total				5				0				23	28
Single-Unit Trucks	4	0	0	4	0	1	0	1	0	16	0	16	21
% Single-Unit	13.8	0.0	0.0	13.8	0.0	33.3	0.0	25.0	0.0	61.5	0.0	61.5	35.6
Exiting Leg Total				16				0				5	21
Articulated Trucks	3	0	0	3	1	1	0	2	0	5	0	5	10
% Articulated	10.3	0.0	0.0	10.3	100.0	33.3	0.0	50.0	0.0	19.2	0.0	19.2	16.9
Exiting Leg Total				6				0				4	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	12	0	0	12	0	0	0	0	0	0	0	0	12
8:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
8:30 AM	1	0	0	1	0	2	0	2	0	2	0	2	5
8:45 AM	10	0	0	10	0	0	0	0	0	2	0	2	12
Total Volume	27	0	0	27	0	2	0	2	0	5	0	5	34
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.563	0.000	0.000	0.563	0.000	0.250	0.000	0.250	0.000	0.625	0.000	0.625	0.708
Buses	22	0	0	22	0	1	0	1	0	0	0	0	23
Buses %	81.5	0.0	0.0	81.5	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	67.6
Single-Unit Trucks	2	0	0	2	0	1	0	1	0	5	0	5	8
Single-Unit %	7.4	0.0	0.0	7.4	0.0	50.0	0.0	50.0	0.0	100.0	0.0	100.0	23.5
Articulated Trucks	3	0	0	3	0	0	0	0	0	0	0	0	3
Articulated %	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
Buses	22	0	0	22	0	1	0	1	0	0	0	0	23
Single-Unit Trucks	2	0	0	2	0	1	0	1	0	5	0	5	8
Articulated Trucks	3	0	0	3	0	0	0	0	0	0	0	0	3
Total Entering Leg	27	0	0	27	0	2	0	2	0	5	0	5	34
Buses				0				0				23	23
Single-Unit Trucks				5				0				3	8
Articulated Trucks				0				0				3	3
Total Exiting Leg				5				0				29	34

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	5	0	5	5
8:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	11
8:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:45 AM	9	0	0	9	0	0	0	0	0	0	0	0	9
Total	22	0	0	22	0	1	0	1	0	0	0	0	23
Grand Total	22	0	0	22	0	1	0	1	0	5	0	5	28
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	78.6	0.0	0.0	78.6	0.0	3.6	0.0	3.6	0.0	17.9	0.0	17.9	
Exiting Leg Total				5				0				23	28

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	11
8:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:45 AM	9	0	0	9	0	0	0	0	0	0	0	0	9
Total Volume	22	0	0	22	0	1	0	1	0	0	0	0	23
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.523
Entering Leg	22	0	0	22	0	1	0	1	0	0	0	0	23
Exiting Leg				0				0				23	23
Total				22				1				23	46

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	2	0	0	2	0	0	0	0	0	11	0	11	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	1	0	0	1	0	1	0	1	0	2	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	1	0	1	0	5	0	5	8
Grand Total	4	0	0	4	0	1	0	1	0	16	0	16	21
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	19.0	0.0	0.0	19.0	0.0	4.8	0.0	4.8	0.0	76.2	0.0	76.2	
Exiting Leg Total				16				0				5	21

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total Volume	2	0	0	2	0	0	0	0	0	11	0	11	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.688	0.650
Entering Leg	2	0	0	2	0	0	0	0	0	11	0	11	13
Exiting Leg				11				0				2	13
Total				13				0				13	26

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	5	0	5	7
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	3	0	0	3	1	1	0	2	0	5	0	5	10
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
Total %	30.0	0.0	0.0	30.0	10.0	10.0	0.0	20.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				6				0				4	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	0	5	0	5	7
% Approach Total	0.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.625	0.000	0.625	0.583
Entering Leg	0	0	0	0	1	1	0	2	0	5	0	5	7
Exiting Leg				6				0				1	7
Total				6				2				6	14

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						0						1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg	1						0						0						1
Total	1						1						0						2

PDI File #: 250795 C
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: E: Lyman Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	49	6	0	55	4	2	0	6	5	35	0	40	101
4:15 PM	41	10	0	51	0	1	0	1	9	38	0	47	99
4:30 PM	47	3	0	50	1	5	0	6	2	45	0	47	103
4:45 PM	57	1	0	58	3	7	0	10	7	36	0	43	111
Total	194	20	0	214	8	15	0	23	23	154	0	177	414
5:00 PM	41	4	0	45	5	4	0	9	4	31	0	35	89
5:15 PM	44	7	0	51	5	6	0	11	4	35	0	39	101
5:30 PM	34	6	0	40	6	4	0	10	5	29	0	34	84
5:45 PM	29	3	0	32	6	2	0	8	0	22	0	22	62
Total	148	20	0	168	22	16	0	38	13	117	0	130	336
Grand Total	342	40	0	382	30	31	0	61	36	271	0	307	750
Approach %	89.5	10.5	0.0		49.2	50.8	0.0		11.7	88.3	0.0		
Total %	45.6	5.3	0.0	50.9	4.0	4.1	0.0	8.1	4.8	36.1	0.0	40.9	
Exiting Leg Total				301				76				373	750
Cars	319	38	0	357	29	31	0	60	36	263	0	299	716
% Cars	93.3	95.0	0.0	93.5	96.7	100.0	0.0	98.4	100.0	97.0	0.0	97.4	95.5
Exiting Leg Total				292				74				350	716
Heavy Vehicles	23	2	0	25	1	0	0	1	0	8	0	8	34
% Heavy Vehicles	6.7	5.0	0.0	6.5	3.3	0.0	0.0	1.6	0.0	3.0	0.0	2.6	4.5
Exiting Leg Total				9				2				23	34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	49	6	0	55	4	2	0	6	5	35	0	40	101
4:15 PM	41	10	0	51	0	1	0	1	9	38	0	47	99
4:30 PM	47	3	0	50	1	5	0	6	2	45	0	47	103
4:45 PM	57	1	0	58	3	7	0	10	7	36	0	43	111
Total Volume	194	20	0	214	8	15	0	23	23	154	0	177	414
% Approach Total	90.7	9.3	0.0		34.8	65.2	0.0		13.0	87.0	0.0		
PHF	0.851	0.500	0.000	0.922	0.500	0.536	0.000	0.575	0.639	0.856	0.000	0.941	0.932
Cars	177	20	0	197	8	15	0	23	23	147	0	170	390
Cars %	91.2	100.0	0.0	92.1	100.0	100.0	0.0	100.0	100.0	95.5	0.0	96.0	94.2
Heavy Vehicles	17	0	0	17	0	0	0	0	0	7	0	7	24
Heavy Vehicles %	8.8	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	4.5	0.0	4.0	5.8
Cars Enter Leg	177	20	0	197	8	15	0	23	23	147	0	170	390
Heavy Enter Leg	17	0	0	17	0	0	0	0	0	7	0	7	24
Total Entering Leg	194	20	0	214	8	15	0	23	23	154	0	177	414
Cars Exiting Leg				155				43				192	390
Heavy Exiting Leg				7				0				17	24
Total Exiting Leg				162				43				209	414

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	44	6	0	50	4	2	0	6	5	33	0	38	94
4:15 PM	36	10	0	46	0	1	0	1	9	37	0	46	93
4:30 PM	44	3	0	47	1	5	0	6	2	44	0	46	99
4:45 PM	53	1	0	54	3	7	0	10	7	33	0	40	104
Total	177	20	0	197	8	15	0	23	23	147	0	170	390
5:00 PM	39	4	0	43	5	4	0	9	4	31	0	35	87
5:15 PM	43	5	0	48	5	6	0	11	4	34	0	38	97
5:30 PM	33	6	0	39	5	4	0	9	5	29	0	34	82
5:45 PM	27	3	0	30	6	2	0	8	0	22	0	22	60
Total	142	18	0	160	21	16	0	37	13	116	0	129	326
Grand Total	319	38	0	357	29	31	0	60	36	263	0	299	716
Approach %	89.4	10.6	0.0		48.3	51.7	0.0		12.0	88.0	0.0		
Total %	44.6	5.3	0.0	49.9	4.1	4.3	0.0	8.4	5.0	36.7	0.0	41.8	
Exiting Leg Total				292				74				350	716

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	44	6	0	50	4	2	0	6	5	33	0	38	94
4:15 PM	36	10	0	46	0	1	0	1	9	37	0	46	93
4:30 PM	44	3	0	47	1	5	0	6	2	44	0	46	99
4:45 PM	53	1	0	54	3	7	0	10	7	33	0	40	104
Total Volume	177	20	0	197	8	15	0	23	23	147	0	170	390
% Approach Total	89.8	10.2	0.0		34.8	65.2	0.0		13.5	86.5	0.0		
PHF	0.835	0.500	0.000	0.912	0.500	0.536	0.000	0.575	0.639	0.835	0.000	0.924	0.938
Entering Leg	177	20	0	197	8	15	0	23	23	147	0	170	390
Exiting Leg				155				43				192	390
Total				352				66				362	780

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
4:15 PM	5	0	0	5	0	0	0	0	0	1	0	1	6
4:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:45 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
Total	17	0	0	17	0	0	0	0	0	7	0	7	24
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	1	2	0	3	0	0	0	0	0	1	0	1	4
5:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	6	2	0	8	1	0	0	1	0	1	0	1	10
Grand Total	23	2	0	25	1	0	0	1	0	8	0	8	34
Approach %	92.0	8.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	67.6	5.9	0.0	73.5	2.9	0.0	0.0	2.9	0.0	23.5	0.0	23.5	
Exiting Leg Total				9				2				23	34
Buses	11	0	0	11	0	0	0	0	0	1	0	1	12
% Buses	47.8	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	35.3
Exiting Leg Total				1				0				11	12
Single-Unit Trucks	11	2	0	13	1	0	0	1	0	6	0	6	20
% Single-Unit	47.8	100.0	0.0	52.0	100.0	0.0	0.0	100.0	0.0	75.0	0.0	75.0	58.8
Exiting Leg Total				7				2				11	20
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated	4.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	5.9
Exiting Leg Total				1				0				1	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
4:15 PM	5	0	0	5	0	0	0	0	0	1	0	1	6
4:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:45 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
Total Volume	17	0	0	17	0	0	0	0	0	7	0	7	24
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.850	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.857
Buses	10	0	0	10	0	0	0	0	0	1	0	1	11
Buses %	58.8	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	45.8
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Single-Unit %	35.3	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	45.8
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Articulated %	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	8.3
Buses	10	0	0	10	0	0	0	0	0	1	0	1	11
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	17	0	0	17	0	0	0	0	0	7	0	7	24
Buses				1				0				10	11
Single-Unit Trucks				5				0				6	11
Articulated Trucks				1				0				1	2
Total Exiting Leg				7				0				17	24

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
4:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	10	0	0	10	0	0	0	0	0	1	0	1	11
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	11	0	0	11	0	0	0	0	0	1	0	1	12
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	91.7	0.0	0.0	91.7	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	
Exiting Leg Total				1				0				11	12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
4:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	10	0	0	10	0	0	0	0	0	1	0	1	11
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.550
Entering Leg	10	0	0	10	0	0	0	0	0	1	0	1	11
Exiting Leg				1				0				10	11
Total				11				0				11	22

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	6	0	0	6	0	0	0	0	0	5	0	5	11
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	2	0	3	0	0	0	0	0	1	0	1	4
5:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	5	2	0	7	1	0	0	1	0	1	0	1	9
Grand Total	11	2	0	13	1	0	0	1	0	6	0	6	20
Approach %	84.6	15.4	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	55.0	10.0	0.0	65.0	5.0	0.0	0.0	5.0	0.0	30.0	0.0	30.0	
Exiting Leg Total				7				2				11	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total Volume	6	0	0	6	0	0	0	0	0	5	0	5	11
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.550
Entering Leg	6	0	0	6	0	0	0	0	0	5	0	5	11
Exiting Leg				5				0				6	11
Total				11				0				11	22

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				1				0				1	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Lyman Street				Old Lyman Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Exiting Leg				1				0				1	2
Total				2				0				2	4

PDI File #: 250795 C
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: E: Lyman Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	0	0	4	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	3	0	0	0	5	3	1	0	0	0	4	9
Grand Total	0	1	0	0	0	1	2	3	0	0	0	5	3	1	0	0	0	4	10
Approach %	0.0	100.0	0.0	0.0	0.0		40.0	60.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0	0.0		
Total %	0.0	10.0	0.0	0.0	0.0	10.0	20.0	30.0	0.0	0.0	0.0	50.0	30.0	10.0	0.0	0.0	0.0	40.0	
Exiting Leg Total	3						4						3						10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	0	0	4	7
Total Volume	0	0	0	0	0	0	2	3	0	0	0	5	3	1	0	0	0	4	9
% Approach Total	0.0	0.0	0.0	0.0	0.0		40.0	60.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.417	0.250	0.250	0.000	0.000	0.000	0.250	0.321
Entering Leg	0	0	0	0	0	0	2	3	0	0	0	5	3	1	0	0	0	4	9
Exiting Leg	3						3						3						9
Total	3						8						7						18

PDI File #: **250795 C**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **E: Lyman Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street						Lyman Street						Old Lyman Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	30	0	32	38	2	0	40	2	0	0	2	74
7:15 AM	0	28	0	28	23	5	0	28	1	0	0	1	57
7:30 AM	4	26	0	30	31	1	0	32	2	1	0	3	65
7:45 AM	4	36	0	40	28	5	0	33	0	2	0	2	75
Total	10	120	0	130	120	13	0	133	5	3	0	8	271
8:00 AM	0	36	0	36	30	2	0	32	3	0	0	3	71
8:15 AM	4	24	0	28	33	2	0	35	1	2	0	3	66
8:30 AM	3	32	0	35	27	5	0	32	2	1	0	3	70
8:45 AM	11	36	0	47	28	5	0	33	3	2	0	5	85
Total	18	128	0	146	118	14	0	132	9	5	0	14	292
Grand Total	28	248	0	276	238	27	0	265	14	8	0	22	563
Approach %	10.1	89.9	0.0		89.8	10.2	0.0		63.6	36.4	0.0		
Total %	5.0	44.0	0.0	49.0	42.3	4.8	0.0	47.1	2.5	1.4	0.0	3.9	
Exiting Leg Total				246				262				55	563
Cars	28	217	0	245	218	26	0	244	14	7	0	21	510
% Cars	100.0	87.5	0.0	88.8	91.6	96.3	0.0	92.1	100.0	87.5	0.0	95.5	90.6
Exiting Leg Total				225				231				54	510
Heavy Vehicles	0	31	0	31	20	1	0	21	0	1	0	1	53
% Heavy Vehicles	0.0	12.5	0.0	11.2	8.4	3.7	0.0	7.9	0.0	12.5	0.0	4.5	9.4
Exiting Leg Total				21				31				1	53

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	36	0	36	30	2	0	32	3	0	0	3	71
8:15 AM	4	24	0	28	33	2	0	35	1	2	0	3	66
8:30 AM	3	32	0	35	27	5	0	32	2	1	0	3	70
8:45 AM	11	36	0	47	28	5	0	33	3	2	0	5	85
Total Volume	18	128	0	146	118	14	0	132	9	5	0	14	292
% Approach Total	12.3	87.7	0.0		89.4	10.6	0.0		64.3	35.7	0.0		
PHF	0.409	0.889	0.000	0.777	0.894	0.700	0.000	0.943	0.750	0.625	0.000	0.700	0.859
Cars	18	100	0	118	115	14	0	129	9	5	0	14	261
Cars %	100.0	78.1	0.0	80.8	97.5	100.0	0.0	97.7	100.0	100.0	0.0	100.0	89.4
Heavy Vehicles	0	28	0	28	3	0	0	3	0	0	0	0	31
Heavy Vehicles %	0.0	21.9	0.0	19.2	2.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	10.6
Cars Enter Leg	18	100	0	118	115	14	0	129	9	5	0	14	261
Heavy Enter Leg	0	28	0	28	3	0	0	3	0	0	0	0	31
Total Entering Leg	18	128	0	146	118	14	0	132	9	5	0	14	292
Cars Exiting Leg				120				109				32	261
Heavy Exiting Leg				3				28				0	31
Total Exiting Leg				123				137				32	292

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	30	0	32	34	2	0	36	2	0	0	2	70
7:15 AM	0	26	0	26	19	4	0	23	1	0	0	1	50
7:30 AM	4	26	0	30	25	1	0	26	2	1	0	3	59
7:45 AM	4	35	0	39	25	5	0	30	0	1	0	1	70
Total	10	117	0	127	103	12	0	115	5	2	0	7	249
8:00 AM	0	24	0	24	30	2	0	32	3	0	0	3	59
8:15 AM	4	21	0	25	33	2	0	35	1	2	0	3	63
8:30 AM	3	29	0	32	25	5	0	30	2	1	0	3	65
8:45 AM	11	26	0	37	27	5	0	32	3	2	0	5	74
Total	18	100	0	118	115	14	0	129	9	5	0	14	261
Grand Total	28	217	0	245	218	26	0	244	14	7	0	21	510
Approach %	11.4	88.6	0.0		89.3	10.7	0.0		66.7	33.3	0.0		
Total %	5.5	42.5	0.0	48.0	42.7	5.1	0.0	47.8	2.7	1.4	0.0	4.1	
Exiting Leg Total				225				231				54	510

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	24	0	24	30	2	0	32	3	0	0	3	59
8:15 AM	4	21	0	25	33	2	0	35	1	2	0	3	63
8:30 AM	3	29	0	32	25	5	0	30	2	1	0	3	65
8:45 AM	11	26	0	37	27	5	0	32	3	2	0	5	74
Total Volume	18	100	0	118	115	14	0	129	9	5	0	14	261
% Approach Total	15.3	84.7	0.0		89.1	10.9	0.0		64.3	35.7	0.0		
PHF	0.409	0.862	0.000	0.797	0.871	0.700	0.000	0.921	0.750	0.625	0.000	0.700	0.882
Entering Leg	18	100	0	118	115	14	0	129	9	5	0	14	261
Exiting Leg				120				109				32	261
Total				238				238				46	522

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	4	
7:15 AM	0	2	0	2	4	1	0	5	0	0	0	0	7	
7:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	6	
7:45 AM	0	1	0	1	3	0	0	3	0	1	0	1	5	
Total	0	3	0	3	17	1	0	18	0	1	0	1	22	
8:00 AM	0	12	0	12	0	0	0	0	0	0	0	0	12	
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	3	
8:30 AM	0	3	0	3	2	0	0	2	0	0	0	0	5	
8:45 AM	0	10	0	10	1	0	0	1	0	0	0	0	11	
Total	0	28	0	28	3	0	0	3	0	0	0	0	31	
Grand Total	0	31	0	31	20	1	0	21	0	1	0	1	53	
Approach %	0.0	100.0	0.0		95.2	4.8	0.0		0.0	100.0	0.0			
Total %	0.0	58.5	0.0	58.5	37.7	1.9	0.0	39.6	0.0	1.9	0.0	1.9		
Exiting Leg Total				21				31					1	53
Buses	0	23	0	23	5	0	0	5	0	0	0	0	28	
% Buses	0.0	74.2	0.0	74.2	25.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	52.8	
Exiting Leg Total				5				23					0	28
Single-Unit Trucks	0	6	0	6	11	1	0	12	0	1	0	1	19	
% Single-Unit	0.0	19.4	0.0	19.4	55.0	100.0	0.0	57.1	0.0	100.0	0.0	100.0	35.8	
Exiting Leg Total				12				6					1	19
Articulated Trucks	0	2	0	2	4	0	0	4	0	0	0	0	6	
% Articulated	0.0	6.5	0.0	6.5	20.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	11.3	
Exiting Leg Total				4				2					0	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	0	12	0	12	0	0	0	0	0	0	0	0	12	
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	3	
8:30 AM	0	3	0	3	2	0	0	2	0	0	0	0	5	
8:45 AM	0	10	0	10	1	0	0	1	0	0	0	0	11	
Total Volume	0	28	0	28	3	0	0	3	0	0	0	0	31	
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.583	0.000	0.583	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.646	
Buses	0	23	0	23	0	0	0	0	0	0	0	0	23	
Buses %	0.0	82.1	0.0	82.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.2	
Single-Unit Trucks	0	4	0	4	3	0	0	3	0	0	0	0	7	
Single-Unit %	0.0	14.3	0.0	14.3	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	22.6	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Articulated %	0.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	
Buses	0	23	0	23	0	0	0	0	0	0	0	0	23	
Single-Unit Trucks	0	4	0	4	3	0	0	3	0	0	0	0	7	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Total Entering Leg	0	28	0	28	3	0	0	3	0	0	0	0	31	
Buses				0				23					0	23
Single-Unit Trucks				3				4					0	7
Articulated Trucks				0				1					0	1
Total Exiting Leg				3				28					0	31

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Buses**

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total	0	0	0	0	5	0	0	5	0	0	0	0	5	
8:00 AM	0	11	0	11	0	0	0	0	0	0	0	0	11	
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2	
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	
8:45 AM	0	9	0	9	0	0	0	0	0	0	0	0	9	
Total	0	23	0	23	0	0	0	0	0	0	0	0	23	
Grand Total	0	23	0	23	5	0	0	5	0	0	0	0	28	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	82.1	0.0	82.1	17.9	0.0	0.0	17.9	0.0	0.0	0.0	0.0		
Exiting Leg Total				5				23					0	28

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	11	0	11	0	0	0	0	0	0	0	0	11
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	9	0	9	0	0	0	0	0	0	0	0	9
Total Volume	0	23	0	23	0	0	0	0	0	0	0	0	23
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.523	0.000	0.523	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.523
Entering Leg	0	23	0	23	0	0	0	0	0	0	0	0	23
Exiting Leg				0				23				0	23
Total				23				23				0	46

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Single-Unit Trucks

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	1	3	1	0	4	0	0	0	0	5
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	1	0	1	2	0	0	2	0	1	0	1	4
Total	0	2	0	2	8	1	0	9	0	1	0	1	12
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	4	0	4	3	0	0	3	0	0	0	0	7
Grand Total	0	6	0	6	11	1	0	12	0	1	0	1	19
Approach %	0.0	100.0	0.0		91.7	8.3	0.0		0.0	100.0	0.0		
Total %	0.0	31.6	0.0	31.6	57.9	5.3	0.0	63.2	0.0	5.3	0.0	5.3	
Exiting Leg Total				12				6				1	19

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	1	3	1	0	4	0	0	0	0	5
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	1	0	1	2	0	0	2	0	1	0	1	4
Total Volume	0	2	0	2	8	1	0	9	0	1	0	1	12
% Approach Total	0.0	100.0	0.0		88.9	11.1	0.0		0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.667	0.250	0.000	0.563	0.000	0.250	0.000	0.250	0.600
Entering Leg	0	2	0	2	8	1	0	9	0	1	0	1	12
Exiting Leg				9				2				1	12
Total				11				11				2	24

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Articulated Trucks

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	4	0	0	4	0	0	0	0	5	
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	
Grand Total	0	2	0	2	4	0	0	4	0	0	0	0	6	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	33.3	0.0	33.3	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0		
Exiting Leg Total				4				2					0	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	4	0	0	4	0	0	0	0	5
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	1	4	0	0	4	0	0	0	0	5
Exiting Leg				4				1					5
Total				5				5				0	10

PDI File #: 250795 D
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: W: Big Y Driveway
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM



Bicycles (on Roadway and Crosswalks)

	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						1						1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0						1						0						1
Exiting Leg	0						0						1						1
Total	0						1						1						2

PDI File #: 250795 D
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: W: Big Y Driveway
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM



Class: Pedestrians

	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Cars and Heavy Vehicles (Combined)

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	45	0	50	36	13	0	49	9	6	0	15	114
4:15 PM	7	35	0	42	46	4	0	50	11	5	0	16	108
4:30 PM	6	44	0	50	34	10	0	44	8	7	0	15	109
4:45 PM	15	46	1	62	41	3	0	44	7	4	0	11	117
Total	33	170	1	204	157	30	0	187	35	22	0	57	448
5:00 PM	9	36	0	45	28	6	0	34	16	6	0	22	101
5:15 PM	7	42	0	49	29	8	0	37	8	8	0	16	102
5:30 PM	9	27	0	36	25	6	0	31	5	6	0	11	78
5:45 PM	9	22	0	31	16	7	0	23	8	4	0	12	66
Total	34	127	0	161	98	27	0	125	37	24	0	61	347
Grand Total	67	297	1	365	255	57	0	312	72	46	0	118	795
Approach %	18.4	81.4	0.3		81.7	18.3	0.0		61.0	39.0	0.0		
Total %	8.4	37.4	0.1	45.9	32.1	7.2	0.0	39.2	9.1	5.8	0.0	14.8	
Exiting Leg Total				302				369				124	795
Cars	67	275	1	343	251	57	0	308	72	45	0	117	768
% Cars	100.0	92.6	100.0	94.0	98.4	100.0	0.0	98.7	100.0	97.8	0.0	99.2	96.6
Exiting Leg Total				297				347				124	768
Heavy Vehicles	0	22	0	22	4	0	0	4	0	1	0	1	27
% Heavy Vehicles	0.0	7.4	0.0	6.0	1.6	0.0	0.0	1.3	0.0	2.2	0.0	0.8	3.4
Exiting Leg Total				5				22				0	27

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	45	0	50	36	13	0	49	9	6	0	15	114
4:15 PM	7	35	0	42	46	4	0	50	11	5	0	16	108
4:30 PM	6	44	0	50	34	10	0	44	8	7	0	15	109
4:45 PM	15	46	1	62	41	3	0	44	7	4	0	11	117
Total Volume	33	170	1	204	157	30	0	187	35	22	0	57	448
% Approach Total	16.2	83.3	0.5		84.0	16.0	0.0		61.4	38.6	0.0		
PHF	0.550	0.924	0.250	0.823	0.853	0.577	0.000	0.935	0.795	0.786	0.000	0.891	0.957
Cars	33	153	1	187	153	30	0	183	35	21	0	56	426
Cars %	100.0	90.0	100.0	91.7	97.5	100.0	0.0	97.9	100.0	95.5	0.0	98.2	95.1
Heavy Vehicles	0	17	0	17	4	0	0	4	0	1	0	1	22
Heavy Vehicles %	0.0	10.0	0.0	8.3	2.5	0.0	0.0	2.1	0.0	4.5	0.0	1.8	4.9
Cars Enter Leg	33	153	1	187	153	30	0	183	35	21	0	56	426
Heavy Enter Leg	0	17	0	17	4	0	0	4	0	1	0	1	22
Total Entering Leg	33	170	1	204	157	30	0	187	35	22	0	57	448
Cars Exiting Leg				175				188				63	426
Heavy Exiting Leg				5				17				0	22
Total Exiting Leg				180				205				63	448

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Cars**

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	40	0	45	35	13	0	48	9	5	0	14	107
4:15 PM	7	30	0	37	45	4	0	49	11	5	0	16	102
4:30 PM	6	41	0	47	33	10	0	43	8	7	0	15	105
4:45 PM	15	42	1	58	40	3	0	43	7	4	0	11	112
Total	33	153	1	187	153	30	0	183	35	21	0	56	426
5:00 PM	9	34	0	43	28	6	0	34	16	6	0	22	99
5:15 PM	7	42	0	49	29	8	0	37	8	8	0	16	102
5:30 PM	9	26	0	35	25	6	0	31	5	6	0	11	77
5:45 PM	9	20	0	29	16	7	0	23	8	4	0	12	64
Total	34	122	0	156	98	27	0	125	37	24	0	61	342
Grand Total	67	275	1	343	251	57	0	308	72	45	0	117	768
Approach %	19.5	80.2	0.3		81.5	18.5	0.0		61.5	38.5	0.0		
Total %	8.7	35.8	0.1	44.7	32.7	7.4	0.0	40.1	9.4	5.9	0.0	15.2	
Exiting Leg Total				297				347				124	768

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	40	0	45	35	13	0	48	9	5	0	14	107
4:15 PM	7	30	0	37	45	4	0	49	11	5	0	16	102
4:30 PM	6	41	0	47	33	10	0	43	8	7	0	15	105
4:45 PM	15	42	1	58	40	3	0	43	7	4	0	11	112
Total Volume	33	153	1	187	153	30	0	183	35	21	0	56	426
% Approach Total	17.6	81.8	0.5		83.6	16.4	0.0		62.5	37.5	0.0		
PHF	0.550	0.911	0.250	0.806	0.850	0.577	0.000	0.934	0.795	0.750	0.000	0.875	0.951
Entering Leg	33	153	1	187	153	30	0	183	35	21	0	56	426
Exiting Leg				175				188				63	426
Total				362				371				119	852

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	5	0	5	1	0	0	1	0	1	0	1	7	
4:15 PM	0	5	0	5	1	0	0	1	0	0	0	0	6	
4:30 PM	0	3	0	3	1	0	0	1	0	0	0	0	4	
4:45 PM	0	4	0	4	1	0	0	1	0	0	0	0	5	
Total	0	17	0	17	4	0	0	4	0	1	0	1	22	
5:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2	
Total	0	5	0	5	0	0	0	0	0	0	0	0	5	
Grand Total	0	22	0	22	4	0	0	4	0	1	0	1	27	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	81.5	0.0	81.5	14.8	0.0	0.0	14.8	0.0	3.7	0.0	3.7		
Exiting Leg Total				5				22					0	27
Buses	0	11	0	11	2	0	0	2	0	0	0	0	13	
% Buses	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	48.1	
Exiting Leg Total				2				11					0	13
Single-Unit Trucks	0	9	0	9	2	0	0	2	0	1	0	1	12	
% Single-Unit	0.0	40.9	0.0	40.9	50.0	0.0	0.0	50.0	0.0	100.0	0.0	100.0	44.4	
Exiting Leg Total				3				9				0	12	
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2	
% Articulated	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	
Exiting Leg Total				0				2				0	2	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	5	0	5	1	0	0	1	0	1	0	1	7
4:15 PM	0	5	0	5	1	0	0	1	0	0	0	0	6
4:30 PM	0	3	0	3	1	0	0	1	0	0	0	0	4
4:45 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
Total Volume	0	17	0	17	4	0	0	4	0	1	0	1	22
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.850	0.000	0.850	1.000	0.000	0.000	1.000	0.000	0.250	0.000	0.250	0.786
Buses	0	10	0	10	2	0	0	2	0	0	0	0	12
Buses %	0.0	58.8	0.0	58.8	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	54.5
Single-Unit Trucks	0	5	0	5	2	0	0	2	0	1	0	1	8
Single-Unit %	0.0	29.4	0.0	29.4	50.0	0.0	0.0	50.0	0.0	100.0	0.0	100.0	36.4
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated %	0.0	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1
Buses	0	10	0	10	2	0	0	2	0	0	0	0	12
Single-Unit Trucks	0	5	0	5	2	0	0	2	0	1	0	1	8
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	17	0	17	4	0	0	4	0	1	0	1	22
Buses				2				10				0	12
Single-Unit Trucks				3				5				0	8
Articulated Trucks				0				2				0	2
Total Exiting Leg				5				17				0	22

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Buses**

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
Total	0	10	0	10	2	0	0	2	0	0	0	0	0	12
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	11	0	11	2	0	0	2	0	0	0	0	0	13
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	84.6	0.0	84.6	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				2				11					0	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
Total Volume	0	10	0	10	2	0	0	2	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.625	0.000	0.625	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.600
Entering Leg	0	10	0	10	2	0	0	2	0	0	0	0	0	12
Exiting Leg				2				10					0	12
Total				12				12					0	24

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Single-Unit Trucks

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	2	0	0	2	0	1	0	1	8
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	9	0	9	2	0	0	2	0	1	0	1	12
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	75.0	0.0	75.0	16.7	0.0	0.0	16.7	0.0	8.3	0.0	8.3	
Exiting Leg Total				3				9				0	12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	2	0	0	2	0	1	0	1	8
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.417	0.000	0.417	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.400
Entering Leg	0	5	0	5	2	0	0	2	0	1	0	1	8
Exiting Leg				3				5				0	8
Total				8				7				1	16

PDI File #: **250795 D**
 Location: **N: Old Lyman Street S: Old Lyman Street**
 Location: **W: Big Y Driveway**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Articulated Trucks

	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	2	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	2	
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				2					0	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Street				Old Lyman Street				Big Y Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	2	0	2	0	0	0	0	0	0	0	0	2
Exiting Leg				0				2					2
Total				2				2					4

PDI File #: 250795 D
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: W: Big Y Driveway
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM



Bicycles (on Roadway and Crosswalks)

	Old Lyman Street							Old Lyman Street							Big Y Driveway							Total			
	from North							from South							from West										
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:30 PM	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	2	4			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	2	0	0	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	0	2	5				
Grand Total	2	0	0	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	0	2	5				
Approach %	100.0	0.0	0.0	0.0	0.0			100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0							
Total %	40.0	0.0	0.0	0.0	0.0	40.0		20.0	0.0	0.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	40.0						
Exiting Leg Total								3								0								2	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Street							Old Lyman Street							Big Y Driveway							Total			
	from North							from South							from West										
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total						
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:30 PM	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	2	4			
Total Volume	2	0	0	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	0	2	5				
% Approach Total	100.0	0.0	0.0	0.0	0.0			100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0							
PHF	0.500	0.000	0.000	0.000	0.000	0.500		0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250		0.313				
Entering Leg	2	0	0	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	0	2	5				
Exiting Leg								3								0								2	5
Total								5								1								4	10

PDI File #: 250795 D
 Location: N: Old Lyman Street S: Old Lyman Street
 Location: W: Big Y Driveway
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM



Pedestrians

	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Lyman Street						Old Lyman Street						Big Y Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.250
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	114	0	0	114	3	0	0	3	0	97	0	97	214
7:15 AM	125	0	0	125	2	0	0	2	0	109	0	109	236
7:30 AM	127	0	0	127	3	0	0	3	0	99	0	99	229
7:45 AM	148	0	0	148	6	0	0	6	1	131	0	132	286
Total	514	0	0	514	14	0	0	14	1	436	0	437	965
8:00 AM	106	0	0	106	9	0	0	9	0	124	0	124	239
8:15 AM	142	0	0	142	8	0	0	8	0	117	0	117	267
8:30 AM	121	0	0	121	11	0	0	11	0	131	0	131	263
8:45 AM	120	0	0	120	11	0	0	11	0	117	0	117	248
Total	489	0	0	489	39	0	0	39	0	489	0	489	1017
Grand Total	1003	0	0	1003	53	0	0	53	1	925	0	926	1982
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
Total %	50.6	0.0	0.0	50.6	2.7	0.0	0.0	2.7	0.1	46.7	0.0	46.7	
Exiting Leg Total				978				1				1003	1982
Cars	974	0	0	974	50	0	0	50	1	887	0	888	1912
% Cars	97.1	0.0	0.0	97.1	94.3	0.0	0.0	94.3	100.0	95.9	0.0	95.9	96.5
Exiting Leg Total				937				1				974	1912
Heavy Vehicles	29	0	0	29	3	0	0	3	0	38	0	38	70
% Heavy Vehicles	2.9	0.0	0.0	2.9	5.7	0.0	0.0	5.7	0.0	4.1	0.0	4.1	3.5
Exiting Leg Total				41				0				29	70

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	148	0	0	148	6	0	0	6	1	131	0	132	286
8:00 AM	106	0	0	106	9	0	0	9	0	124	0	124	239
8:15 AM	142	0	0	142	8	0	0	8	0	117	0	117	267
8:30 AM	121	0	0	121	11	0	0	11	0	131	0	131	263
Total Volume	517	0	0	517	34	0	0	34	1	503	0	504	1055
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.2	99.8	0.0		
PHF	0.873	0.000	0.000	0.873	0.773	0.000	0.000	0.773	0.250	0.960	0.000	0.955	0.922
Cars	503	0	0	503	31	0	0	31	1	484	0	485	1019
Cars %	97.3	0.0	0.0	97.3	91.2	0.0	0.0	91.2	100.0	96.2	0.0	96.2	96.6
Heavy Vehicles	14	0	0	14	3	0	0	3	0	19	0	19	36
Heavy Vehicles %	2.7	0.0	0.0	2.7	8.8	0.0	0.0	8.8	0.0	3.8	0.0	3.8	3.4
Cars Enter Leg	503	0	0	503	31	0	0	31	1	484	0	485	1019
Heavy Enter Leg	14	0	0	14	3	0	0	3	0	19	0	19	36
Total Entering Leg	517	0	0	517	34	0	0	34	1	503	0	504	1055
Cars Exiting Leg				515				1				503	1019
Heavy Exiting Leg				22				0				14	36
Total Exiting Leg				537				1				517	1055

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	110	0	0	110	3	0	0	3	0	95	0	95	208
7:15 AM	123	0	0	123	2	0	0	2	0	99	0	99	224
7:30 AM	122	0	0	122	3	0	0	3	0	94	0	94	219
7:45 AM	141	0	0	141	5	0	0	5	1	126	0	127	273
Total	496	0	0	496	13	0	0	13	1	414	0	415	924
8:00 AM	104	0	0	104	9	0	0	9	0	119	0	119	232
8:15 AM	139	0	0	139	7	0	0	7	0	113	0	113	259
8:30 AM	119	0	0	119	10	0	0	10	0	126	0	126	255
8:45 AM	116	0	0	116	11	0	0	11	0	115	0	115	242
Total	478	0	0	478	37	0	0	37	0	473	0	473	988
Grand Total	974	0	0	974	50	0	0	50	1	887	0	888	1912
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
Total %	50.9	0.0	0.0	50.9	2.6	0.0	0.0	2.6	0.1	46.4	0.0	46.4	
Exiting Leg Total				937				1				974	1912

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	141	0	0	141	5	0	0	5	1	126	0	127	273
8:00 AM	104	0	0	104	9	0	0	9	0	119	0	119	232
8:15 AM	139	0	0	139	7	0	0	7	0	113	0	113	259
8:30 AM	119	0	0	119	10	0	0	10	0	126	0	126	255
Total Volume	503	0	0	503	31	0	0	31	1	484	0	485	1019
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.2	99.8	0.0		
PHF	0.892	0.000	0.000	0.892	0.775	0.000	0.000	0.775	0.250	0.960	0.000	0.955	0.933
Entering Leg	503	0	0	503	31	0	0	31	1	484	0	485	1019
Exiting Leg				515				1				503	1019
Total				1018				32				988	2038

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:15 AM	2	0	0	2	0	0	0	0	0	10	0	10	12
7:30 AM	5	0	0	5	0	0	0	0	0	5	0	5	10
7:45 AM	7	0	0	7	1	0	0	1	0	5	0	5	13
Total	18	0	0	18	1	0	0	1	0	22	0	22	41
8:00 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
8:15 AM	3	0	0	3	1	0	0	1	0	4	0	4	8
8:30 AM	2	0	0	2	1	0	0	1	0	5	0	5	8
8:45 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	11	0	0	11	2	0	0	2	0	16	0	16	29
Grand Total	29	0	0	29	3	0	0	3	0	38	0	38	70
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	41.4	0.0	0.0	41.4	4.3	0.0	0.0	4.3	0.0	54.3	0.0	54.3	
Exiting Leg Total				41				0				29	70
Buses	6	0	0	6	0	0	0	0	0	7	0	7	13
% Buses	20.7	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	18.4	0.0	18.4	18.6
Exiting Leg Total				7				0				6	13
Single-Unit Trucks	13	0	0	13	0	0	0	0	0	25	0	25	38
% Single-Unit	44.8	0.0	0.0	44.8	0.0	0.0	0.0	0.0	0.0	65.8	0.0	65.8	54.3
Exiting Leg Total				25				0				13	38
Articulated Trucks	10	0	0	10	3	0	0	3	0	6	0	6	19
% Articulated	34.5	0.0	0.0	34.5	100.0	0.0	0.0	100.0	0.0	15.8	0.0	15.8	27.1
Exiting Leg Total				9				0				10	19

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	2	0	0	2	0	0	0	0	0	10	0	10	12
7:30 AM	5	0	0	5	0	0	0	0	0	5	0	5	10
7:45 AM	7	0	0	7	1	0	0	1	0	5	0	5	13
8:00 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
Total Volume	16	0	0	16	1	0	0	1	0	25	0	25	42
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.571	0.000	0.000	0.571	0.250	0.000	0.000	0.250	0.000	0.625	0.000	0.625	0.808
Buses	3	0	0	3	0	0	0	0	0	5	0	5	8
Buses %	18.8	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	19.0
Single-Unit Trucks	7	0	0	7	0	0	0	0	0	17	0	17	24
Single-Unit %	43.8	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	68.0	0.0	68.0	57.1
Articulated Trucks	6	0	0	6	1	0	0	1	0	3	0	3	10
Articulated %	37.5	0.0	0.0	37.5	100.0	0.0	0.0	100.0	0.0	12.0	0.0	12.0	23.8
Buses	3	0	0	3	0	0	0	0	0	5	0	5	8
Single-Unit Trucks	7	0	0	7	0	0	0	0	0	17	0	17	24
Articulated Trucks	6	0	0	6	1	0	0	1	0	3	0	3	10
Total Entering Leg	16	0	0	16	1	0	0	1	0	25	0	25	42
Buses				5				0				3	8
Single-Unit Trucks				17				0				7	24
Articulated Trucks				4				0				6	10
Total Exiting Leg				26				0				16	42

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	4	0	0	4	0	0	0	0	0	3	0	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
Grand Total	6	0	0	6	0	0	0	0	0	7	0	7	13
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	46.2	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	53.8	0.0	53.8	
Exiting Leg Total				7				0				6	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	3	0	0	3	0	0	0	0	0	6	0	6	9
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.563
Entering Leg	3	0	0	3	0	0	0	0	0	6	0	6	9
Exiting Leg				6				0				3	9
Total				9				0				9	18

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	1	0	0	1	0	0	0	0	0	8	0	8	9
7:30 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
7:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	6	0	0	6	0	0	0	0	0	16	0	16	22
8:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	7	0	0	7	0	0	0	0	0	9	0	9	16
Grand Total	13	0	0	13	0	0	0	0	0	25	0	25	38
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	34.2	0.0	0.0	34.2	0.0	0.0	0.0	0.0	0.0	65.8	0.0	65.8	
Exiting Leg Total				25				0				13	38

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	1	0	0	1	0	0	0	0	0	8	0	8	9
7:30 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
7:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
8:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total Volume	7	0	0	7	0	0	0	0	0	17	0	17	24
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.531	0.000	0.531	0.667
Entering Leg	7	0	0	7	0	0	0	0	0	17	0	17	24
Exiting Leg				17				0				7	24
Total				24				0				24	48

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
7:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
Total	8	0	0	8	1	0	0	1	0	3	0	3	12
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
8:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	2	0	0	2	0	3	0	3	7
Grand Total	10	0	0	10	3	0	0	3	0	6	0	6	19
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	52.6	0.0	0.0	52.6	15.8	0.0	0.0	15.8	0.0	31.6	0.0	31.6	
Exiting Leg Total				9				0				10	19

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
7:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
Total Volume	8	0	0	8	1	0	0	1	0	3	0	3	12
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.667	0.000	0.000	0.667	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.375	0.750
Entering Leg	8	0	0	8	1	0	0	1	0	3	0	3	12
Exiting Leg				4				0				8	12
Total				12				1				11	24

PDI File #: 250795 E
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10



PRECISION
 D A T A
 INDUSTRIES, LLC
 157 Washington Street, Suite 2
 Hudson, MA 01749
 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM

Class: **Bicycles (on Roadway and Crosswalks)**

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0
Exiting Leg Total	1						0						0						1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Exiting Leg	1						0						0						1
Total	1						0						1						2

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
Approach %	0	0	0	100	0		0	0	0	100	0		0	0	0	0	0		
Total %	0	0	0	50	0	50	0	0	0	50	0	50	0	0	0	0	0	0	
Exiting Leg Total	1						1						0						2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
Exiting Leg	1						1						0						2
Total	2						2						0						4

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Willimansett Street				Big Y Entrance				Willimansett Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	165	0	0	165	19	0	0	19	0	156	0	156	340	
4:15 PM	141	0	0	141	26	0	0	26	1	175	0	176	343	
4:30 PM	185	0	0	185	21	0	0	21	1	152	0	153	359	
4:45 PM	174	0	0	174	22	0	0	22	0	149	0	149	345	
Total	665	0	0	665	88	0	0	88	2	632	0	634	1387	
5:00 PM	196	0	0	196	34	1	0	35	0	154	0	154	385	
5:15 PM	178	0	0	178	24	1	0	25	0	164	0	164	367	
5:30 PM	161	0	0	161	22	1	0	23	0	177	0	177	361	
5:45 PM	153	0	0	153	30	0	0	30	1	113	0	114	297	
Total	688	0	0	688	110	3	0	113	1	608	0	609	1410	
Grand Total	1353	0	0	1353	198	3	0	201	3	1240	0	1243	2797	
Approach %	100.0	0.0	0.0		98.5	1.5	0.0		0.2	99.8	0.0			
Total %	48.4	0.0	0.0	48.4	7.1	0.1	0.0	7.2	0.1	44.3	0.0	44.4		
Exiting Leg Total				1438				3					1356	2797
Cars	1332	0	0	1332	198	3	0	201	3	1220	0	1223	2756	
% Cars	98.4	0.0	0.0	98.4	100.0	100.0	0.0	100.0	100.0	98.4	0.0	98.4	98.5	
Exiting Leg Total				1418				3					1335	2756
Heavy Vehicles	21	0	0	21	0	0	0	0	0	20	0	20	41	
% Heavy Vehicles	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.6	1.5	
Exiting Leg Total				20				0					21	41

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:45 PM	174	0	0	174	22	0	0	22	0	149	0	149	345	
5:00 PM	196	0	0	196	34	1	0	35	0	154	0	154	385	
5:15 PM	178	0	0	178	24	1	0	25	0	164	0	164	367	
5:30 PM	161	0	0	161	22	1	0	23	0	177	0	177	361	
Total Volume	709	0	0	709	102	3	0	105	0	644	0	644	1458	
% Approach Total	100.0	0.0	0.0		97.1	2.9	0.0		0.0	100.0	0.0			
PHF	0.904	0.000	0.000	0.904	0.750	0.750	0.000	0.750	0.000	0.910	0.000	0.910	0.947	
Cars	696	0	0	696	102	3	0	105	0	637	0	637	1438	
Cars %	98.2	0.0	0.0	98.2	100.0	100.0	0.0	100.0	0.0	98.9	0.0	98.9	98.6	
Heavy Vehicles	13	0	0	13	0	0	0	0	0	7	0	7	20	
Heavy Vehicles %	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.1	1.4	
Cars Enter Leg	696	0	0	696	102	3	0	105	0	637	0	637	1438	
Heavy Enter Leg	13	0	0	13	0	0	0	0	0	7	0	7	20	
Total Entering Leg	709	0	0	709	102	3	0	105	0	644	0	644	1458	
Cars Exiting Leg				739				0					699	1438
Heavy Exiting Leg				7				0					13	20
Total Exiting Leg				746				0					712	1458

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	164	0	0	164	19	0	0	19	0	149	0	149	332
4:15 PM	138	0	0	138	26	0	0	26	1	174	0	175	339
4:30 PM	184	0	0	184	21	0	0	21	1	147	0	148	353
4:45 PM	168	0	0	168	22	0	0	22	0	148	0	148	338
Total	654	0	0	654	88	0	0	88	2	618	0	620	1362
5:00 PM	194	0	0	194	34	1	0	35	0	153	0	153	382
5:15 PM	175	0	0	175	24	1	0	25	0	160	0	160	360
5:30 PM	159	0	0	159	22	1	0	23	0	176	0	176	358
5:45 PM	150	0	0	150	30	0	0	30	1	113	0	114	294
Total	678	0	0	678	110	3	0	113	1	602	0	603	1394
Grand Total	1332	0	0	1332	198	3	0	201	3	1220	0	1223	2756
Approach %	100.0	0.0	0.0		98.5	1.5	0.0		0.2	99.8	0.0		
Total %	48.3	0.0	0.0	48.3	7.2	0.1	0.0	7.3	0.1	44.3	0.0	44.4	
Exiting Leg Total				1418				3				1335	2756

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	168	0	0	168	22	0	0	22	0	148	0	148	338
5:00 PM	194	0	0	194	34	1	0	35	0	153	0	153	382
5:15 PM	175	0	0	175	24	1	0	25	0	160	0	160	360
5:30 PM	159	0	0	159	22	1	0	23	0	176	0	176	358
Total Volume	696	0	0	696	102	3	0	105	0	637	0	637	1438
% Approach Total	100.0	0.0	0.0		97.1	2.9	0.0		0.0	100.0	0.0		
PHF	0.897	0.000	0.000	0.897	0.750	0.750	0.000	0.750	0.000	0.905	0.000	0.905	0.941
Entering Leg	696	0	0	696	102	3	0	105	0	637	0	637	1438
Exiting Leg				739				0				699	1438
Total				1435				105				1336	2876

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	7	0	7	8
4:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:30 PM	1	0	0	1	0	0	0	0	0	5	0	5	6
4:45 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total	11	0	0	11	0	0	0	0	0	14	0	14	25
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
5:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	10	0	0	10	0	0	0	0	0	6	0	6	16
Grand Total	21	0	0	21	0	0	0	0	0	20	0	20	41
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	51.2	0.0	0.0	51.2	0.0	0.0	0.0	0.0	0.0	48.8	0.0	48.8	
Exiting Leg Total				20				0				21	41
Buses	0	0	0	0	0	0	0	0	0	6	0	6	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0	14.6
Exiting Leg Total				6				0				0	6
Single-Unit Trucks	16	0	0	16	0	0	0	0	0	9	0	9	25
% Single-Unit	76.2	0.0	0.0	76.2	0.0	0.0	0.0	0.0	0.0	45.0	0.0	45.0	61.0
Exiting Leg Total				9				0				16	25
Articulated Trucks	5	0	0	5	0	0	0	0	0	5	0	5	10
% Articulated	23.8	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	24.4
Exiting Leg Total				5				0				5	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	7	0	7	8
4:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:30 PM	1	0	0	1	0	0	0	0	0	5	0	5	6
4:45 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total Volume	11	0	0	11	0	0	0	0	0	14	0	14	25
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.458	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.781
Buses	0	0	0	0	0	0	0	0	0	5	0	5	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.7	0.0	35.7	20.0
Single-Unit Trucks	8	0	0	8	0	0	0	0	0	5	0	5	13
Single-Unit %	72.7	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	35.7	0.0	35.7	52.0
Articulated Trucks	3	0	0	3	0	0	0	0	0	4	0	4	7
Articulated %	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	28.0
Buses	0	0	0	0	0	0	0	0	0	5	0	5	5
Single-Unit Trucks	8	0	0	8	0	0	0	0	0	5	0	5	13
Articulated Trucks	3	0	0	3	0	0	0	0	0	4	0	4	7
Total Entering Leg	11	0	0	11	0	0	0	0	0	14	0	14	25
Buses				5				0				0	5
Single-Unit Trucks				5				0				8	13
Articulated Trucks				4				0				3	7
Total Exiting Leg				14				0				11	25

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	5	0	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	6	0	6	6
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				6				0				0	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	5
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.000	0.313	0.313
Entering Leg	0	0	0	0	0	0	0	0	0	5	0	5	5
Exiting Leg				5				0				0	5
Total				5				0				5	10

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	8	0	0	8	0	0	0	0	0	5	0	5	13
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
Grand Total	16	0	0	16	0	0	0	0	0	9	0	9	25
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	64.0	0.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	36.0	
Exiting Leg Total				9				0				16	25

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	9	0	0	9	0	0	0	0	0	6	0	6	15
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	9	0	0	9	0	0	0	0	0	6	0	6	15
Exiting Leg				6				0				9	15
Total				15				0				15	30

PDI File #: **250795 E**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	3	0	0	3	0	0	0	0	0	4	0	4	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	5	0	0	5	0	0	0	0	0	5	0	5	10
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				5				0				5	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street				Big Y Entrance				Willimansett Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	0	0	0	0	0	4	0	4	7
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.583
Entering Leg	3	0	0	3	0	0	0	0	0	4	0	4	7
Exiting Leg				4				0				3	7
Total				7				0				7	14

PDI File #: 250795 E
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10



Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class:

Bicycles (on Roadway and Crosswalks)

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	2						0						2						4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
Exiting Leg	2						0						2						4
Total	4						0						4						8

PDI File #: 250795 E
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Grand Total	0	0	0	1	0	1	0	0	0	4	2	6	0	0	0	0	0	0	7
Approach %	0	0	0	100	0		0	0	0	66.667	33.333		0	0	0	0	0		
Total %	0	0	0	14.286	0	14.286	0	0	0	57.143	28.571	85.714	0	0	0	0	0	0	
Exiting Leg Total	1						6						0						7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Willimansett Street						Big Y Entrance						Willimansett Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Exiting Leg	0						4						0						4
Total	0						8						0						8

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	102	10	0	112	2	0	4	0	6	15	94	0	0	109	0	0	0	0	0	227
7:15 AM	1	113	11	0	125	2	0	8	0	10	3	103	1	0	107	0	0	3	0	3	245
7:30 AM	0	110	10	0	120	3	0	14	0	17	11	97	1	0	109	4	1	1	0	6	252
7:45 AM	0	142	10	0	152	6	0	6	0	12	9	124	0	0	133	0	0	0	0	0	297
Total	1	467	41	0	509	13	0	32	0	45	38	418	2	0	458	4	1	4	0	9	1021
8:00 AM	2	91	13	0	106	2	0	6	0	8	11	124	1	0	136	5	0	1	0	6	256
8:15 AM	0	131	14	0	145	3	0	11	0	14	14	116	0	0	130	1	1	0	0	2	291
8:30 AM	2	101	19	0	122	3	0	8	0	11	10	128	0	0	138	0	0	2	0	2	273
8:45 AM	0	99	24	0	123	5	0	7	0	12	8	108	2	0	118	0	0	0	0	0	253
Total	4	422	70	0	496	13	0	32	0	45	43	476	3	0	522	6	1	3	0	10	1073
Grand Total	5	889	111	0	1005	26	0	64	0	90	81	894	5	0	980	10	2	7	0	19	2094
Approach %	0.5	88.5	11.0	0.0		28.9	0.0	71.1	0.0		8.3	91.2	0.5	0.0		52.6	10.5	36.8	0.0		
Total %	0.2	42.5	5.3	0.0	48.0	1.2	0.0	3.1	0.0	4.3	3.9	42.7	0.2	0.0	46.8	0.5	0.1	0.3	0.0	0.9	
Exiting Leg Total	927					194					963					10					2094
Cars	5	863	107	0	975	25	0	63	0	88	77	854	5	0	936	10	2	7	0	19	2018
% Cars	100.0	97.1	96.4	0.0	97.0	96.2	0.0	98.4	0.0	97.8	95.1	95.5	100.0	0.0	95.5	100.0	100.0	100.0	0.0	100.0	96.4
Exiting Leg Total	886					186					936					10					2018
Heavy Vehicles	0	26	4	0	30	1	0	1	0	2	4	40	0	0	44	0	0	0	0	0	76
% Heavy Vehicles	0.0	2.9	3.6	0.0	3.0	3.8	0.0	1.6	0.0	2.2	4.9	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total	41					8					27					0					76

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	142	10	0	152	6	0	6	0	12	9	124	0	0	133	0	0	0	0	0	297
8:00 AM	2	91	13	0	106	2	0	6	0	8	11	124	1	0	136	5	0	1	0	6	256
8:15 AM	0	131	14	0	145	3	0	11	0	14	14	116	0	0	130	1	1	0	0	2	291
8:30 AM	2	101	19	0	122	3	0	8	0	11	10	128	0	0	138	0	0	2	0	2	273
Total Volume	4	465	56	0	525	14	0	31	0	45	44	492	1	0	537	6	1	3	0	10	1117
% Approach Total	0.8	88.6	10.7	0.0		31.1	0.0	68.9	0.0		8.2	91.6	0.2	0.0		60.0	10.0	30.0	0.0		
PHF	0.500	0.819	0.737	0.000	0.863	0.583	0.000	0.705	0.000	0.804	0.786	0.961	0.250	0.000	0.973	0.300	0.250	0.375	0.000	0.417	0.940
Cars	4	452	55	0	511	14	0	31	0	45	42	471	1	0	514	6	1	3	0	10	1080
Cars %	100.0	97.2	98.2	0.0	97.3	100.0	0.0	100.0	0.0	100.0	95.5	95.7	100.0	0.0	95.7	100.0	100.0	100.0	0.0	100.0	96.7
Heavy Vehicles	0	13	1	0	14	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	37
Heavy Vehicles %	0.0	2.8	1.8	0.0	2.7	0.0	0.0	0.0	0.0	0.0	4.5	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	3.3
Cars Enter Leg	4	452	55	0	511	14	0	31	0	45	42	471	1	0	514	6	1	3	0	10	1080
Heavy Enter Leg	0	13	1	0	14	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	37
Total Entering Leg	4	465	56	0	525	14	0	31	0	45	44	492	1	0	537	6	1	3	0	10	1117
Cars Exiting Leg	488					98					489					5					1080
Heavy Exiting Leg	21					3					13					0					37
Total Exiting Leg	509					101					502					5					1117

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	100	7	0	107	2	0	3	0	5	14	92	0	0	106	0	0	0	0	0	218
7:15 AM	1	111	11	0	123	1	0	8	0	9	3	94	1	0	98	0	0	3	0	3	233
7:30 AM	0	105	10	0	115	3	0	14	0	17	11	91	1	0	103	4	1	1	0	6	241
7:45 AM	0	135	10	0	145	6	0	6	0	12	8	120	0	0	128	0	0	0	0	0	285
Total	1	451	38	0	490	12	0	31	0	43	36	397	2	0	435	4	1	4	0	9	977
8:00 AM	2	89	13	0	104	2	0	6	0	8	11	118	1	0	130	5	0	1	0	6	248
8:15 AM	0	129	13	0	142	3	0	11	0	14	13	111	0	0	124	1	1	0	0	2	282
8:30 AM	2	99	19	0	120	3	0	8	0	11	10	122	0	0	132	0	0	2	0	2	265
8:45 AM	0	95	24	0	119	5	0	7	0	12	7	106	2	0	115	0	0	0	0	0	246
Total	4	412	69	0	485	13	0	32	0	45	41	457	3	0	501	6	1	3	0	10	1041
Grand Total	5	863	107	0	975	25	0	63	0	88	77	854	5	0	936	10	2	7	0	19	2018
Approach %	0.5	88.5	11.0	0.0		28.4	0.0	71.6	0.0		8.2	91.2	0.5	0.0		52.6	10.5	36.8	0.0		
Total %	0.2	42.8	5.3	0.0	48.3	1.2	0.0	3.1	0.0	4.4	3.8	42.3	0.2	0.0	46.4	0.5	0.1	0.3	0.0	0.9	
Exiting Leg Total	886					186					936					10					2018

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	135	10	0	145	6	0	6	0	12	8	120	0	0	128	0	0	0	0	0	285
8:00 AM	2	89	13	0	104	2	0	6	0	8	11	118	1	0	130	5	0	1	0	6	248
8:15 AM	0	129	13	0	142	3	0	11	0	14	13	111	0	0	124	1	1	0	0	2	282
8:30 AM	2	99	19	0	120	3	0	8	0	11	10	122	0	0	132	0	0	2	0	2	265
Total Volume	4	452	55	0	511	14	0	31	0	45	42	471	1	0	514	6	1	3	0	10	1080
% Approach Total	0.8	88.5	10.8	0.0		31.1	0.0	68.9	0.0		8.2	91.6	0.2	0.0		60.0	10.0	30.0	0.0		
PHF	0.500	0.837	0.724	0.000	0.881	0.583	0.000	0.705	0.000	0.804	0.808	0.965	0.250	0.000	0.973	0.300	0.250	0.375	0.000	0.417	0.947
Entering Leg	4	452	55	0	511	14	0	31	0	45	42	471	1	0	514	6	1	3	0	10	1080
Exiting Leg	488					98					489					5					1080
Total	999					143					1003					15					2160

PDI File #: 250795 F
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance W: Baker Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	3	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9
7:15 AM	0	2	0	0	2	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	12
7:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
7:45 AM	0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
Total	0	16	3	0	19	1	0	1	0	2	2	21	0	0	23	0	0	0	0	0	44
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
8:15 AM	0	2	1	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
8:45 AM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
Total	0	10	1	0	11	0	0	0	0	0	2	19	0	0	21	0	0	0	0	0	32
Grand Total	0	26	4	0	30	1	0	1	0	2	4	40	0	0	44	0	0	0	0	0	76
Approach %	0.0	86.7	13.3	0.0		50.0	0.0	50.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.2	5.3	0.0	39.5	1.3	0.0	1.3	0.0	2.6	5.3	52.6	0.0	0.0	57.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	41					8					27					0					76
Buses	0	6	1	0	7	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	15
% Buses	0.0	23.1	25.0	0.0	23.3	0.0	0.0	100.0	0.0	50.0	0.0	17.5	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	19.7
Exiting Leg Total	7					1					7					0					15
Single-Unit Trucks	0	12	1	0	13	1	0	0	0	1	3	26	0	0	29	0	0	0	0	0	43
% Single-Unit	0.0	46.2	25.0	0.0	43.3	100.0	0.0	0.0	0.0	50.0	75.0	65.0	0.0	0.0	65.9	0.0	0.0	0.0	0.0	0.0	56.6
Exiting Leg Total	27					4					12					0					43
Articulated Trucks	0	8	2	0	10	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	18
% Articulated	0.0	30.8	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25.0	17.5	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	23.7
Exiting Leg Total	7					3					8					0					18

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	3	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9
7:15 AM	0	2	0	0	2	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	12
7:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
7:45 AM	0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
Total Volume	0	16	3	0	19	1	0	1	0	2	2	21	0	0	23	0	0	0	0	0	44
% Approach Total	0.0	84.2	15.8	0.0		50.0	0.0	50.0	0.0		8.7	91.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.571	0.250	0.000	0.679	0.250	0.000	0.250	0.000	0.500	0.500	0.583	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.917
Buses	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Buses %	0.0	25.0	33.3	0.0	26.3	0.0	0.0	100.0	0.0	50.0	0.0	14.3	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	20.5
Single-Unit Trucks	0	6	0	0	6	1	0	0	0	1	2	15	0	0	17	0	0	0	0	0	24
Single-Unit %	0.0	37.5	0.0	0.0	31.6	100.0	0.0	0.0	0.0	50.0	100.0	71.4	0.0	0.0	73.9	0.0	0.0	0.0	0.0	0.0	54.5
Articulated Trucks	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Articulated %	0.0	37.5	66.7	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	25.0
Buses	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Single-Unit Trucks	0	6	0	0	6	1	0	0	0	1	2	15	0	0	17	0	0	0	0	0	24
Articulated Trucks	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Total Entering Leg	0	16	3	0	19	1	0	1	0	2	2	21	0	0	23	0	0	0	0	0	44
Buses	3					1					5					0					9
Single-Unit Trucks	16					2					6					0					24
Articulated Trucks	3					2					6					0					11
Total Exiting Leg	22					5					17					0					44

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Total	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	
Grand Total	0	6	1	0	7	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	15	
Approach %	0.0	85.7	14.3	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	40.0	6.7	0.0	46.7	0.0	0.0	6.7	0.0	6.7	0.0	46.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						7					1					7					0	15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Total Volume	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9	
% Approach Total	0.0	80.0	20.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.250	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.563	
Entering Leg	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9	
Exiting Leg						3					1					5					0	9
Total						8					2					8					0	18

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:45 AM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total	0	6	0	0	6	1	0	0	0	1	2	15	0	0	17	0	0	0	0	0	24
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:15 AM	0	2	1	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	6	1	0	7	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	19
Grand Total	0	12	1	0	13	1	0	0	0	1	3	26	0	0	29	0	0	0	0	0	29
Approach %	0.0	92.3	7.7	0.0		100.0	0.0	0.0	0.0		10.3	89.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	27.9	2.3	0.0	30.2	2.3	0.0	0.0	0.0	2.3	7.0	60.5	0.0	0.0	67.4	0.0	0.0	0.0	0.0	0.0	69.7
Exiting Leg Total						4					12					0					43

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:45 AM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	7	0	0	7	1	0	0	0	1	1	16	0	0	17	0	0	0	0	0	25
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		5.9	94.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.250	0.571	0.000	0.000	0.607	0.000	0.000	0.000	0.000	0.000	0.694
Entering Leg	0	7	0	0	7	1	0	0	0	1	1	16	0	0	17	0	0	0	0	0	17
Exiting Leg											1					7					25
Total						2					24					0					50

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	8	2	0	10	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	44.4	11.1	0.0	55.6	0.0	0.0	0.0	0.0	0.0	5.6	38.9	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	7					3					8					0					18					

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.750	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.917
Entering Leg	0	6	2	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg	3					2					6					0					11					
Total	11					2					9					0					22					

PDI File #: 250795 F
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance W: Baker Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Willimansett Street								Big Y Entrance								Willimansett Street								Baker Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	5	
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0			
Exiting Leg Total	3							0							0							2							5				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Willimansett Street								Big Y Entrance								Willimansett Street								Baker Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375		
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	
Exiting Leg	2							0							0							1							3				
Total	3							0							1							2							6				

PDI File #: 250795 F
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance W: Baker Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	128	39	0	167	14	0	24	0	38	30	142	0	0	172	0	1	1	0	2	379
4:15 PM	1	113	22	0	136	14	0	33	0	47	14	155	1	0	170	1	0	1	0	2	355
4:30 PM	1	166	27	0	194	19	0	21	0	40	15	132	2	0	149	1	0	2	0	3	386
4:45 PM	0	130	45	0	175	14	0	21	0	35	31	132	2	0	165	0	1	5	0	6	381
Total	2	537	133	0	672	61	0	99	0	160	90	561	5	0	656	2	2	9	0	13	1501
5:00 PM	0	169	33	0	202	15	1	16	0	32	24	132	1	0	157	0	0	3	0	3	394
5:15 PM	0	154	36	0	190	18	1	28	0	47	23	146	1	0	170	0	1	1	0	2	409
5:30 PM	1	140	31	0	172	22	0	18	0	40	16	154	2	0	172	2	0	0	0	2	386
5:45 PM	1	128	32	0	161	19	0	14	0	33	21	96	1	0	118	1	0	0	0	1	313
Total	2	591	132	0	725	74	2	76	0	152	84	528	5	0	617	3	1	4	0	8	1502
Grand Total	4	1128	265	0	1397	135	2	175	0	312	174	1089	10	0	1273	5	3	13	0	21	3003
Approach %	0.3	80.7	19.0	0.0		43.3	0.6	56.1	0.0		13.7	85.5	0.8	0.0		23.8	14.3	61.9	0.0		
Total %	0.1	37.6	8.8	0.0	46.5	4.5	0.1	5.8	0.0	10.4	5.8	36.3	0.3	0.0	42.4	0.2	0.1	0.4	0.0	0.7	
Exiting Leg Total	1237					442					1308					16					3003
Cars	4	1108	264	0	1376	135	2	173	0	310	174	1070	10	0	1254	5	3	13	0	21	2961
% Cars	100.0	98.2	99.6	0.0	98.5	100.0	100.0	98.9	0.0	99.4	100.0	98.3	100.0	0.0	98.5	100.0	100.0	100.0	0.0	100.0	98.6
Exiting Leg Total	1218					441					1286					16					2961
Heavy Vehicles	0	20	1	0	21	0	0	2	0	2	0	19	0	0	19	0	0	0	0	0	42
% Heavy Vehicles	0.0	1.8	0.4	0.0	1.5	0.0	0.0	1.1	0.0	0.6	0.0	1.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4
Exiting Leg Total	19					1					22					0					42

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	1	166	27	0	194	19	0	21	0	40	15	132	2	0	149	1	0	2	0	3	386
4:45 PM	0	130	45	0	175	14	0	21	0	35	31	132	2	0	165	0	1	5	0	6	381
5:00 PM	0	169	33	0	202	15	1	16	0	32	24	132	1	0	157	0	0	3	0	3	394
5:15 PM	0	154	36	0	190	18	1	28	0	47	23	146	1	0	170	0	1	1	0	2	409
Total Volume	1	619	141	0	761	66	2	86	0	154	93	542	6	0	641	1	2	11	0	14	1570
% Approach Total	0.1	81.3	18.5	0.0		42.9	1.3	55.8	0.0		14.5	84.6	0.9	0.0		7.1	14.3	78.6	0.0		
PHF	0.250	0.916	0.783	0.000	0.942	0.868	0.500	0.768	0.000	0.819	0.750	0.928	0.750	0.000	0.943	0.250	0.500	0.550	0.000	0.583	0.960
Cars	1	607	140	0	748	66	2	84	0	152	93	533	6	0	632	1	2	11	0	14	1546
Cars %	100.0	98.1	99.3	0.0	98.3	100.0	100.0	97.7	0.0	98.7	100.0	98.3	100.0	0.0	98.6	100.0	100.0	100.0	0.0	100.0	98.5
Heavy Vehicles	0	12	1	0	13	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	24
Heavy Vehicles %	0.0	1.9	0.7	0.0	1.7	0.0	0.0	2.3	0.0	1.3	0.0	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	1	607	140	0	748	66	2	84	0	152	93	533	6	0	632	1	2	11	0	14	1546
Heavy Enter Leg	0	12	1	0	13	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	24
Total Entering Leg	1	619	141	0	761	66	2	86	0	154	93	542	6	0	641	1	2	11	0	14	1570
Cars Exiting Leg	610					235					692					9					1546
Heavy Exiting Leg	9					1					14					0					24
Total Exiting Leg	619					236					706					9					1570

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	128	39	0	167	14	0	24	0	38	30	135	0	0	165	0	1	1	0	2	372	
4:15 PM	1	110	22	0	133	14	0	33	0	47	14	153	1	0	168	1	0	1	0	2	350	
4:30 PM	1	164	27	0	192	19	0	21	0	40	15	128	2	0	145	1	0	2	0	3	380	
4:45 PM	0	125	44	0	169	14	0	20	0	34	31	132	2	0	165	0	1	5	0	6	374	
Total	2	527	132	0	661	61	0	98	0	159	90	548	5	0	643	2	2	9	0	13	1476	
5:00 PM	0	167	33	0	200	15	1	15	0	31	24	131	1	0	156	0	0	3	0	3	390	
5:15 PM	0	151	36	0	187	18	1	28	0	47	23	142	1	0	166	0	1	1	0	2	402	
5:30 PM	1	138	31	0	170	22	0	18	0	40	16	153	2	0	171	2	0	0	0	2	383	
5:45 PM	1	125	32	0	158	19	0	14	0	33	21	96	1	0	118	1	0	0	0	1	310	
Total	2	581	132	0	715	74	2	75	0	151	84	522	5	0	611	3	1	4	0	8	1485	
Grand Total	4	1108	264	0	1376	135	2	173	0	310	174	1070	10	0	1254	5	3	13	0	21	2961	
Approach %	0.3	80.5	19.2	0.0		43.5	0.6	55.8	0.0		13.9	85.3	0.8	0.0		23.8	14.3	61.9	0.0			
Total %	0.1	37.4	8.9	0.0	46.5	4.6	0.1	5.8	0.0	10.5	5.9	36.1	0.3	0.0	42.4	0.2	0.1	0.4	0.0	0.7		
Exiting Leg Total						1218					441					1286					16	2961

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:45 PM	0	125	44	0	169	14	0	20	0	34	31	132	2	0	165	0	1	5	0	6	374	
5:00 PM	0	167	33	0	200	15	1	15	0	31	24	131	1	0	156	0	0	3	0	3	390	
5:15 PM	0	151	36	0	187	18	1	28	0	47	23	142	1	0	166	0	1	1	0	2	402	
5:30 PM	1	138	31	0	170	22	0	18	0	40	16	153	2	0	171	2	0	0	0	2	383	
Total Volume	1	581	144	0	726	69	2	81	0	152	94	558	6	0	658	2	2	9	0	13	1549	
% Approach Total	0.1	80.0	19.8	0.0		45.4	1.3	53.3	0.0		14.3	84.8	0.9	0.0		15.4	15.4	69.2	0.0			
PHF	0.250	0.870	0.818	0.000	0.908	0.784	0.500	0.723	0.000	0.809	0.758	0.912	0.750	0.000	0.962	0.250	0.500	0.450	0.000	0.542	0.963	
Entering Leg	1	581	144	0	726	69	2	81	0	152	94	558	6	0	658	2	2	9	0	13	1549	
Exiting Leg						636					240					664					9	1549
Total						1362					392					1322					22	3098

PDI File #: 250795 F
 Location: N: Willimansett Street S: Willimansett Street
 Location: E: Big Y Entrance W: Baker Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
4:45 PM	0	5	1	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	10	1	0	11	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	25
5:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	10	0	0	10	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	17
Grand Total	0	20	1	0	21	0	0	2	0	2	0	19	0	0	19	0	0	0	0	0	42
Approach %	0.0	95.2	4.8	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	47.6	2.4	0.0	50.0	0.0	0.0	4.8	0.0	4.8	0.0	45.2	0.0	0.0	45.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	19					1					22					0					42
Buses	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
% Buses	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	31.6	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total	6					0					1					0					7
Single-Unit Trucks	0	14	1	0	15	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	26
% Single-Unit	0.0	70.0	100.0	0.0	71.4	0.0	0.0	100.0	0.0	100.0	0.0	47.4	0.0	0.0	47.4	0.0	0.0	0.0	0.0	0.0	61.9
Exiting Leg Total	9					1					16					0					26
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% Articulated	0.0	25.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	21.4
Exiting Leg Total	4					0					5					0					9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
4:45 PM	0	5	1	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Total Volume	0	10	1	0	11	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	25
% Approach Total	0.0	90.9	9.1	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.458	0.000	0.000	0.250	0.000	0.250	0.000	0.464	0.000	0.000	0.464	0.000	0.000	0.000	0.000	0.000	0.893
Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	20.0
Single-Unit Trucks	0	7	1	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14
Single-Unit %	0.0	70.0	100.0	0.0	72.7	0.0	0.0	100.0	0.0	100.0	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	56.0
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Articulated %	0.0	30.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	24.0
Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Single-Unit Trucks	0	7	1	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Entering Leg	0	10	1	0	11	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	25
Buses	5					0					0					0					5
Single-Unit Trucks	5					1					8					0					14
Articulated Trucks	3					0					3					0					6
Total Exiting Leg	13					1					11					0					25

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	6					0					1					0					7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.313
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Exiting Leg	5					0					0					0					5
Total	5					0					5					0					10

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	1	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14
5:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	12
Grand Total	0	14	1	0	15	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	26
Approach %	0.0	93.3	6.7	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	53.8	3.8	0.0	57.7	0.0	0.0	7.7	0.0	7.7	0.0	34.6	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					1					16					0					26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	9	1	0	10	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	18
% Approach Total	0.0	90.0	10.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.250	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	0	9	1	0	10	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	18
Exiting Leg	6					1					11					0					18
Total	16					3					17					0					36

PDI File #: **250795 F**
 Location: **N: Willimansett Street S: Willimansett Street**
 Location: **E: Big Y Entrance W: Baker Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total						4					0					5					9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Willimansett Street					Big Y Entrance					Willimansett Street					Baker Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Exiting Leg						3					0					3					6
Total						6					0					6					12

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	101	3	0	108	3	6	5	0	14	7	97	1	0	105	9	7	15	0	31	258
7:15 AM	2	99	2	0	103	7	5	7	0	19	3	87	1	0	91	10	8	8	0	26	239
7:30 AM	11	120	1	0	132	4	4	3	0	11	5	100	7	0	112	11	11	17	0	39	294
7:45 AM	5	125	5	0	135	9	7	4	0	20	7	121	9	0	137	10	10	13	0	33	325
Total	22	445	11	0	478	23	22	19	0	64	22	405	18	0	445	40	36	53	0	129	1116
8:00 AM	3	95	3	0	101	3	4	4	0	11	7	109	4	0	120	6	6	16	0	28	260
8:15 AM	9	119	4	0	132	7	6	4	0	17	3	119	5	0	127	10	5	17	0	32	308
8:30 AM	5	102	1	0	108	5	5	5	0	15	2	115	5	0	122	7	4	24	0	35	280
8:45 AM	6	99	2	0	107	3	2	1	0	6	3	97	6	0	106	10	6	13	0	29	248
Total	23	415	10	0	448	18	17	14	0	49	15	440	20	0	475	33	21	70	0	124	1096
Grand Total	45	860	21	0	926	41	39	33	0	113	37	845	38	0	920	73	57	123	0	253	2212
Approach %	4.9	92.9	2.3	0.0		36.3	34.5	29.2	0.0		4.0	91.8	4.1	0.0		28.9	22.5	48.6	0.0		
Total %	2.0	38.9	0.9	0.0	41.9	1.9	1.8	1.5	0.0	5.1	1.7	38.2	1.7	0.0	41.6	3.3	2.6	5.6	0.0	11.4	
Exiting Leg Total	1009					115					966					122					2212
Cars	44	830	17	0	891	39	36	31	0	106	36	809	38	0	883	70	49	122	0	241	2121
% Cars	97.8	96.5	81.0	0.0	96.2	95.1	92.3	93.9	0.0	93.8	97.3	95.7	100.0	0.0	96.0	95.9	86.0	99.2	0.0	95.3	95.9
Exiting Leg Total	970					102					931					118					2121
Heavy Vehicles	1	30	4	0	35	2	3	2	0	7	1	36	0	0	37	3	8	1	0	12	91
% Heavy Vehicles	2.2	3.5	19.0	0.0	3.8	4.9	7.7	6.1	0.0	6.2	2.7	4.3	0.0	0.0	4.0	4.1	14.0	0.8	0.0	4.7	4.1
Exiting Leg Total	39					13					35					4					91

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	11	120	1	0	132	4	4	3	0	11	5	100	7	0	112	11	11	17	0	39	294
7:45 AM	5	125	5	0	135	9	7	4	0	20	7	121	9	0	137	10	10	13	0	33	325
8:00 AM	3	95	3	0	101	3	4	4	0	11	7	109	4	0	120	6	6	16	0	28	260
8:15 AM	9	119	4	0	132	7	6	4	0	17	3	119	5	0	127	10	5	17	0	32	308
Total Volume	28	459	13	0	500	23	21	15	0	59	22	449	25	0	496	37	32	63	0	132	1187
% Approach Total	5.6	91.8	2.6	0.0		39.0	35.6	25.4	0.0		4.4	90.5	5.0	0.0		28.0	24.2	47.7	0.0		
PHF	0.636	0.918	0.650	0.000	0.926	0.639	0.750	0.938	0.000	0.738	0.786	0.928	0.694	0.000	0.905	0.841	0.727	0.926	0.000	0.846	0.913
Cars	27	443	11	0	481	22	20	13	0	55	21	429	25	0	475	35	26	62	0	123	1134
Cars %	96.4	96.5	84.6	0.0	96.2	95.7	95.2	86.7	0.0	93.2	95.5	95.5	100.0	0.0	95.8	94.6	81.3	98.4	0.0	93.2	95.5
Heavy Vehicles	1	16	2	0	19	1	1	2	0	4	1	20	0	0	21	2	6	1	0	9	53
Heavy Vehicles %	3.6	3.5	15.4	0.0	3.8	4.3	4.8	13.3	0.0	6.8	4.5	4.5	0.0	0.0	4.2	5.4	18.8	1.6	0.0	6.8	4.5
Cars Enter Leg	27	443	11	0	481	22	20	13	0	55	21	429	25	0	475	35	26	62	0	123	1134
Heavy Enter Leg	1	16	2	0	19	1	1	2	0	4	1	20	0	0	21	2	6	1	0	9	53
Total Entering Leg	28	459	13	0	500	23	21	15	0	59	22	449	25	0	496	37	32	63	0	132	1187
Cars Exiting Leg	513					58					491					72					1134
Heavy Exiting Leg	22					9					20					2					53
Total Exiting Leg	535					67					511					74					1187

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	97	2	0	103	3	5	5	0	13	7	94	1	0	102	8	6	15	0	29	247
7:15 AM	2	96	1	0	99	7	4	7	0	18	3	82	1	0	86	10	8	8	0	26	229
7:30 AM	10	115	1	0	126	4	4	2	0	10	5	95	7	0	107	11	10	16	0	37	280
7:45 AM	5	122	4	0	131	9	7	3	0	19	7	116	9	0	132	10	6	13	0	29	311
Total	21	430	8	0	459	23	20	17	0	60	22	387	18	0	427	39	30	52	0	121	1067
8:00 AM	3	91	2	0	96	3	3	4	0	10	6	104	4	0	114	5	5	16	0	26	246
8:15 AM	9	115	4	0	128	6	6	4	0	16	3	114	5	0	122	9	5	17	0	31	297
8:30 AM	5	99	1	0	105	4	5	5	0	14	2	110	5	0	117	7	4	24	0	35	271
8:45 AM	6	95	2	0	103	3	2	1	0	6	3	94	6	0	103	10	5	13	0	28	240
Total	23	400	9	0	432	16	16	14	0	46	14	422	20	0	456	31	19	70	0	120	1054
Grand Total	44	830	17	0	891	39	36	31	0	106	36	809	38	0	883	70	49	122	0	241	2121
Approach %	4.9	93.2	1.9	0.0		36.8	34.0	29.2	0.0		4.1	91.6	4.3	0.0		29.0	20.3	50.6	0.0		
Total %	2.1	39.1	0.8	0.0	42.0	1.8	1.7	1.5	0.0	5.0	1.7	38.1	1.8	0.0	41.6	3.3	2.3	5.8	0.0	11.4	
Exiting Leg Total	970					102					931					118					2121

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	10	115	1	0	126	4	4	2	0	10	5	95	7	0	107	11	10	16	0	37	280
7:45 AM	5	122	4	0	131	9	7	3	0	19	7	116	9	0	132	10	6	13	0	29	311
8:00 AM	3	91	2	0	96	3	3	4	0	10	6	104	4	0	114	5	5	16	0	26	246
8:15 AM	9	115	4	0	128	6	6	4	0	16	3	114	5	0	122	9	5	17	0	31	297
Total Volume	27	443	11	0	481	22	20	13	0	55	21	429	25	0	475	35	26	62	0	123	1134
% Approach Total	5.6	92.1	2.3	0.0		40.0	36.4	23.6	0.0		4.4	90.3	5.3	0.0		28.5	21.1	50.4	0.0		
PHF	0.675	0.908	0.688	0.000	0.918	0.611	0.714	0.813	0.000	0.724	0.750	0.925	0.694	0.000	0.900	0.795	0.650	0.912	0.000	0.831	0.912
Entering Leg	27	443	11	0	481	22	20	13	0	55	21	429	25	0	475	35	26	62	0	123	1134
Exiting Leg	513					58					491					72					1134
Total	994					113					966					195					2268

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	1	0	5	0	1	0	0	1	0	3	0	0	3	1	1	0	0	2	11
7:15 AM	0	3	1	0	4	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	10
7:30 AM	1	5	0	0	6	0	0	1	0	1	0	5	0	0	5	0	1	1	0	2	14
7:45 AM	0	3	1	0	4	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	14
Total	1	15	3	0	19	0	2	2	0	4	0	18	0	0	18	1	6	1	0	8	49
8:00 AM	0	4	1	0	5	0	1	0	0	1	1	5	0	0	6	1	1	0	0	2	14
8:15 AM	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	11
8:30 AM	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	8
Total	0	15	1	0	16	2	1	0	0	3	1	18	0	0	19	2	2	0	0	4	42
Grand Total	1	30	4	0	35	2	3	2	0	7	1	36	0	0	37	3	8	1	0	12	91
Approach %	2.9	85.7	11.4	0.0		28.6	42.9	28.6	0.0		2.7	97.3	0.0	0.0		25.0	66.7	8.3	0.0		
Total %	1.1	33.0	4.4	0.0	38.5	2.2	3.3	2.2	0.0	7.7	1.1	39.6	0.0	0.0	40.7	3.3	8.8	1.1	0.0	13.2	
Exiting Leg Total					39					13					35					4	91
Buses	0	5	3	0	8	2	2	0	0	4	1	6	0	0	7	1	7	0	0	8	27
% Buses	0.0	16.7	75.0	0.0	22.9	100.0	66.7	0.0	0.0	57.1	100.0	16.7	0.0	0.0	18.9	33.3	87.5	0.0	0.0	66.7	29.7
Exiting Leg Total					8					11					6					2	27
Single-Unit Trucks	1	11	1	0	13	0	1	1	0	2	0	23	0	0	23	2	1	1	0	4	42
% Single-Unit	100.0	36.7	25.0	0.0	37.1	0.0	33.3	50.0	0.0	28.6	0.0	63.9	0.0	0.0	62.2	66.7	12.5	100.0	0.0	33.3	46.2
Exiting Leg Total					24					2					14					2	42
Articulated Trucks	0	14	0	0	14	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	22
% Articulated	0.0	46.7	0.0	0.0	40.0	0.0	0.0	50.0	0.0	14.3	0.0	19.4	0.0	0.0	18.9	0.0	0.0	0.0	0.0	0.0	24.2
Exiting Leg Total					7					0					15					0	22

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	5	0	0	6	0	0	1	0	1	0	5	0	0	5	0	1	1	0	2	14
7:45 AM	0	3	1	0	4	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	14
8:00 AM	0	4	1	0	5	0	1	0	0	1	1	5	0	0	6	1	1	0	0	2	14
8:15 AM	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	11
Total Volume	1	16	2	0	19	1	1	2	0	4	1	20	0	0	21	2	6	1	0	9	53
% Approach Total	5.3	84.2	10.5	0.0		25.0	25.0	50.0	0.0		4.8	95.2	0.0	0.0		22.2	66.7	11.1	0.0		
PHF	0.250	0.800	0.500	0.000	0.792	0.250	0.250	0.500	0.000	1.000	0.250	1.000	0.000	0.000	0.875	0.500	0.375	0.250	0.000	0.563	0.946
Buses	0	2	2	0	4	1	1	0	0	2	1	5	0	0	6	0	6	0	0	6	18
Buses %	0.0	12.5	100.0	0.0	21.1	100.0	100.0	0.0	0.0	50.0	100.0	25.0	0.0	0.0	28.6	0.0	100.0	0.0	0.0	66.7	34.0
Single-Unit Trucks	1	9	0	0	10	0	0	1	0	1	0	12	0	0	12	2	0	1	0	3	26
Single-Unit %	100.0	56.3	0.0	0.0	52.6	0.0	0.0	50.0	0.0	25.0	0.0	60.0	0.0	0.0	57.1	100.0	0.0	100.0	0.0	33.3	49.1
Articulated Trucks	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Articulated %	0.0	31.3	0.0	0.0	26.3	0.0	0.0	50.0	0.0	25.0	0.0	15.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17.0
Buses	0	2	2	0	4	1	1	0	0	2	1	5	0	0	6	0	6	0	0	6	18
Single-Unit Trucks	1	9	0	0	10	0	0	1	0	1	0	12	0	0	12	2	0	1	0	3	26
Articulated Trucks	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Total Entering Leg	1	16	2	0	19	1	1	2	0	4	1	20	0	0	21	2	6	1	0	9	53
Buses					6					9					2					1	18
Single-Unit Trucks					13					0					12					1	26
Articulated Trucks					3					0					6					0	9
Total Exiting Leg					22					9					20					2	53

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	8
Total	0	2	2	0	4	0	1	0	0	1	0	4	0	0	4	1	6	0	0	7	16
8:00 AM	0	1	1	0	2	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	2	1	0	0	3	1	2	0	0	3	0	1	0	0	1	11
Grand Total	0	5	3	0	8	2	2	0	0	4	1	6	0	0	7	1	7	0	0	8	27
Approach %	0.0	62.5	37.5	0.0		50.0	50.0	0.0	0.0		14.3	85.7	0.0	0.0		12.5	87.5	0.0	0.0		
Total %	0.0	18.5	11.1	0.0	29.6	7.4	7.4	0.0	0.0	14.8	3.7	22.2	0.0	0.0	25.9	3.7	25.9	0.0	0.0	29.6	
Exiting Leg Total	8					11					6					2					27

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	8
8:00 AM	0	1	1	0	2	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	2	0	4	1	1	0	0	2	1	5	0	0	6	0	6	0	0	6	18
% Approach Total	0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.500	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.563
Entering Leg	0	2	2	0	4	1	1	0	0	2	1	5	0	0	6	0	6	0	0	6	18
Exiting Leg	6					9					2					1					18
Total	10					11					8					7					36

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	6
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	1	4	1	0	6	0	1	1	0	2	0	12	0	0	12	0	0	1	0	1	21
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	2	1	0	0	3	21
Grand Total	1	11	1	0	13	0	1	1	0	2	0	23	0	0	23	2	1	1	0	4	42
Approach %	7.7	84.6	7.7	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		
Total %	2.4	26.2	2.4	0.0	31.0	0.0	2.4	2.4	0.0	4.8	0.0	54.8	0.0	0.0	54.8	4.8	2.4	2.4	0.0	9.5	
Exiting Leg Total						2					14					2					42

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
Total Volume	1	9	0	0	10	0	0	1	0	1	0	12	0	0	12	2	0	1	0	3	26
% Approach Total	10.0	90.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.250	0.563	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.500	0.000	0.250	0.000	0.750	0.722
Entering Leg	1	9	0	0	10	0	0	1	0	1	0	12	0	0	12	2	0	1	0	3	26
Exiting Leg						0					12					1					26
Total						1					24					4					52

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	14	0	0	14	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	22
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	63.6	0.0	0.0	63.6	0.0	0.0	4.5	0.0	4.5	0.0	31.8	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						7					0					15					0	22				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	9	0	0	9	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	9	0	0	9	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	12
Exiting Leg						2					0					10					0	12				
Total						11					1					12					0	24				

PDI File #: 250795 G
 Location: N: Memorial Drive S: Memorial Drive
 Location: E: Abbey Street W: Abbey Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1		
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							1							1							3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	0							0							1							1							2
Total	1							1							1							1							4

PDI File #: 250795 G
 Location: N: Memorial Drive S: Memorial Drive
 Location: E: Abbey Street W: Abbey Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	1	0	1	7	7	
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	50	50		0	0	0	0	100	0		0	0	0	100	0				
Total %	0	0	0	0	14.3	28.6	42.9	0	0	0	0	14.3	14.3	28.6	0	0	0	0	14.3	0	14.3	0	0	0	14.3	0	14.3			
Exiting Leg Total	3							2							1							1							7	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Exiting Leg	3							2							0							0							5	
Total	6							4							0							0							10	

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	15	136	4	0	155	2	11	9	0	22	5	145	11	0	161	5	9	30	0	44	382
4:15 PM	18	136	3	0	157	5	7	6	0	18	3	149	5	0	157	4	5	16	0	25	357
4:30 PM	13	170	4	0	187	4	7	15	0	26	4	124	7	0	135	7	8	20	0	35	383
4:45 PM	13	138	2	0	153	3	5	5	0	13	5	168	2	0	175	3	5	20	0	28	369
Total	59	580	13	0	652	14	30	35	0	79	17	586	25	0	628	19	27	86	0	132	1491
5:00 PM	21	151	6	0	178	3	9	7	0	19	4	132	9	0	145	7	7	16	0	30	372
5:15 PM	16	150	3	0	169	2	8	4	0	14	13	159	4	0	176	4	10	21	0	35	394
5:30 PM	19	128	4	0	151	6	6	9	0	21	6	144	4	0	154	7	7	24	0	38	364
5:45 PM	10	118	1	0	129	1	5	6	0	12	4	93	10	0	107	8	6	18	0	32	280
Total	66	547	14	0	627	12	28	26	0	66	27	528	27	0	582	26	30	79	0	135	1410
Grand Total	125	1127	27	0	1279	26	58	61	0	145	44	1114	52	0	1210	45	57	165	0	267	2901
Approach %	9.8	88.1	2.1	0.0		17.9	40.0	42.1	0.0		3.6	92.1	4.3	0.0		16.9	21.3	61.8	0.0		
Total %	4.3	38.8	0.9	0.0	44.1	0.9	2.0	2.1	0.0	5.0	1.5	38.4	1.8	0.0	41.7	1.6	2.0	5.7	0.0	9.2	
Exiting Leg Total	1305					128					1233					235					2901
Cars	123	1109	27	0	1259	25	58	58	0	141	42	1096	52	0	1190	45	55	164	0	264	2854
% Cars	98.4	98.4	100.0	0.0	98.4	96.2	100.0	95.1	0.0	97.2	95.5	98.4	100.0	0.0	98.3	100.0	96.5	99.4	0.0	98.9	98.4
Exiting Leg Total	1285					124					1212					233					2854
Heavy Vehicles	2	18	0	0	20	1	0	3	0	4	2	18	0	0	20	0	2	1	0	3	47
% Heavy Vehicles	1.6	1.6	0.0	0.0	1.6	3.8	0.0	4.9	0.0	2.8	4.5	1.6	0.0	0.0	1.7	0.0	3.5	0.6	0.0	1.1	1.6
Exiting Leg Total	20					4					21					2					47

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	13	170	4	0	187	4	7	15	0	26	4	124	7	0	135	7	8	20	0	35	383
4:45 PM	13	138	2	0	153	3	5	5	0	13	5	168	2	0	175	3	5	20	0	28	369
5:00 PM	21	151	6	0	178	3	9	7	0	19	4	132	9	0	145	7	7	16	0	30	372
5:15 PM	16	150	3	0	169	2	8	4	0	14	13	159	4	0	176	4	10	21	0	35	394
Total Volume	63	609	15	0	687	12	29	31	0	72	26	583	22	0	631	21	30	77	0	128	1518
% Approach Total	9.2	88.6	2.2	0.0		16.7	40.3	43.1	0.0		4.1	92.4	3.5	0.0		16.4	23.4	60.2	0.0		
PHF	0.750	0.896	0.625	0.000	0.918	0.750	0.806	0.517	0.000	0.692	0.500	0.868	0.611	0.000	0.896	0.750	0.750	0.917	0.000	0.914	0.963
Cars	61	597	15	0	673	12	29	30	0	71	25	575	22	0	622	21	29	76	0	126	1492
Cars %	96.8	98.0	100.0	0.0	98.0	100.0	100.0	96.8	0.0	98.6	96.2	98.6	100.0	0.0	98.6	100.0	96.7	98.7	0.0	98.4	98.3
Heavy Vehicles	2	12	0	0	14	0	0	1	0	1	1	8	0	0	9	0	1	1	0	2	26
Heavy Vehicles %	3.2	2.0	0.0	0.0	2.0	0.0	0.0	3.2	0.0	1.4	3.8	1.4	0.0	0.0	1.4	0.0	3.3	1.3	0.0	1.6	1.7
Cars Enter Leg	61	597	15	0	673	12	29	30	0	71	25	575	22	0	622	21	29	76	0	126	1492
Heavy Enter Leg	2	12	0	0	14	0	0	1	0	1	1	8	0	0	9	0	1	1	0	2	26
Total Entering Leg	63	609	15	0	687	12	29	31	0	72	26	583	22	0	631	21	30	77	0	128	1518
Cars Exiting Leg	663					69					648					112					1492
Heavy Exiting Leg	9					2					13					2					26
Total Exiting Leg	672					71					661					114					1518

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	15	136	4	0	155	1	11	9	0	21	5	139	11	0	155	5	8	30	0	43	374
4:15 PM	18	133	3	0	154	5	7	5	0	17	3	147	5	0	155	4	5	16	0	25	351
4:30 PM	12	168	4	0	184	4	7	15	0	26	4	121	7	0	132	7	8	19	0	34	376
4:45 PM	12	133	2	0	147	3	5	4	0	12	5	168	2	0	175	3	5	20	0	28	362
Total	57	570	13	0	640	13	30	33	0	76	17	575	25	0	617	19	26	85	0	130	1463
5:00 PM	21	148	6	0	175	3	9	7	0	19	4	129	9	0	142	7	6	16	0	29	365
5:15 PM	16	148	3	0	167	2	8	4	0	14	12	157	4	0	173	4	10	21	0	35	389
5:30 PM	19	126	4	0	149	6	6	9	0	21	5	143	4	0	152	7	7	24	0	38	360
5:45 PM	10	117	1	0	128	1	5	5	0	11	4	92	10	0	106	8	6	18	0	32	277
Total	66	539	14	0	619	12	28	25	0	65	25	521	27	0	573	26	29	79	0	134	1391
Grand Total	123	1109	27	0	1259	25	58	58	0	141	42	1096	52	0	1190	45	55	164	0	264	2854
Approach %	9.8	88.1	2.1	0.0		17.7	41.1	41.1	0.0		3.5	92.1	4.4	0.0		17.0	20.8	62.1	0.0		
Total %	4.3	38.9	0.9	0.0	44.1	0.9	2.0	2.0	0.0	4.9	1.5	38.4	1.8	0.0	41.7	1.6	1.9	5.7	0.0	9.3	
Exiting Leg Total	1285					124					1212					233					2854

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	12	168	4	0	184	4	7	15	0	26	4	121	7	0	132	7	8	19	0	34	376
4:45 PM	12	133	2	0	147	3	5	4	0	12	5	168	2	0	175	3	5	20	0	28	362
5:00 PM	21	148	6	0	175	3	9	7	0	19	4	129	9	0	142	7	6	16	0	29	365
5:15 PM	16	148	3	0	167	2	8	4	0	14	12	157	4	0	173	4	10	21	0	35	389
Total Volume	61	597	15	0	673	12	29	30	0	71	25	575	22	0	622	21	29	76	0	126	1492
% Approach Total	9.1	88.7	2.2	0.0		16.9	40.8	42.3	0.0		4.0	92.4	3.5	0.0		16.7	23.0	60.3	0.0		
PHF	0.726	0.888	0.625	0.000	0.914	0.750	0.806	0.500	0.000	0.683	0.521	0.856	0.611	0.000	0.889	0.750	0.725	0.905	0.000	0.900	0.959
Entering Leg	61	597	15	0	673	12	29	30	0	71	25	575	22	0	622	21	29	76	0	126	1492
Exiting Leg	663					69					648					112					1492
Total	1336					140					1270					238					2984

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	8
4:15 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
4:45 PM	1	5	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Total	2	10	0	0	12	1	0	2	0	3	0	11	0	0	11	0	1	1	0	2	28
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	7
5:15 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
5:30 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	1	0	1	2	7	0	0	9	0	1	0	0	1	19
Grand Total	2	18	0	0	20	1	0	3	0	4	2	18	0	0	20	0	2	1	0	3	47
Approach %	10.0	90.0	0.0	0.0		25.0	0.0	75.0	0.0		10.0	90.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	4.3	38.3	0.0	0.0	42.6	2.1	0.0	6.4	0.0	8.5	4.3	38.3	0.0	0.0	42.6	0.0	4.3	2.1	0.0	6.4	
Exiting Leg Total	20					4					21					2					47
Buses	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	2	0	0	2	10
% Buses	0.0	5.6	0.0	0.0	5.0	100.0	0.0	0.0	0.0	25.0	50.0	27.8	0.0	0.0	30.0	0.0	100.0	0.0	0.0	66.7	21.3
Exiting Leg Total	6					3					1					0					10
Single-Unit Trucks	2	13	0	0	15	0	0	3	0	3	1	9	0	0	10	0	0	1	0	1	29
% Single-Unit	100.0	72.2	0.0	0.0	75.0	0.0	0.0	100.0	0.0	75.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	100.0	0.0	33.3	61.7
Exiting Leg Total	10					1					16					2					29
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Articulated	0.0	22.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17.0
Exiting Leg Total	4					0					4					0					8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	8
4:15 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
4:45 PM	1	5	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Total Volume	2	10	0	0	12	1	0	2	0	3	0	11	0	0	11	0	1	1	0	2	28
% Approach Total	16.7	83.3	0.0	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.500	0.250	0.000	0.500	0.000	0.750	0.000	0.458	0.000	0.000	0.458	0.000	0.250	0.250	0.000	0.500	0.875
Buses	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	33.3	0.0	36.4	0.0	0.0	36.4	0.0	100.0	0.0	0.0	50.0	21.4
Single-Unit Trucks	2	7	0	0	9	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	16
Single-Unit %	100.0	70.0	0.0	0.0	75.0	0.0	0.0	100.0	0.0	66.7	0.0	36.4	0.0	0.0	36.4	0.0	0.0	100.0	0.0	50.0	57.1
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Articulated %	0.0	30.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	21.4
Buses	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6
Single-Unit Trucks	2	7	0	0	9	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	16
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Entering Leg	2	10	0	0	12	1	0	2	0	3	0	11	0	0	11	0	1	1	0	2	28
Buses	5					1					0					0					6
Single-Unit Trucks	5					0					9					2					16
Articulated Trucks	3					0					3					0					6
Total Exiting Leg	13					1					12					2					28

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Buses

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4
Grand Total	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	2	0	0	2	10
Approach %	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	16.7	83.3	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	
Total %	0.0	10.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	10.0	50.0	0.0	0.0	60.0	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total	6					3					1					0					10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6
% Approach Total	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.000	0.250	0.000	0.000	0.250	0.300
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6
Exiting Leg	5					1					0					0					6
Total	5					2					4					1					12

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
4:45 PM	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	2	7	0	0	9	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	16
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	13
Grand Total	2	13	0	0	15	0	0	3	0	3	1	9	0	0	10	0	0	1	0	1	0	0	0	0	0	29
Approach %	13.3	86.7	0.0	0.0		0.0	0.0	100.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	100.0	0.0							
Total %	6.9	44.8	0.0	0.0	51.7	0.0	0.0	10.3	0.0	10.3	3.4	31.0	0.0	0.0	34.5	0.0	0.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	3.4	
Exiting Leg Total						10										16							2	29		

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:15 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
4:45 PM	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total Volume	2	10	0	0	12	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	19
% Approach Total	16.7	83.3	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0							
PHF	0.500	0.833	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.950	
Entering Leg	2	10	0	0	12	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	19
Exiting Leg						5										12							2	19		
Total						17										16							3	38		

PDI File #: **250795 G**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: Abbey Street W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Thursday, September 18, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4					0					4					0	8				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					Abbey Street					Memorial Drive					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Exiting Leg						3					0					3					0	6				
Total						6					0					6					0	12				

PDI File #: 250795 G
 Location: N: Memorial Drive S: Memorial Drive
 Location: E: Abbey Street W: Abbey Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2							0							1							0							3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Exiting Leg	2							0							0							0							2
Total	2							0							2							0							4

PDI File #: 250795 G
 Location: N: Memorial Drive S: Memorial Drive
 Location: E: Abbey Street W: Abbey Street
 City, State: South Hadley, MA
 Client: F&O/A. Keegan
 Site Code: 20250806.A10
 Count Date: Thursday, September 18, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	1	3		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	2		
4:45 PM	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	4	4	10		
Total	0	0	0	0	0	3	3	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	6	6	6	15		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2		
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	0	0	0	0	0	0	1	1	2	4	4		
Total	0	0	0	0	0	0	0	0	0	0	2	2	2	0	2	2	0	0	0	0	0	1	4	5	5	9	9		
Grand Total	0	0	0	0	0	3	3	0	0	0	0	2	5	7	0	0	0	0	1	2	3	0	0	0	1	10	11	24	
Approach %	0	0	0	0	0	100		0	0	0	0	28.6	71.4		0	0	0	0	33.3	66.7		0	0	0	9.09	90.9			
Total %	0	0	0	0	0	12.5	12.5	0	0	0	0	8.33	20.8	29.2	0	0	0	0	4.17	8.33	12.5	0	0	0	0	4.17	41.7	45.8	
Exiting Leg Total	3							7							3							11							24

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

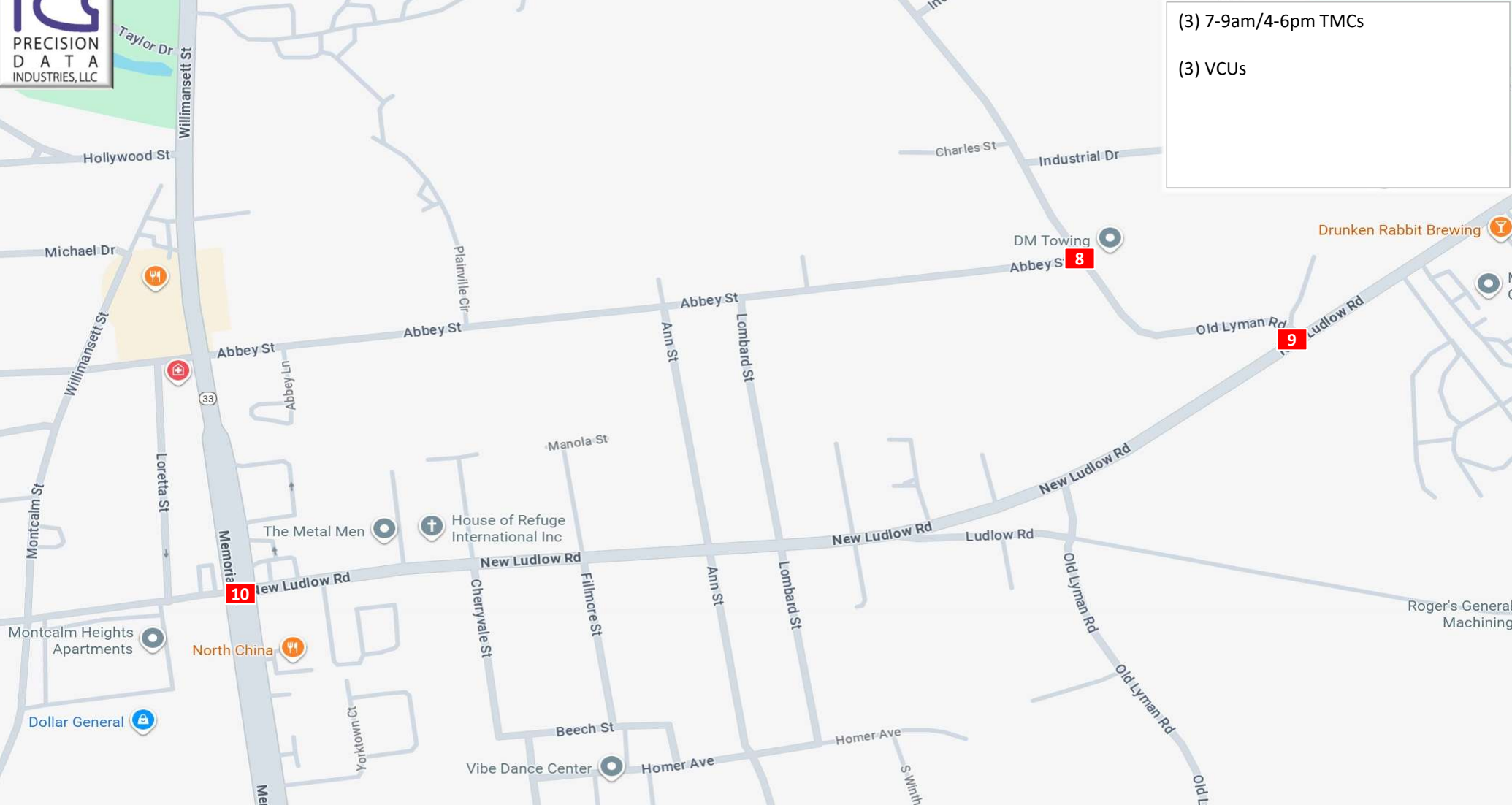
	Memorial Drive							Abbey Street							Memorial Drive							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	1	3	3		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	2		
4:45 PM	0	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	4	4	10	10		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1		
Total Volume	0	0	0	0	0	3	3	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	7	7	7	16		
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.417	0.417	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.438	0.438	0.400	0.400		
Entering Leg	0	0	0	0	0	3	3	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	7	7	7	16		
Exiting Leg	3							5							1							7							16
Total	6							10							2							14							32



Location Map: 250853 South Hadley-Chicopee, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

(3) 7-9am/4-6pm TMCs
(3) VCUs



Client:
F&O

Engineer:
A. Keegan

Site Code:
20250806.A10

Date:
Wed 10/15/25

PDI Job #
250853

City, State:
South Hadley-Chicopee, MA

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	25	0	0	28	0	0	0	0	0	0	28	1	0	29	6	0	18	0	24	81
7:15 AM	2	29	0	0	31	0	0	0	0	0	0	31	2	0	33	6	0	5	0	11	75
7:30 AM	2	22	0	0	24	0	0	0	0	0	0	37	4	0	41	6	0	12	0	18	83
7:45 AM	2	30	0	0	32	0	0	0	0	0	0	43	2	0	45	5	0	6	0	11	88
Total	9	106	0	0	115	0	0	0	0	0	0	139	9	0	148	23	0	41	0	64	327
8:00 AM	6	35	0	0	41	0	0	0	0	0	0	34	6	0	40	7	0	4	0	11	92
8:15 AM	5	26	0	0	31	0	0	0	0	0	0	30	3	0	33	3	0	6	0	9	73
8:30 AM	5	19	0	0	24	0	0	0	0	0	0	30	6	0	36	4	0	2	0	6	66
8:45 AM	7	27	0	0	34	0	0	0	0	0	0	17	2	0	19	2	0	4	0	6	59
Total	23	107	0	0	130	0	0	0	0	0	0	111	17	0	128	16	0	16	0	32	290
Grand Total	32	213	0	0	245	0	0	0	0	0	0	250	26	0	276	39	0	57	0	96	617
Approach %	13.1	86.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.6	9.4	0.0		40.6	0.0	59.4	0.0		
Total %	5.2	34.5	0.0	0.0	39.7	0.0	0.0	0.0	0.0	0.0	0.0	40.5	4.2	0.0	44.7	6.3	0.0	9.2	0.0	15.6	
Exiting Leg Total	307					0					252					58					617
Cars	29	159	0	0	188	0	0	0	0	0	0	207	26	0	233	36	0	52	0	88	509
% Cars	90.6	74.6	0.0	0.0	76.7	0.0	0.0	0.0	0.0	0.0	0.0	82.8	100.0	0.0	84.4	92.3	0.0	91.2	0.0	91.7	82.5
Exiting Leg Total	259					0					195					55					509
Heavy Vehicles	3	54	0	0	57	0	0	0	0	0	0	43	0	0	43	3	0	5	0	8	108
% Heavy Vehicles	9.4	25.4	0.0	0.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	17.2	0.0	0.0	15.6	7.7	0.0	8.8	0.0	8.3	17.5
Exiting Leg Total	48					0					57					3					108

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	2	29	0	0	31	0	0	0	0	0	0	31	2	0	33	6	0	5	0	11	75
7:30 AM	2	22	0	0	24	0	0	0	0	0	0	37	4	0	41	6	0	12	0	18	83
7:45 AM	2	30	0	0	32	0	0	0	0	0	0	43	2	0	45	5	0	6	0	11	88
8:00 AM	6	35	0	0	41	0	0	0	0	0	0	34	6	0	40	7	0	4	0	11	92
Total Volume	12	116	0	0	128	0	0	0	0	0	0	145	14	0	159	24	0	27	0	51	338
% Approach Total	9.4	90.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.2	8.8	0.0		47.1	0.0	52.9	0.0		
PHF	0.500	0.829	0.000	0.000	0.780	0.000	0.000	0.000	0.000	0.000	0.000	0.843	0.583	0.000	0.883	0.857	0.000	0.563	0.000	0.708	0.918
Cars	11	89	0	0	100	0	0	0	0	0	0	119	14	0	133	21	0	25	0	46	279
Cars %	91.7	76.7	0.0	0.0	78.1	0.0	0.0	0.0	0.0	0.0	0.0	82.1	100.0	0.0	83.6	87.5	0.0	92.6	0.0	90.2	82.5
Heavy Vehicles	1	27	0	0	28	0	0	0	0	0	0	26	0	0	26	3	0	2	0	5	59
Heavy Vehicles %	8.3	23.3	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	17.9	0.0	0.0	16.4	12.5	0.0	7.4	0.0	9.8	17.5
Cars Enter Leg	11	89	0	0	100	0	0	0	0	0	0	119	14	0	133	21	0	25	0	46	279
Heavy Enter Leg	1	27	0	0	28	0	0	0	0	0	0	26	0	0	26	3	0	2	0	5	59
Total Entering Leg	12	116	0	0	128	0	0	0	0	0	0	145	14	0	159	24	0	27	0	51	338
Cars Exiting Leg	144					0					110					25					279
Heavy Exiting Leg	28					0					30					1					59
Total Exiting Leg	172					0					140					26					338

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	21	0	0	24	0	0	0	0	0	0	26	1	0	27	6	0	16	0	22	73
7:15 AM	2	28	0	0	30	0	0	0	0	0	0	26	2	0	28	6	0	5	0	11	69
7:30 AM	1	17	0	0	18	0	0	0	0	0	0	31	4	0	35	6	0	11	0	17	70
7:45 AM	2	24	0	0	26	0	0	0	0	0	0	33	2	0	35	4	0	5	0	9	70
Total	8	90	0	0	98	0	0	0	0	0	0	116	9	0	125	22	0	37	0	59	282
8:00 AM	6	20	0	0	26	0	0	0	0	0	0	29	6	0	35	5	0	4	0	9	70
8:15 AM	5	20	0	0	25	0	0	0	0	0	0	23	3	0	26	3	0	5	0	8	59
8:30 AM	4	16	0	0	20	0	0	0	0	0	0	24	6	0	30	4	0	2	0	6	56
8:45 AM	6	13	0	0	19	0	0	0	0	0	0	15	2	0	17	2	0	4	0	6	42
Total	21	69	0	0	90	0	0	0	0	0	0	91	17	0	108	14	0	15	0	29	227
Grand Total	29	159	0	0	188	0	0	0	0	0	0	207	26	0	233	36	0	52	0	88	509
Approach %	15.4	84.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.8	11.2	0.0		40.9	0.0	59.1	0.0		
Total %	5.7	31.2	0.0	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	40.7	5.1	0.0	45.8	7.1	0.0	10.2	0.0	17.3	
Exiting Leg Total	259					0					195					55					509

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	3	21	0	0	24	0	0	0	0	0	0	26	1	0	27	6	0	16	0	22	73	
7:15 AM	2	28	0	0	30	0	0	0	0	0	0	26	2	0	28	6	0	5	0	11	69	
7:30 AM	1	17	0	0	18	0	0	0	0	0	0	31	4	0	35	6	0	11	0	17	70	
7:45 AM	2	24	0	0	26	0	0	0	0	0	0	33	2	0	35	4	0	5	0	9	70	
Total Volume	8	90	0	0	98	0	0	0	0	0	0	116	9	0	125	22	0	37	0	59	282	
% Approach Total	8.2	91.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.8	7.2	0.0		37.3	0.0	62.7	0.0			
PHF	0.667	0.804	0.000	0.000	0.817	0.000	0.000	0.000	0.000	0.000	0.000	0.879	0.563	0.000	0.893	0.917	0.000	0.578	0.000	0.670	0.966	
Entering Leg	8	90	0	0	98	0	0	0	0	0	0	116	9	0	125	22	0	37	0	59	282	
Exiting Leg																					17	282
Total	251					0					237					76					564	

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
7:30 AM	1	5	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	18
Total	1	16	0	0	17	0	0	0	0	0	0	23	0	0	23	1	0	4	0	5	45
8:00 AM	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	22
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	14
8:30 AM	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
8:45 AM	1	14	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	17
Total	2	38	0	0	40	0	0	0	0	0	0	20	0	0	20	2	0	1	0	3	63
Grand Total	3	54	0	0	57	0	0	0	0	0	0	43	0	0	43	3	0	5	0	8	108
Approach %	5.3	94.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		37.5	0.0	62.5	0.0		
Total %	2.8	50.0	0.0	0.0	52.8	0.0	0.0	0.0	0.0	0.0	0.0	39.8	0.0	0.0	39.8	2.8	0.0	4.6	0.0	7.4	
Exiting Leg Total	48					0					57					3					108
Buses	2	23	0	0	25	0	0	0	0	0	0	3	0	0	3	3	0	4	0	7	35
% Buses	66.7	42.6	0.0	0.0	43.9	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	7.0	100.0	0.0	80.0	0.0	87.5	32.4
Exiting Leg Total	7					0					26					2					35
Single-Unit Trucks	1	25	0	0	26	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	58
% Single-Unit	33.3	46.3	0.0	0.0	45.6	0.0	0.0	0.0	0.0	0.0	0.0	74.4	0.0	0.0	74.4	0.0	0.0	0.0	0.0	0.0	53.7
Exiting Leg Total	32					0					25					1					58
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	15
% Articulated	0.0	11.1	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	18.6	0.0	0.0	20.0	0.0	12.5	13.9
Exiting Leg Total	9					0					6					0					15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	5	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	18
8:00 AM	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	22
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	14
Total Volume	1	32	0	0	33	0	0	0	0	0	0	28	0	0	28	3	0	3	0	6	67
% Approach Total	3.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.250	0.533	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.700	0.375	0.000	0.750	0.000	0.750	0.761
Buses	0	13	0	0	13	0	0	0	0	0	0	2	0	0	2	3	0	2	0	5	20
Buses %	0.0	40.6	0.0	0.0	39.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	100.0	0.0	66.7	0.0	83.3	29.9
Single-Unit Trucks	1	16	0	0	17	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	39
Single-Unit %	100.0	50.0	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	78.6	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	58.2
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
Articulated %	0.0	9.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	33.3	0.0	16.7	11.9
Buses	0	13	0	0	13	0	0	0	0	0	0	2	0	0	2	3	0	2	0	5	20
Single-Unit Trucks	1	16	0	0	17	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	39
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
Total Entering Leg	1	32	0	0	33	0	0	0	0	0	0	28	0	0	28	3	0	3	0	6	67
Buses	4					0					16					0					20
Single-Unit Trucks	22					0					16					1					39
Articulated Trucks	5					0					3					0					8
Total Exiting Leg	31					0					35					1					67

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Buses

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	9	
8:00 AM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	12	
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
Total	2	21	0	0	23	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	26	
Grand Total	2	23	0	0	25	0	0	0	0	0	0	3	0	0	3	3	0	4	0	7	35	
Approach %	8.0	92.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		42.9	0.0	57.1	0.0			
Total %	5.7	65.7	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.6	8.6	0.0	11.4	0.0	20.0		
Exiting Leg Total						7					0					26					2	35

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	12	
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
Total Volume	2	21	0	0	23	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	26	
% Approach Total	8.7	91.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0			
PHF	0.500	0.525	0.000	0.000	0.575	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.542	
Entering Leg	2	21	0	0	23	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	26	
Exiting Leg						1					0					23					2	26
Total						24					0					24					4	52

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Single-Unit Trucks

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
Total	1	11	0	0	12	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	29
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29
Grand Total	1	25	0	0	26	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	58
Approach %	3.8	96.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	1.7	43.1	0.0	0.0	44.8	0.0	0.0	0.0	0.0	0.0	0.0	55.2	0.0	0.0	55.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	32					0					25					1					58

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	1	16	0	0	17	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	39
% Approach Total	5.9	94.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.800	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.611	0.000	0.000	0.611	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	1	16	0	0	17	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	39
Exiting Leg	22					0					16					1					39
Total	39					0					38					1					78

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Articulated Trucks

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	8
Grand Total	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	15
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3	0.0	0.0	53.3	0.0	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						9					0					6					0					15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
Total Volume	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.400	
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	8
Exiting Leg						5					0					3					0					8
Total						8					0					7					1					16

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	19	50	0	0	69	0	0	0	0	0	0	37	4	0	41	8	0	10	0	18	128
4:15 PM	10	44	0	0	54	0	0	0	0	0	0	49	5	0	54	6	0	4	0	10	118
4:30 PM	24	41	0	0	65	0	0	0	0	0	0	34	4	0	38	5	0	11	0	16	119
4:45 PM	11	31	0	0	42	0	0	0	0	0	0	31	3	0	34	9	0	9	0	18	94
Total	64	166	0	0	230	0	0	0	0	0	0	151	16	0	167	28	0	34	0	62	459
5:00 PM	11	32	0	0	43	0	0	0	0	0	0	30	7	0	37	4	0	6	0	10	90
5:15 PM	8	41	0	0	49	0	0	0	0	0	0	34	2	0	36	3	0	18	0	21	106
5:30 PM	15	23	0	0	38	0	0	0	0	0	0	22	1	0	23	4	0	10	0	14	75
5:45 PM	13	34	0	0	47	0	0	0	0	0	0	27	1	0	28	0	0	7	0	7	82
Total	47	130	0	0	177	0	0	0	0	0	0	113	11	0	124	11	0	41	0	52	353
Grand Total	111	296	0	0	407	0	0	0	0	0	0	264	27	0	291	39	0	75	0	114	812
Approach %	27.3	72.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.7	9.3	0.0		34.2	0.0	65.8	0.0		
Total %	13.7	36.5	0.0	0.0	50.1	0.0	0.0	0.0	0.0	0.0	0.0	32.5	3.3	0.0	35.8	4.8	0.0	9.2	0.0	14.0	
Exiting Leg Total	339					0					335					138					812
Cars	111	267	0	0	378	0	0	0	0	0	0	256	27	0	283	37	0	74	0	111	772
% Cars	100.0	90.2	0.0	0.0	92.9	0.0	0.0	0.0	0.0	0.0	0.0	97.0	100.0	0.0	97.3	94.9	0.0	98.7	0.0	97.4	95.1
Exiting Leg Total	330					0					304					138					772
Heavy Vehicles	0	29	0	0	29	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	40
% Heavy Vehicles	0.0	9.8	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	5.1	0.0	1.3	0.0	2.6	4.9
Exiting Leg Total	9					0					31					0					40

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	19	50	0	0	69	0	0	0	0	0	0	37	4	0	41	8	0	10	0	18	128
4:15 PM	10	44	0	0	54	0	0	0	0	0	0	49	5	0	54	6	0	4	0	10	118
4:30 PM	24	41	0	0	65	0	0	0	0	0	0	34	4	0	38	5	0	11	0	16	119
4:45 PM	11	31	0	0	42	0	0	0	0	0	0	31	3	0	34	9	0	9	0	18	94
Total Volume	64	166	0	0	230	0	0	0	0	0	0	151	16	0	167	28	0	34	0	62	459
% Approach Total	27.8	72.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.4	9.6	0.0		45.2	0.0	54.8	0.0		
PHF	0.667	0.830	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.770	0.800	0.000	0.773	0.778	0.000	0.773	0.000	0.861	0.896
Cars	64	140	0	0	204	0	0	0	0	0	0	144	16	0	160	28	0	33	0	61	425
Cars %	100.0	84.3	0.0	0.0	88.7	0.0	0.0	0.0	0.0	0.0	0.0	95.4	100.0	0.0	95.8	100.0	0.0	97.1	0.0	98.4	92.6
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34
Heavy Vehicles %	0.0	15.7	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.2	0.0	0.0	2.9	0.0	1.6	7.4
Cars Enter Leg	64	140	0	0	204	0	0	0	0	0	0	144	16	0	160	28	0	33	0	61	425
Heavy Enter Leg	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34
Total Entering Leg	64	166	0	0	230	0	0	0	0	0	0	151	16	0	167	28	0	34	0	62	459
Cars Exiting Leg	177					0					168					80					425
Heavy Exiting Leg	8					0					26					0					34
Total Exiting Leg	185					0					194					80					459

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Cars

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	19	38	0	0	57	0	0	0	0	0	0	36	4	0	40	8	0	10	0	18	115
4:15 PM	10	37	0	0	47	0	0	0	0	0	0	46	5	0	51	6	0	3	0	9	107
4:30 PM	24	38	0	0	62	0	0	0	0	0	0	31	4	0	35	5	0	11	0	16	113
4:45 PM	11	27	0	0	38	0	0	0	0	0	0	31	3	0	34	9	0	9	0	18	90
Total	64	140	0	0	204	0	0	0	0	0	0	144	16	0	160	28	0	33	0	61	425
5:00 PM	11	31	0	0	42	0	0	0	0	0	0	30	7	0	37	3	0	6	0	9	88
5:15 PM	8	39	0	0	47	0	0	0	0	0	0	33	2	0	35	3	0	18	0	21	103
5:30 PM	15	23	0	0	38	0	0	0	0	0	0	22	1	0	23	3	0	10	0	13	74
5:45 PM	13	34	0	0	47	0	0	0	0	0	0	27	1	0	28	0	0	7	0	7	82
Total	47	127	0	0	174	0	0	0	0	0	0	112	11	0	123	9	0	41	0	50	347
Grand Total	111	267	0	0	378	0	0	0	0	0	0	256	27	0	283	37	0	74	0	111	772
Approach %	29.4	70.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.5	9.5	0.0		33.3	0.0	66.7	0.0		
Total %	14.4	34.6	0.0	0.0	49.0	0.0	0.0	0.0	0.0	0.0	0.0	33.2	3.5	0.0	36.7	4.8	0.0	9.6	0.0	14.4	
Exiting Leg Total	330					0					304					138					772

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	19	38	0	0	57	0	0	0	0	0	0	36	4	0	40	8	0	10	0	18	115
4:15 PM	10	37	0	0	47	0	0	0	0	0	0	46	5	0	51	6	0	3	0	9	107
4:30 PM	24	38	0	0	62	0	0	0	0	0	0	31	4	0	35	5	0	11	0	16	113
4:45 PM	11	27	0	0	38	0	0	0	0	0	0	31	3	0	34	9	0	9	0	18	90
Total Volume	64	140	0	0	204	0	0	0	0	0	0	144	16	0	160	28	0	33	0	61	425
% Approach Total	31.4	68.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.0	10.0	0.0		45.9	0.0	54.1	0.0		
PHF	0.667	0.921	0.000	0.000	0.823	0.000	0.000	0.000	0.000	0.000	0.000	0.783	0.800	0.000	0.784	0.778	0.000	0.750	0.000	0.847	0.924
Entering Leg	64	140	0	0	204	0	0	0	0	0	0	144	16	0	160	28	0	33	0	61	425
Exiting Leg	177					0					168					80					425
Total	381					0					328					141					850

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
4:15 PM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6
Grand Total	0	29	0	0	29	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	40
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		
Total %	0.0	72.5	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	5.0	0.0	2.5	0.0	7.5	
Exiting Leg Total	9					0					31					0					40
Buses	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	20
% Buses	0.0	58.6	0.0	0.0	58.6	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	100.0	0.0	0.0	0.0	66.7	50.0
Exiting Leg Total	1					0					19					0					20
Single-Unit Trucks	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	18
% Single-Unit	0.0	34.5	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	87.5	0.0	0.0	100.0	0.0	33.3	45.0
Exiting Leg Total	8					0					10					0					18
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	6.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Exiting Leg Total	0					0					2					0					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
4:15 PM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	11
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.542	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.250	0.000	0.250	0.654
Buses	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	18
Buses %	0.0	65.4	0.0	0.0	65.4	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	52.9
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14
Single-Unit %	0.0	26.9	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	85.7	0.0	0.0	100.0	0.0	100.0	41.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Buses	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	18
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34
Buses	1					0					17					0					18
Single-Unit Trucks	7					0					7					0					14
Articulated Trucks	0					0					2					0					2
Total Exiting Leg	8					0					26					0					34

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Buses

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	18	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
Grand Total	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	20	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0			
Total %	0.0	85.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	10.0	0.0	0.0	0.0	10.0		
Exiting Leg Total						1					0					19					0	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	18	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	18	
Exiting Leg						1					0					17					0	18
Total						18					0					18					0	36

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Single-Unit Trucks

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
Grand Total	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	18	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	38.9	0.0	0.0	38.9	0.0	0.0	5.6	0.0	5.6		
Exiting Leg Total						8					0					10					0	18

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.700	
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14	
Exiting Leg						7					0					7					0	14
Total						14					0					13					1	28

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Articulated Trucks

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					2					0					2					

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					Site Driveway					Old Lyman Road					Abbey Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					2					0					2					
Total	2					0					2					0					4					

PDI File #: **250853 (8)**
 Location: **N: Old Lyman Road S: Old Lyman Road**
 Location: **E: Site Driveway W: Abbey Street**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Road							Site Driveway							Old Lyman Road							Abbey Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	27	0	29	21	57	0	0	78	0	0	0	0	0	1	35	5	0	41	148
7:15 AM	10	0	26	0	36	27	39	0	0	66	0	0	0	0	0	0	41	5	0	46	148
7:30 AM	5	0	20	0	25	33	55	0	0	88	0	0	0	0	0	0	43	7	0	50	163
7:45 AM	5	0	25	0	30	39	64	3	0	106	0	0	0	0	0	0	42	7	0	49	185
Total	22	0	98	0	120	120	215	3	0	338	0	0	0	0	0	1	161	24	0	186	644
8:00 AM	3	0	27	0	30	34	44	0	0	78	0	0	0	0	0	0	25	5	0	30	138
8:15 AM	6	0	19	0	25	26	31	0	0	57	0	0	0	0	0	0	31	4	0	35	117
8:30 AM	6	0	17	0	23	36	35	1	0	72	0	0	0	0	0	0	40	3	0	43	138
8:45 AM	3	0	18	0	21	17	35	0	0	52	0	0	0	0	0	0	33	3	0	36	109
Total	18	0	81	0	99	113	145	1	0	259	0	0	0	0	0	0	129	15	0	144	502
Grand Total	40	0	179	0	219	233	360	4	0	597	0	0	0	0	0	1	290	39	0	330	1146
Approach %	18.3	0.0	81.7	0.0		39.0	60.3	0.7	0.0		0.0	0.0	0.0	0.0		0.3	87.9	11.8	0.0		
Total %	3.5	0.0	15.6	0.0	19.1	20.3	31.4	0.3	0.0	52.1	0.0	0.0	0.0	0.0	0.0	0.1	25.3	3.4	0.0	28.8	
Exiting Leg Total	272					469					5					400					1146
Cars	32	0	158	0	190	202	340	3	0	545	0	0	0	0	0	0	273	31	0	304	1039
% Cars	80.0	0.0	88.3	0.0	86.8	86.7	94.4	75.0	0.0	91.3	0.0	0.0	0.0	0.0	0.0	0.0	94.1	79.5	0.0	92.1	90.7
Exiting Leg Total	233					431					3					372					1039
Heavy Vehicles	8	0	21	0	29	31	20	1	0	52	0	0	0	0	0	1	17	8	0	26	107
% Heavy Vehicles	20.0	0.0	11.7	0.0	13.2	13.3	5.6	25.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	100.0	5.9	20.5	0.0	7.9	9.3
Exiting Leg Total	39					38					2					28					107

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	27	0	29	21	57	0	0	78	0	0	0	0	0	1	35	5	0	41	148
7:15 AM	10	0	26	0	36	27	39	0	0	66	0	0	0	0	0	0	41	5	0	46	148
7:30 AM	5	0	20	0	25	33	55	0	0	88	0	0	0	0	0	0	43	7	0	50	163
7:45 AM	5	0	25	0	30	39	64	3	0	106	0	0	0	0	0	0	42	7	0	49	185
Total Volume	22	0	98	0	120	120	215	3	0	338	0	0	0	0	0	1	161	24	0	186	644
% Approach Total	18.3	0.0	81.7	0.0		35.5	63.6	0.9	0.0		0.0	0.0	0.0	0.0		0.5	86.6	12.9	0.0		
PHF	0.550	0.000	0.907	0.000	0.833	0.769	0.840	0.250	0.000	0.797	0.000	0.000	0.000	0.000	0.000	0.250	0.936	0.857	0.000	0.930	0.870
Cars	18	0	89	0	107	101	205	2	0	308	0	0	0	0	0	0	151	19	0	170	585
Cars %	81.8	0.0	90.8	0.0	89.2	84.2	95.3	66.7	0.0	91.1	0.0	0.0	0.0	0.0	0.0	0.0	93.8	79.2	0.0	91.4	90.8
Heavy Vehicles	4	0	9	0	13	19	10	1	0	30	0	0	0	0	0	1	10	5	0	16	59
Heavy Vehicles %	18.2	0.0	9.2	0.0	10.8	15.8	4.7	33.3	0.0	8.9	0.0	0.0	0.0	0.0	0.0	100.0	6.2	20.8	0.0	8.6	9.2
Cars Enter Leg	18	0	89	0	107	101	205	2	0	308	0	0	0	0	0	0	151	19	0	170	585
Heavy Enter Leg	4	0	9	0	13	19	10	1	0	30	0	0	0	0	0	1	10	5	0	16	59
Total Entering Leg	22	0	98	0	120	120	215	3	0	338	0	0	0	0	0	1	161	24	0	186	644
Cars Exiting Leg	120					240					2					223					585
Heavy Exiting Leg	24					19					2					14					59
Total Exiting Leg	144					259					4					237					644

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	23	0	25	19	53	0	0	72	0	0	0	0	0	0	32	5	0	37	134
7:15 AM	9	0	26	0	35	22	37	0	0	59	0	0	0	0	0	0	40	4	0	44	138
7:30 AM	4	0	18	0	22	30	54	0	0	84	0	0	0	0	0	0	40	5	0	45	151
7:45 AM	3	0	22	0	25	30	61	2	0	93	0	0	0	0	0	0	39	5	0	44	162
Total	18	0	89	0	107	101	205	2	0	308	0	0	0	0	0	0	151	19	0	170	585
8:00 AM	2	0	23	0	25	31	41	0	0	72	0	0	0	0	0	0	25	4	0	29	126
8:15 AM	5	0	16	0	21	23	28	0	0	51	0	0	0	0	0	0	31	4	0	35	107
8:30 AM	6	0	15	0	21	32	33	1	0	66	0	0	0	0	0	0	37	1	0	38	125
8:45 AM	1	0	15	0	16	15	33	0	0	48	0	0	0	0	0	0	29	3	0	32	96
Total	14	0	69	0	83	101	135	1	0	237	0	0	0	0	0	0	122	12	0	134	454
Grand Total	32	0	158	0	190	202	340	3	0	545	0	0	0	0	0	0	273	31	0	304	1039
Approach %	16.8	0.0	83.2	0.0		37.1	62.4	0.6	0.0		0.0	0.0	0.0	0.0		0.0	89.8	10.2	0.0		
Total %	3.1	0.0	15.2	0.0	18.3	19.4	32.7	0.3	0.0	52.5	0.0	0.0	0.0	0.0	0.0	0.0	26.3	3.0	0.0	29.3	
Exiting Leg Total	233					431					3					372					1039

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	23	0	25	19	53	0	0	72	0	0	0	0	0	0	32	5	0	37	134
7:15 AM	9	0	26	0	35	22	37	0	0	59	0	0	0	0	0	0	40	4	0	44	138
7:30 AM	4	0	18	0	22	30	54	0	0	84	0	0	0	0	0	0	40	5	0	45	151
7:45 AM	3	0	22	0	25	30	61	2	0	93	0	0	0	0	0	0	39	5	0	44	162
Total Volume	18	0	89	0	107	101	205	2	0	308	0	0	0	0	0	0	151	19	0	170	585
% Approach Total	16.8	0.0	83.2	0.0		32.8	66.6	0.6	0.0		0.0	0.0	0.0	0.0		0.0	88.8	11.2	0.0		
PHF	0.500	0.000	0.856	0.000	0.764	0.842	0.840	0.250	0.000	0.828	0.000	0.000	0.000	0.000	0.000	0.000	0.944	0.950	0.000	0.944	0.903
Entering Leg	18	0	89	0	107	101	205	2	0	308	0	0	0	0	0	0	151	19	0	170	585
Exiting Leg	120					240					2					223					585
Total	227					548					2					393					1170

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	4	0	4	2	4	0	0	6	0	0	0	0	0	1	3	0	0	4	14
7:15 AM	1	0	0	0	1	5	2	0	0	7	0	0	0	0	0	0	1	1	0	2	10
7:30 AM	1	0	2	0	3	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	12
7:45 AM	2	0	3	0	5	9	3	1	0	13	0	0	0	0	0	0	3	2	0	5	23
Total	4	0	9	0	13	19	10	1	0	30	0	0	0	0	0	1	10	5	0	16	59
8:00 AM	1	0	4	0	5	3	3	0	0	6	0	0	0	0	0	0	0	1	0	1	12
8:15 AM	1	0	3	0	4	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:30 AM	0	0	2	0	2	4	2	0	0	6	0	0	0	0	0	0	3	2	0	5	13
8:45 AM	2	0	3	0	5	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	13
Total	4	0	12	0	16	12	10	0	0	22	0	0	0	0	0	0	7	3	0	10	48
Grand Total	8	0	21	0	29	31	20	1	0	52	0	0	0	0	0	1	17	8	0	26	107
Approach %	27.6	0.0	72.4	0.0		59.6	38.5	1.9	0.0		0.0	0.0	0.0	0.0		3.8	65.4	30.8	0.0		
Total %	7.5	0.0	19.6	0.0	27.1	29.0	18.7	0.9	0.0	48.6	0.0	0.0	0.0	0.0	0.0	0.9	15.9	7.5	0.0	24.3	
Exiting Leg Total	39					38					2					28					107
Buses	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	1	0	1	0	2	8
% Buses	0.0	0.0	0.0	0.0	0.0	12.9	5.0	100.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	100.0	0.0	12.5	0.0	7.7	7.5
Exiting Leg Total	5					0					2					1					8
Single-Unit Trucks	7	0	16	0	23	23	16	0	0	39	0	0	0	0	0	0	15	6	0	21	83
% Single-Unit	87.5	0.0	76.2	0.0	79.3	74.2	80.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	88.2	75.0	0.0	80.8	77.6
Exiting Leg Total	29					31					0					23					83
Articulated Trucks	1	0	5	0	6	4	3	0	0	7	0	0	0	0	0	0	2	1	0	3	16
% Articulated	12.5	0.0	23.8	0.0	20.7	12.9	15.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	11.8	12.5	0.0	11.5	15.0
Exiting Leg Total	5					7					0					4					16

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	4	0	4	2	4	0	0	6	0	0	0	0	0	1	3	0	0	4	14
7:15 AM	1	0	0	0	1	5	2	0	0	7	0	0	0	0	0	0	1	1	0	2	10
7:30 AM	1	0	2	0	3	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	12
7:45 AM	2	0	3	0	5	9	3	1	0	13	0	0	0	0	0	0	3	2	0	5	23
Total Volume	4	0	9	0	13	19	10	1	0	30	0	0	0	0	0	1	10	5	0	16	59
% Approach Total	30.8	0.0	69.2	0.0		63.3	33.3	3.3	0.0		0.0	0.0	0.0	0.0		6.3	62.5	31.3	0.0		
PHF	0.500	0.000	0.563	0.000	0.650	0.528	0.625	0.250	0.000	0.577	0.000	0.000	0.000	0.000	0.000	0.250	0.833	0.625	0.000	0.800	0.641
Buses	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	0	1	0	2	6
Buses %	0.0	0.0	0.0	0.0	0.0	10.5	10.0	100.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	20.0	0.0	12.5	10.2
Single-Unit Trucks	4	0	6	0	10	13	7	0	0	20	0	0	0	0	0	0	8	4	0	12	42
Single-Unit %	100.0	0.0	66.7	0.0	76.9	68.4	70.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	80.0	80.0	0.0	75.0	71.2
Articulated Trucks	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	0	2	0	0	2	11
Articulated %	0.0	0.0	33.3	0.0	23.1	21.1	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.5	18.6
Buses	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	0	1	0	2	6
Single-Unit Trucks	4	0	6	0	10	13	7	0	0	20	0	0	0	0	0	0	8	4	0	12	42
Articulated Trucks	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	0	2	0	0	2	11
Total Entering Leg	4	0	9	0	13	19	10	1	0	30	0	0	0	0	0	1	10	5	0	16	59
Buses	3					0					2					1					6
Single-Unit Trucks	17					14					0					11					42
Articulated Trucks	4					5					0					2					11
Total Exiting Leg	24					19					2					14					59

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	0	1	0	2	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	1	0	1	0	2	8
Approach %	0.0	0.0	0.0	0.0	0.0	66.7	16.7	16.7	0.0	75.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	25.0	87.5
Total %	0.0	0.0	0.0	0.0	0.0	50.0	12.5	12.5	0.0	75.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	25.0	87.5
Exiting Leg Total						5						0						2	1	8	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	0	1	0	2	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	25.0	87.5
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	0	1	0	2	6
Exiting Leg						3						0						2	1	6	
Total						3						4						2	3	12	

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	8	
7:15 AM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	6	
7:30 AM	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	3	2	0	5	10	
7:45 AM	2	0	2	0	4	8	3	0	0	11	0	0	0	0	0	0	2	1	0	3	18	
Total	4	0	6	0	10	13	7	0	0	20	0	0	0	0	0	0	8	4	0	12	42	
8:00 AM	1	0	4	0	5	3	3	0	0	6	0	0	0	0	0	0	0	1	0	1	12	
8:15 AM	1	0	2	0	3	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
8:30 AM	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	3	1	0	4	10	
8:45 AM	1	0	3	0	4	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	12	
Total	3	0	10	0	13	10	9	0	0	19	0	0	0	0	0	0	7	2	0	9	41	
Grand Total	7	0	16	0	23	23	16	0	0	39	0	0	0	0	0	0	15	6	0	21	83	
Approach %	30.4	0.0	69.6	0.0		59.0	41.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0			
Total %	8.4	0.0	19.3	0.0	27.7	27.7	19.3	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1	7.2	0.0	25.3		
Exiting Leg Total						29					31					0					23	83

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	3	2	0	5	10	
7:45 AM	2	0	2	0	4	8	3	0	0	11	0	0	0	0	0	0	2	1	0	3	18	
8:00 AM	1	0	4	0	5	3	3	0	0	6	0	0	0	0	0	0	0	1	0	1	12	
8:15 AM	1	0	2	0	3	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
Total Volume	5	0	10	0	15	15	8	0	0	23	0	0	0	0	0	0	5	4	0	9	47	
% Approach Total	33.3	0.0	66.7	0.0		65.2	34.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	55.6	44.4	0.0			
PHF	0.625	0.000	0.625	0.000	0.750	0.469	0.667	0.000	0.000	0.523	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.500	0.000	0.450	0.653	
Entering Leg	5	0	10	0	15	15	8	0	0	23	0	0	0	0	0	0	5	4	0	9	47	
Exiting Leg						19					15					0					13	47
Total						34					38					0					22	94

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	
7:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
Total	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	0	2	0	0	2	11	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5	
Grand Total	1	0	5	0	6	4	3	0	0	7	0	0	0	0	0	0	2	1	0	3	16	
Approach %	16.7	0.0	83.3	0.0		57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0			
Total %	6.3	0.0	31.3	0.0	37.5	25.0	18.8	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	12.5	6.3	0.0	18.8		
Exiting Leg Total						5					7					0					4	16

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	
7:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
Total Volume	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	0	2	0	0	2	11	
% Approach Total	0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.375	0.000	0.375	0.333	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.688	
Entering Leg	0					4					0					0					2	11
Exiting Leg	4					5					0					0					2	11
Total	7					11					0					4					22	

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	1	44	0	52	34	64	0	0	98	0	0	0	0	0	0	84	8	0	92	242
4:15 PM	6	0	44	0	50	43	70	0	0	113	0	0	0	0	0	0	64	9	0	73	236
4:30 PM	13	2	24	0	39	31	61	0	0	92	0	0	0	0	0	0	71	8	0	79	210
4:45 PM	5	1	35	0	41	34	51	0	0	85	0	0	0	0	0	1	69	2	0	72	198
Total	31	4	147	0	182	142	246	0	0	388	0	0	0	0	0	1	288	27	0	316	886
5:00 PM	9	0	25	0	34	30	60	1	0	91	0	0	0	0	0	0	62	7	0	69	194
5:15 PM	8	0	40	0	48	31	46	0	0	77	0	0	0	0	0	2	61	5	0	68	193
5:30 PM	3	0	21	0	24	17	63	1	0	81	0	0	0	0	0	0	38	5	0	43	148
5:45 PM	8	2	20	0	30	19	42	3	0	64	0	0	0	0	0	2	43	6	0	51	145
Total	28	2	106	0	136	97	211	5	0	313	0	0	0	0	0	4	204	23	0	231	680
Grand Total	59	6	253	0	318	239	457	5	0	701	0	0	0	0	0	5	492	50	0	547	1566
Approach %	18.6	1.9	79.6	0.0		34.1	65.2	0.7	0.0		0.0	0.0	0.0	0.0		0.9	89.9	9.1	0.0		
Total %	3.8	0.4	16.2	0.0	20.3	15.3	29.2	0.3	0.0	44.8	0.0	0.0	0.0	0.0	0.0	0.3	31.4	3.2	0.0	34.9	
Exiting Leg Total	289					745					16					516					1566
Cars	56	5	242	0	303	226	443	5	0	674	0	0	0	0	0	5	485	44	0	534	1511
% Cars	94.9	83.3	95.7	0.0	95.3	94.6	96.9	100.0	0.0	96.1	0.0	0.0	0.0	0.0	0.0	100.0	98.6	88.0	0.0	97.6	96.5
Exiting Leg Total	270					727					15					499					1511
Heavy Vehicles	3	1	11	0	15	13	14	0	0	27	0	0	0	0	0	0	7	6	0	13	55
% Heavy Vehicles	5.1	16.7	4.3	0.0	4.7	5.4	3.1	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	1.4	12.0	0.0	2.4	3.5
Exiting Leg Total	19					18					1					17					55

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	1	44	0	52	34	64	0	0	98	0	0	0	0	0	0	84	8	0	92	242
4:15 PM	6	0	44	0	50	43	70	0	0	113	0	0	0	0	0	0	64	9	0	73	236
4:30 PM	13	2	24	0	39	31	61	0	0	92	0	0	0	0	0	0	71	8	0	79	210
4:45 PM	5	1	35	0	41	34	51	0	0	85	0	0	0	0	0	1	69	2	0	72	198
Total Volume	31	4	147	0	182	142	246	0	0	388	0	0	0	0	0	1	288	27	0	316	886
% Approach Total	17.0	2.2	80.8	0.0		36.6	63.4	0.0	0.0		0.0	0.0	0.0	0.0		0.3	91.1	8.5	0.0		
PHF	0.596	0.500	0.835	0.000	0.875	0.826	0.879	0.000	0.000	0.858	0.000	0.000	0.000	0.000	0.000	0.250	0.857	0.750	0.000	0.859	0.915
Cars	30	3	138	0	171	134	240	0	0	374	0	0	0	0	0	1	285	22	0	308	853
Cars %	96.8	75.0	93.9	0.0	94.0	94.4	97.6	0.0	0.0	96.4	0.0	0.0	0.0	0.0	0.0	100.0	99.0	81.5	0.0	97.5	96.3
Heavy Vehicles	1	1	9	0	11	8	6	0	0	14	0	0	0	0	0	0	3	5	0	8	33
Heavy Vehicles %	3.2	25.0	6.1	0.0	6.0	5.6	2.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	1.0	18.5	0.0	2.5	3.7
Cars Enter Leg	30	3	138	0	171	134	240	0	0	374	0	0	0	0	0	1	285	22	0	308	853
Heavy Enter Leg	1	1	9	0	11	8	6	0	0	14	0	0	0	0	0	0	3	5	0	8	33
Total Entering Leg	31	4	147	0	182	142	246	0	0	388	0	0	0	0	0	1	288	27	0	316	886
Cars Exiting Leg	156					423					4					270					853
Heavy Exiting Leg	13					12					1					7					33
Total Exiting Leg	169					435					5					277					886

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	6	0	40	0	46	33	63	0	0	96	0	0	0	0	0	0	83	8	0	91	233	
4:15 PM	6	0	41	0	47	40	70	0	0	110	0	0	0	0	0	0	64	7	0	71	228	
4:30 PM	13	2	22	0	37	29	59	0	0	88	0	0	0	0	0	0	71	5	0	76	201	
4:45 PM	5	1	35	0	41	32	48	0	0	80	0	0	0	0	0	1	67	2	0	70	191	
Total	30	3	138	0	171	134	240	0	0	374	0	0	0	0	0	1	285	22	0	308	853	
5:00 PM	9	0	24	0	33	29	56	1	0	86	0	0	0	0	0	0	61	6	0	67	186	
5:15 PM	6	0	39	0	45	29	46	0	0	75	0	0	0	0	0	2	59	5	0	66	186	
5:30 PM	3	0	21	0	24	16	60	1	0	77	0	0	0	0	0	0	38	5	0	43	144	
5:45 PM	8	2	20	0	30	18	41	3	0	62	0	0	0	0	0	2	42	6	0	50	142	
Total	26	2	104	0	132	92	203	5	0	300	0	0	0	0	0	4	200	22	0	226	658	
Grand Total	56	5	242	0	303	226	443	5	0	674	0	0	0	0	0	5	485	44	0	534	1511	
Approach %	18.5	1.7	79.9	0.0		33.5	65.7	0.7	0.0		0.0	0.0	0.0	0.0		0.9	90.8	8.2	0.0			
Total %	3.7	0.3	16.0	0.0	20.1	15.0	29.3	0.3	0.0	44.6	0.0	0.0	0.0	0.0	0.0	0.3	32.1	2.9	0.0	35.3		
Exiting Leg Total						270					727					15					499	1511

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	6	0	40	0	46	33	63	0	0	96	0	0	0	0	0	0	83	8	0	91	233	
4:15 PM	6	0	41	0	47	40	70	0	0	110	0	0	0	0	0	0	64	7	0	71	228	
4:30 PM	13	2	22	0	37	29	59	0	0	88	0	0	0	0	0	0	71	5	0	76	201	
4:45 PM	5	1	35	0	41	32	48	0	0	80	0	0	0	0	0	1	67	2	0	70	191	
Total Volume	30	3	138	0	171	134	240	0	0	374	0	0	0	0	0	1	285	22	0	308	853	
% Approach Total	17.5	1.8	80.7	0.0		35.8	64.2	0.0	0.0		0.0	0.0	0.0	0.0		0.3	92.5	7.1	0.0			
PHF	0.577	0.375	0.841	0.000	0.910	0.838	0.857	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.250	0.858	0.688	0.000	0.846	0.915	
Entering Leg	30	3	138	0	171	134	240	0	0	374	0	0	0	0	0	1	285	22	0	308	853	
Exiting Leg						156					423					4					270	853
Total						327					797					4					578	1706

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	4	0	6	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	9
4:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2	8
4:30 PM	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	0	3	0	3	9
4:45 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	1	1	9	0	11	8	6	0	0	14	0	0	0	0	0	0	3	5	0	8	33
5:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	8
5:15 PM	2	0	1	0	3	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	7
5:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	2	0	2	0	4	5	8	0	0	13	0	0	0	0	0	0	4	1	0	5	22
Grand Total	3	1	11	0	15	13	14	0	0	27	0	0	0	0	0	0	7	6	0	13	55
Approach %	20.0	6.7	73.3	0.0		48.1	51.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	53.8	46.2	0.0		
Total %	5.5	1.8	20.0	0.0	27.3	23.6	25.5	0.0	0.0	49.1	0.0	0.0	0.0	0.0	0.0	0.0	12.7	10.9	0.0	23.6	
Exiting Leg Total	19					18					1					17					55
Buses	0	0	2	0	2	9	0	0	0	9	0	0	0	0	0	0	0	2	0	2	13
% Buses	0.0	0.0	18.2	0.0	13.3	69.2	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	15.4	23.6
Exiting Leg Total	11					2					0					0					13
Single-Unit Trucks	3	0	7	0	10	4	11	0	0	15	0	0	0	0	0	0	6	4	0	10	35
% Single-Unit	100.0	0.0	63.6	0.0	66.7	30.8	78.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	85.7	66.7	0.0	76.9	63.6
Exiting Leg Total	8					13					0					14					35
Articulated Trucks	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
% Articulated	0.0	100.0	18.2	0.0	20.0	0.0	21.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	7.7	12.7
Exiting Leg Total	0					3					1					3					7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	4	0	6	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	9
4:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2	8
4:30 PM	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	0	3	0	3	9
4:45 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total Volume	1	1	9	0	11	8	6	0	0	14	0	0	0	0	0	0	3	5	0	8	33
% Approach Total	9.1	9.1	81.8	0.0		57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	37.5	62.5	0.0		
PHF	0.250	0.250	0.563	0.000	0.458	0.667	0.500	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.417	0.000	0.667	0.917
Buses	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	0	0	1	0	1	9
Buses %	0.0	0.0	22.2	0.0	18.2	75.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	12.5	27.3
Single-Unit Trucks	1	0	5	0	6	2	4	0	0	6	0	0	0	0	0	0	3	4	0	7	19
Single-Unit %	100.0	0.0	55.6	0.0	54.5	25.0	66.7	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	100.0	80.0	0.0	87.5	57.6
Articulated Trucks	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Articulated %	0.0	100.0	22.2	0.0	27.3	0.0	33.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2
Buses	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	0	0	1	0	1	9
Single-Unit Trucks	1	0	5	0	6	2	4	0	0	6	0	0	0	0	0	0	3	4	0	7	19
Articulated Trucks	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total Entering Leg	1	1	9	0	11	8	6	0	0	14	0	0	0	0	0	0	3	5	0	8	33
Buses	7					2					0					0					9
Single-Unit Trucks	6					8					0					5					19
Articulated Trucks	0					2					1					2					5
Total Exiting Leg	13					12					1					7					33

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	0	0	1	0	1	9
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	4
Grand Total	0	0	2	0	2	9	0	0	0	9	0	0	0	0	0	0	0	2	0	2	13
Approach %	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	15.4	0.0	15.4	69.2	0.0	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	15.4	
Exiting Leg Total						11					2					0					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	2	0	2	7	0	0	0	7	0	0	0	0	0	0	0	2	0	2	11
% Approach Total	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.875	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.688
Entering Leg	0	0	2	0	2	7	0	0	0	7	0	0	0	0	0	0	0	2	0	2	11
Exiting Leg						9					2					0					11
Total						11					9					0					22

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	6
4:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	1	0	5	0	6	2	4	0	0	6	0	0	0	0	0	0	3	4	0	7	19
5:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
5:15 PM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	6
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	2	0	4	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	16
Grand Total	3	0	7	0	10	4	11	0	0	15	0	0	0	0	0	0	6	4	0	10	35
Approach %	30.0	0.0	70.0	0.0		26.7	73.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.0	40.0	0.0		
Total %	8.6	0.0	20.0	0.0	28.6	11.4	31.4	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	17.1	11.4	0.0	28.6	
Exiting Leg Total	8					13					0					14					35

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	6
4:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total Volume	1	0	5	0	6	2	4	0	0	6	0	0	0	0	0	0	3	4	0	7	19
% Approach Total	16.7	0.0	83.3	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		
PHF	0.250	0.000	0.625	0.000	0.500	0.500	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.875	0.792
Entering Leg	1	0	5	0	6	2	4	0	0	6	0	0	0	0	0	0	3	4	0	7	19
Exiting Leg	6					8					0					5					19
Total	12					14					0					12					38

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	2
Grand Total	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	7
Approach %	0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	14.3	0.0	0.0		
Total %	0.0	14.3	28.6	0.0	42.9	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3						
Exiting Leg Total	0					3					1					3					7					

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road					New Ludlow Road					Church Parking Lot					New Ludlow Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	
Entering Leg	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	0					2					1					2					5					
Total	3					4					1					2					10					

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (9)**
 Location: **N: Old Lyman Road S: Church Parking Lot**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Lyman Road							New Ludlow Road							Church Parking Lot							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	106	5	1	116	2	6	51	0	59	26	84	5	9	124	6	7	7	0	20	319
7:15 AM	6	105	3	0	114	7	5	34	0	46	32	106	5	5	148	6	12	2	0	20	328
7:30 AM	6	106	5	0	117	8	7	50	0	65	32	91	3	7	133	8	11	6	0	25	340
7:45 AM	4	124	9	0	137	9	10	53	0	72	27	94	12	11	144	9	18	7	0	34	387
Total	20	441	22	1	484	26	28	188	0	242	117	375	25	32	549	29	48	22	0	99	1374
8:00 AM	7	105	5	1	118	5	8	39	0	52	20	111	10	15	156	8	4	4	0	16	342
8:15 AM	4	124	1	1	130	6	6	34	0	46	27	94	9	12	142	6	6	5	0	17	335
8:30 AM	9	96	2	1	108	7	4	35	0	46	28	91	6	17	142	5	11	7	0	23	319
8:45 AM	5	105	4	0	114	5	8	32	0	45	31	94	7	21	153	5	3	8	0	16	328
Total	25	430	12	3	470	23	26	140	0	189	106	390	32	65	593	24	24	24	0	72	1324
Grand Total	45	871	34	4	954	49	54	328	0	431	223	765	57	97	1142	53	72	46	0	171	2698
Approach %	4.7	91.3	3.6	0.4		11.4	12.5	76.1	0.0		19.5	67.0	5.0	8.5		31.0	42.1	26.9	0.0		
Total %	1.7	32.3	1.3	0.1	35.4	1.8	2.0	12.2	0.0	16.0	8.3	28.4	2.1	3.6	42.3	2.0	2.7	1.7	0.0	6.3	
Exiting Leg Total					864					329					1349					156	2698
Cars	41	848	28	4	921	43	51	311	0	405	201	741	56	95	1093	50	68	46	0	164	2583
% Cars	91.1	97.4	82.4	100.0	96.5	87.8	94.4	94.8	0.0	94.0	90.1	96.9	98.2	97.9	95.7	94.3	94.4	100.0	0.0	95.9	95.7
Exiting Leg Total					834					297					1304					148	2583
Heavy Vehicles	4	23	6	0	33	6	3	17	0	26	22	24	1	2	49	3	4	0	0	7	115
% Heavy Vehicles	8.9	2.6	17.6	0.0	3.5	12.2	5.6	5.2	0.0	6.0	9.9	3.1	1.8	2.1	4.3	5.7	5.6	0.0	0.0	4.1	4.3
Exiting Leg Total					30					32					45					8	115

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	6	106	5	0	117	8	7	50	0	65	32	91	3	7	133	8	11	6	0	25	340
7:45 AM	4	124	9	0	137	9	10	53	0	72	27	94	12	11	144	9	18	7	0	34	387
8:00 AM	7	105	5	1	118	5	8	39	0	52	20	111	10	15	156	8	4	4	0	16	342
8:15 AM	4	124	1	1	130	6	6	34	0	46	27	94	9	12	142	6	6	5	0	17	335
Total Volume	21	459	20	2	502	28	31	176	0	235	106	390	34	45	575	31	39	22	0	92	1404
% Approach Total	4.2	91.4	4.0	0.4		11.9	13.2	74.9	0.0		18.4	67.8	5.9	7.8		33.7	42.4	23.9	0.0		
PHF	0.750	0.925	0.556	0.500	0.916	0.778	0.775	0.830	0.000	0.816	0.828	0.878	0.708	0.750	0.921	0.861	0.542	0.786	0.000	0.676	0.907
Cars	20	449	18	2	489	25	29	165	0	219	94	374	34	44	546	30	38	22	0	90	1344
Cars %	95.2	97.8	90.0	100.0	97.4	89.3	93.5	93.8	0.0	93.2	88.7	95.9	100.0	97.8	95.0	96.8	97.4	100.0	0.0	97.8	95.7
Heavy Vehicles	1	10	2	0	13	3	2	11	0	16	12	16	0	1	29	1	1	0	0	2	60
Heavy Vehicles %	4.8	2.2	10.0	0.0	2.6	10.7	6.5	6.3	0.0	6.8	11.3	4.1	0.0	2.2	5.0	3.2	2.6	0.0	0.0	2.2	4.3
Cars Enter Leg	20	449	18	2	489	25	29	165	0	219	94	374	34	44	546	30	38	22	0	90	1344
Heavy Enter Leg	1	10	2	0	13	3	2	11	0	16	12	16	0	1	29	1	1	0	0	2	60
Total Entering Leg	21	459	20	2	502	28	31	176	0	235	106	390	34	45	575	31	39	22	0	92	1404
Cars Exiting Leg					423					150					688					83	1344
Heavy Exiting Leg					19					15					23					3	60
Total Exiting Leg					442					165					711					86	1404

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	101	4	1	110	2	6	49	0	57	22	83	5	9	119	6	6	7	0	19	305
7:15 AM	6	102	3	0	111	7	5	33	0	45	31	102	5	5	143	6	11	2	0	19	318
7:30 AM	6	103	5	0	114	7	7	48	0	62	29	89	3	7	128	7	10	6	0	23	327
7:45 AM	4	122	7	0	133	8	9	50	0	67	21	91	12	11	135	9	18	7	0	34	369
Total	20	428	19	1	468	24	27	180	0	231	103	365	25	32	525	28	45	22	0	95	1319
8:00 AM	7	102	5	1	115	4	7	35	0	46	18	108	10	14	150	8	4	4	0	16	327
8:15 AM	3	122	1	1	127	6	6	32	0	44	26	86	9	12	133	6	6	5	0	17	321
8:30 AM	6	95	1	1	103	6	4	34	0	44	26	89	5	16	136	4	11	7	0	22	305
8:45 AM	5	101	2	0	108	3	7	30	0	40	28	93	7	21	149	4	2	8	0	14	311
Total	21	420	9	3	453	19	24	131	0	174	98	376	31	63	568	22	23	24	0	69	1264
Grand Total	41	848	28	4	921	43	51	311	0	405	201	741	56	95	1093	50	68	46	0	164	2583
Approach %	4.5	92.1	3.0	0.4		10.6	12.6	76.8	0.0		18.4	67.8	5.1	8.7		30.5	41.5	28.0	0.0		
Total %	1.6	32.8	1.1	0.2	35.7	1.7	2.0	12.0	0.0	15.7	7.8	28.7	2.2	3.7	42.3	1.9	2.6	1.8	0.0	6.3	
Exiting Leg Total	834					297					1304					148					2583

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	6	103	5	0	114	7	7	48	0	62	29	89	3	7	128	7	10	6	0	23	327
7:45 AM	4	122	7	0	133	8	9	50	0	67	21	91	12	11	135	9	18	7	0	34	369
8:00 AM	7	102	5	1	115	4	7	35	0	46	18	108	10	14	150	8	4	4	0	16	327
8:15 AM	3	122	1	1	127	6	6	32	0	44	26	86	9	12	133	6	6	5	0	17	321
Total Volume	20	449	18	2	489	25	29	165	0	219	94	374	34	44	546	30	38	22	0	90	1344
% Approach Total	4.1	91.8	3.7	0.4		11.4	13.2	75.3	0.0		17.2	68.5	6.2	8.1		33.3	42.2	24.4	0.0		
PHF	0.714	0.920	0.643	0.500	0.919	0.781	0.806	0.825	0.000	0.817	0.810	0.866	0.708	0.786	0.910	0.833	0.528	0.786	0.000	0.662	0.911
Entering Leg	20	449	18	2	489	25	29	165	0	219	94	374	34	44	546	30	38	22	0	90	1344
Exiting Leg	423					150					688					83					1344
Total	912					369					1234					173					2688

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	1	0	6	0	0	2	0	2	4	1	0	0	5	0	1	0	0	1	14
7:15 AM	0	3	0	0	3	0	0	1	0	1	1	4	0	0	5	0	1	0	0	1	10
7:30 AM	0	3	0	0	3	1	0	2	0	3	3	2	0	0	5	1	1	0	0	2	13
7:45 AM	0	2	2	0	4	1	1	3	0	5	6	3	0	0	9	0	0	0	0	0	18
Total	0	13	3	0	16	2	1	8	0	11	14	10	0	0	24	1	3	0	0	4	55
8:00 AM	0	3	0	0	3	1	1	4	0	6	2	3	0	1	6	0	0	0	0	0	15
8:15 AM	1	2	0	0	3	0	0	2	0	2	1	8	0	0	9	0	0	0	0	0	14
8:30 AM	3	1	1	0	5	1	0	1	0	2	2	2	1	1	6	1	0	0	0	1	14
8:45 AM	0	4	2	0	6	2	1	2	0	5	3	1	0	0	4	1	1	0	0	2	17
Total	4	10	3	0	17	4	2	9	0	15	8	14	1	2	25	2	1	0	0	3	60
Grand Total	4	23	6	0	33	6	3	17	0	26	22	24	1	2	49	3	4	0	0	7	115
Approach %	12.1	69.7	18.2	0.0		23.1	11.5	65.4	0.0		44.9	49.0	2.0	4.1		42.9	57.1	0.0	0.0		
Total %	3.5	20.0	5.2	0.0	28.7	5.2	2.6	14.8	0.0	22.6	19.1	20.9	0.9	1.7	42.6	2.6	3.5	0.0	0.0	6.1	
Exiting Leg Total	30					32					45					8					115
Buses	0	6	0	0	6	0	0	2	0	2	6	4	0	1	11	2	0	0	0	2	21
% Buses	0.0	26.1	0.0	0.0	18.2	0.0	0.0	11.8	0.0	7.7	27.3	16.7	0.0	50.0	22.4	66.7	0.0	0.0	0.0	28.6	18.3
Exiting Leg Total	4					6					11					0					21
Single-Unit Trucks	4	11	4	0	19	4	3	13	0	20	13	12	1	1	27	1	3	0	0	4	70
% Single-Unit	100.0	47.8	66.7	0.0	57.6	66.7	100.0	76.5	0.0	76.9	59.1	50.0	100.0	50.0	55.1	33.3	75.0	0.0	0.0	57.1	60.9
Exiting Leg Total	16					20					26					8					70
Articulated Trucks	0	6	2	0	8	2	0	2	0	4	3	8	0	0	11	0	1	0	0	1	24
% Articulated	0.0	26.1	33.3	0.0	24.2	33.3	0.0	11.8	0.0	15.4	13.6	33.3	0.0	0.0	22.4	0.0	25.0	0.0	0.0	14.3	20.9
Exiting Leg Total	10					6					8					0					24

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	2	2	0	4	1	1	3	0	5	6	3	0	0	9	0	0	0	0	0	18
7:45 AM	0	2	2	0	4	1	1	3	0	5	6	3	0	0	9	0	0	0	0	0	18
8:00 AM	0	3	0	0	3	1	1	4	0	6	2	3	0	1	6	0	0	0	0	0	15
8:15 AM	1	2	0	0	3	0	0	2	0	2	1	8	0	0	9	0	0	0	0	0	14
8:30 AM	3	1	1	0	5	1	0	1	0	2	2	2	1	1	6	1	0	0	0	1	14
Total Volume	4	8	3	0	15	3	2	10	0	15	11	16	1	2	30	1	0	0	0	1	61
% Approach Total	26.7	53.3	20.0	0.0		20.0	13.3	66.7	0.0		36.7	53.3	3.3	6.7		100.0	0.0	0.0	0.0		
PHF	0.333	0.667	0.375	0.000	0.750	0.750	0.500	0.625	0.000	0.625	0.458	0.500	0.250	0.500	0.833	0.250	0.000	0.000	0.000	0.250	0.847
Buses	0	0	0	0	0	0	0	2	0	2	4	3	0	1	8	1	0	0	0	1	11
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	13.3	36.4	18.8	0.0	50.0	26.7	100.0	0.0	0.0	0.0	100.0	18.0
Single-Unit Trucks	4	6	2	0	12	3	2	7	0	12	5	6	1	1	13	0	0	0	0	0	37
Single-Unit %	100.0	75.0	66.7	0.0	80.0	100.0	100.0	70.0	0.0	80.0	45.5	37.5	100.0	50.0	43.3	0.0	0.0	0.0	0.0	0.0	60.7
Articulated Trucks	0	2	1	0	3	0	0	1	0	1	2	7	0	0	9	0	0	0	0	0	13
Articulated %	0.0	25.0	33.3	0.0	20.0	0.0	0.0	10.0	0.0	6.7	18.2	43.8	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	21.3
Buses	0	0	0	0	0	0	0	2	0	2	4	3	0	1	8	1	0	0	0	1	11
Single-Unit Trucks	4	6	2	0	12	3	2	7	0	12	5	6	1	1	13	0	0	0	0	0	37
Articulated Trucks	0	2	1	0	3	0	0	1	0	1	2	7	0	0	9	0	0	0	0	0	13
Total Entering Leg	4	8	3	0	15	3	2	10	0	15	11	16	1	2	30	1	0	0	0	1	61
Buses	3					4					4					0					11
Single-Unit Trucks	9					7					14					7					37
Articulated Trucks	7					3					3					0					13
Total Exiting Leg	19					14					21					7					61

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	4	3	0	0	7	1	0	0	0	0	0	0	0	0	1	11
8:00 AM	0	0	0	0	0	0	0	1	0	1	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	2	0	2	2	1	0	1	4	1	0	0	0	0	0	0	0	0	1	10
Grand Total	0	6	0	0	6	0	0	2	0	2	6	4	0	1	11	2	0	0	0	2	0	0	0	0	2	21
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		54.5	36.4	0.0	9.1		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	9.5	0.0	9.5	28.6	19.0	0.0	4.8	52.4	9.5	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0		
Exiting Leg Total						4					6					11					0	21				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	1	0	0	1	0	0	1	0	1	4	4	0	1	9	1	0	0	0	1	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		44.4	44.4	0.0	11.1		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.500	0.000	0.250	0.563	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.600	
Entering Leg	0	1	0	0	1	0	0	1	0	1	4	4	0	1	9	1	0	0	0	1	0	0	0	0	0	12
Exiting Leg						4					4					0					12					
Total						5					13					1					24					

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	4
7:15 AM	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	2	0	2	3	2	0	0	5	0	1	0	0	1	8
7:45 AM	0	2	1	0	3	1	1	2	0	4	3	1	0	0	4	0	0	0	0	0	11
Total	0	6	1	0	7	1	1	6	0	8	8	6	0	0	14	0	2	0	0	2	31
8:00 AM	0	2	0	0	2	1	1	3	0	5	0	2	0	0	2	0	0	0	0	0	9
8:15 AM	1	1	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
8:30 AM	3	1	1	0	5	1	0	1	0	2	1	0	1	1	3	0	0	0	0	0	10
8:45 AM	0	1	2	0	3	1	1	2	0	4	3	1	0	0	4	1	1	0	0	2	13
Total	4	5	3	0	12	3	2	7	0	12	5	6	1	1	13	1	1	0	0	2	39
Grand Total	4	11	4	0	19	4	3	13	0	20	13	12	1	1	27	1	3	0	0	4	70
Approach %	21.1	57.9	21.1	0.0		20.0	15.0	65.0	0.0		48.1	44.4	3.7	3.7		25.0	75.0	0.0	0.0		
Total %	5.7	15.7	5.7	0.0	27.1	5.7	4.3	18.6	0.0	28.6	18.6	17.1	1.4	1.4	38.6	1.4	4.3	0.0	0.0	5.7	
Exiting Leg Total	16					20					26					8					70

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	2	0	0	2	1	1	3	0	5	0	2	0	0	2	0	0	0	0	0	9
8:15 AM	1	1	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
8:30 AM	3	1	1	0	5	1	0	1	0	2	1	0	1	1	3	0	0	0	0	0	10
8:45 AM	0	1	2	0	3	1	1	2	0	4	3	1	0	0	4	1	1	0	0	2	13
Total Volume	4	5	3	0	12	3	2	7	0	12	5	6	1	1	13	1	1	0	0	2	39
% Approach Total	33.3	41.7	25.0	0.0		25.0	16.7	58.3	0.0		38.5	46.2	7.7	7.7		50.0	50.0	0.0	0.0		
PHF	0.333	0.625	0.375	0.000	0.600	0.750	0.500	0.583	0.000	0.600	0.417	0.500	0.250	0.250	0.813	0.250	0.250	0.000	0.000	0.250	0.750
Entering Leg	4	5	3	0	12	3	2	7	0	12	5	6	1	1	13	1	1	0	0	2	39
Exiting Leg	9					9					14					7					39
Total	21					21					27					9					78

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	1	0	3	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Total	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	0	1	0	0	1	13
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11
Grand Total	0	6	2	0	8	2	0	2	0	4	3	8	0	0	11	0	1	0	0	1	24
Approach %	0.0	75.0	25.0	0.0		50.0	0.0	50.0	0.0		27.3	72.7	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	25.0	8.3	0.0	33.3	8.3	0.0	8.3	0.0	16.7	12.5	33.3	0.0	0.0	45.8	0.0	4.2	0.0	0.0	4.2	
Exiting Leg Total	10					6					8					0					24

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	1	0	3	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	0	1	0	0	1	13
% Approach Total	0.0	66.7	33.3	0.0		33.3	0.0	66.7	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.500	0.000	0.500	0.250	0.000	0.500	0.000	0.750	0.500	0.250	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.542
Entering Leg	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	0	1	0	0	1	13
Exiting Leg	2					5					6					0					13
Total	8					8					9					1					26

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	0							1							0							0							1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total %	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	133	6	2	148	6	18	47	0	71	53	134	18	13	218	7	30	8	0	45	482
4:15 PM	10	135	9	1	155	7	20	45	0	72	44	157	19	10	230	10	16	6	0	32	489
4:30 PM	10	156	5	1	172	4	19	50	0	73	39	118	15	10	182	5	39	14	0	58	485
4:45 PM	9	158	11	2	180	10	8	43	0	61	48	158	14	15	235	5	29	5	0	39	515
Total	36	582	31	6	655	27	65	185	0	277	184	567	66	48	865	27	114	33	0	174	1971
5:00 PM	5	145	9	0	159	10	22	43	0	75	28	128	9	17	182	9	26	6	0	41	457
5:15 PM	9	110	10	0	129	6	18	34	0	58	35	156	9	12	212	8	21	7	0	36	435
5:30 PM	13	138	3	4	158	3	24	42	0	69	26	146	17	14	203	12	21	10	0	43	473
5:45 PM	11	131	2	2	146	7	17	26	0	50	29	114	13	15	171	8	17	4	0	29	396
Total	38	524	24	6	592	26	81	145	0	252	118	544	48	58	768	37	85	27	0	149	1761
Grand Total	74	1106	55	12	1247	53	146	330	0	529	302	1111	114	106	1633	64	199	60	0	323	3732
Approach %	5.9	88.7	4.4	1.0		10.0	27.6	62.4	0.0		18.5	68.0	7.0	6.5		19.8	61.6	18.6	0.0		
Total %	2.0	29.6	1.5	0.3	33.4	1.4	3.9	8.8	0.0	14.2	8.1	29.8	3.1	2.8	43.8	1.7	5.3	1.6	0.0	8.7	
Exiting Leg Total	1236					556					1606					334					3732
Cars	73	1079	55	12	1219	51	142	317	0	510	290	1103	114	106	1613	64	196	58	0	318	3660
% Cars	98.6	97.6	100.0	100.0	97.8	96.2	97.3	96.1	0.0	96.4	96.0	99.3	100.0	100.0	98.8	100.0	98.5	96.7	0.0	98.5	98.1
Exiting Leg Total	1224					541					1566					329					3660
Heavy Vehicles	1	27	0	0	28	2	4	13	0	19	12	8	0	0	20	0	3	2	0	5	72
% Heavy Vehicles	1.4	2.4	0.0	0.0	2.2	3.8	2.7	3.9	0.0	3.6	4.0	0.7	0.0	0.0	1.2	0.0	1.5	3.3	0.0	1.5	1.9
Exiting Leg Total	12					15					40					5					72

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	133	6	2	148	6	18	47	0	71	53	134	18	13	218	7	30	8	0	45	482
4:15 PM	10	135	9	1	155	7	20	45	0	72	44	157	19	10	230	10	16	6	0	32	489
4:30 PM	10	156	5	1	172	4	19	50	0	73	39	118	15	10	182	5	39	14	0	58	485
4:45 PM	9	158	11	2	180	10	8	43	0	61	48	158	14	15	235	5	29	5	0	39	515
Total Volume	36	582	31	6	655	27	65	185	0	277	184	567	66	48	865	27	114	33	0	174	1971
% Approach Total	5.5	88.9	4.7	0.9		9.7	23.5	66.8	0.0		21.3	65.5	7.6	5.5		15.5	65.5	19.0	0.0		
PHF	0.900	0.921	0.705	0.750	0.910	0.675	0.813	0.925	0.000	0.949	0.868	0.897	0.868	0.800	0.920	0.675	0.731	0.589	0.000	0.750	0.957
Cars	35	562	31	6	634	26	64	179	0	269	177	563	66	48	854	27	111	32	0	170	1927
Cars %	97.2	96.6	100.0	100.0	96.8	96.3	98.5	96.8	0.0	97.1	96.2	99.3	100.0	100.0	98.7	100.0	97.4	97.0	0.0	97.7	97.8
Heavy Vehicles	1	20	0	0	21	1	1	6	0	8	7	4	0	0	11	0	3	1	0	4	44
Heavy Vehicles %	2.8	3.4	0.0	0.0	3.2	3.7	1.5	3.2	0.0	2.9	3.8	0.7	0.0	0.0	1.3	0.0	2.6	3.0	0.0	2.3	2.2
Cars Enter Leg	35	562	31	6	634	26	64	179	0	269	177	563	66	48	854	27	111	32	0	170	1927
Heavy Enter Leg	1	20	0	0	21	1	1	6	0	8	7	4	0	0	11	0	3	1	0	4	44
Total Entering Leg	36	582	31	6	655	27	65	185	0	277	184	567	66	48	865	27	114	33	0	174	1971
Cars Exiting Leg	627					319					816					165					1927
Heavy Exiting Leg	6					10					26					2					44
Total Exiting Leg	633					329					842					167					1971

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars**



	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	129	6	2	144	6	18	46	0	70	51	133	18	13	215	7	30	8	0	45	474
4:15 PM	9	126	9	1	145	7	19	44	0	70	41	156	19	10	226	10	16	5	0	31	472
4:30 PM	10	152	5	1	168	4	19	49	0	72	39	117	15	10	181	5	36	14	0	55	476
4:45 PM	9	155	11	2	177	9	8	40	0	57	46	157	14	15	232	5	29	5	0	39	505
Total	35	562	31	6	634	26	64	179	0	269	177	563	66	48	854	27	111	32	0	170	1927
5:00 PM	5	144	9	0	158	9	19	41	0	69	27	126	9	17	179	9	26	6	0	41	447
5:15 PM	9	107	10	0	126	6	18	31	0	55	33	155	9	12	209	8	21	7	0	36	426
5:30 PM	13	136	3	4	156	3	24	41	0	68	25	145	17	14	201	12	21	9	0	42	467
5:45 PM	11	130	2	2	145	7	17	25	0	49	28	114	13	15	170	8	17	4	0	29	393
Total	38	517	24	6	585	25	78	138	0	241	113	540	48	58	759	37	85	26	0	148	1733
Grand Total	73	1079	55	12	1219	51	142	317	0	510	290	1103	114	106	1613	64	196	58	0	318	3660
Approach %	6.0	88.5	4.5	1.0		10.0	27.8	62.2	0.0		18.0	68.4	7.1	6.6		20.1	61.6	18.2	0.0		
Total %	2.0	29.5	1.5	0.3	33.3	1.4	3.9	8.7	0.0	13.9	7.9	30.1	3.1	2.9	44.1	1.7	5.4	1.6	0.0	8.7	
Exiting Leg Total	1224					541					1566					329					3660

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	129	6	2	144	6	18	46	0	70	51	133	18	13	215	7	30	8	0	45	474
4:15 PM	9	126	9	1	145	7	19	44	0	70	41	156	19	10	226	10	16	5	0	31	472
4:30 PM	10	152	5	1	168	4	19	49	0	72	39	117	15	10	181	5	36	14	0	55	476
4:45 PM	9	155	11	2	177	9	8	40	0	57	46	157	14	15	232	5	29	5	0	39	505
Total Volume	35	562	31	6	634	26	64	179	0	269	177	563	66	48	854	27	111	32	0	170	1927
% Approach Total	5.5	88.6	4.9	0.9		9.7	23.8	66.5	0.0		20.7	65.9	7.7	5.6		15.9	65.3	18.8	0.0		
PHF	0.875	0.906	0.705	0.750	0.895	0.722	0.842	0.913	0.000	0.934	0.868	0.896	0.868	0.800	0.920	0.675	0.771	0.571	0.000	0.773	0.954
Entering Leg	35	562	31	6	634	26	64	179	0	269	177	563	66	48	854	27	111	32	0	170	1927
Exiting Leg	627					319					816					165					1927
Total	1261					588					1670					335					3854

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	0	0	4	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	8
4:15 PM	1	9	0	0	10	0	1	1	0	2	3	1	0	0	4	0	0	1	0	1	17
4:30 PM	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	9
4:45 PM	0	3	0	0	3	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	10
Total	1	20	0	0	21	1	1	6	0	8	7	4	0	0	11	0	3	1	0	4	44
5:00 PM	0	1	0	0	1	1	3	2	0	6	1	2	0	0	3	0	0	0	0	0	10
5:15 PM	0	3	0	0	3	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	9
5:30 PM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	6
5:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Total	0	7	0	0	7	1	3	7	0	11	5	4	0	0	9	0	0	1	0	1	28
Grand Total	1	27	0	0	28	2	4	13	0	19	12	8	0	0	20	0	3	2	0	5	72
Approach %	3.6	96.4	0.0	0.0		10.5	21.1	68.4	0.0		60.0	40.0	0.0	0.0		0.0	60.0	40.0	0.0		
Total %	1.4	37.5	0.0	0.0	38.9	2.8	5.6	18.1	0.0	26.4	16.7	11.1	0.0	0.0	27.8	0.0	4.2	2.8	0.0	6.9	
Exiting Leg Total	12					15					40					5					72
Buses	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	1	2	0	3	10
% Buses	0.0	11.1	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	8.3	37.5	0.0	0.0	20.0	0.0	33.3	100.0	0.0	60.0	13.9
Exiting Leg Total	5					2					3					0					10
Single-Unit Trucks	1	19	0	0	20	1	4	9	0	14	9	4	0	0	13	0	2	0	0	2	49
% Single-Unit	100.0	70.4	0.0	0.0	71.4	50.0	100.0	69.2	0.0	73.7	75.0	50.0	0.0	0.0	65.0	0.0	66.7	0.0	0.0	40.0	68.1
Exiting Leg Total	5					11					28					5					49
Articulated Trucks	0	5	0	0	5	1	0	4	0	5	2	1	0	0	3	0	0	0	0	0	13
% Articulated	0.0	18.5	0.0	0.0	17.9	50.0	0.0	30.8	0.0	26.3	16.7	12.5	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	18.1
Exiting Leg Total	2					2					9					0					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	1	9	0	0	10	0	1	1	0	2	3	1	0	0	4	0	0	1	0	1	17
4:30 PM	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	9
4:45 PM	0	3	0	0	3	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	10
5:00 PM	0	1	0	0	1	1	3	2	0	6	1	2	0	0	3	0	0	0	0	0	10
Total Volume	1	17	0	0	18	2	4	7	0	13	6	5	0	0	11	0	3	1	0	4	46
% Approach Total	5.6	94.4	0.0	0.0		15.4	30.8	53.8	0.0		54.5	45.5	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.250	0.472	0.000	0.000	0.450	0.500	0.333	0.583	0.000	0.542	0.500	0.625	0.000	0.000	0.688	0.000	0.250	0.250	0.000	0.333	0.676
Buses	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	6
Buses %	0.0	11.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16.7	20.0	0.0	0.0	18.2	0.0	33.3	100.0	0.0	50.0	13.0
Single-Unit Trucks	1	12	0	0	13	1	4	4	0	9	5	3	0	0	8	0	2	0	0	2	32
Single-Unit %	100.0	70.6	0.0	0.0	72.2	50.0	100.0	57.1	0.0	69.2	83.3	60.0	0.0	0.0	72.7	0.0	66.7	0.0	0.0	50.0	69.6
Articulated Trucks	0	3	0	0	3	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	8
Articulated %	0.0	17.6	0.0	0.0	16.7	50.0	0.0	42.9	0.0	30.8	0.0	20.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	17.4
Buses	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	6
Single-Unit Trucks	1	12	0	0	13	1	4	4	0	9	5	3	0	0	8	0	2	0	0	2	32
Articulated Trucks	0	3	0	0	3	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	8
Total Entering Leg	1	17	0	0	18	2	4	7	0	13	6	5	0	0	11	0	3	1	0	4	46
Buses	2					2					2					0					6
Single-Unit Trucks	4					7					16					5					32
Articulated Trucks	2					0					6					0					8
Total Exiting Leg	8					9					24					5					46

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total						
	from North					from East					from South					from West											
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	1	0	2	0	0	1	0	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	4	
Grand Total	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	1	2	0	3	0	0	2	0	2	10	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	10.0	20.0	0.0	30.0		
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	10.0	30.0	0.0	0.0	40.0	0.0	10.0	20.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						5					2					3					0	10					

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total						
	from North					from East					from South					from West											
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	1	0	2	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	6	
Exiting Leg						3					1					2					0	6					
Total						5					1					4					2	12					

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
4:15 PM	1	7	0	0	8	0	1	1	0	2	3	1	0	0	4	0	0	0	0	0	14
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:45 PM	0	2	0	0	2	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	8
Total	1	13	0	0	14	1	1	5	0	7	6	1	0	0	7	0	2	0	0	2	30
5:00 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	6
5:15 PM	0	3	0	0	3	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	8
5:30 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	0	3	4	0	7	3	3	0	0	6	0	0	0	0	0	19
Grand Total	1	19	0	0	20	1	4	9	0	14	9	4	0	0	13	0	2	0	0	2	49
Approach %	5.0	95.0	0.0	0.0		7.1	28.6	64.3	0.0		69.2	30.8	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	2.0	38.8	0.0	0.0	40.8	2.0	8.2	18.4	0.0	28.6	18.4	8.2	0.0	0.0	26.5	0.0	4.1	0.0	0.0	4.1	
Exiting Leg Total	5					11					28					5					49

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	1	7	0	0	8	0	1	1	0	2	3	1	0	0	4	0	0	0	0	0	14
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:45 PM	0	2	0	0	2	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	8
5:00 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	6
Total Volume	1	12	0	0	13	1	4	4	0	9	5	3	0	0	8	0	2	0	0	2	32
% Approach Total	7.7	92.3	0.0	0.0		11.1	44.4	44.4	0.0		62.5	37.5	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.429	0.000	0.000	0.406	0.250	0.333	0.333	0.000	0.563	0.417	0.375	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.571
Entering Leg	1	12	0	0	13	1	4	4	0	9	5	3	0	0	8	0	2	0	0	2	32
Exiting Leg	4					7					16					5					32
Total	17					16					24					7					64

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	5	0	0	5	1	0	4	0	5	2	1	0	0	3	0	0	0	0	0	13
Approach %	0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	38.5	0.0	0.0	38.5	7.7	0.0	30.8	0.0	38.5	15.4	7.7	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					2					9					0					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive					New Ludlow Road					Memorial Drive					New Ludlow Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	0	5	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	5	0	0	5	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	8
Exiting Leg	1					1					6					0					8
Total	6					2					8					0					16

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							1							0							1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **250853 (10)**
 Location: **N: Memorial Drive S: Memorial Drive**
 Location: **E: New Ludlow Road W: New Ludlow Road**
 City, State: **South Hadley, MA**
 Client: **F&O/A. Keegan**
 Site Code: **20250806.A10**
 Count Date: **Wednesday, October 15, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	0	7	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	2	1	3	0	0	0	0	1	0	1	9
Approach %	0	0	0	0	100	0		0	0	0	0	50	50		0	0	0	0	66.7	33.3		0	0	0	0	100	0		
Total %	0	0	0	0	11.1	0	11.1	0	0	0	0	22.2	22.2	44.4	0	0	0	0	22.2	11.1	33.3	0	0	0	0	11.1	0	11.1	
Exiting Leg Total	1							4							3							1							9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Memorial Drive							New Ludlow Road							Memorial Drive							New Ludlow Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	0	7	
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	0	7	
Exiting Leg	1							4							2							0							7
Total	2							8							4							0							14

Appendix C

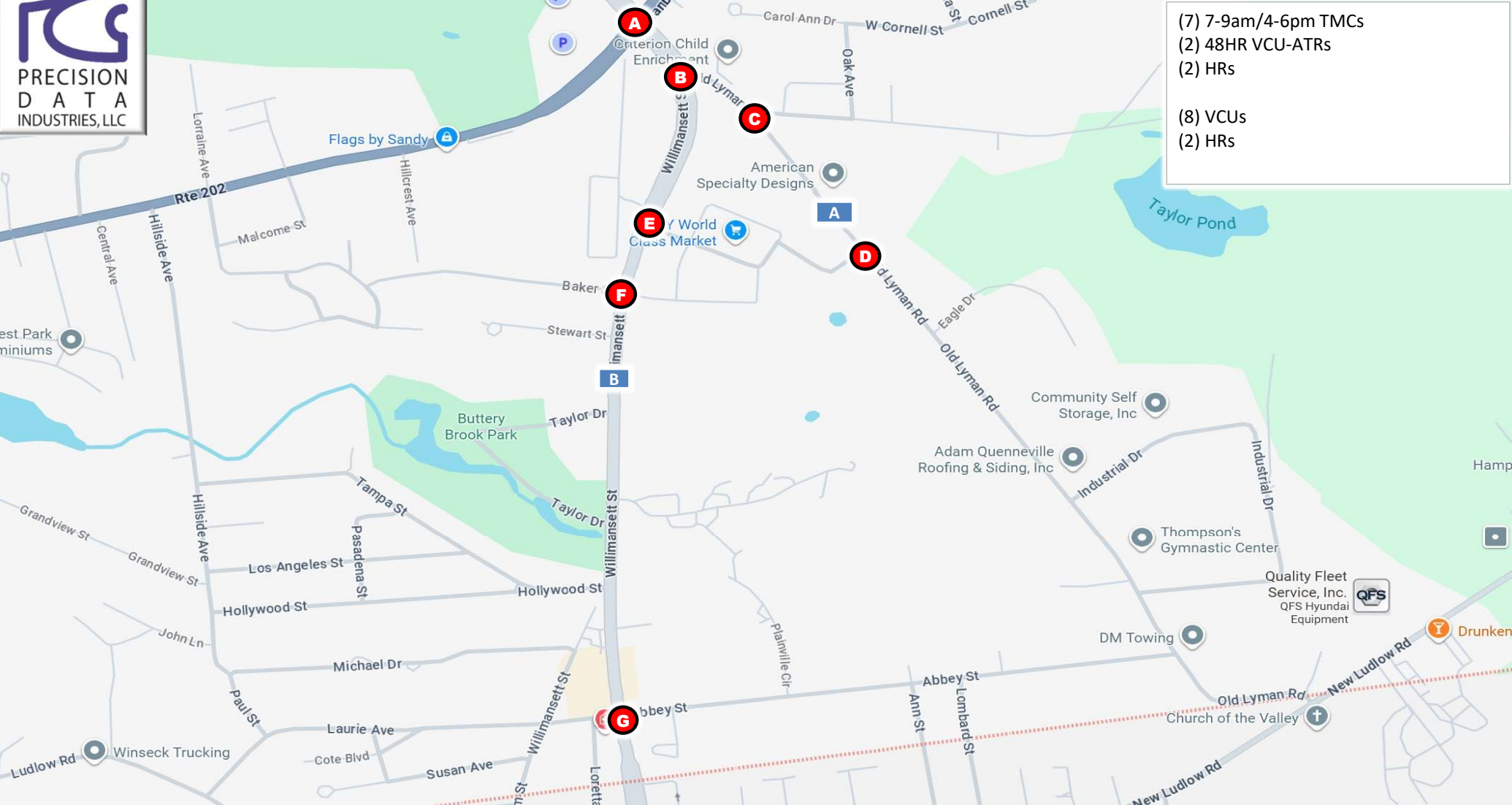
Automatic Traffic Recorder (ATR) Data



Location Map: 250795 South Hadley, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

- (7) 7-9am/4-6pm TMCs
- (2) 48HR VCU-ATRs
- (2) HRs
- (8) VCUs
- (2) HRs



Client: F&O	Engineer: A. Keegan	Site Code: 20250806.A10	Date: Wed 9/17/25	PDI Job # 250795	City, State: South Hadley, MA
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Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A

Count Date: **Wednesday, September 17, 2025**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	0	1	0	0	1
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	6	0	0	1	7
5:45 AM	0	0	7	0	0	0	7
6:00 AM	0	0	6	3	0	0	9
6:15 AM	0	1	13	4	2	0	20
6:30 AM	0	0	26	4	1	1	32
6:45 AM	0	0	16	1	3	0	20
7:00 AM	0	1	26	1	3	0	31
7:15 AM	0	0	18	1	1	0	20
7:30 AM	0	0	28	2	7	3	40
7:45 AM	0	0	40	1	7	0	48
8:00 AM	0	0	23	0	1	0	24
8:15 AM	0	0	32	0	4	0	36
8:30 AM	0	0	28	0	8	0	36
8:45 AM	0	0	23	0	2	0	25
9:00 AM	0	0	30	0	3	0	33
9:15 AM	0	0	22	0	4	2	28
9:30 AM	0	0	23	0	1	2	26
9:45 AM	0	0	28	0	3	2	33
10:00 AM	0	0	14	0	4	0	18
10:15 AM	0	0	24	0	5	0	29
10:30 AM	0	0	12	0	5	2	19
10:45 AM	0	0	24	0	3	0	27
11:00 AM	0	0	17	0	2	0	19
11:15 AM	0	0	30	0	5	1	36
11:30 AM	0	0	20	0	3	2	25
11:45 AM	0	0	28	0	5	1	34

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	21	1	5	0	27
12:15 PM	1	0	33	0	3	1	38
12:30 PM	0	0	26	0	4	1	31
12:45 PM	0	0	24	0	8	0	32
1:00 PM	0	0	24	0	3	2	29
1:15 PM	0	0	25	2	7	2	36
1:30 PM	0	2	21	4	1	0	28
1:45 PM	0	0	38	1	3	3	45
2:00 PM	0	0	24	3	2	1	30
2:15 PM	0	0	32	1	1	1	35
2:30 PM	0	0	20	5	1	0	26
2:45 PM	0	0	29	6	1	0	36
3:00 PM	0	0	27	1	3	0	31
3:15 PM	0	0	32	0	3	0	35
3:30 PM	0	0	38	1	2	0	41
3:45 PM	0	0	42	1	4	0	47
4:00 PM	1	1	52	1	1	0	56
4:15 PM	0	0	45	0	4	0	49
4:30 PM	0	0	35	1	2	0	38
4:45 PM	0	0	43	0	1	0	44
5:00 PM	0	0	41	0	1	0	42
5:15 PM	0	1	28	0	0	0	29
5:30 PM	1	1	31	0	0	0	33
5:45 PM	1	0	30	0	0	0	31
6:00 PM	0	1	28	0	0	0	29
6:15 PM	0	0	26	0	0	0	26
6:30 PM	0	0	18	0	0	0	18
6:45 PM	0	0	25	0	0	0	25
7:00 PM	0	0	22	0	0	0	22
7:15 PM	0	0	17	0	0	0	17
7:30 PM	0	0	13	0	0	0	13
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	8	0	0	0	8
8:15 PM	0	0	17	0	0	0	17
8:30 PM	0	0	16	0	0	0	16
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	11	0	0	0	11
9:15 PM	0	0	15	0	0	0	15
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	2	0	0	0	2

AM Total	0	2	582	18	82	17	701
Percentage	0.00%	0.29%	83.02%	2.57%	11.70%	2.43%	
AM Peak	12:00 AM	6:15 AM	7:30 AM	6:00 AM	7:45 AM	9:00 AM	7:30 AM
Volume	0	2	123	12	20	6	148

PM Total	4	6	1017	28	60	11	1126
Percentage	0.36%	0.53%	90.32%	2.49%	5.33%	0.98%	
PM Peak	5:00 PM	5:15 PM	3:30 PM	2:00 PM	12:30 PM	1:00 PM	3:30 PM
Volume	2	3	177	15	22	7	193

Day Total	4	8	1599	46	142	28	1827
Percentage	0.22%	0.44%	87.52%	2.52%	7.77%	1.53%	

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A

Count Date: **Thursday, September 18, 2025**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	1	1	0	0	0	2
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	1	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	0	1	0	0	1
5:00 AM	0	0	3	0	0	0	3
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	9	0	2	0	11
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	8	4	0	0	12
6:15 AM	0	0	23	3	1	2	29
6:30 AM	0	0	23	4	0	0	27
6:45 AM	0	0	21	1	0	0	22
7:00 AM	0	1	33	1	1	2	38
7:15 AM	0	0	19	1	3	0	23
7:30 AM	0	0	27	2	2	2	33
7:45 AM	0	0	25	1	3	0	29
8:00 AM	0	0	30	0	0	0	30
8:15 AM	0	0	35	0	0	0	35
8:30 AM	0	0	24	0	3	0	27
8:45 AM	0	0	29	0	1	0	30
9:00 AM	0	0	20	0	2	2	24
9:15 AM	0	0	21	0	1	0	22
9:30 AM	0	0	24	0	1	0	25
9:45 AM	0	0	23	0	0	0	23
10:00 AM	1	0	22	1	2	0	26
10:15 AM	0	0	18	1	2	0	21
10:30 AM	0	0	23	0	4	0	27
10:45 AM	0	0	24	1	1	0	26
11:00 AM	0	0	20	1	2	4	27
11:15 AM	0	0	24	0	3	1	28
11:30 AM	0	0	27	0	1	1	29
11:45 AM	0	0	17	0	5	0	22

AM Total	1	2	593	22	41	14	673
Percentage	0.15%	0.30%	88.11%	3.27%	6.09%	2.08%	
AM Peak	9:15 AM	12:00 AM	8:00 AM	6:00 AM	11:00 AM	10:45 AM	7:30 AM
Volume	1	1	118	12	11	6	127

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	33	1	1	0	36
12:15 PM	0	0	37	0	5	0	42
12:30 PM	0	0	22	0	3	0	25
12:45 PM	0	0	24	0	6	0	30
1:00 PM	0	1	22	0	2	3	28
1:15 PM	0	0	21	1	3	1	26
1:30 PM	0	0	24	5	0	1	30
1:45 PM	0	0	19	2	0	0	21
2:00 PM	0	0	26	3	4	0	33
2:15 PM	0	0	26	1	0	1	28
2:30 PM	0	0	28	3	2	0	33
2:45 PM	0	1	35	10	1	0	47
3:00 PM	0	1	55	1	0	0	57
3:15 PM	0	0	34	0	1	0	35
3:30 PM	0	0	39	1	2	0	42
3:45 PM	0	1	36	1	0	0	38
4:00 PM	0	0	41	0	1	0	42
4:15 PM	0	0	45	1	0	0	46
4:30 PM	0	0	41	0	0	0	41
4:45 PM	0	0	44	0	0	0	44
5:00 PM	0	1	32	0	0	0	33
5:15 PM	0	0	36	0	1	0	37
5:30 PM	4	0	32	0	0	0	36
5:45 PM	0	0	20	0	0	0	20
6:00 PM	1	0	21	0	0	0	22
6:15 PM	0	0	36	0	0	0	36
6:30 PM	0	0	31	0	1	0	32
6:45 PM	0	0	23	0	0	0	23
7:00 PM	0	0	17	0	0	0	17
7:15 PM	0	0	17	0	0	0	17
7:30 PM	0	0	24	0	0	0	24
7:45 PM	0	0	18	0	0	0	18
8:00 PM	1	0	10	0	0	0	11
8:15 PM	0	1	16	0	0	0	17
8:30 PM	0	0	11	0	0	0	11
8:45 PM	0	0	15	0	0	0	15
9:00 PM	0	0	11	0	0	0	11
9:15 PM	0	0	8	0	0	0	8
9:30 PM	0	0	7	0	0	0	7
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	6	0	0	0	6
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	3	0	0	0	3

PM Total	7	6	1072	30	33	6	1154
Percentage	0.61%	0.52%	92.89%	2.60%	2.86%	0.52%	
PM Peak	5:15 PM	2:15 PM	4:00 PM	2:00 PM	12:15 PM	12:45 PM	2:45 PM
Volume	5	2	171	17	16	5	181
Day Total	8	8	1665	52	74	20	1827
Percentage	0.44%	0.44%	91.13%	2.85%	4.05%	1.09%	

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A

Count Date: **Wednesday, September 17, 2025**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	3	0	0	0	3
5:15 AM	0	0	4	0	0	0	4
5:30 AM	0	0	12	0	0	0	12
5:45 AM	0	0	10	0	0	0	10
6:00 AM	0	0	13	0	0	0	13
6:15 AM	0	0	26	0	0	0	26
6:30 AM	0	0	27	0	0	0	27
6:45 AM	0	0	36	0	0	0	36
7:00 AM	0	0	30	0	0	0	30
7:15 AM	0	0	22	0	2	2	26
7:30 AM	0	0	36	0	4	0	40
7:45 AM	0	1	29	3	2	0	35
8:00 AM	0	0	19	8	1	0	28
8:15 AM	0	0	23	1	3	0	27
8:30 AM	0	0	28	1	4	0	33
8:45 AM	0	0	36	10	4	0	50
9:00 AM	0	0	31	0	5	0	36
9:15 AM	0	0	31	0	2	3	36
9:30 AM	0	0	24	0	5	2	31
9:45 AM	0	0	27	0	3	0	30
10:00 AM	0	0	29	0	2	1	32
10:15 AM	0	0	21	0	9	1	31
10:30 AM	0	0	32	0	6	0	38
10:45 AM	0	0	29	0	3	0	32
11:00 AM	0	0	24	1	7	0	32
11:15 AM	0	0	26	0	1	2	29
11:30 AM	0	0	32	0	3	2	37
11:45 AM	0	0	36	0	5	0	41

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	16	1	3	0	20
12:15 PM	0	0	34	1	1	0	36
12:30 PM	0	0	24	0	8	0	32
12:45 PM	0	0	33	0	1	0	34
1:00 PM	0	0	28	0	4	1	33
1:15 PM	0	1	32	0	3	2	38
1:30 PM	0	0	33	1	2	3	39
1:45 PM	0	0	40	0	5	1	46
2:00 PM	0	0	30	0	4	0	34
2:15 PM	0	0	34	0	2	0	36
2:30 PM	0	0	32	1	3	0	36
2:45 PM	0	0	43	0	7	1	51
3:00 PM	0	2	41	1	3	0	47
3:15 PM	1	0	58	2	4	0	65
3:30 PM	0	0	38	2	4	0	44
3:45 PM	0	0	56	2	3	2	63
4:00 PM	1	0	56	4	0	2	63
4:15 PM	0	0	40	5	1	1	47
4:30 PM	0	0	43	0	3	0	46
4:45 PM	0	0	52	3	2	0	57
5:00 PM	0	0	35	0	1	0	36
5:15 PM	0	0	30	1	0	0	31
5:30 PM	0	0	31	0	1	0	32
5:45 PM	0	0	36	0	1	0	37
6:00 PM	0	0	34	0	1	0	35
6:15 PM	0	0	26	0	0	0	26
6:30 PM	0	1	28	0	0	0	29
6:45 PM	0	0	32	0	0	0	32
7:00 PM	0	0	12	0	0	0	12
7:15 PM	0	0	13	1	0	0	14
7:30 PM	0	0	14	0	0	0	14
7:45 PM	0	0	8	0	0	0	8
8:00 PM	0	0	10	0	0	0	10
8:15 PM	0	0	21	0	0	0	21
8:30 PM	0	0	4	0	0	0	4
8:45 PM	0	0	10	0	0	0	10
9:00 PM	0	0	8	1	0	0	9
9:15 PM	0	0	10	0	0	0	10
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	0	1

AM Total	0	1	711	24	71	14	821
Percentage	0.00%	0.12%	86.60%	2.92%	8.65%	1.71%	
AM Peak	12:00 AM	7:00 AM	8:30 AM	8:00 AM	10:15 AM	9:15 AM	8:30 AM
Volume	0	1	126	20	25	6	155

PM Total	2	4	1152	26	67	13	1264
Percentage	0.16%	0.32%	91.14%	2.06%	5.30%	1.03%	
PM Peak	3:15 PM	2:15 PM	3:15 PM	3:30 PM	2:45 PM	1:00 PM	3:15 PM
Volume	2	2	208	13	18	7	235

Day Total	2	5	1863	50	138	27	2085
Percentage	0.10%	0.24%	89.35%	2.40%	6.62%	1.29%	

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A

Count Date: Thursday, September 18, 2025
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	4	0	0	0	4
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	1	3	0	0	0	4
5:15 AM	0	0	7	0	1	0	8
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	14	0	1	0	15
6:00 AM	0	0	15	0	0	0	15
6:15 AM	0	0	20	0	0	0	20
6:30 AM	0	0	25	0	0	0	25
6:45 AM	0	0	25	0	1	2	28
7:00 AM	0	0	31	0	1	0	32
7:15 AM	0	1	25	0	1	1	28
7:30 AM	0	0	30	0	0	0	30
7:45 AM	0	0	39	0	1	0	40
8:00 AM	0	0	23	11	0	2	36
8:15 AM	0	0	25	2	1	0	28
8:30 AM	0	0	33	1	2	0	36
8:45 AM	1	0	36	9	0	1	47
9:00 AM	0	0	26	0	1	1	28
9:15 AM	0	0	37	0	1	0	38
9:30 AM	0	0	19	1	4	0	24
9:45 AM	0	0	24	0	1	2	27
10:00 AM	1	0	19	0	1	0	21
10:15 AM	0	0	19	0	5	0	24
10:30 AM	0	0	24	0	1	0	25
10:45 AM	0	0	29	0	1	4	34
11:00 AM	0	1	26	0	1	1	29
11:15 AM	0	0	29	0	2	0	31
11:30 AM	0	0	31	0	2	0	33
11:45 AM	0	0	35	0	6	0	41

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	5	0	37
12:15 PM	0	0	30	0	2	0	32
12:30 PM	0	1	18	0	3	2	24
12:45 PM	0	0	33	0	2	1	36
1:00 PM	0	0	32	0	2	2	36
1:15 PM	0	0	37	0	2	0	39
1:30 PM	0	0	30	0	2	0	32
1:45 PM	0	0	29	0	3	0	32
2:00 PM	0	0	41	0	3	1	45
2:15 PM	1	0	47	0	4	2	54
2:30 PM	0	0	43	1	2	1	47
2:45 PM	0	0	39	0	3	3	45
3:00 PM	0	0	30	1	8	3	42
3:15 PM	0	0	38	2	1	3	44
3:30 PM	0	0	45	1	1	0	47
3:45 PM	0	0	38	4	0	0	42
4:00 PM	0	0	46	2	2	0	50
4:15 PM	0	0	36	4	0	1	41
4:30 PM	0	0	49	2	1	0	52
4:45 PM	0	2	56	2	3	0	63
5:00 PM	0	0	44	1	1	0	46
5:15 PM	1	1	48	0	1	0	51
5:30 PM	1	0	35	0	1	0	37
5:45 PM	0	0	29	0	2	0	31
6:00 PM	0	2	26	0	1	0	29
6:15 PM	0	0	32	0	0	0	32
6:30 PM	0	1	20	0	0	0	21
6:45 PM	1	0	30	0	0	0	31
7:00 PM	0	0	14	0	0	0	14
7:15 PM	0	0	18	1	0	0	19
7:30 PM	0	0	10	0	0	0	10
7:45 PM	0	0	13	0	1	0	14
8:00 PM	0	0	23	0	0	0	23
8:15 PM	0	0	11	0	0	0	11
8:30 PM	0	0	19	0	0	0	19
8:45 PM	0	0	8	0	0	0	8
9:00 PM	0	0	6	0	0	0	6
9:15 PM	0	0	6	0	0	0	6
9:30 PM	0	0	5	0	0	0	5
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	6	0	0	0	6
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	8	0	0	0	8
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	0	1

AM Total	2	3	702	24	35	14	780
Percentage	0.26%	0.38%	90.00%	3.08%	4.49%	1.79%	
AM Peak	8:00 AM	4:15 AM	8:30 AM	8:00 AM	9:30 AM	10:15 AM	8:30 AM
Volume	1	1	132	23	11	5	149

PM Total	4	7	1177	21	56	19	1284
Percentage	0.31%	0.55%	91.67%	1.64%	4.36%	1.48%	
PM Peak	4:45 PM	4:30 PM	4:30 PM	3:45 PM	2:15 PM	2:30 PM	4:30 PM
Volume	2	3	197	12	17	10	212
Day Total	6	10	1879	45	91	33	2064
Percentage	0.29%	0.48%	91.04%	2.18%	4.41%	1.60%	

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File # 250795 ATR-A

Direction: NB

Weekly Report

Day Date	Wednesday 09/17/25		Thursday 09/18/25												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	2	27	3	36	0	0	0	0	0	0	0	0	0	0	3	32		
12:15	2	38	0	42	0	0	0	0	0	0	0	0	0	0	1	40		
12:30	1	31	2	25	0	0	0	0	0	0	0	0	0	0	2	28		
12:45	0	32	2	30	0	0	0	0	0	0	0	0	0	0	1	31		
1:00	0	29	2	28	0	0	0	0	0	0	0	0	0	0	1	29		
1:15	0	36	0	26	0	0	0	0	0	0	0	0	0	0	0	31		
1:30	0	28	1	30	0	0	0	0	0	0	0	0	0	0	1	29		
1:45	0	45	0	21	0	0	0	0	0	0	0	0	0	0	0	33		
2:00	0	30	1	33	0	0	0	0	0	0	0	0	0	0	1	32		
2:15	0	35	0	28	0	0	0	0	0	0	0	0	0	0	0	32		
2:30	0	26	0	33	0	0	0	0	0	0	0	0	0	0	0	30		
2:45	1	36	0	47	0	0	0	0	0	0	0	0	0	0	1	42		
3:00	1	31	0	57	0	0	0	0	0	0	0	0	0	0	1	44		
3:15	0	35	0	35	0	0	0	0	0	0	0	0	0	0	0	35		
3:30	0	41	1	42	0	0	0	0	0	0	0	0	0	0	1	42		
3:45	2	47	1	38	0	0	0	0	0	0	0	0	0	0	2	43		
4:00	0	56	0	42	0	0	0	0	0	0	0	0	0	0	0	49		
4:15	1	49	1	46	0	0	0	0	0	0	0	0	0	0	1	48		
4:30	1	38	1	41	0	0	0	0	0	0	0	0	0	0	1	40		
4:45	1	44	1	44	0	0	0	0	0	0	0	0	0	0	1	44		
5:00	4	42	3	33	0	0	0	0	0	0	0	0	0	0	4	38		
5:15	3	29	2	37	0	0	0	0	0	0	0	0	0	0	3	33		
5:30	7	33	11	36	0	0	0	0	0	0	0	0	0	0	9	35		
5:45	7	31	6	20	0	0	0	0	0	0	0	0	0	0	7	26		
6:00	9	29	12	22	0	0	0	0	0	0	0	0	0	0	11	26		
6:15	20	26	29	36	0	0	0	0	0	0	0	0	0	0	25	31		
6:30	32	18	27	32	0	0	0	0	0	0	0	0	0	0	30	25		
6:45	20	25	22	23	0	0	0	0	0	0	0	0	0	0	21	24		
7:00	31	22	38	17	0	0	0	0	0	0	0	0	0	0	35	20		
7:15	20	17	23	17	0	0	0	0	0	0	0	0	0	0	22	17		
7:30	40	13	33	24	0	0	0	0	0	0	0	0	0	0	37	19		
7:45	48	7	29	18	0	0	0	0	0	0	0	0	0	0	39	13		
8:00	24	8	30	11	0	0	0	0	0	0	0	0	0	0	27	10		
8:15	36	17	35	17	0	0	0	0	0	0	0	0	0	0	36	17		
8:30	36	16	27	11	0	0	0	0	0	0	0	0	0	0	32	14		
8:45	25	7	30	15	0	0	0	0	0	0	0	0	0	0	28	11		
9:00	33	11	24	11	0	0	0	0	0	0	0	0	0	0	29	11		
9:15	28	15	22	8	0	0	0	0	0	0	0	0	0	0	25	12		
9:30	26	4	25	7	0	0	0	0	0	0	0	0	0	0	26	6		
9:45	33	1	23	5	0	0	0	0	0	0	0	0	0	0	28	3		
10:00	18	2	26	3	0	0	0	0	0	0	0	0	0	0	22	3		
10:15	29	5	21	4	0	0	0	0	0	0	0	0	0	0	25	5		
10:30	19	4	27	6	0	0	0	0	0	0	0	0	0	0	23	5		
10:45	27	1	26	5	0	0	0	0	0	0	0	0	0	0	27	3		
11:00	19	2	27	4	0	0	0	0	0	0	0	0	0	0	23	3		
11:15	36	3	28	4	0	0	0	0	0	0	0	0	0	0	32	4		
11:30	25	2	29	1	0	0	0	0	0	0	0	0	0	0	27	2		
11:45	34	2	22	3	0	0	0	0	0	0	0	0	0	0	28	3		
Total	701	1126	673	1154	0	0	0	0	0	0	0	0	0	0	687	1140		
Day Total	1827		1827		0		0		0		0		0		1827			
Peak HR	7:30 AM	3:30 PM	7:30 AM	2:45 PM													7:30 AM	3:30 PM
Volume	148	193	127	181													138	181

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File # 250795 ATR-A

Direction: SB

Weekly Report

Day Date	Wednesday 09/17/25		Thursday 09/18/25												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	1	20	0	37	0	0	0	0	0	0	0	0	0	0	1	29		
12:15	1	36	4	32	0	0	0	0	0	0	0	0	0	0	3	34		
12:30	1	32	2	24	0	0	0	0	0	0	0	0	0	0	2	28		
12:45	0	34	0	36	0	0	0	0	0	0	0	0	0	0	0	35		
1:00	0	33	0	36	0	0	0	0	0	0	0	0	0	0	0	35		
1:15	0	38	2	39	0	0	0	0	0	0	0	0	0	0	1	39		
1:30	0	39	1	32	0	0	0	0	0	0	0	0	0	0	1	36		
1:45	0	46	1	32	0	0	0	0	0	0	0	0	0	0	1	39		
2:00	0	34	0	45	0	0	0	0	0	0	0	0	0	0	0	40		
2:15	1	36	0	54	0	0	0	0	0	0	0	0	0	0	1	45		
2:30	2	36	4	47	0	0	0	0	0	0	0	0	0	0	3	42		
2:45	1	51	2	45	0	0	0	0	0	0	0	0	0	0	2	48		
3:00	0	47	0	42	0	0	0	0	0	0	0	0	0	0	0	45		
3:15	0	65	0	44	0	0	0	0	0	0	0	0	0	0	0	55		
3:30	0	44	0	47	0	0	0	0	0	0	0	0	0	0	0	46		
3:45	0	63	0	42	0	0	0	0	0	0	0	0	0	0	0	53		
4:00	1	63	1	50	0	0	0	0	0	0	0	0	0	0	1	57		
4:15	2	47	1	41	0	0	0	0	0	0	0	0	0	0	2	44		
4:30	3	46	3	52	0	0	0	0	0	0	0	0	0	0	3	49		
4:45	3	57	4	63	0	0	0	0	0	0	0	0	0	0	4	60		
5:00	3	36	4	46	0	0	0	0	0	0	0	0	0	0	4	41		
5:15	4	31	8	51	0	0	0	0	0	0	0	0	0	0	6	41		
5:30	12	32	8	37	0	0	0	0	0	0	0	0	0	0	10	35		
5:45	10	37	15	31	0	0	0	0	0	0	0	0	0	0	13	34		
6:00	13	35	15	29	0	0	0	0	0	0	0	0	0	0	14	32		
6:15	26	26	20	32	0	0	0	0	0	0	0	0	0	0	23	29		
6:30	27	29	25	21	0	0	0	0	0	0	0	0	0	0	26	25		
6:45	36	32	28	31	0	0	0	0	0	0	0	0	0	0	32	32		
7:00	30	12	32	14	0	0	0	0	0	0	0	0	0	0	31	13		
7:15	26	14	28	19	0	0	0	0	0	0	0	0	0	0	27	17		
7:30	40	14	30	10	0	0	0	0	0	0	0	0	0	0	35	12		
7:45	35	8	40	14	0	0	0	0	0	0	0	0	0	0	38	11		
8:00	28	10	36	23	0	0	0	0	0	0	0	0	0	0	32	17		
8:15	27	21	28	11	0	0	0	0	0	0	0	0	0	0	28	16		
8:30	33	4	36	19	0	0	0	0	0	0	0	0	0	0	35	12		
8:45	50	10	47	8	0	0	0	0	0	0	0	0	0	0	49	9		
9:00	36	9	28	6	0	0	0	0	0	0	0	0	0	0	32	8		
9:15	36	10	38	6	0	0	0	0	0	0	0	0	0	0	37	8		
9:30	31	4	24	5	0	0	0	0	0	0	0	0	0	0	28	5		
9:45	30	2	27	2	0	0	0	0	0	0	0	0	0	0	29	2		
10:00	32	2	21	6	0	0	0	0	0	0	0	0	0	0	27	4		
10:15	31	4	24	5	0	0	0	0	0	0	0	0	0	0	28	5		
10:30	38	2	25	8	0	0	0	0	0	0	0	0	0	0	32	5		
10:45	32	4	34	3	0	0	0	0	0	0	0	0	0	0	33	4		
11:00	32	4	29	2	0	0	0	0	0	0	0	0	0	0	31	3		
11:15	29	3	31	3	0	0	0	0	0	0	0	0	0	0	30	3		
11:30	37	1	33	1	0	0	0	0	0	0	0	0	0	0	35	1		
11:45	41	1	41	1	0	0	0	0	0	0	0	0	0	0	41	1		
Total	821	1264	780	1284	0	0	0	0	0	0	0	0	0	0	801	1274		
Day Total	2085		2064		0		0		0		0		0		2075			
Peak HR	8:30 AM	3:15 PM	8:30 AM	4:30 PM													8:30 AM	4:00 PM
Volume	155	235	149	212													152	210

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Wednesday, September 17, 2025

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	2	0	1	0	0	0	0	0	5	41.4	36.8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	1	0	1	0	2	0	0	0	0	0	4	46.7	39.3
4:00 AM	0	0	1	0	2	0	1	0	0	0	0	0	0	4	38.0	32.0
5:00 AM	0	0	0	0	3	12	2	3	0	0	0	0	0	20	40.8	38.2
6:00 AM	0	0	0	9	25	31	14	4	1	0	0	0	0	84	41.0	36.0
7:00 AM	0	0	1	7	42	69	20	2	2	0	0	0	0	143	40.0	36.0
8:00 AM	0	0	0	2	22	55	30	9	1	0	0	0	0	119	43.0	38.0
9:00 AM	0	0	1	4	59	40	19	2	2	0	0	0	0	127	40.0	35.4
10:00 AM	0	0	3	9	40	30	10	2	0	0	0	0	1	95	39.0	34.7
11:00 AM	0	0	2	7	44	49	19	2	0	0	0	0	0	123	40.0	35.3
12:00 PM	0	1	0	9	37	48	29	4	0	0	0	0	0	128	41.0	36.0
1:00 PM	0	2	4	19	57	49	13	4	0	0	0	0	0	148	39.0	34.0
2:00 PM	0	0	0	10	50	40	25	2	0	0	0	0	1	128	41.0	36.0
3:00 PM	0	0	0	4	40	66	32	3	2	1	0	0	0	148	42.0	37.1
4:00 PM	0	0	1	9	25	79	55	7	2	0	0	0	0	178	42.0	37.6
5:00 PM	0	0	1	4	32	47	38	7	2	0	0	0	0	131	43.0	37.5
6:00 PM	0	1	1	10	18	38	21	9	0	1	0	0	0	99	43.0	36.7
7:00 PM	0	0	1	7	14	23	11	2	0	0	0	0	0	58	40.5	35.7
8:00 PM	0	0	1	3	11	25	6	1	0	0	0	0	0	47	39.1	35.7
9:00 PM	0	0	1	1	8	18	4	1	0	0	0	0	0	33	39.4	36.2
10:00 PM	0	0	0	0	2	7	3	0	0	0	0	0	0	12	42.7	37.8
11:00 PM	0	0	0	0	0	5	3	1	0	0	0	0	0	9	41.8	40.0
Total	0	4	18	115	533	734	355	68	12	2	0	0	2	1843	41.0	36.2
Percent	0.00%	0.22%	0.98%	6.24%	28.92%	39.83%	19.26%	3.69%	0.65%	0.11%	0.00%	0.00%	0.11%			

AM Peak			10:00 AM	6:00 AM	9:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM				10:00 AM	7:00 AM
Volume	0	0	3	9	59	69	30	9	2	0	0	0	1	143
PM Peak		1:00 PM	1:00 PM	1:00 PM	1:00 PM	4:00 PM	4:00 PM	6:00 PM	3:00 PM	3:00 PM			2:00 PM	4:00 PM
Volume	0	2	4	19	57	79	55	9	2	1	0	0	1	178

15th Percentile: 31.0 MPH Average Speed: 36.2 MPH Posted Speed Limit: 30 MPH
50th Percentile: 36.0 MPH 10 MPH Pace: 32 to 41 MPH Number of Vehicles > 30 MPH: 1629
85th Percentile: 41.0 MPH Number in Pace: 1306 Percent of Vehicles > 30 MPH: 88.4%
95th Percentile: 44.0 MPH Percent in Pace: 70.9%

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Wednesday, September 17, 2025

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	35.0	34.7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	4	50.7	44.5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	1	2	5	1	0	0	0	0	0	0	9	37.0	34.8
5:00 AM	0	0	0	0	11	10	6	2	0	0	0	0	0	29	41.6	36.9
6:00 AM	0	0	0	0	20	53	20	3	1	0	0	0	0	97	41.0	37.2
7:00 AM	0	0	1	8	34	70	13	5	1	1	0	0	0	133	39.2	36.0
8:00 AM	0	1	1	13	70	49	11	4	0	0	0	0	0	149	38.0	34.2
9:00 AM	0	0	1	18	48	50	16	1	1	0	0	0	0	135	39.0	34.5
10:00 AM	0	1	3	14	53	42	14	8	0	0	0	0	0	135	40.0	34.7
11:00 AM	0	0	3	11	59	53	16	2	1	0	0	0	0	145	39.0	34.8
12:00 PM	0	1	2	12	38	54	18	0	1	0	0	0	0	126	39.3	35.0
1:00 PM	0	1	3	15	65	59	7	4	0	0	0	0	0	154	39.0	34.2
2:00 PM	0	1	5	12	58	52	26	7	2	0	0	0	0	163	41.7	35.3
3:00 PM	0	0	3	12	81	81	35	2	0	0	0	0	0	214	40.0	35.2
4:00 PM	1	0	4	19	73	75	33	3	1	0	0	0	0	209	40.0	35.1
5:00 PM	0	0	0	11	41	57	22	4	0	0	0	0	0	135	41.0	36.0
6:00 PM	0	0	2	9	28	55	20	4	1	0	0	0	0	119	41.0	36.2
7:00 PM	0	0	1	8	11	20	9	0	0	0	0	0	0	49	40.0	34.3
8:00 PM	0	0	1	6	9	25	3	1	0	0	0	0	0	45	39.0	34.7
9:00 PM	0	0	0	3	4	13	4	0	0	1	0	0	0	25	40.4	36.7
10:00 PM	0	0	0	0	2	9	1	1	0	0	0	0	0	13	39.4	37.7
11:00 PM	0	0	1	0	1	3	4	0	0	0	0	0	0	9	40.8	36.0
Total	1	5	31	172	709	838	280	52	10	2	0	0	0	2100	40.0	35.2
Percent	0.05%	0.24%	1.48%	8.19%	33.76%	39.90%	13.33%	2.48%	0.48%	0.10%	0.00%	0.00%	0.00%			

AM Peak		8:00 AM	10:00 AM	9:00 AM	8:00 AM	7:00 AM	6:00 AM	10:00 AM	2:00 AM	7:00 AM				8:00 AM
Volume	0	1	3	18	70	70	20	8	1	1	0	0	0	149
PM Peak	4:00 PM	12:00 PM	2:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	9:00 PM				3:00 PM
Volume	1	1	5	19	81	81	35	7	2	1	0	0	0	214

15th Percentile:	31.0 MPH	Average Speed:	35.2 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 30 MPH:	1811
85th Percentile:	40.0 MPH	Number in Pace:	1552	Percent of Vehicles > 30 MPH:	86.2%
95th Percentile:	43.0 MPH	Percent in Pace:	73.9%		

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Wednesday, September 17, 2025

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	4	0	1	0	0	0	0	0	8	38.8	36.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	4	50.7	44.5
3:00 AM	0	0	0	1	0	1	0	2	0	0	0	0	0	4	46.7	39.3
4:00 AM	0	0	1	1	4	5	2	0	0	0	0	0	0	13	37.6	33.9
5:00 AM	0	0	0	0	14	22	8	5	0	0	0	0	0	49	41.6	37.4
6:00 AM	0	0	0	9	45	84	34	7	2	0	0	0	0	181	41.0	36.6
7:00 AM	0	0	2	15	76	139	33	7	3	1	0	0	0	276	40.0	36.0
8:00 AM	0	1	1	15	92	104	41	13	1	0	0	0	0	268	41.0	35.9
9:00 AM	0	0	2	22	107	90	35	3	3	0	0	0	0	262	40.0	35.0
10:00 AM	0	1	6	23	93	72	24	10	0	0	0	0	1	230	39.7	34.7
11:00 AM	0	0	5	18	103	102	35	4	1	0	0	0	0	268	39.0	35.0
12:00 PM	0	2	2	21	75	102	47	4	1	0	0	0	0	254	40.0	35.5
1:00 PM	0	3	7	34	122	108	20	8	0	0	0	0	0	302	39.0	34.1
2:00 PM	0	1	5	22	108	92	51	9	2	0	0	0	1	291	41.0	35.6
3:00 PM	0	0	3	16	121	147	67	5	2	1	0	0	0	362	41.0	36.0
4:00 PM	1	0	5	28	98	154	88	10	3	0	0	0	0	387	41.0	36.3
5:00 PM	0	0	1	15	73	104	60	11	2	0	0	0	0	266	42.0	36.7
6:00 PM	0	1	3	19	46	93	41	13	1	1	0	0	0	218	42.0	36.4
7:00 PM	0	0	2	15	25	43	20	2	0	0	0	0	0	107	40.0	35.1
8:00 PM	0	0	2	9	20	50	9	2	0	0	0	0	0	92	39.0	35.2
9:00 PM	0	0	1	4	12	31	8	1	0	1	0	0	0	58	40.5	36.4
10:00 PM	0	0	0	0	4	16	4	1	0	0	0	0	0	25	41.4	37.7
11:00 PM	0	0	1	0	1	8	7	1	0	0	0	0	0	18	41.0	38.0
Total	1	9	49	287	1242	1572	635	120	22	4	0	0	2	3943	40.0	35.7
Percent	0.03%	0.23%	1.24%	7.28%	31.50%	39.87%	16.10%	3.04%	0.56%	0.10%	0.00%	0.00%	0.05%			

AM Peak		8:00 AM	10:00 AM	10:00 AM	9:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM			10:00 AM	7:00 AM
Volume	0	1	6	23	107	139	41	13	3	1	0	0	1	276
PM Peak	4:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	4:00 PM	4:00 PM	6:00 PM	4:00 PM	3:00 PM			2:00 PM	4:00 PM
Volume	1	3	7	34	122	154	88	13	3	1	0	0	1	387

15th Percentile:	31.0 MPH	Average Speed:	35.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 30 MPH:	3440
85th Percentile:	40.0 MPH	Number in Pace:	2850	Percent of Vehicles > 30 MPH:	87.2%
95th Percentile:	44.0 MPH	Percent in Pace:	72.3%		

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Thursday, September 18, 2025

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	1	1	4	0	0	0	0	0	0	8	43.9	37.3
1:00 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	3	42.4	38.7
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41.0	41.0
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37.4	36.0
4:00 AM	0	0	1	0	1	1	1	0	0	0	0	0	0	4	39.9	32.8
5:00 AM	0	1	2	1	10	8	3	0	1	0	0	0	0	26	39.3	34.5
6:00 AM	0	0	0	8	25	39	16	4	0	0	0	0	0	92	42.0	36.1
7:00 AM	0	0	0	6	33	54	23	4	1	1	0	0	0	122	41.0	36.6
8:00 AM	0	2	2	2	30	37	34	8	2	0	0	0	0	117	43.0	37.3
9:00 AM	0	0	0	7	21	45	16	0	0	0	0	0	1	90	40.0	36.4
10:00 AM	0	2	5	9	18	43	17	8	0	0	0	0	0	102	41.9	35.7
11:00 AM	0	1	1	5	37	48	14	3	0	0	0	0	1	110	40.0	35.7
12:00 PM	0	0	2	8	37	53	24	2	0	0	0	0	0	126	40.3	35.8
1:00 PM	0	0	1	10	39	35	24	2	1	0	0	0	1	113	41.0	36.0
2:00 PM	0	1	1	12	42	57	27	2	0	0	0	0	0	142	40.0	35.3
3:00 PM	0	0	2	10	49	50	39	13	1	0	0	0	0	164	43.0	36.9
4:00 PM	0	0	2	7	29	70	37	9	3	0	0	0	0	157	41.6	37.3
5:00 PM	0	0	2	12	26	43	30	6	0	0	0	0	0	119	41.0	36.5
6:00 PM	0	1	1	8	20	52	30	3	0	0	0	0	0	115	41.0	36.5
7:00 PM	0	1	0	15	22	29	7	4	0	0	0	0	0	78	39.0	34.4
8:00 PM	0	0	1	4	12	22	12	2	0	0	0	0	0	53	41.0	36.3
9:00 PM	0	1	0	2	7	11	9	0	0	0	0	0	0	30	41.0	36.4
10:00 PM	0	0	0	1	5	3	10	0	0	0	0	0	0	19	43.3	37.9
11:00 PM	0	0	0	0	3	2	3	4	0	0	0	0	0	12	46.4	40.5
Total	0	10	23	129	469	704	383	74	9	1	0	0	3	1805	41.0	36.3
Percent	0.00%	0.55%	1.27%	7.15%	25.98%	39.00%	21.22%	4.10%	0.50%	0.06%	0.00%	0.00%	0.17%			

AM Peak		8:00 AM	10:00 AM	10:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM			9:00 AM	7:00 AM
Volume	0	2	5	9	37	54	34	8	2	1	0	0	1	122
PM Peak		2:00 PM	12:00 PM	7:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	4:00 PM				1:00 PM	3:00 PM
Volume	0	1	2	15	49	70	39	13	3	0	0	0	1	164

15th Percentile:	31.0 MPH	Average Speed:	36.3 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 30 MPH:	1570
85th Percentile:	41.0 MPH	Number in Pace:	1237	Percent of Vehicles > 30 MPH:	87.0%
95th Percentile:	44.0 MPH	Percent in Pace:	68.5%		

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Thursday, September 18, 2025

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	4	0	2	0	0	0	0	0	0	6	40.0	34.7
1:00 AM	0	1	0	0	2	0	1	0	0	0	0	0	0	4	37.3	30.8
2:00 AM	0	0	0	0	0	2	1	1	2	0	0	0	0	6	52.3	44.5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	1	2	6	0	0	0	0	0	0	0	9	38.8	35.2
5:00 AM	0	0	0	3	13	10	7	2	0	0	0	0	0	35	41.0	36.2
6:00 AM	0	0	1	0	24	41	22	2	0	0	0	0	0	90	41.0	36.9
7:00 AM	0	0	0	3	34	61	22	6	3	0	0	0	0	129	42.0	37.1
8:00 AM	0	0	3	21	67	46	13	2	0	0	0	0	0	152	38.0	33.8
9:00 AM	0	0	3	13	39	46	12	1	0	0	0	0	0	114	39.0	34.4
10:00 AM	0	0	4	10	32	42	11	2	0	0	0	0	0	101	39.0	34.5
11:00 AM	0	2	1	18	48	47	15	2	0	0	0	0	0	133	39.0	34.2
12:00 PM	1	0	3	21	36	51	12	5	0	0	0	0	0	129	39.0	34.3
1:00 PM	0	0	3	9	53	58	16	3	0	0	0	0	0	142	39.0	34.9
2:00 PM	0	0	3	19	76	61	17	2	0	0	0	0	0	178	39.0	34.1
3:00 PM	0	0	2	14	60	58	26	4	2	0	0	0	0	166	41.0	35.5
4:00 PM	0	0	4	12	53	79	40	2	2	0	0	0	0	192	41.0	36.1
5:00 PM	0	1	4	13	40	77	25	3	0	0	0	0	0	163	40.0	35.5
6:00 PM	0	1	0	10	36	45	23	1	0	0	0	0	0	116	40.0	35.4
7:00 PM	0	0	4	11	19	17	6	2	1	0	0	0	0	60	39.2	33.7
8:00 PM	0	0	0	3	20	26	9	2	0	0	0	0	0	60	41.0	35.8
9:00 PM	0	0	0	2	4	10	4	1	0	1	0	0	0	22	40.9	36.6
10:00 PM	0	0	0	0	6	10	5	1	0	0	0	0	0	22	41.7	37.4
11:00 PM	0	0	0	0	0	3	3	1	0	0	0	0	0	7	44.1	40.7
Total	1	5	35	183	668	796	292	45	10	1	0	0	0	2036	40.0	35.2
Percent	0.05%	0.25%	1.72%	8.99%	32.81%	39.10%	14.34%	2.21%	0.49%	0.05%	0.00%	0.00%	0.00%			

AM Peak		11:00 AM	10:00 AM	8:00 AM	8:00 AM	7:00 AM	6:00 AM	7:00 AM	7:00 AM						8:00 AM
Volume	0	2	4	21	67	61	22	6	3	0	0	0	0	0	152

PM Peak	12:00 PM	5:00 PM	4:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM	12:00 PM	3:00 PM	9:00 PM					4:00 PM
Volume	1	1	4	21	76	79	40	5	2	1	0	0	0	0	192

15th Percentile:	31.0 MPH	Average Speed:	35.2 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 30 MPH:	1731
85th Percentile:	40.0 MPH	Number in Pace:	1478	Percent of Vehicles > 30 MPH:	85.0%
95th Percentile:	43.0 MPH	Percent in Pace:	72.6%		

Old Lyman Road
north of Big Y Driveway
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795 ATR-A (Speed)

Count Date
Thursday, September 18, 2025

Speed (60-minute)
Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	5	1	6	0	0	0	0	0	0	14	41.2	36.1
1:00 AM	0	1	0	0	3	0	3	0	0	0	0	0	0	7	41.2	34.1
2:00 AM	0	0	0	0	0	2	2	1	2	0	0	0	0	7	52.1	44.0
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37.4	36.0
4:00 AM	0	0	1	1	3	7	1	0	0	0	0	0	0	13	39.0	34.5
5:00 AM	0	1	2	4	23	18	10	2	1	0	0	0	0	61	41.0	35.4
6:00 AM	0	0	1	8	49	80	38	6	0	0	0	0	0	182	41.9	36.5
7:00 AM	0	0	0	9	67	115	45	10	4	1	0	0	0	251	42.0	36.8
8:00 AM	0	2	5	23	97	83	47	10	2	0	0	0	0	269	41.0	35.3
9:00 AM	0	0	3	20	60	91	28	1	0	0	0	0	1	204	39.0	35.3
10:00 AM	0	2	9	19	50	85	28	10	0	0	0	0	0	203	40.0	35.1
11:00 AM	0	3	2	23	85	95	29	5	0	0	0	0	1	243	39.0	34.9
12:00 PM	1	0	5	29	73	104	36	7	0	0	0	0	0	255	40.0	35.1
1:00 PM	0	0	4	19	92	93	40	5	1	0	0	0	1	255	40.0	35.4
2:00 PM	0	1	4	31	118	118	44	4	0	0	0	0	0	320	39.2	34.6
3:00 PM	0	0	4	24	109	108	65	17	3	0	0	0	0	330	42.0	36.2
4:00 PM	0	0	6	19	82	149	77	11	5	0	0	0	0	349	41.0	36.6
5:00 PM	0	1	6	25	66	120	55	9	0	0	0	0	0	282	40.0	36.0
6:00 PM	0	2	1	18	56	97	53	4	0	0	0	0	0	231	41.0	36.0
7:00 PM	0	1	4	26	41	46	13	6	1	0	0	0	0	138	39.0	34.1
8:00 PM	0	0	1	7	32	48	21	4	0	0	0	0	0	113	41.0	36.0
9:00 PM	0	1	0	4	11	21	13	1	0	1	0	0	0	52	41.0	36.5
10:00 PM	0	0	0	1	11	13	15	1	0	0	0	0	0	41	42.0	37.6
11:00 PM	0	0	0	0	3	5	6	5	0	0	0	0	0	19	45.3	40.6
Total	1	15	58	312	1137	1500	675	119	19	2	0	0	3	3841	41.0	35.7
Percent	0.03%	0.39%	1.51%	8.12%	29.60%	39.05%	17.57%	3.10%	0.49%	0.05%	0.00%	0.00%	0.08%			

AM Peak		11:00 AM	10:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM			9:00 AM	8:00 AM
Volume	0	3	9	23	97	115	47	10	4	1	0	0	1	269
PM Peak	12:00 PM	6:00 PM	4:00 PM	2:00 PM	2:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	9:00 PM			1:00 PM	4:00 PM
Volume	1	2	6	31	118	149	77	17	5	1	0	0	1	349

15th Percentile:	31.0 MPH	Average Speed:	35.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 30 MPH:	3301
85th Percentile:	41.0 MPH	Number in Pace:	2683	Percent of Vehicles > 30 MPH:	85.9%
95th Percentile:	44.0 MPH	Percent in Pace:	69.9%		

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795

Count Date: Wednesday, September 17, 2025
 Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	1	0	8
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	3	0	0	0	3
1:00 AM	0	0	7	0	0	0	7
1:15 AM	0	0	1	0	0	1	2
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	2	0	2	0	4
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	1	0	1	0	2
3:00 AM	0	0	1	0	1	0	2
3:15 AM	0	0	4	0	1	1	6
3:30 AM	0	0	2	0	1	0	3
3:45 AM	0	0	4	0	1	0	5
4:00 AM	0	0	4	0	1	2	7
4:15 AM	0	0	5	0	0	0	5
4:30 AM	0	0	11	0	2	0	13
4:45 AM	0	0	12	0	1	1	14
5:00 AM	0	0	13	0	0	3	16
5:15 AM	0	0	20	0	1	1	22
5:30 AM	0	1	47	0	0	0	48
5:45 AM	0	0	38	0	3	0	41
6:00 AM	0	0	43	0	2	2	47
6:15 AM	0	1	59	3	3	1	67
6:30 AM	0	1	76	1	1	0	79
6:45 AM	0	1	84	0	2	0	87
7:00 AM	0	0	101	0	2	1	104
7:15 AM	0	0	92	0	6	2	100
7:30 AM	0	0	108	1	5	0	114
7:45 AM	0	0	126	3	6	0	135
8:00 AM	0	1	109	3	3	1	117
8:15 AM	0	0	125	1	2	4	132
8:30 AM	0	0	146	2	2	0	150
8:45 AM	0	0	127	1	1	2	131
9:00 AM	0	2	88	0	2	1	93
9:15 AM	0	0	121	0	3	1	125
9:30 AM	0	0	106	1	10	1	118
9:45 AM	0	0	114	2	4	0	120
10:00 AM	0	0	125	0	4	4	133
10:15 AM	0	0	107	0	1	0	108
10:30 AM	0	0	123	0	5	2	130
10:45 AM	0	0	123	2	5	0	130
11:00 AM	0	0	110	0	1	3	114
11:15 AM	0	1	127	0	2	0	130
11:30 AM	0	0	141	0	2	0	143
11:45 AM	0	0	128	1	1	1	131

AM Total	0	8	2819	21	91	35	2974
Percentage	0.00%	0.27%	94.79%	0.71%	3.06%	1.18%	
AM Peak	12:00 AM	6:00 AM	8:00 AM	7:45 AM	9:15 AM	8:00 AM	7:45 AM
Volume	0	3	507	9	21	7	534

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	124	0	4	2	130
12:15 PM	0	0	114	0	7	1	122
12:30 PM	0	1	130	0	1	1	133
12:45 PM	0	2	142	0	5	1	150
1:00 PM	1	0	130	1	1	4	137
1:15 PM	0	0	120	1	2	4	127
1:30 PM	0	0	141	0	3	1	145
1:45 PM	0	0	136	0	0	1	137
2:00 PM	0	0	126	1	1	0	128
2:15 PM	0	0	147	0	1	0	148
2:30 PM	0	0	129	0	2	0	131
2:45 PM	0	0	190	1	1	1	193
3:00 PM	0	1	146	0	1	0	148
3:15 PM	0	0	149	1	2	2	154
3:30 PM	0	1	179	1	0	2	183
3:45 PM	1	1	116	0	3	1	122
4:00 PM	0	0	172	0	1	0	173
4:15 PM	0	3	149	1	0	0	153
4:30 PM	0	0	158	0	0	0	158
4:45 PM	0	0	184	0	1	0	185
5:00 PM	2	0	153	0	0	0	155
5:15 PM	0	0	161	0	1	0	162
5:30 PM	1	0	142	1	1	0	145
5:45 PM	0	0	132	0	0	0	132
6:00 PM	0	0	133	0	0	0	133
6:15 PM	1	1	128	0	0	0	130
6:30 PM	0	0	131	1	0	2	134
6:45 PM	0	0	105	1	0	0	106
7:00 PM	0	0	117	0	0	0	117
7:15 PM	0	1	92	0	0	0	93
7:30 PM	0	0	96	0	0	1	97
7:45 PM	0	0	76	1	0	1	78
8:00 PM	0	0	71	0	0	0	71
8:15 PM	0	0	73	0	0	0	73
8:30 PM	0	0	48	0	1	0	49
8:45 PM	0	0	64	0	0	0	64
9:00 PM	0	1	50	0	0	0	51
9:15 PM	0	0	42	0	1	0	43
9:30 PM	0	0	38	0	2	2	42
9:45 PM	0	0	45	0	0	0	45
10:00 PM	0	0	29	0	0	0	29
10:15 PM	0	0	21	0	0	0	21
10:30 PM	0	0	31	0	0	0	31
10:45 PM	0	0	32	0	0	0	32
11:00 PM	0	0	18	0	0	0	18
11:15 PM	1	0	14	0	0	0	15
11:30 PM	0	0	12	0	0	0	12
11:45 PM	0	0	15	0	3	0	18

PM Total	7	12	4951	11	45	27	5053
Percentage	0.14%	0.24%	97.98%	0.22%	0.89%	0.53%	
PM Peak	4:45 PM	3:30 PM	2:45 PM	2:45 PM	12:00 PM	12:30 PM	2:45 PM
Volume	3	5	664	3	17	10	678
Day Total	7	20	7770	32	136	62	8027
Percentage	0.09%	0.25%	96.80%	0.40%	1.69%	0.77%	

Willimansett Street
south of Stewart Street
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795

Count Date: Thursday, September 18, 2025
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	3	0	1	0	4
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	7	0	0	0	7
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	8	0	0	0	8
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	1	4	0	1	0	6
3:15 AM	0	0	0	0	2	0	2
3:30 AM	0	0	2	0	2	0	4
3:45 AM	0	0	6	0	0	1	7
4:00 AM	0	0	2	0	1	0	3
4:15 AM	0	0	7	0	2	0	9
4:30 AM	0	0	8	0	1	0	9
4:45 AM	0	0	13	0	1	1	15
5:00 AM	0	0	21	0	0	2	23
5:15 AM	0	0	17	0	2	0	19
5:30 AM	0	0	38	0	1	0	39
5:45 AM	0	0	40	0	2	1	43
6:00 AM	0	0	45	0	2	0	47
6:15 AM	0	0	71	2	2	2	77
6:30 AM	0	0	76	2	0	3	81
6:45 AM	0	0	77	0	1	0	78
7:00 AM	0	0	99	0	2	1	102
7:15 AM	0	0	97	0	7	1	105
7:30 AM	0	0	100	1	5	0	106
7:45 AM	0	0	125	2	2	1	130
8:00 AM	1	1	124	2	3	1	132
8:15 AM	0	0	129	0	4	1	134
8:30 AM	0	1	129	1	3	3	137
8:45 AM	0	0	111	0	1	2	114
9:00 AM	0	1	104	0	4	0	109
9:15 AM	0	0	116	0	4	0	120
9:30 AM	0	0	108	0	6	2	116
9:45 AM	0	0	123	1	9	2	135
10:00 AM	0	0	121	0	8	1	130
10:15 AM	0	0	110	0	6	4	120
10:30 AM	0	1	99	0	6	0	106
10:45 AM	0	0	132	1	6	1	140
11:00 AM	0	0	126	0	4	2	132
11:15 AM	0	0	141	0	2	1	144
11:30 AM	0	1	155	1	1	1	159
11:45 AM	0	0	148	1	1	1	151

AM Total	1	6	2882	14	105	35	3043
Percentage	0.03%	0.20%	94.71%	0.46%	3.45%	1.15%	
AM Peak	7:15 AM	7:45 AM	11:00 AM	7:15 AM	9:30 AM	9:30 AM	11:00 AM
Volume	1	2	570	5	29	9	586

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	131	1	3	2	138
12:15 PM	0	0	125	0	1	0	126
12:30 PM	0	1	152	0	2	0	155
12:45 PM	0	0	151	0	5	1	157
1:00 PM	0	0	122	1	2	0	125
1:15 PM	0	1	118	0	1	0	120
1:30 PM	0	0	155	0	1	2	158
1:45 PM	0	1	122	0	2	1	126
2:00 PM	0	1	131	0	1	0	133
2:15 PM	0	1	116	1	3	1	122
2:30 PM	0	0	139	1	0	0	140
2:45 PM	0	1	144	0	3	0	148
3:00 PM	0	1	164	1	1	1	168
3:15 PM	0	2	140	1	2	1	146
3:30 PM	0	0	147	0	1	1	149
3:45 PM	1	1	156	2	1	0	161
4:00 PM	0	0	168	4	2	1	175
4:15 PM	1	0	161	1	1	0	164
4:30 PM	0	3	147	0	2	2	154
4:45 PM	1	0	164	0	1	0	166
5:00 PM	0	0	149	0	1	1	151
5:15 PM	0	1	173	0	3	0	177
5:30 PM	0	1	165	1	0	0	167
5:45 PM	0	2	109	0	0	0	111
6:00 PM	0	2	140	0	2	0	144
6:15 PM	0	1	115	0	0	1	117
6:30 PM	0	0	112	1	0	0	113
6:45 PM	0	0	124	0	0	0	124
7:00 PM	0	0	116	0	0	0	116
7:15 PM	0	0	93	0	0	0	93
7:30 PM	0	1	93	0	0	0	94
7:45 PM	0	0	87	1	1	0	89
8:00 PM	1	0	77	0	1	0	79
8:15 PM	0	1	67	1	0	0	69
8:30 PM	0	0	67	0	0	0	67
8:45 PM	0	0	47	0	0	0	47
9:00 PM	0	0	42	0	0	0	42
9:15 PM	0	0	41	0	0	0	41
9:30 PM	0	0	41	0	0	0	41
9:45 PM	0	0	37	0	1	0	38
10:00 PM	0	1	62	0	0	0	63
10:15 PM	0	0	33	0	0	0	33
10:30 PM	0	0	25	0	0	0	25
10:45 PM	0	0	16	0	0	0	16
11:00 PM	0	0	23	0	0	0	23
11:15 PM	0	0	19	0	1	0	20
11:30 PM	0	0	18	0	0	0	18
11:45 PM	0	0	14	0	0	0	14

PM Total	5	23	4958	17	45	15	5063
Percentage	0.10%	0.45%	97.93%	0.34%	0.89%	0.30%	
PM Peak	3:30 PM	5:15 PM	4:45 PM	3:15 PM	12:00 PM	1:30 PM	4:45 PM
Volume	2	6	651	7	11	4	661
Day Total	6	29	7840	31	150	50	8106
Percentage	0.07%	0.36%	96.72%	0.38%	1.85%	0.62%	

Willimansett Street
south of Stewart Street
City, State: South Hadley, MA
Client: F&O/ A. Keegan
Site Code: 20250806.A10



PDI File #: 250795

Count Date: Wednesday, September 17, 2025
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	13	0	0	0	13
12:15 AM	0	0	5	0	2	0	7
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	1	8	0	0	0	9
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	1	0	2
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	11	0	0	0	11
4:15 AM	0	0	12	0	1	0	13
4:30 AM	0	0	12	0	1	0	13
4:45 AM	0	0	19	0	0	0	19
5:00 AM	0	0	23	0	0	0	23
5:15 AM	0	0	19	0	0	0	19
5:30 AM	0	1	37	0	0	1	39
5:45 AM	0	1	39	0	0	0	40
6:00 AM	0	0	50	0	0	0	50
6:15 AM	0	0	53	0	2	0	55
6:30 AM	0	0	69	1	3	0	73
6:45 AM	0	0	98	1	1	0	100
7:00 AM	0	0	99	1	3	0	103
7:15 AM	0	0	110	0	0	1	111
7:30 AM	0	0	104	2	3	0	109
7:45 AM	0	0	138	1	2	0	141
8:00 AM	0	0	113	0	2	0	115
8:15 AM	0	0	117	0	4	2	123
8:30 AM	0	0	103	0	6	2	111
8:45 AM	1	0	102	2	0	1	106
9:00 AM	0	1	112	0	3	0	116
9:15 AM	0	0	109	1	3	0	113
9:30 AM	0	0	105	0	4	1	110
9:45 AM	0	0	116	1	1	1	119
10:00 AM	0	0	116	1	0	0	117
10:15 AM	0	0	109	0	1	0	110
10:30 AM	0	0	110	0	1	1	112
10:45 AM	0	0	124	1	2	1	128
11:00 AM	0	0	109	0	3	1	113
11:15 AM	0	1	99	0	2	0	102
11:30 AM	0	1	127	1	4	0	133
11:45 AM	0	0	131	0	2	0	133

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	150	0	2	1	153
12:15 PM	0	0	131	0	3	0	134
12:30 PM	0	0	118	1	4	2	125
12:45 PM	0	0	139	0	2	0	141
1:00 PM	0	0	140	2	2	1	145
1:15 PM	0	0	130	0	0	1	131
1:30 PM	1	3	112	0	4	1	121
1:45 PM	1	0	107	0	1	1	110
2:00 PM	0	0	136	2	3	2	143
2:15 PM	2	0	127	1	3	2	135
2:30 PM	0	0	145	0	3	2	150
2:45 PM	0	0	136	1	5	0	142
3:00 PM	0	0	149	1	5	2	157
3:15 PM	0	1	149	0	3	0	153
3:30 PM	0	0	159	6	2	2	169
3:45 PM	0	1	186	1	3	2	193
4:00 PM	0	0	146	0	1	3	150
4:15 PM	1	0	155	0	3	0	159
4:30 PM	0	0	160	0	0	0	160
4:45 PM	0	0	176	0	3	0	179
5:00 PM	0	1	156	0	3	0	160
5:15 PM	0	0	165	0	2	0	167
5:30 PM	0	0	177	0	3	1	181
5:45 PM	0	0	107	0	2	0	109
6:00 PM	0	3	121	1	1	0	126
6:15 PM	0	0	120	0	1	0	121
6:30 PM	0	1	101	0	2	0	104
6:45 PM	0	1	94	0	1	0	96
7:00 PM	0	0	107	0	1	1	109
7:15 PM	0	2	79	0	0	0	81
7:30 PM	0	0	67	0	1	0	68
7:45 PM	0	0	84	0	0	0	84
8:00 PM	0	0	76	0	0	0	76
8:15 PM	0	0	72	0	1	0	73
8:30 PM	0	0	60	0	0	0	60
8:45 PM	0	0	40	0	0	0	40
9:00 PM	0	0	44	0	0	0	44
9:15 PM	0	0	44	0	1	0	45
9:30 PM	0	0	30	0	1	0	31
9:45 PM	0	0	30	0	5	0	35
10:00 PM	0	0	35	0	0	0	35
10:15 PM	0	1	29	0	0	0	30
10:30 PM	0	1	37	0	0	0	38
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	26	0	0	0	26
11:15 PM	0	0	24	0	0	0	24
11:30 PM	0	0	11	0	0	1	12
11:45 PM	0	0	9	0	0	2	11

AM Total	1	6	2762	13	57	12	2851
Percentage	0.04%	0.21%	96.88%	0.46%	2.00%	0.42%	
AM Peak	8:00 AM	5:00 AM	7:30 AM	6:45 AM	7:45 AM	8:00 AM	7:45 AM
Volume	1	2	472	4	14	5	490

PM Total	5	15	4814	16	77	27	4954
Percentage	0.10%	0.30%	97.17%	0.32%	1.55%	0.55%	
PM Peak	1:30 PM	6:00 PM	4:45 PM	2:45 PM	2:15 PM	1:45 PM	4:45 PM
Volume	4	5	674	8	16	7	687

Day Total	6	21	7576	29	134	39	7805
Percentage	0.08%	0.27%	97.07%	0.37%	1.72%	0.50%	

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795

Count Date: Thursday, September 18, 2025
 Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	3	1	11
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	5	0	0	1	6
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	3	0	1	0	4
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	1	0	1	0	2
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	7	0	0	0	7
4:15 AM	0	0	6	0	1	0	7
4:30 AM	0	0	15	0	1	0	16
4:45 AM	0	0	13	0	0	0	13
5:00 AM	0	0	24	0	0	0	24
5:15 AM	0	0	15	0	1	0	16
5:30 AM	0	1	35	0	2	0	38
5:45 AM	0	0	42	0	2	1	45
6:00 AM	0	0	47	0	0	0	47
6:15 AM	0	0	45	0	0	0	45
6:30 AM	0	0	63	0	0	0	63
6:45 AM	0	0	85	0	0	0	85
7:00 AM	0	0	107	2	0	1	110
7:15 AM	0	0	111	0	2	0	113
7:30 AM	0	0	118	0	4	1	123
7:45 AM	0	0	137	1	5	0	143
8:00 AM	0	0	98	0	1	1	100
8:15 AM	0	0	138	0	2	0	140
8:30 AM	0	0	108	1	1	0	110
8:45 AM	0	0	101	1	2	1	105
9:00 AM	0	0	99	1	4	1	105
9:15 AM	0	1	85	1	3	1	91
9:30 AM	0	0	96	0	2	1	99
9:45 AM	0	0	105	1	6	0	112
10:00 AM	0	0	106	2	4	3	115
10:15 AM	0	0	107	0	2	2	111
10:30 AM	0	0	112	0	2	0	114
10:45 AM	0	1	100	1	2	1	105
11:00 AM	0	0	122	0	3	1	126
11:15 AM	0	0	110	2	1	0	113
11:30 AM	0	0	118	0	4	0	122
11:45 AM	0	0	107	0	5	0	112

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	2	139	1	4	0	146
12:15 PM	0	0	125	0	2	1	128
12:30 PM	0	0	148	0	1	0	149
12:45 PM	0	0	136	0	0	0	136
1:00 PM	0	2	126	1	1	1	131
1:15 PM	0	0	121	1	2	1	125
1:30 PM	0	0	118	0	5	1	124
1:45 PM	0	0	112	1	6	0	119
2:00 PM	1	0	133	2	3	0	139
2:15 PM	0	0	128	1	4	2	135
2:30 PM	0	1	142	1	4	4	152
2:45 PM	0	0	135	1	1	3	140
3:00 PM	0	0	142	1	2	1	146
3:15 PM	1	0	150	2	3	0	156
3:30 PM	0	2	148	4	1	1	156
3:45 PM	0	1	160	1	1	1	164
4:00 PM	0	0	147	0	0	0	147
4:15 PM	1	1	137	0	2	1	142
4:30 PM	0	0	177	0	2	0	179
4:45 PM	0	0	144	0	5	1	150
5:00 PM	1	2	175	0	3	0	181
5:15 PM	0	1	171	0	2	1	175
5:30 PM	0	1	145	0	1	1	148
5:45 PM	2	1	130	1	5	0	139
6:00 PM	0	0	124	0	3	0	127
6:15 PM	0	0	107	0	3	0	110
6:30 PM	0	1	113	0	0	0	114
6:45 PM	0	2	108	0	1	0	111
7:00 PM	0	1	117	0	1	0	119
7:15 PM	0	1	105	0	0	0	106
7:30 PM	0	0	90	0	1	0	91
7:45 PM	0	0	75	0	0	0	75
8:00 PM	1	0	92	1	0	0	94
8:15 PM	0	0	74	1	0	0	75
8:30 PM	0	0	67	1	0	0	68
8:45 PM	0	0	51	0	0	0	51
9:00 PM	0	0	42	0	0	0	42
9:15 PM	0	0	40	0	0	0	40
9:30 PM	0	0	34	0	0	0	34
9:45 PM	0	0	30	1	0	0	31
10:00 PM	0	0	39	0	0	0	39
10:15 PM	0	0	35	0	0	0	35
10:30 PM	0	0	26	0	0	0	26
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	21	0	0	0	21
11:15 PM	0	0	27	0	0	0	27
11:30 PM	0	0	17	3	0	0	20
11:45 PM	0	0	10	0	0	0	10

AM Total	0	3	2652	13	67	17	2752
Percentage	0.00%	0.11%	96.37%	0.47%	2.43%	0.62%	
AM Peak	12:00 AM	4:45 AM	7:30 AM	8:30 AM	9:00 AM	9:30 AM	7:30 AM
Volume	0	1	491	4	15	6	506

PM Total	7	19	4851	25	69	20	4991
Percentage	0.14%	0.38%	97.19%	0.50%	1.38%	0.40%	
PM Peak	5:00 PM	5:00 PM	4:30 PM	2:45 PM	1:30 PM	2:15 PM	4:30 PM
Volume	3	5	667	8	18	10	685

Day Total	7	22	7503	38	136	37	7743
Percentage	0.09%	0.28%	96.90%	0.49%	1.76%	0.48%	

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PRECISION
 DATA
 INDUSTRIES, LLC
 157 Washington Street, Suite 2
 Hudson, MA 01749
 Office: 508-875-0100 Fax: 508-875-0118

PDI File # 250795

Direction: NB

Weekly Report

Day Date	Wednesday 09/17/25		Thursday 09/18/25												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	8	130	10	138	0	0	0	0	0	0	0	0	0	0	9	134		
12:15	10	122	10	126	0	0	0	0	0	0	0	0	0	0	10	124		
12:30	3	133	4	155	0	0	0	0	0	0	0	0	0	0	4	144		
12:45	3	150	7	157	0	0	0	0	0	0	0	0	0	0	5	154		
1:00	7	137	5	125	0	0	0	0	0	0	0	0	0	0	6	131		
1:15	2	127	7	120	0	0	0	0	0	0	0	0	0	0	5	124		
1:30	6	145	4	158	0	0	0	0	0	0	0	0	0	0	5	152		
1:45	3	137	2	126	0	0	0	0	0	0	0	0	0	0	3	132		
2:00	1	128	1	133	0	0	0	0	0	0	0	0	0	0	1	131		
2:15	4	148	8	122	0	0	0	0	0	0	0	0	0	0	6	135		
2:30	5	131	1	140	0	0	0	0	0	0	0	0	0	0	3	136		
2:45	2	193	0	148	0	0	0	0	0	0	0	0	0	0	1	171		
3:00	2	148	6	168	0	0	0	0	0	0	0	0	0	0	4	158		
3:15	6	154	2	146	0	0	0	0	0	0	0	0	0	0	4	150		
3:30	3	183	4	149	0	0	0	0	0	0	0	0	0	0	4	166		
3:45	5	122	7	161	0	0	0	0	0	0	0	0	0	0	6	142		
4:00	7	173	3	175	0	0	0	0	0	0	0	0	0	0	5	174		
4:15	5	153	9	164	0	0	0	0	0	0	0	0	0	0	7	159		
4:30	13	158	9	154	0	0	0	0	0	0	0	0	0	0	11	156		
4:45	14	185	15	166	0	0	0	0	0	0	0	0	0	0	15	176		
5:00	16	155	23	151	0	0	0	0	0	0	0	0	0	0	20	153		
5:15	22	162	19	177	0	0	0	0	0	0	0	0	0	0	21	170		
5:30	48	145	39	167	0	0	0	0	0	0	0	0	0	0	44	156		
5:45	41	132	43	111	0	0	0	0	0	0	0	0	0	0	42	122		
6:00	47	133	47	144	0	0	0	0	0	0	0	0	0	0	47	139		
6:15	67	130	77	117	0	0	0	0	0	0	0	0	0	0	72	124		
6:30	79	134	81	113	0	0	0	0	0	0	0	0	0	0	80	124		
6:45	87	106	78	124	0	0	0	0	0	0	0	0	0	0	83	115		
7:00	104	117	102	116	0	0	0	0	0	0	0	0	0	0	103	117		
7:15	100	93	105	93	0	0	0	0	0	0	0	0	0	0	103	93		
7:30	114	97	106	94	0	0	0	0	0	0	0	0	0	0	110	96		
7:45	135	78	130	89	0	0	0	0	0	0	0	0	0	0	133	84		
8:00	117	71	132	79	0	0	0	0	0	0	0	0	0	0	125	75		
8:15	132	73	134	69	0	0	0	0	0	0	0	0	0	0	133	71		
8:30	150	49	137	67	0	0	0	0	0	0	0	0	0	0	144	58		
8:45	131	64	114	47	0	0	0	0	0	0	0	0	0	0	123	56		
9:00	93	51	109	42	0	0	0	0	0	0	0	0	0	0	101	47		
9:15	125	43	120	41	0	0	0	0	0	0	0	0	0	0	123	42		
9:30	118	42	116	41	0	0	0	0	0	0	0	0	0	0	117	42		
9:45	120	45	135	38	0	0	0	0	0	0	0	0	0	0	128	42		
10:00	133	29	130	63	0	0	0	0	0	0	0	0	0	0	132	46		
10:15	108	21	120	33	0	0	0	0	0	0	0	0	0	0	114	27		
10:30	130	31	106	25	0	0	0	0	0	0	0	0	0	0	118	28		
10:45	130	32	140	16	0	0	0	0	0	0	0	0	0	0	135	24		
11:00	114	18	132	23	0	0	0	0	0	0	0	0	0	0	123	21		
11:15	130	15	144	20	0	0	0	0	0	0	0	0	0	0	137	18		
11:30	143	12	159	18	0	0	0	0	0	0	0	0	0	0	151	15		
11:45	131	18	151	14	0	0	0	0	0	0	0	0	0	0	141	16		
Total	2974	5053	3043	5063	0	0	0	0	0	0	0	0	0	0	3009	5058		
Day Total	8027		8106		0		0		0		0		0		8067			
Peak HR	7:45 AM	2:45 PM	11:00 AM	4:45 PM													11:00 AM	4:00 PM
Volume	534	678	586	661													552	664

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File # 250795

Direction: SB

Weekly Report

Day Date	Wednesday 09/17/25		Thursday 09/18/25												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	13	153	11	146	0	0	0	0	0	0	0	0	0	0	12	150		
12:15	7	134	7	128	0	0	0	0	0	0	0	0	0	0	7	131		
12:30	5	125	7	149	0	0	0	0	0	0	0	0	0	0	6	137		
12:45	9	141	6	136	0	0	0	0	0	0	0	0	0	0	8	139		
1:00	0	145	6	131	0	0	0	0	0	0	0	0	0	0	3	138		
1:15	4	131	3	125	0	0	0	0	0	0	0	0	0	0	4	128		
1:30	5	121	4	124	0	0	0	0	0	0	0	0	0	0	5	123		
1:45	2	110	4	119	0	0	0	0	0	0	0	0	0	0	3	115		
2:00	0	143	4	139	0	0	0	0	0	0	0	0	0	0	2	141		
2:15	3	135	2	135	0	0	0	0	0	0	0	0	0	0	3	135		
2:30	6	150	4	152	0	0	0	0	0	0	0	0	0	0	5	151		
2:45	1	142	2	140	0	0	0	0	0	0	0	0	0	0	2	141		
3:00	2	157	3	146	0	0	0	0	0	0	0	0	0	0	3	152		
3:15	5	153	1	156	0	0	0	0	0	0	0	0	0	0	3	155		
3:30	3	169	7	156	0	0	0	0	0	0	0	0	0	0	5	163		
3:45	6	193	6	164	0	0	0	0	0	0	0	0	0	0	6	179		
4:00	11	150	7	147	0	0	0	0	0	0	0	0	0	0	9	149		
4:15	13	159	7	142	0	0	0	0	0	0	0	0	0	0	10	151		
4:30	13	160	16	179	0	0	0	0	0	0	0	0	0	0	15	170		
4:45	19	179	13	150	0	0	0	0	0	0	0	0	0	0	16	165		
5:00	23	160	24	181	0	0	0	0	0	0	0	0	0	0	24	171		
5:15	19	167	16	175	0	0	0	0	0	0	0	0	0	0	18	171		
5:30	39	181	38	148	0	0	0	0	0	0	0	0	0	0	39	165		
5:45	40	109	45	139	0	0	0	0	0	0	0	0	0	0	43	124		
6:00	50	126	47	127	0	0	0	0	0	0	0	0	0	0	49	127		
6:15	55	121	45	110	0	0	0	0	0	0	0	0	0	0	50	116		
6:30	73	104	63	114	0	0	0	0	0	0	0	0	0	0	68	109		
6:45	100	96	85	111	0	0	0	0	0	0	0	0	0	0	93	104		
7:00	103	109	110	119	0	0	0	0	0	0	0	0	0	0	107	114		
7:15	111	81	113	106	0	0	0	0	0	0	0	0	0	0	112	94		
7:30	109	68	123	91	0	0	0	0	0	0	0	0	0	0	116	80		
7:45	141	84	143	75	0	0	0	0	0	0	0	0	0	0	142	80		
8:00	115	76	100	94	0	0	0	0	0	0	0	0	0	0	108	85		
8:15	123	73	140	75	0	0	0	0	0	0	0	0	0	0	132	74		
8:30	111	60	110	68	0	0	0	0	0	0	0	0	0	0	111	64		
8:45	106	40	105	51	0	0	0	0	0	0	0	0	0	0	106	46		
9:00	116	44	105	42	0	0	0	0	0	0	0	0	0	0	111	43		
9:15	113	45	91	40	0	0	0	0	0	0	0	0	0	0	102	43		
9:30	110	31	99	34	0	0	0	0	0	0	0	0	0	0	105	33		
9:45	119	35	112	31	0	0	0	0	0	0	0	0	0	0	116	33		
10:00	117	35	115	39	0	0	0	0	0	0	0	0	0	0	116	37		
10:15	110	30	111	35	0	0	0	0	0	0	0	0	0	0	111	33		
10:30	112	38	114	26	0	0	0	0	0	0	0	0	0	0	113	32		
10:45	128	18	105	18	0	0	0	0	0	0	0	0	0	0	117	18		
11:00	113	26	126	21	0	0	0	0	0	0	0	0	0	0	120	24		
11:15	102	24	113	27	0	0	0	0	0	0	0	0	0	0	108	26		
11:30	133	12	122	20	0	0	0	0	0	0	0	0	0	0	128	16		
11:45	133	11	112	10	0	0	0	0	0	0	0	0	0	0	123	11		
Total	2851	4954	2752	4991	0	0	0	0	0	0	0	0	0	0	2802	4973		
Day Total	7805		7743		0		0		0		0		0		7774			
Peak HR	7:45 AM	4:45 PM	7:30 AM	4:30 PM													7:30 AM	4:30 PM
Volume	490	687	506	685													497	676

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Wednesday, September 17, 2025

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	6	10	5	0	0	0	0	0	24	45.6	40.9
1:00 AM	0	0	0	0	3	5	6	3	0	1	0	0	0	18	45.5	40.9
2:00 AM	0	0	0	0	2	4	4	1	0	2	0	0	0	13	48.0	42.0
3:00 AM	0	0	0	0	1	4	7	4	1	0	0	0	0	17	47.0	41.8
4:00 AM	0	0	0	1	7	14	15	5	1	0	0	0	0	43	44.0	39.4
5:00 AM	0	0	0	0	9	38	60	17	4	1	0	0	0	129	45.0	40.9
6:00 AM	2	0	1	6	39	110	99	24	3	0	0	0	0	284	43.0	38.6
7:00 AM	3	6	10	56	111	167	100	16	3	0	0	0	0	472	41.4	35.4
8:00 AM	3	4	10	27	128	229	107	13	0	0	0	0	0	521	41.0	36.0
9:00 AM	1	1	9	40	132	167	71	10	0	0	0	0	0	431	40.0	35.1
10:00 AM	0	4	15	46	152	174	55	11	0	0	0	0	0	457	39.0	34.5
11:00 AM	2	7	27	45	183	145	56	6	0	0	0	0	0	471	39.0	33.5
12:00 PM	0	1	6	47	170	230	54	3	1	0	0	0	3	515	39.0	35.1
1:00 PM	0	4	12	54	177	194	63	3	1	0	0	0	0	508	39.0	34.6
2:00 PM	3	13	18	49	155	214	42	9	0	0	0	0	0	503	39.0	33.8
3:00 PM	3	15	28	53	125	142	46	11	0	0	0	0	0	423	39.0	33.1
4:00 PM	10	20	35	71	174	144	54	5	0	0	0	0	0	513	39.0	32.3
5:00 PM	2	3	13	54	164	198	51	9	0	0	0	0	0	494	39.0	34.3
6:00 PM	0	0	11	34	141	211	72	16	1	1	0	0	0	487	40.0	35.6
7:00 PM	0	1	9	34	129	150	47	3	0	0	0	0	0	373	39.0	34.8
8:00 PM	0	0	2	9	49	138	60	5	1	0	0	0	0	264	41.0	37.0
9:00 PM	0	0	1	5	30	82	61	16	2	0	0	0	0	197	43.0	38.5
10:00 PM	0	0	0	0	9	57	39	8	1	1	0	0	0	115	43.0	39.1
11:00 PM	1	0	4	2	8	17	16	13	0	1	0	0	0	62	46.0	38.4
Total	30	79	211	633	2101	2840	1195	216	19	7	0	0	3	7334	40.0	35.1
Percent	0.41%	1.08%	2.88%	8.63%	28.65%	38.72%	16.29%	2.95%	0.26%	0.10%	0.00%	0.00%	0.04%			

AM Peak	7:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	8:00 AM	8:00 AM	6:00 AM	5:00 AM	2:00 AM				8:00 AM
Volume	3	7	27	56	183	229	107	24	4	2	0	0	0	521
PM Peak	4:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	6:00 PM	6:00 PM	9:00 PM	6:00 PM			12:00 PM	12:00 PM
Volume	10	20	35	71	177	230	72	16	2	1	0	0	3	515

15th Percentile: 30.0 MPH Average Speed: 35.1 MPH Posted Speed Limit: 35 MPH
 50th Percentile: 35.0 MPH 10 MPH Pace: 31 to 40 MPH Number of Vehicles > 35 MPH: 3645
 85th Percentile: 40.0 MPH Number in Pace: 5042 Percent of Vehicles > 35 MPH: 49.7%
 95th Percentile: 44.0 MPH Percent in Pace: 68.7%

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Wednesday, September 17, 2025

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	3	12	13	3	0	0	1	0	0	34	44.0	39.4
1:00 AM	0	0	0	0	1	5	5	0	0	0	0	0	0	11	40.5	39.1
2:00 AM	0	0	1	0	3	5	1	0	1	0	0	0	0	11	40.0	36.0
3:00 AM	0	0	0	0	2	9	6	0	0	0	0	0	0	17	41.0	38.1
4:00 AM	0	0	0	1	5	22	25	3	3	0	0	0	0	59	43.0	39.7
5:00 AM	0	0	0	0	6	37	63	18	2	0	0	0	0	126	45.0	40.8
6:00 AM	0	0	1	0	21	110	111	33	5	1	0	0	0	282	44.0	40.0
7:00 AM	0	0	2	9	73	175	153	41	4	0	0	0	0	457	44.0	38.7
8:00 AM	0	0	0	5	66	203	156	18	1	0	0	0	0	449	42.0	38.3
9:00 AM	0	1	4	21	100	205	116	11	2	0	0	0	0	460	41.0	36.7
10:00 AM	0	0	0	30	141	191	89	20	1	1	0	0	0	473	41.0	36.4
11:00 AM	0	0	5	18	129	211	102	19	3	0	0	0	0	487	41.0	36.7
12:00 PM	0	0	2	25	156	225	118	33	3	0	0	0	0	562	42.0	36.8
1:00 PM	2	0	1	21	127	210	105	19	5	1	0	0	0	491	41.0	36.8
2:00 PM	0	0	5	21	176	241	99	20	1	0	0	0	0	563	40.0	36.2
3:00 PM	0	1	9	52	200	263	100	26	2	0	0	0	0	653	40.0	35.6
4:00 PM	0	1	0	34	180	265	120	19	1	1	0	0	1	622	41.0	36.3
5:00 PM	0	0	1	27	167	261	112	12	2	1	0	0	0	583	41.0	36.3
6:00 PM	0	1	1	14	101	177	123	24	1	1	0	0	0	443	42.0	37.4
7:00 PM	0	0	2	18	87	179	52	5	0	2	0	0	0	345	40.0	36.1
8:00 PM	0	0	0	9	46	105	67	12	9	0	0	0	0	248	42.0	38.1
9:00 PM	0	2	1	4	29	62	43	9	2	1	0	0	0	153	42.0	37.8
10:00 PM	0	0	0	3	17	40	49	6	1	0	0	0	0	116	43.0	38.7
11:00 PM	0	0	0	0	18	25	22	7	2	1	0	0	0	75	43.9	38.8
Total	2	6	35	314	1854	3238	1850	358	51	10	1	0	1	7720	42.0	37.1
Percent	0.03%	0.08%	0.45%	4.07%	24.02%	41.94%	23.96%	4.64%	0.66%	0.13%	0.01%	0.00%	0.01%			

AM Peak		9:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM			11:00 AM
Volume	0	1	5	30	141	211	156	41	5	1	1	0	0	487
PM Peak	1:00 PM	9:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	6:00 PM	12:00 PM	8:00 PM	7:00 PM			4:00 PM	3:00 PM
Volume	2	2	9	52	200	265	123	33	9	2	0	0	1	653

15th Percentile:	32.0 MPH	Average Speed:	37.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	4971
85th Percentile:	42.0 MPH	Number in Pace:	5693	Percent of Vehicles > 35 MPH:	64.4%
95th Percentile:	45.0 MPH	Percent in Pace:	73.7%		

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Wednesday, September 17, 2025

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	6	18	23	8	0	0	1	0	0	58	44.5	40.0
1:00 AM	0	0	0	0	4	10	11	3	0	1	0	0	0	29	44.0	40.2
2:00 AM	0	0	1	0	5	9	5	1	1	2	0	0	0	24	45.1	39.3
3:00 AM	0	0	0	0	3	13	13	4	1	0	0	0	0	34	44.1	39.9
4:00 AM	0	0	0	2	12	36	40	8	4	0	0	0	0	102	44.0	39.6
5:00 AM	0	0	0	0	15	75	123	35	6	1	0	0	0	255	45.0	40.8
6:00 AM	2	0	2	6	60	220	210	57	8	1	0	0	0	566	44.0	39.3
7:00 AM	3	6	12	65	184	342	253	57	7	0	0	0	0	929	43.0	37.0
8:00 AM	3	4	10	32	194	432	263	31	1	0	0	0	0	970	42.0	37.0
9:00 AM	1	2	13	61	232	372	187	21	2	0	0	0	0	891	41.0	36.0
10:00 AM	0	4	15	76	293	365	144	31	1	1	0	0	0	930	40.0	35.5
11:00 AM	2	7	32	63	312	356	158	25	3	0	0	0	0	958	40.0	35.1
12:00 PM	0	1	8	72	326	455	172	36	4	0	0	0	3	1077	41.0	36.0
1:00 PM	2	4	13	75	304	404	168	22	6	1	0	0	0	999	40.0	35.7
2:00 PM	3	13	23	70	331	455	141	29	1	0	0	0	0	1066	40.0	35.1
3:00 PM	3	16	37	105	325	405	146	37	2	0	0	0	0	1076	40.0	34.7
4:00 PM	10	21	35	105	354	409	174	24	1	1	0	0	1	1135	40.0	34.5
5:00 PM	2	3	14	81	331	459	163	21	2	1	0	0	0	1077	40.0	35.4
6:00 PM	0	1	12	48	242	388	195	40	2	2	0	0	0	930	41.0	36.5
7:00 PM	0	1	11	52	216	329	99	8	0	2	0	0	0	718	40.0	35.4
8:00 PM	0	0	2	18	95	243	127	17	10	0	0	0	0	512	42.0	37.5
9:00 PM	0	2	2	9	59	144	104	25	4	1	0	0	0	350	43.0	38.2
10:00 PM	0	0	0	3	26	97	88	14	2	1	0	0	0	231	43.0	38.9
11:00 PM	1	0	4	2	26	42	38	20	2	2	0	0	0	137	45.0	38.6
Total	32	85	246	947	3955	6078	3045	574	70	17	1	0	4	15054	41.0	36.1
Percent	0.21%	0.56%	1.63%	6.29%	26.27%	40.37%	20.23%	3.81%	0.46%	0.11%	0.01%	0.00%	0.03%			

AM Peak	7:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	2:00 AM	12:00 AM					8:00 AM
Volume	3	7	32	76	312	432	263	57	8	2	1	0	0			970
PM Peak	4:00 PM	4:00 PM	3:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	6:00 PM	8:00 PM	6:00 PM				12:00 PM	4:00 PM	
Volume	10	21	37	105	354	459	195	40	10	2	0	0	3			1135

15th Percentile:	31.0 MPH	Average Speed:	36.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	8616
85th Percentile:	41.0 MPH	Number in Pace:	10628	Percent of Vehicles > 35 MPH:	57.2%
95th Percentile:	44.0 MPH	Percent in Pace:	70.6%		

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Thursday, September 18, 2025

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	0	0	4	9	13	6	1	0	0	0	0	34	46.1	39.9
1:00 AM	0	0	0	0	3	3	9	3	0	0	0	0	0	18	44.5	40.0
2:00 AM	0	0	0	1	1	3	4	1	0	0	0	0	0	10	42.7	39.1
3:00 AM	0	0	0	0	1	5	5	6	2	0	0	0	0	19	48.3	43.3
4:00 AM	0	0	1	2	2	21	11	0	0	0	0	0	0	37	41.0	37.3
5:00 AM	0	0	0	1	6	53	47	14	3	0	0	0	1	125	44.0	40.2
6:00 AM	0	0	0	5	26	95	118	35	5	0	0	0	0	284	44.0	40.1
7:00 AM	0	1	4	20	74	215	122	26	2	0	1	0	1	466	42.0	37.8
8:00 AM	2	2	15	44	144	209	67	20	1	0	0	0	0	504	40.0	35.3
9:00 AM	1	3	7	25	120	221	86	8	3	0	2	0	0	476	40.0	36.2
10:00 AM	1	0	11	33	144	205	75	13	1	0	1	1	1	486	40.0	35.7
11:00 AM	1	9	19	57	186	177	56	12	2	0	0	0	1	520	39.0	34.1
12:00 PM	3	6	13	49	180	203	63	8	2	0	0	0	1	528	39.0	34.4
1:00 PM	1	2	2	37	170	220	80	17	1	0	0	0	0	530	40.0	35.6
2:00 PM	0	3	14	37	181	174	56	7	0	0	0	0	0	472	39.0	34.5
3:00 PM	1	10	22	48	210	211	59	5	0	0	0	0	0	566	39.0	34.0
4:00 PM	3	6	26	70	175	205	55	5	0	0	0	0	0	545	39.0	33.5
5:00 PM	2	6	18	64	175	184	69	11	1	0	0	0	1	531	40.0	34.4
6:00 PM	3	3	12	37	148	177	84	4	2	0	0	0	0	470	40.0	34.9
7:00 PM	0	3	11	40	132	135	39	2	2	0	0	0	0	364	39.0	34.3
8:00 PM	1	0	4	11	99	101	38	3	0	1	0	0	0	258	40.0	35.2
9:00 PM	0	0	1	1	31	79	48	4	0	0	0	0	0	164	42.0	37.4
10:00 PM	0	0	1	1	21	62	52	8	2	0	0	0	0	147	42.0	38.6
11:00 PM	0	0	1	1	4	31	29	6	1	2	0	0	0	75	43.9	39.8
Total	20	54	182	584	2237	2998	1285	224	31	3	4	1	6	7629	40.0	35.5
Percent	0.26%	0.71%	2.39%	7.66%	29.32%	39.30%	16.84%	2.94%	0.41%	0.04%	0.05%	0.01%	0.08%			

AM Peak	8:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	6:00 AM	6:00 AM		9:00 AM	10:00 AM	5:00 AM	11:00 AM
Volume	2	9	19	57	186	221	122	35	5	0	2	1	1	520
PM Peak	12:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	1:00 PM	6:00 PM	1:00 PM	12:00 PM	11:00 PM			12:00 PM	3:00 PM
Volume	3	10	26	70	210	220	84	17	2	2	0	0	1	566

15th Percentile:	31.0 MPH	Average Speed:	35.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	3878
85th Percentile:	40.0 MPH	Number in Pace:	5394	Percent of Vehicles > 35 MPH:	50.8%
95th Percentile:	44.0 MPH	Percent in Pace:	70.7%		

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Thursday, September 18, 2025

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	0	2	2	16	10	3	1	0	1	0	0	36	44.0	39.0
1:00 AM	0	0	0	0	3	6	6	2	0	0	0	0	0	17	44.0	39.1
2:00 AM	0	0	0	0	5	2	2	4	0	0	0	0	0	13	45.8	39.0
3:00 AM	0	0	0	0	1	7	7	2	1	0	0	0	0	18	44.5	40.6
4:00 AM	0	0	0	1	3	18	16	5	0	0	0	0	0	43	43.7	39.4
5:00 AM	0	0	0	0	11	37	62	15	3	0	0	0	0	128	44.0	40.4
6:00 AM	0	1	0	1	20	71	131	33	6	0	0	0	0	263	44.0	40.5
7:00 AM	1	0	3	7	69	204	181	29	7	0	0	0	0	501	43.0	38.5
8:00 AM	1	0	0	11	81	183	132	35	2	0	0	0	0	445	42.0	38.0
9:00 AM	0	0	2	10	92	178	110	23	1	0	0	0	0	416	42.0	37.5
10:00 AM	0	0	0	10	116	192	116	22	3	0	0	0	0	459	42.0	37.4
11:00 AM	0	1	11	24	123	205	96	17	0	0	0	0	0	477	41.0	36.2
12:00 PM	0	0	2	12	141	275	108	15	1	0	0	0	0	554	40.0	36.7
1:00 PM	0	0	0	14	115	227	101	21	2	0	0	0	0	480	41.0	37.1
2:00 PM	0	0	1	24	153	222	118	20	4	0	0	0	0	542	41.0	36.7
3:00 PM	0	1	0	29	165	241	128	18	3	1	0	0	0	586	41.0	36.6
4:00 PM	0	0	4	30	184	251	116	12	2	0	0	0	0	599	41.0	36.2
5:00 PM	1	1	0	23	157	274	126	24	2	1	0	0	1	610	41.0	36.7
6:00 PM	0	0	1	11	111	215	104	19	0	0	0	0	0	461	41.0	37.1
7:00 PM	0	0	2	22	117	178	70	14	2	0	0	0	0	405	41.0	36.1
8:00 PM	0	0	0	10	69	130	60	16	3	0	0	0	0	288	42.0	37.2
9:00 PM	0	0	0	3	22	71	39	9	1	0	0	0	0	145	42.0	38.0
10:00 PM	0	0	0	1	13	48	37	19	0	1	0	0	0	119	45.0	39.4
11:00 PM	0	0	0	3	7	29	27	10	2	0	0	0	0	78	44.5	39.7
Total	3	5	26	248	1780	3280	1903	387	46	3	1	0	1	7683	42.0	37.3
Percent	0.04%	0.07%	0.34%	3.23%	23.17%	42.69%	24.77%	5.04%	0.60%	0.04%	0.01%	0.00%	0.01%			

AM Peak	7:00 AM	12:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM		12:00 AM			7:00 AM
Volume	1	1	11	24	123	205	181	35	7	0	1	0	0	501
PM Peak	5:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	12:00 PM	3:00 PM	5:00 PM	2:00 PM	3:00 PM			5:00 PM	5:00 PM
Volume	1	1	4	30	184	275	128	24	4	1	0	0	1	610

15th Percentile:	33.0 MPH	Average Speed:	37.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	5002
85th Percentile:	42.0 MPH	Number in Pace:	5737	Percent of Vehicles > 35 MPH:	65.1%
95th Percentile:	45.0 MPH	Percent in Pace:	74.7%		

Willimansett Street
 south of Stewart Street
 City, State: South Hadley, MA
 Client: F&O/ A. Keegan
 Site Code: 20250806.A10



PDI File #: 250795 ATR-B (Speed)

Count Date
 Thursday, September 18, 2025

Speed (60-minute)
Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	1	0	2	6	25	23	9	2	0	1	0	0	70	45.0	39.5
1:00 AM	0	0	0	0	6	9	15	5	0	0	0	0	0	35	44.0	39.5
2:00 AM	0	0	0	1	6	5	6	5	0	0	0	0	0	23	45.0	39.0
3:00 AM	0	0	0	0	2	12	12	8	3	0	0	0	0	37	48.0	42.0
4:00 AM	0	0	1	3	5	39	27	5	0	0	0	0	0	80	43.0	38.5
5:00 AM	0	0	0	1	17	90	109	29	6	0	0	0	1	253	44.0	40.3
6:00 AM	0	1	0	6	46	166	249	68	11	0	0	0	0	547	44.0	40.3
7:00 AM	1	1	7	27	143	419	303	55	9	0	1	0	1	967	43.0	38.2
8:00 AM	3	2	15	55	225	392	199	55	3	0	0	0	0	949	41.0	36.6
9:00 AM	1	3	9	35	212	399	196	31	4	0	2	0	0	892	41.0	36.8
10:00 AM	1	0	11	43	260	397	191	35	4	0	1	1	1	945	41.0	36.5
11:00 AM	1	10	30	81	309	382	152	29	2	0	0	0	1	997	40.0	35.1
12:00 PM	3	6	15	61	321	478	171	23	3	0	0	0	1	1082	40.0	35.6
1:00 PM	1	2	2	51	285	447	181	38	3	0	0	0	0	1010	41.0	36.3
2:00 PM	0	3	15	61	334	396	174	27	4	0	0	0	0	1014	40.0	35.7
3:00 PM	1	11	22	77	375	452	187	23	3	1	0	0	0	1152	40.0	35.3
4:00 PM	3	6	30	100	359	456	171	17	2	0	0	0	0	1144	40.0	34.9
5:00 PM	3	7	18	87	332	458	195	35	3	1	0	0	2	1141	40.0	35.6
6:00 PM	3	3	13	48	259	392	188	23	2	0	0	0	0	931	41.0	36.0
7:00 PM	0	3	13	62	249	313	109	16	4	0	0	0	0	769	40.0	35.3
8:00 PM	1	0	4	21	168	231	98	19	3	1	0	0	0	546	41.0	36.2
9:00 PM	0	0	1	4	53	150	87	13	1	0	0	0	0	309	42.0	37.7
10:00 PM	0	0	1	2	34	110	89	27	2	1	0	0	0	266	44.0	39.0
11:00 PM	0	0	1	4	11	60	56	16	3	2	0	0	0	153	44.0	39.7
Total	23	59	208	832	4017	6278	3188	611	77	6	5	1	7	15312	41.0	36.4
Percent	0.15%	0.39%	1.36%	5.43%	26.23%	41.00%	20.82%	3.99%	0.50%	0.04%	0.03%	0.01%	0.05%			

AM Peak	8:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM		9:00 AM	10:00 AM	5:00 AM	11:00 AM		
Volume	3	10	30	81	309	419	303	68	11	0	2	1	1	997		
PM Peak	12:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	5:00 PM	1:00 PM	2:00 PM	11:00 PM			5:00 PM	3:00 PM		
Volume	3	11	30	100	375	478	195	38	4	2	0	0	2	1152		

15th Percentile: 32.0 MPH Average Speed: 36.4 MPH Posted Speed Limit: 35 MPH
 50th Percentile: 36.0 MPH 10 MPH Pace: 32 to 41 MPH Number of Vehicles > 35 MPH: 8880
 85th Percentile: 41.0 MPH Number in Pace: 11029 Percent of Vehicles > 35 MPH: 58.0%
 95th Percentile: 44.0 MPH Percent in Pace: 72.0%

Appendix D

Traffic Volume Figures

Figure 2 – 2025 Existing Traffic Volumes

Figure 3 – 2032 Background Traffic Volumes

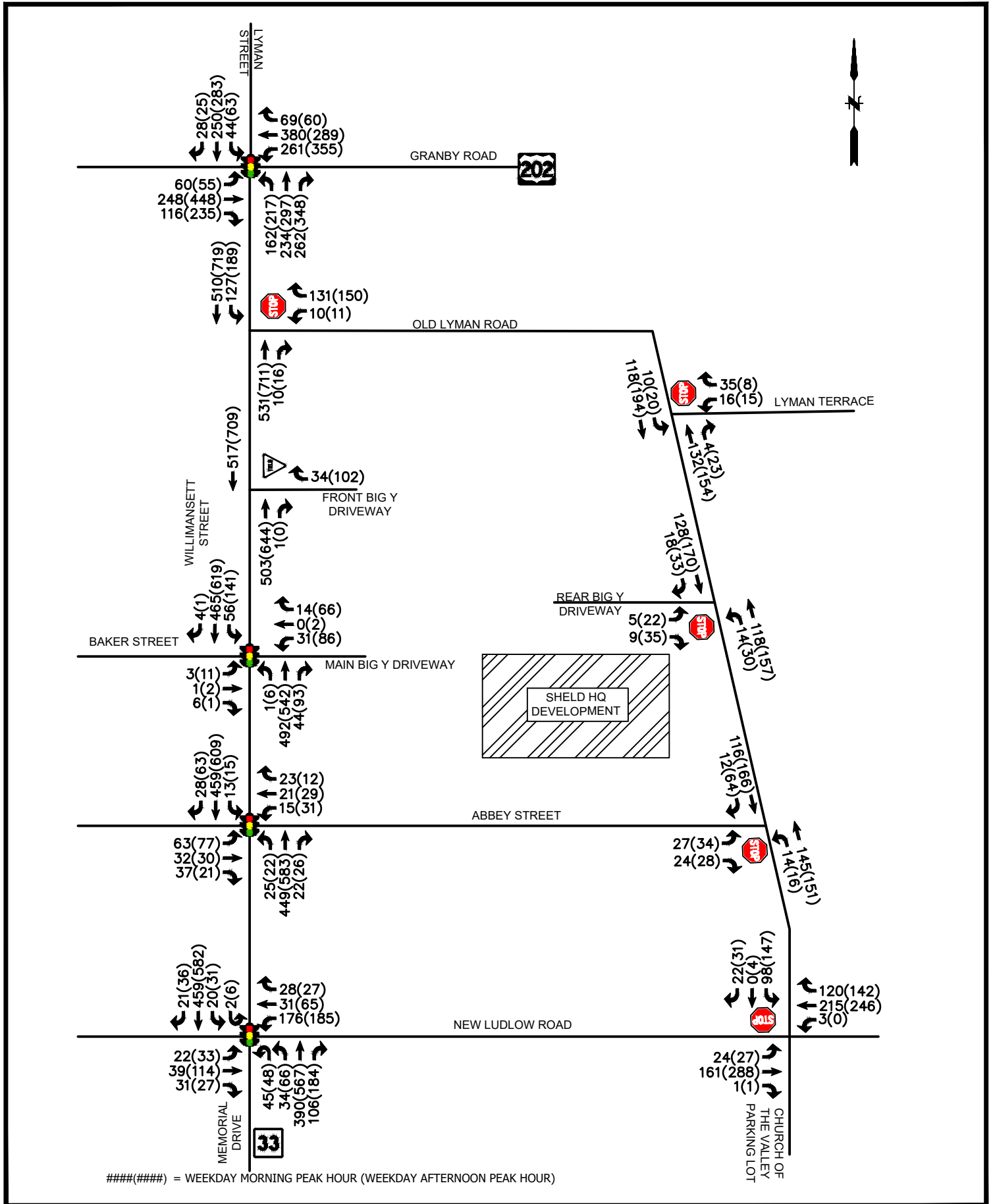
Figure 4 – Warehouse (LUC 150) & Service Vehicle Trip Distribution

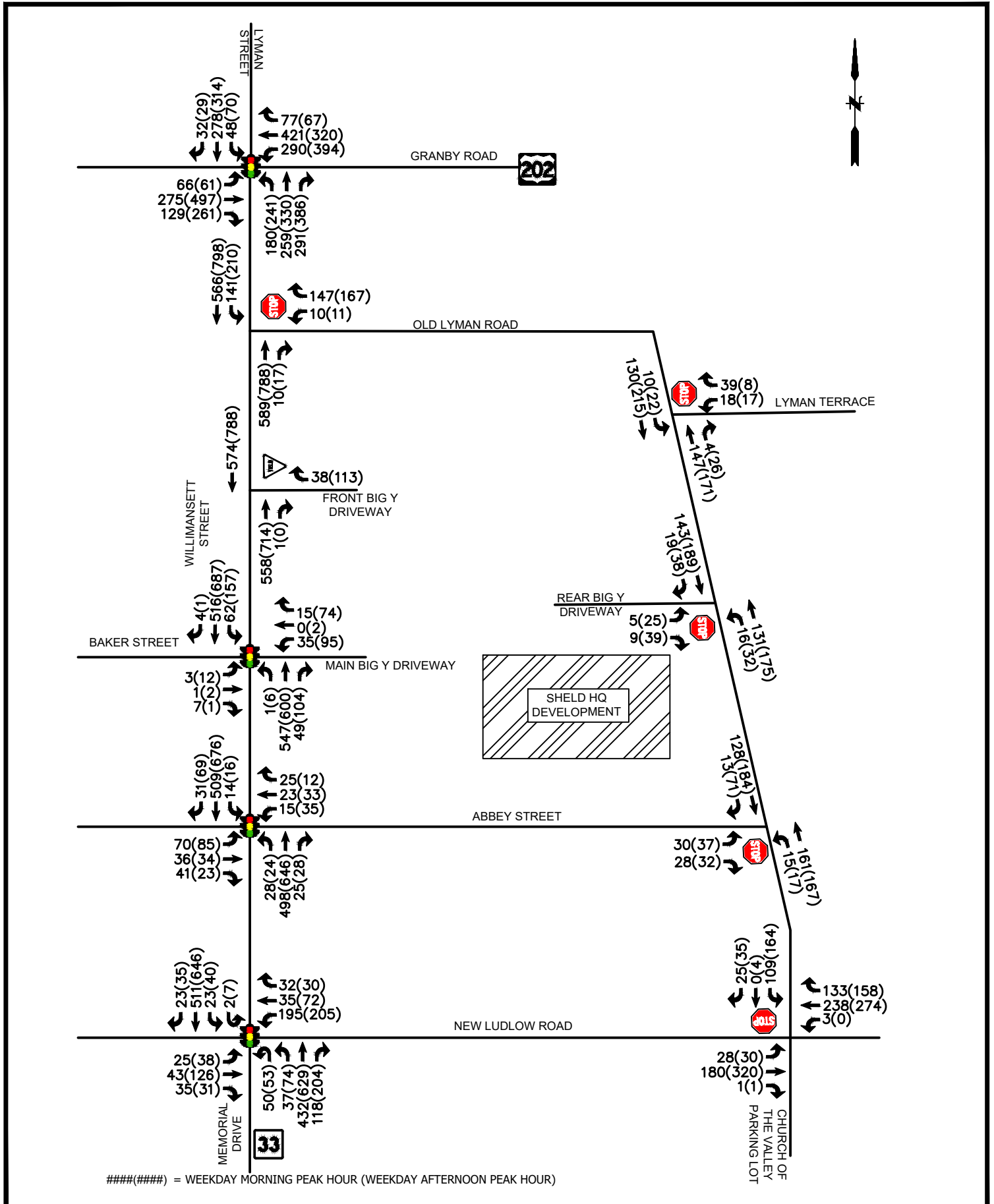
Figure 5 – Warehouse (LUC 150) & Service Vehicle Trip Generation

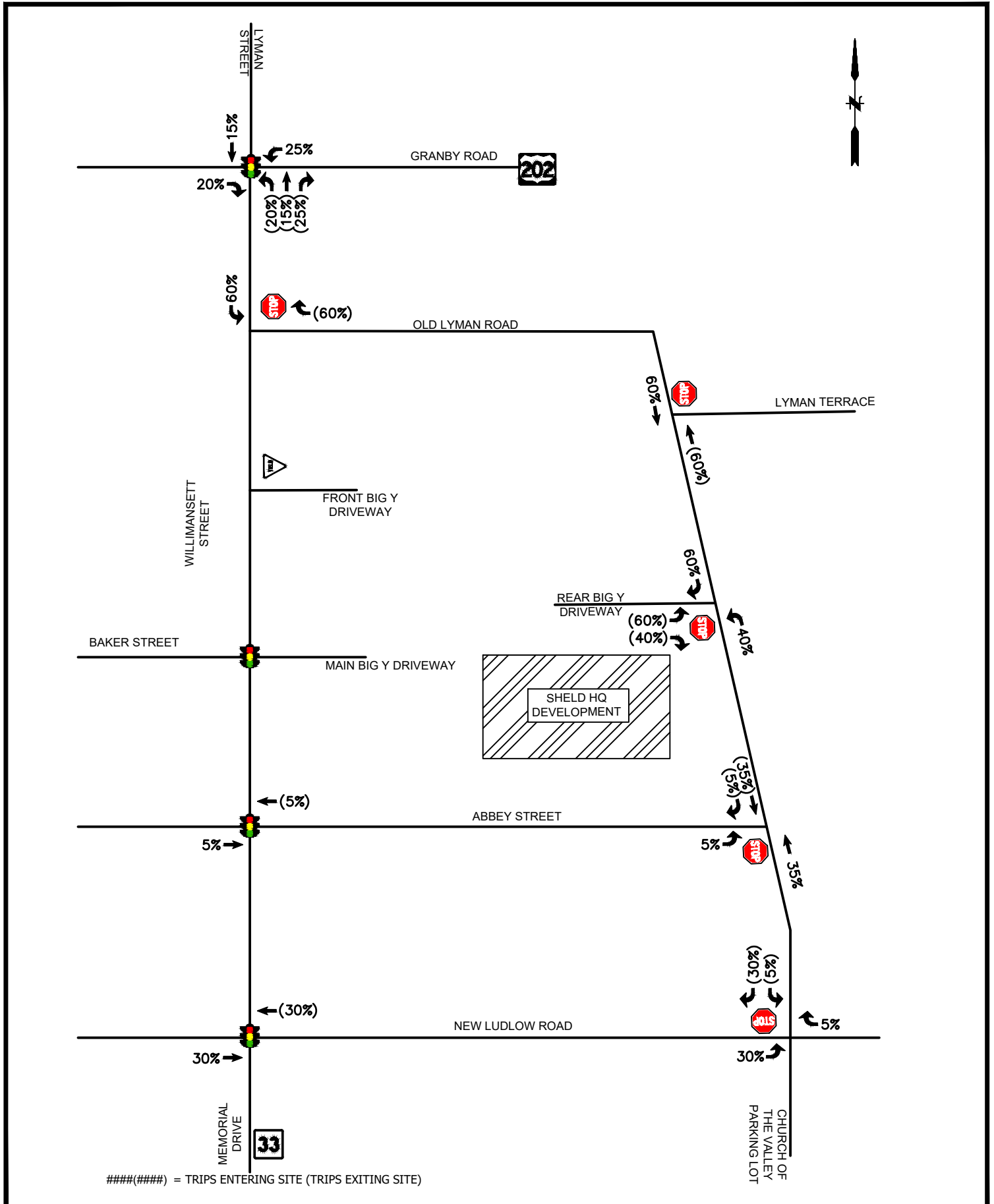
Figure 6 – Office (LUC 710) Trip Distribution

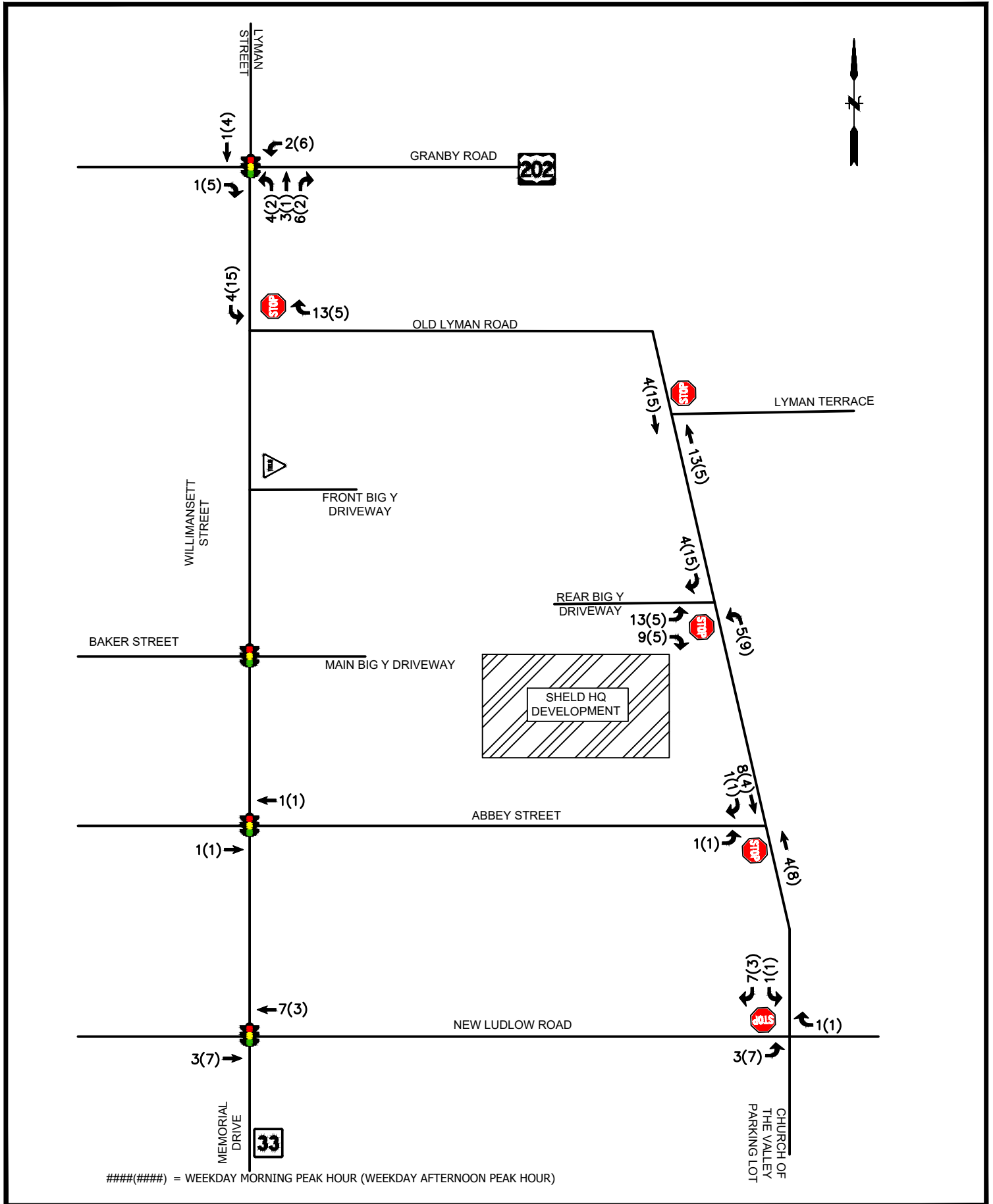
Figure 7 – Office (LUC 710) Trip Generation

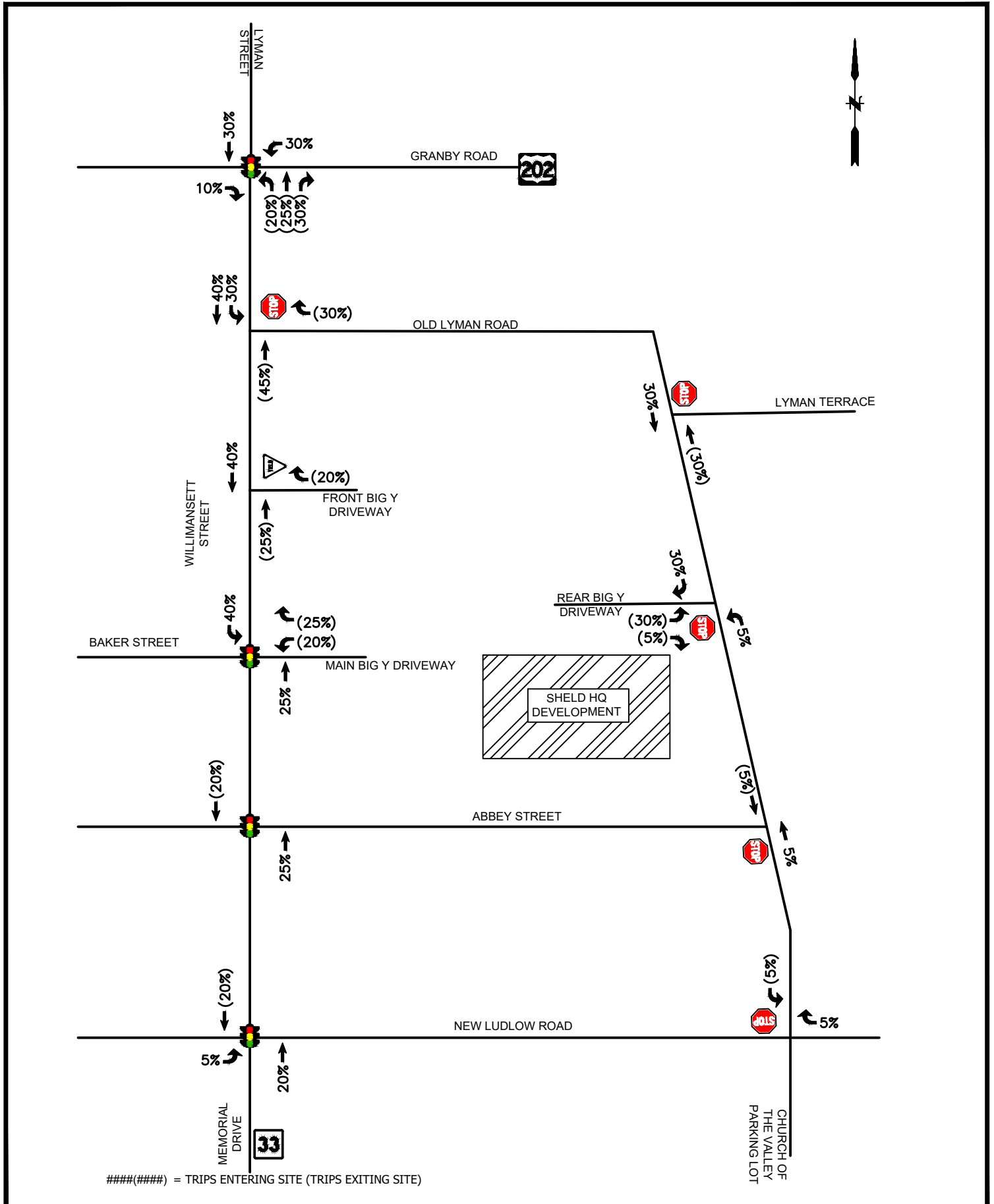
Figure 8 – 2032 Combined Build Traffic Volumes

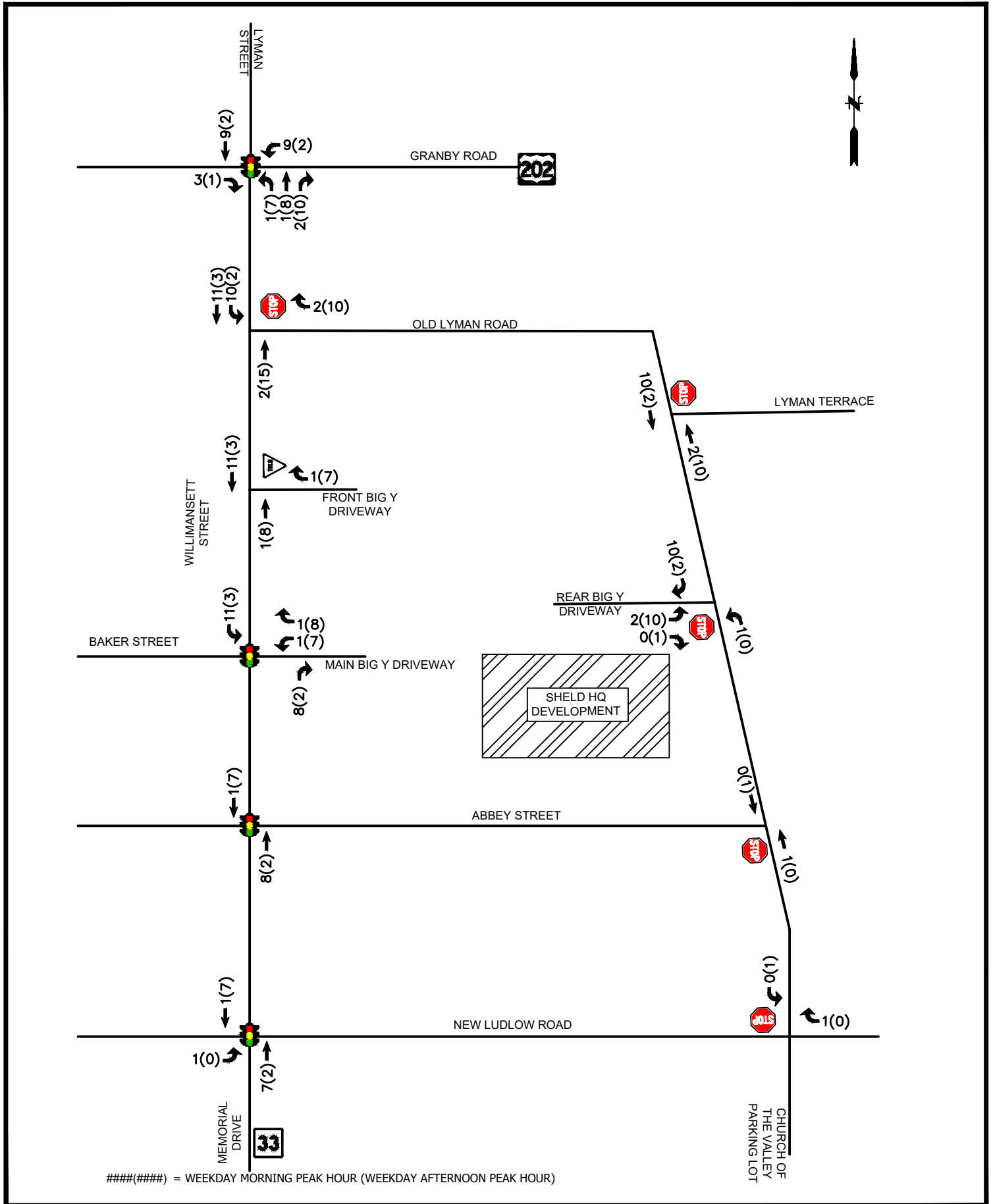


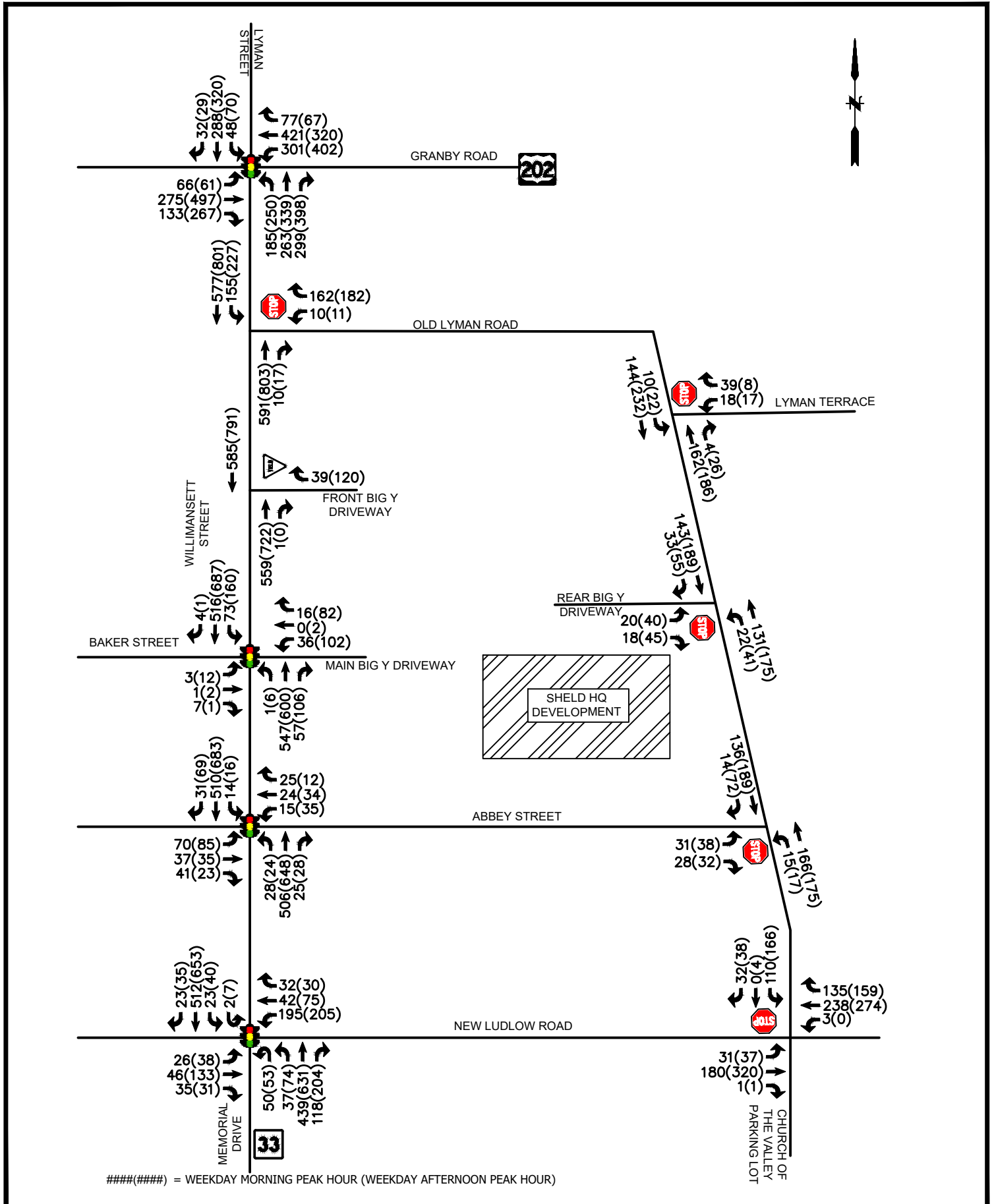












Appendix E

ITE Land Use Code Descriptions and Data

LUC 150 – Warehouse

LUC 710 – General Office Building

Land Use: 150 Warehouse

Description

A warehouse is a large building primarily devoted to the storage of goods and materials but may also include office and maintenance areas. Stored goods can include raw materials, packing materials, parts, or other finished goods. A warehouse may provide long-term storage or serve as a distribution center for transferring goods between carriers (e.g., from long-haul carrier to a local delivery vehicle). A warehouse typically has loading docks to load and unload goods from trucks.

Additional Data

An additional resource which provides more information about warehouse types and definitions is available from NAIOP Research Foundation: Commercial Real Estate Terms and Definitions report from April 2024. <https://www.naiop.org/globalassets/research-and-publications/report/terms-and-definitions-/naiop-2024-terms-and-definitions.pdf>

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, Florida, Minnesota, New Jersey, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050, 1214, 1221, 1257, 1286

Warehouse (150)

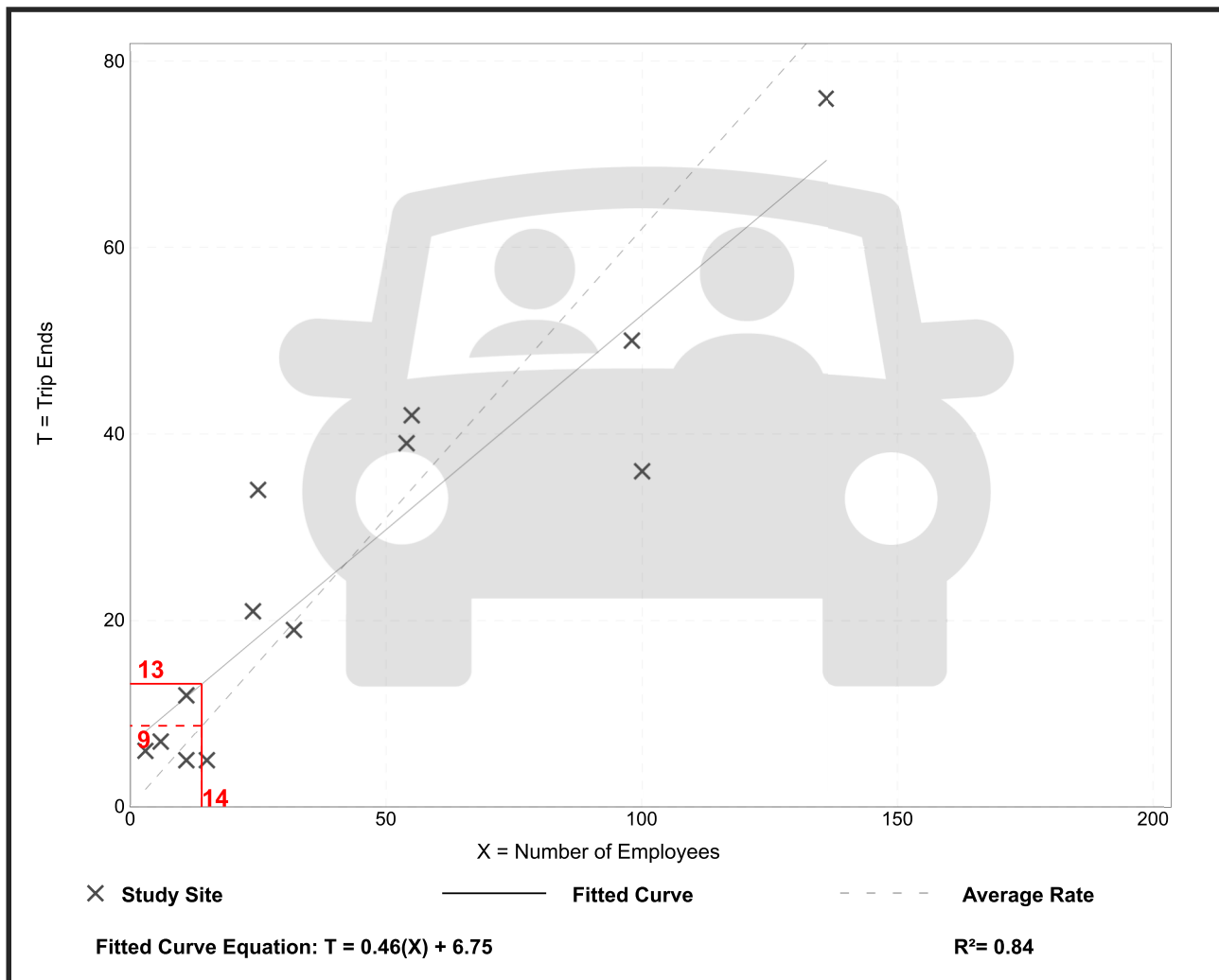
Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 13
 Avg. Num. of Employees: 44
 Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.62	0.33 - 2.00	0.26

Data Plot and Equation



Warehouse (150)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

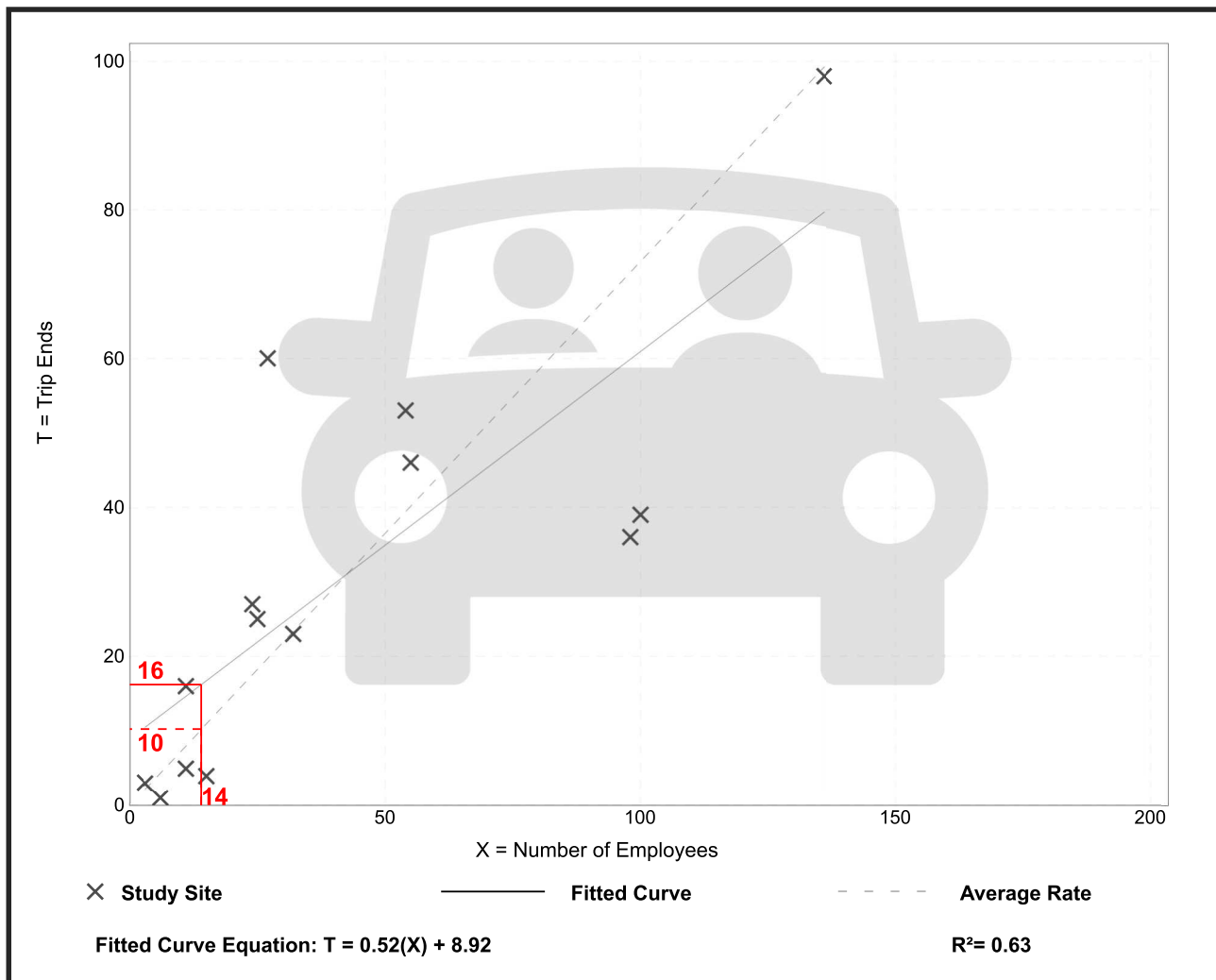
Setting/Location: General Urban/Suburban

Number of Studies: 14
 Avg. Num. of Employees: 43
 Directional Distribution: 36% entering, 64% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.73	0.17 - 2.22	0.44

Data Plot and Equation



Land Use: 710

General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Additional Data

If two or more general office buildings are in close physical proximity (within walking distance) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

The average building occupancy varies considerably among the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Connecticut, Georgia, Indiana, Kentucky, Maine, Minnesota, Montana, New Hampshire, New Jersey, Ontario (CAN), Texas, Utah, and Virginia.

Source Numbers

404, 407, 408, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061, 1219, 1221

General Office Building (710)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

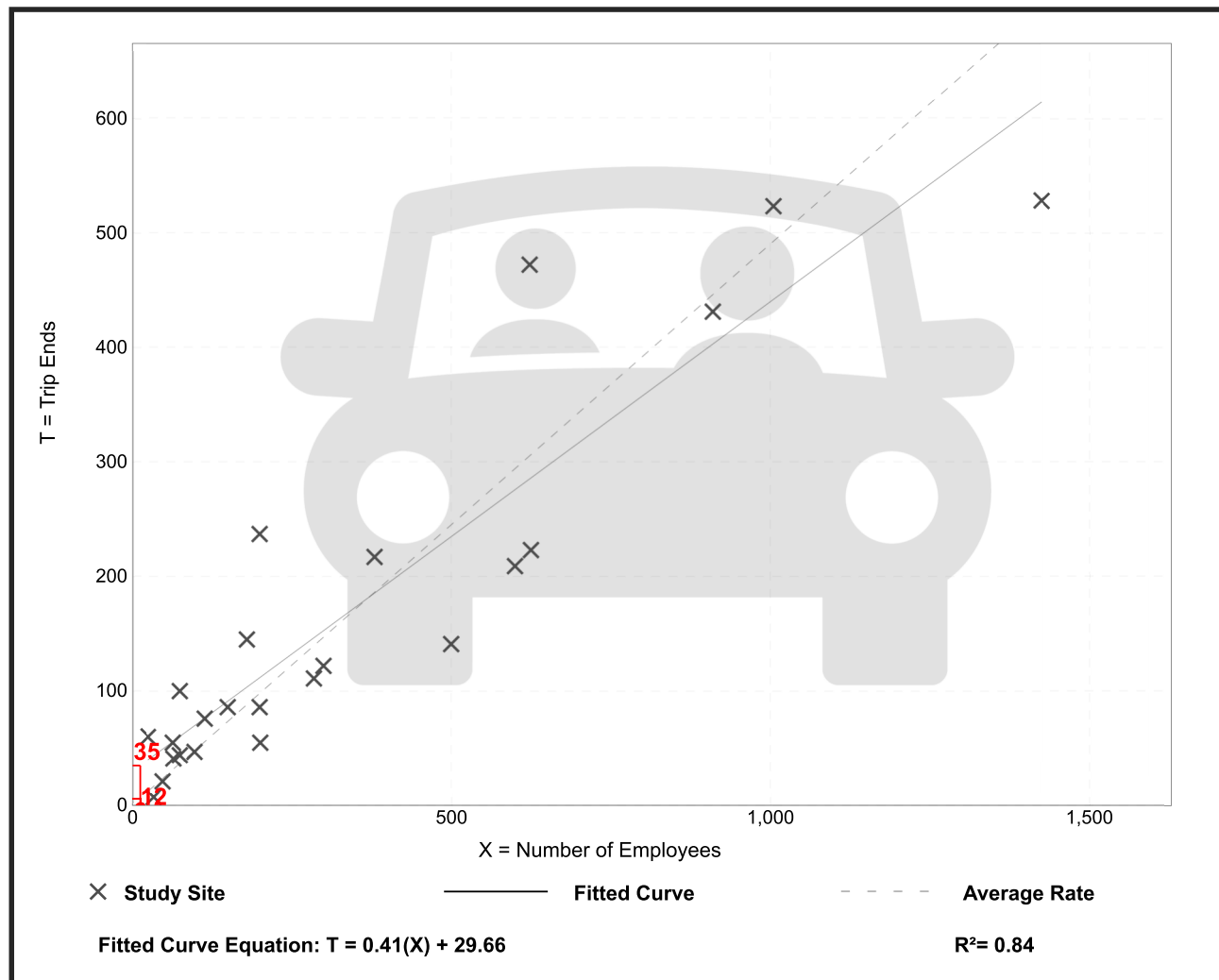
Setting/Location: General Urban/Suburban

Number of Studies: 24
 Avg. Num. of Employees: 341
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.40	0.23

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

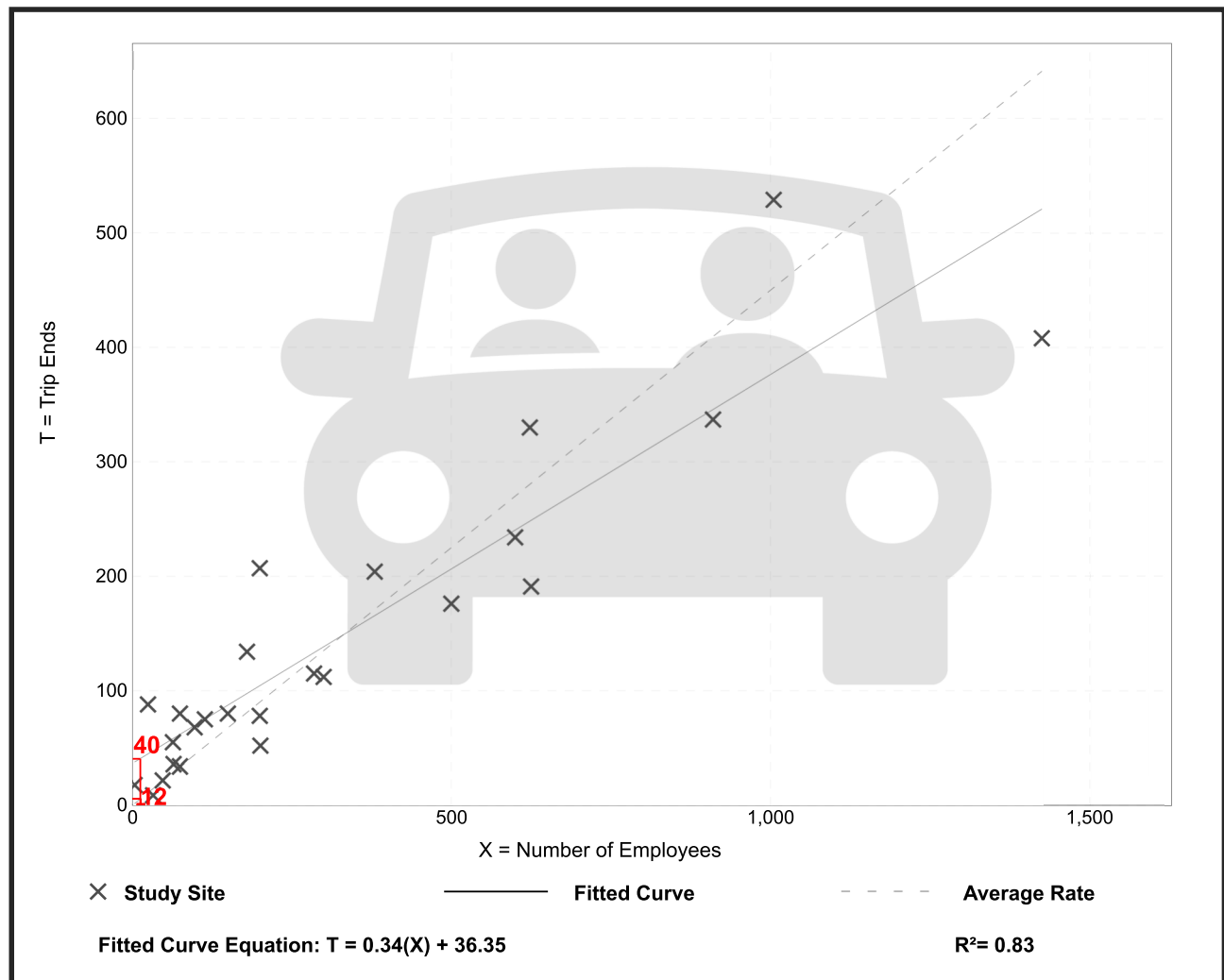
Avg. Num. of Employees: 327

Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.45	0.26 - 4.50	0.26

Data Plot and Equation



Appendix F

Crash Data Summary Table

**CRASH SUMMARY TABLE - 2020 TO 2024
STUDY AREA INTERSECTIONS**

Criteria	Route 33 (Lyman St/Willimansett St) at Route 202 (Granby Rd)	Route 33 (Willimansett St) at Old Lyman Road	Old Lyman Rd at Lyman Terrace	Old Lyman Rd at the Rear Big Y Plaza Driveway	Route 33 (Willimansett Street) at the Front Big Y Driveway	Route 33 (Willimansett St) at Baker St/the Main Big Y Driveway	Route 33 (Memorial Dr) at Abbey St	Route 33 (Memorial Dr) at New Ludlow Rd	Abbey St at Old Lyman Rd	Old Lyman Rd at New Ludlow Rd
YEAR										
2020	7	0	0	0	0	1	0	5	0	0
2021	4	0	0	0	1	1	2	4	0	0
2022	17	1	0	1	1	1	1	4	0	1
2023	7	0	0	0	3	2	2	3	0	1
2024	10	1	0	0	2	1	1	8	0	1
<u>Total</u>	45	2	0	1	7	6	6	24	0	3
Average No. of Crashes	9.00	0.40	0.00	0.20	1.40	1.20	1.20	4.80	0.00	0.60
Crash Rate	0.83	0.05	0.00	0.11	0.24	0.19	0.19	0.60	0.00	0.17
TYPE										
Angle	4	0	0	1	1	1	1	8	0	1
Rear-End	22	1	0	0	1	3	3	5	0	2
Head-On	3	0	0	0	2	1	1	1	0	0
Sideswipe	11	0	0	0	0	1	1	5	0	0
Pedestrian/Bicycle	0	0	0	0	0	0	0	0	0	0
Collision w/ Parked Car	0	0	0	0	0	0	0	0	0	0
Single Vehicle Crash	4	1	0	0	3	0	0	4	0	0
<u>Unknown/Other</u>	1	0	0	0	0	0	0	1	0	0
<u>Total</u>	45	2	0	1	7	6	6	24	0	3
SEVERITY										
Property Damage Only	36	1	0	1	7	4	5	18	0	2
Non-fatal Injury	7	1	0	0	0	2	1	4	0	1
Fatality	0	0	0	0	0	0	0	0	0	0
<u>Unknown/Other</u>	2	0	0	0	0	0	0	2	0	0
<u>Total</u>	45	2	0	1	7	6	6	24	0	3
WEATHER										
Clear	27	1	0	0	5	5	4	19	0	3
Wet	9	1	0	0	0	1	1	4	0	0
Snow/Ice	4	0	0	0	1	0	0	0	0	0
Clouds	4	0	0	1	1	0	1	1	0	0
Fog	0	0	0	0	0	0	0	0	0	0
<u>Unknown/Other</u>	1	0	0	0	0	0	0	0	0	0
<u>Total</u>	45	2	0	1	7	6	6	24	0	3
LIGHTING										
Light	32	2	0	1	7	5	5	17	0	1
Dark	13	0	0	0	0	1	1	7	0	2
TIME										
Weekday 7:30 AM - 9:30 AM	6	1	0	0	0	0	1	3	0	0
Mid Day 9:31 AM-3:2 9PM	14	0	0	1	5	3	4	12	0	1
Weekday 3:30 PM - 5:30 PM	8	1	0	0	2	2	0	2	0	0
<u>Other</u>	17	0	0	0	0	1	1	7	0	2
<u>Total</u>	45	2	0	1	7	6	6	24	0	3

Statewide Average Crash Rates: 0.78 Signalized Intersections
0.57 Unsignalized Intersections

District 2 Average Crash Rates: 0.89 Signalized Intersections
0.62 Unsignalized Intersections

Appendix G

Weekday Morning Peak Hour Intersection Capacity Analysis

2032 Background – Synchro HCM 2000 Edition

2032 Combined Build – Synchro HCM 2000 Edition

Lanes, Volumes, Timings

2032 Background

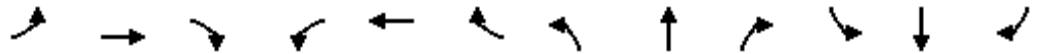
1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)

Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	275	129	290	421	77	180	259	291	48	278	32
Future Volume (vph)	66	275	129	290	421	77	180	259	291	48	278	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	10	11	11	11
Storage Length (ft)	170		0	655		365	170		170	75		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t		0.952			0.978				0.850		0.984	
Fl _t Protected	0.950			0.950	0.997		0.950			0.950		
Satd. Flow (prot)	1646	3224	0	1542	3125	0	1616	3355	1507	1616	3249	0
Fl _t Permitted	0.950			0.950	0.997		0.347			0.950		
Satd. Flow (perm)	1646	3224	0	1542	3125	0	590	3355	1507	1616	3249	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		700			751			440			928	
Travel Time (s)		15.9			17.1			10.0			21.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	4%	1%	3%	5%	1%	8%	4%	0%	8%	6%	3%
Adj. Flow (vph)	69	289	136	305	443	81	189	273	306	51	293	34
Shared Lane Traffic (%)				11%								
Lane Group Flow (vph)	69	425	0	271	558	0	189	273	306	51	327	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Detector Phase	2	2		6	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	31.0	31.0		37.0	37.0		19.0	29.0		19.0	25.0	
Total Split (%)	20.0%	20.0%		23.9%	23.9%		12.3%	18.7%		12.3%	16.1%	
Maximum Green (s)	25.0	25.0		31.0	31.0		14.0	23.0		14.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	19.7	19.7		26.5	26.5		35.2	23.6	51.8	9.2	16.6	
Actuated g/C Ratio	0.19	0.19		0.25	0.25		0.33	0.22	0.49	0.09	0.16	
v/c Ratio	0.22	0.71		0.70	0.71		0.58	0.36	0.41	0.36	0.64	
Control Delay	45.0	50.3		49.9	44.3		39.1	42.2	15.6	60.2	51.3	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	39.0
Total Split (s)	39.0
Total Split (%)	25%
Maximum Green (s)	36.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

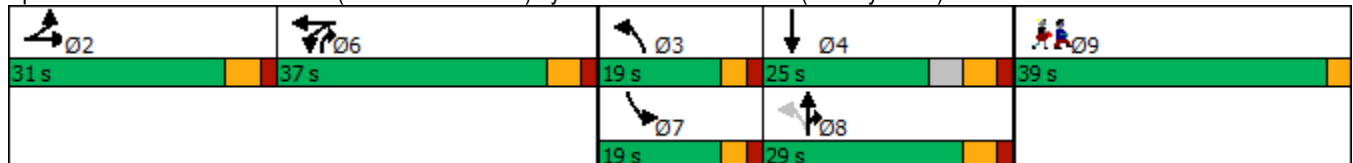


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	50.3		49.9	44.3		39.1	42.2	15.6	60.2	51.3	
LOS	D	D		D	D		D	D	B	E	D	
Approach Delay		49.5			46.1			30.9				52.5
Approach LOS		D			D			C				D
Queue Length 50th (ft)	37	132		167	172		86	78	68	31	103	
Queue Length 95th (ft)	114	#296		#479	#413		#274	187	266	97	224	
Internal Link Dist (ft)		620			671			360			848	
Turn Bay Length (ft)	170			655			170		170	75		
Base Capacity (vph)	411	806		478	968		340	798	760	226	747	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.53		0.57	0.58		0.56	0.34	0.40	0.23	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 105.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 64.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Background

1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)

Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	275	129	290	421	77	180	259	291	48	278	32
Future Volume (vph)	66	275	129	290	421	77	180	259	291	48	278	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	10	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.95	1.00	1.00	0.95	
Fr _t	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1646	3224		1542	3126		1616	3355	1507	1616	3250	
Fl _t Permitted	0.95	1.00		0.95	1.00		0.35	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1646	3224		1542	3126		591	3355	1507	1616	3250	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	289	136	305	443	81	189	273	306	51	293	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	69	425	0	271	558	0	189	273	306	51	327	0
Heavy Vehicles (%)	6%	4%	1%	3%	5%	1%	8%	4%	0%	8%	6%	3%
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Actuated Green, G (s)	19.7	19.7		26.5	26.5		36.1	23.6	50.1	7.5	17.9	
Effective Green, g (s)	19.7	19.7		26.5	26.5		36.1	23.6	50.1	7.5	17.9	
Actuated g/C Ratio	0.18	0.18		0.24	0.24		0.33	0.22	0.46	0.07	0.17	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	586		377	765		322	731	697	112	537	
v/s Ratio Prot	0.04	c0.13		0.18	c0.18		c0.07	0.08	0.20	0.03	0.10	
v/s Ratio Perm							c0.12					
v/c Ratio	0.23	0.73		0.72	0.73		0.59	0.37	0.44	0.46	0.61	
Uniform Delay, d ₁	37.8	41.7		37.4	37.6		27.6	36.0	19.6	48.4	41.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	0.4	4.4		6.4	3.5		2.7	0.3	0.4	2.9	2.0	
Delay (s)	38.2	46.1		43.9	41.1		30.4	36.3	20.0	51.3	43.9	
Level of Service	D	D		D	D		C	D	C	D	D	
Approach Delay (s)		45.0			42.0			28.4			44.9	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	108.2	Sum of lost time (s)	26.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Background
 Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	147	589	10	141	566
Future Volume (vph)	10	147	589	10	141	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	10	12
Storage Length (ft)	0	0		0	60	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.874		0.997			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1859	0	3425	0	1491	3505
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1859	0	3425	0	1491	3505
Link Speed (mph)	30		30			30
Link Distance (ft)	466		577			440
Travel Time (s)	10.6		13.1			10.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	5%	10%	13%	3%
Adj. Flow (vph)	11	158	633	11	152	609
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	644	0	152	609
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.1% ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Background
 Weekday AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	147	589	10	141	566
Future Volume (Veh/h)	10	147	589	10	141	566
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	158	633	11	152	609
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	440					
pX, platoon unblocked	0.96					
vC, conflicting volume	1247	322	644			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1171	322	644			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	93	77	82			
cM capacity (veh/h)	149	677	866			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	169	422	222	152	304	304
Volume Left	11	0	0	152	0	0
Volume Right	158	0	11	0	0	0
cSH	550	1700	1700	866	1700	1700
Volume to Capacity	0.31	0.25	0.13	0.18	0.18	0.18
Queue Length 95th (ft)	32	0	0	16	0	0
Control Delay (s)	14.4	0.0	0.0	10.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	14.4	0.0	2.0			
Approach LOS	B					
Intersection Summary						
Average Delay	2.5					
Intersection Capacity Utilization	44.1%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes, Volumes, Timings
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Background
 Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	38	558	0	0	574
Future Volume (vph)	0	38	558	0	0	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865				
Fl _t Protected						
Satd. Flow (prot)	0	1808	1827	0	0	1845
Fl _t Permitted						
Satd. Flow (perm)	0	1808	1827	0	0	1845
Link Speed (mph)	30		30			30
Link Distance (ft)	223		432			315
Travel Time (s)	5.1		9.8			7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	41	607	0	0	624
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	41	607	0	0	624
Sign Control	Free		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Bay Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	3	1	7	35	0	15	1	547	49	62	516	4
Future Volume (vph)	3	1	7	35	0	15	1	547	49	62	516	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	13	13	12	12	12	12	12	12
Storage Length (ft)	0		0	0		165	105		105	185		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.914				0.850			0.850		0.999	
Fl _t Protected		0.987			0.950		0.950			0.950		
Satd. Flow (prot)	0	1930	0	0	1865	1560	1805	1827	1583	1770	1840	0
Fl _t Permitted		0.895			0.870		0.457			0.349		
Satd. Flow (perm)	0	1750	0	0	1708	1560	868	1827	1583	650	1840	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				65			97			
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		613			728			2521			432	
Travel Time (s)		13.9			16.5			43.0			9.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%	0%	4%	2%	2%	3%	25%
Adj. Flow (vph)	3	1	7	37	0	16	1	582	52	66	549	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	37	16	1	582	52	66	553	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	10.5	10.5		10.5	10.5	9.5	9.0	14.0	14.0	9.5	14.0	
Total Split (s)	30.5	30.5		30.5	30.5	16.0	16.0	41.0	41.0	16.0	41.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%	13.6%	13.6%	34.9%	34.9%	13.6%	34.9%	
Maximum Green (s)	25.0	25.0		25.0	25.0	12.0	12.0	35.0	35.0	12.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.9			7.1	14.7	45.7	40.6	40.6	48.9	48.1	
Actuated g/C Ratio		0.11			0.12	0.24	0.75	0.66	0.66	0.80	0.79	
v/c Ratio		0.05			0.19	0.04	0.00	0.48	0.05	0.10	0.38	
Control Delay		18.5			27.4	0.1	3.0	10.2	0.7	2.7	6.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway

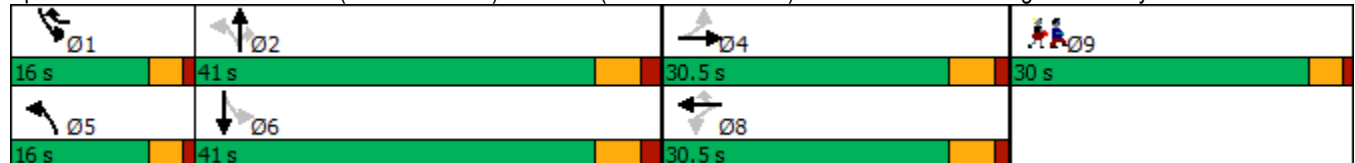


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.5			27.4	0.1	3.0	10.2	0.7	2.7	6.0	
LOS		B			C	A	A	B	A	A	A	
Approach Delay		18.5			19.2			9.4				5.7
Approach LOS		B			B			A				A
Queue Length 50th (ft)		1			13	0	0	134	0	5	69	
Queue Length 95th (ft)		14			38	0	1	246	5	14	215	
Internal Link Dist (ft)		533			648			2441			352	
Turn Bay Length (ft)						165	105		105	185		
Base Capacity (vph)		720			699	713	884	1244	1109	744	1446	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.02			0.05	0.02	0.00	0.47	0.05	0.09	0.38	

Intersection Summary

Area Type:	Other
Cycle Length:	117.5
Actuated Cycle Length:	61.2
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.1
Intersection LOS:	A
Intersection Capacity Utilization:	51.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis 2032 Background
 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Memorial Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	3	1	7	35	0	15	1	547	49	62	516	4
Future Volume (vph)	3	1	7	35	0	15	1	547	49	62	516	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	13	13	12	12	12	12	12	12
Total Lost time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.91			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl _t Protected		0.99			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1930			1865	1560	1805	1827	1583	1770	1840	
Fl _t Permitted		0.89			0.87	1.00	0.46	1.00	1.00	0.35	1.00	
Satd. Flow (perm)		1750			1707	1560	869	1827	1583	650	1840	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	1	7	37	0	16	1	582	52	66	549	4
RTOR Reduction (vph)	0	7	0	0	0	14	0	0	19	0	0	0
Lane Group Flow (vph)	0	4	0	0	37	2	1	582	33	66	553	0
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%	0%	4%	2%	2%	3%	25%
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		4.6			4.6	9.5	42.7	41.7	41.7	50.5	45.6	
Effective Green, g (s)		4.6			4.6	9.5	42.7	41.7	41.7	50.5	45.6	
Actuated g/C Ratio		0.07			0.07	0.14	0.64	0.63	0.63	0.76	0.68	
Clearance Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		120			117	222	570	1142	989	574	1257	
v/s Ratio Prot						0.00	0.00	c0.32		c0.01	c0.30	
v/s Ratio Perm		0.00			c0.02	0.00	0.00		0.02	0.08		
v/c Ratio		0.04			0.32	0.01	0.00	0.51	0.03	0.11	0.44	
Uniform Delay, d ₁		29.0			29.6	24.6	4.3	6.9	4.8	2.8	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		0.1			1.6	0.0	0.0	0.4	0.0	0.1	0.2	
Delay (s)		29.1			31.1	24.6	4.3	7.2	4.8	2.9	5.0	
Level of Service		C			C	C	A	A	A	A	A	
Approach Delay (s)		29.1			29.1			7.0			4.8	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.50	A
Actuated Cycle Length (s)	66.7	Sum of lost time (s)
Intersection Capacity Utilization	51.6%	19.5
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	70	36	41	15	23	25	28	498	25	14	509	31
Future Volume (vph)	70	36	41	15	23	25	28	498	25	14	509	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.946			0.994			0.992	
Flt Protected		0.977			0.988			0.997			0.999	
Satd. Flow (prot)	0	1633	0	0	1781	0	0	1803	0	0	1807	0
Flt Permitted		0.848			0.916			0.956			0.983	
Satd. Flow (perm)	0	1417	0	0	1651	0	0	1728	0	0	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			27			4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1208			3039			475			2521	
Travel Time (s)		27.5			69.1			10.8			57.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	19%	2%	0%	4%	4%	13%	4%	4%	14%	4%	3%
Adj. Flow (vph)	77	40	45	16	25	27	31	547	27	15	559	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	68	0	0	605	0	0	608	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		15.5	15.5		15.5	15.5	
Total Split (s)	29.0	29.0		29.0	29.0		47.0	47.0		47.0	47.0	
Total Split (%)	36.3%	36.3%		36.3%	36.3%		58.8%	58.8%		58.8%	58.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0		41.5	41.5		41.5	41.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)							3.0	3.0		3.0	3.0	
Flash Dont Walk (s)							5.0	5.0		6.0	6.0	
Pedestrian Calls (#/hr)							0	0		1	1	
Act Effct Green (s)		12.4			12.4			57.1			55.6	
Actuated g/C Ratio		0.16			0.16			0.71			0.70	
v/c Ratio		0.67			0.24			0.49			0.49	
Control Delay		39.7			20.3			18.5			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		39.7			20.3			18.5			9.0	
LOS		D			C			B			A	

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
 Weekday AM Peak Hour

Lane Group	Ø1	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	0	1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

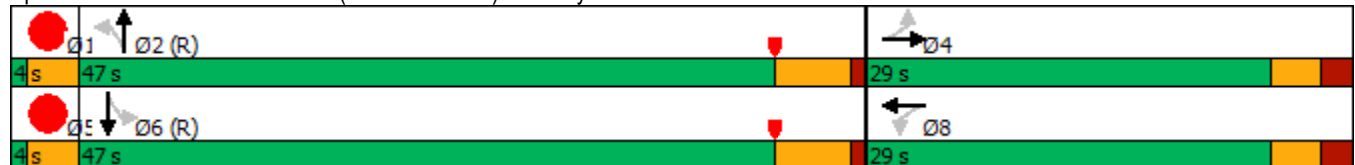
2032 Background
 Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.7			20.3			18.5			9.0	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)		65			18			254			107	
Queue Length 95th (ft)		116			47			422			303	
Internal Link Dist (ft)		1128			2959			395			2441	
Turn Bay Length (ft)												
Base Capacity (vph)		442			514			1233			1236	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.13			0.49			0.49	

Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	16.9
Intersection LOS:	B
Intersection Capacity Utilization	64.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 5: Route 33 (Memorial Drive) & Abbey Street



Lane Group	Ø1	Ø5
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	70	36	41	15	23	25	28	498	25	14	509	31
Future Volume (vph)	70	36	41	15	23	25	28	498	25	14	509	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	13	12	12	12	12	12	12	12
Total Lost time (s)		5.0			5.0			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.95			0.99			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1633			1782			1803			1808	
Flt Permitted		0.85			0.92			0.96			0.98	
Satd. Flow (perm)		1418			1651			1729			1780	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	77	40	45	16	25	27	31	547	27	15	559	34
RTOR Reduction (vph)	0	21	0	0	23	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	141	0	0	45	0	0	604	0	0	606	0
Heavy Vehicles (%)	1%	19%	2%	0%	4%	4%	13%	4%	4%	14%	4%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.4			12.4			57.1			53.2	
Effective Green, g (s)		12.4			12.4			57.1			53.2	
Actuated g/C Ratio		0.16			0.16			0.71			0.67	
Clearance Time (s)		5.0			5.0			5.5			5.5	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		219			255			1234			1183	
v/s Ratio Prot												
v/s Ratio Perm		c0.10			0.03			c0.35			0.34	
v/c Ratio		0.64			0.18			0.49			0.51	
Uniform Delay, d1		31.7			29.4			5.0			6.8	
Progression Factor		1.00			0.99			2.77			1.00	
Incremental Delay, d2		4.8			0.1			1.4			1.6	
Delay (s)		36.5			29.2			15.3			8.4	
Level of Service		D			C			B			A	
Approach Delay (s)		36.5			29.2			15.3			8.4	
Approach LOS		D			C			B			A	

Intersection Summary		
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.54	B
Actuated Cycle Length (s)	80.0	Sum of lost time (s)
Intersection Capacity Utilization	64.8%	13.5
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	43	35	195	35	32	87	432	118	25	511	23
Future Volume (vph)	25	43	35	195	35	32	87	432	118	25	511	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	10	12	12	10	12	11
Storage Length (ft)	60		0	65		0	305		0	245		245
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.933			0.928			0.968				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1730	0	1589	1686	0	1685	3381	0	1546	3539	1501
Fl _t Permitted	0.709			0.424			0.950			0.950		
Satd. Flow (perm)	1257	1730	0	709	1686	0	1685	3381	0	1546	3539	1501
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		38			35							198
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1430			3839			544				415
Travel Time (s)		32.5			87.3			12.4				9.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	3%	6%	6%	3%	0%	4%	1%	9%	2%	4%
Adj. Flow (vph)	27	47	38	214	38	35	96	475	130	27	562	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	85	0	214	73	0	96	605	0	27	562	25
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		13.0	16.5		12.5	15.5	15.5
Total Split (s)	12.0	18.0		17.0	23.0		14.0	28.0		13.0	27.0	27.0
Total Split (%)	15.0%	22.5%		21.3%	28.8%		17.5%	35.0%		16.3%	33.8%	33.8%
Maximum Green (s)	6.5	12.5		11.5	17.5		7.0	22.5		6.5	21.5	21.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	1.5		2.5	1.5		3.5	1.0		3.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								3.0			3.0	3.0
Flash Dont Walk (s)								8.0			7.0	7.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	12.3	7.4		22.2	17.6		8.6	41.1		6.6	33.7	33.7
Actuated g/C Ratio	0.15	0.09		0.28	0.22		0.11	0.51		0.08	0.42	0.42
v/c Ratio	0.12	0.44		0.66	0.18		0.53	0.35		0.21	0.38	0.03
Control Delay	20.2	28.1		32.8	16.9		44.4	15.4		42.2	16.2	0.1

Lane Group	Ø10	Ø11
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	10	11
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday AM Peak Hour

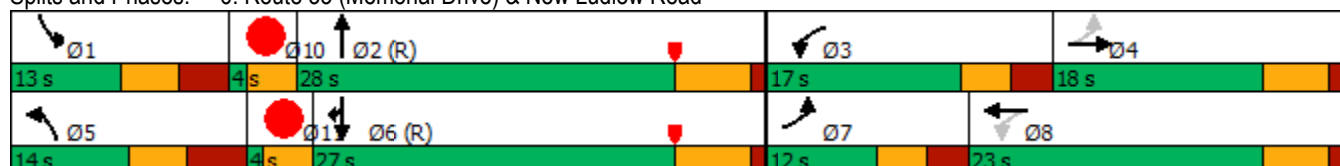


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.2	28.1		32.8	16.9		44.4	15.4		42.2	16.2	0.1
LOS	C	C		C	B		D	B		D	B	A
Approach Delay		26.2			28.8			19.4			16.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	9	23		84	13		46	81		12	122	0
Queue Length 95th (ft)	26	62		139	50		93	176		m31	83	m0
Internal Link Dist (ft)		1350			3759			464			335	
Turn Bay Length (ft)	60			65			305			245		245
Base Capacity (vph)	234	302		338	447		185	1737		132	1489	746
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.12	0.28		0.63	0.16		0.52	0.35		0.20	0.38	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 20.5
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Route 33 (Memorial Drive) & New Ludlow Road



Lane Group	Ø10	Ø11
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑		↘	↑↑		↘	↑↑	↘
Traffic Volume (vph)	25	43	35	195	35	32	87	432	118	25	511	23
Future Volume (vph)	25	43	35	195	35	32	87	432	118	25	511	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	10	12	11
Total Lost time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Fr _t	1.00	0.93		1.00	0.93		1.00	0.97		1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	1730		1589	1686		1685	3380		1546	3539	1501
Fl _t Permitted	0.71	1.00		0.42	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1258	1730		710	1686		1685	3380		1546	3539	1501
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	47	38	214	38	35	96	475	130	27	562	25
RTOR Reduction (vph)	0	34	0	0	27	0	0	0	0	0	0	16
Lane Group Flow (vph)	27	51	0	214	46	0	96	605	0	27	562	9
Heavy Vehicles (%)	0%	2%	3%	6%	6%	3%	0%	4%	1%	9%	2%	4%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Actuated Green, G (s)	10.9	8.4		25.6	17.6		7.4	33.9		3.0	29.0	29.0
Effective Green, g (s)	10.9	8.4		25.6	17.6		7.4	33.9		3.0	29.0	29.0
Actuated g/C Ratio	0.14	0.11		0.32	0.22		0.09	0.42		0.04	0.36	0.36
Clearance Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	184	181		355	370		155	1432		57	1282	544
v/s Ratio Prot	0.00	0.03		c0.09	0.03		c0.06	c0.18		0.02	0.16	0.01
v/s Ratio Perm	0.02			c0.10								
v/c Ratio	0.15	0.28		0.60	0.12		0.62	0.42		0.47	0.44	0.02
Uniform Delay, d ₁	30.3	33.0		21.6	25.0		34.9	16.2		37.7	19.3	16.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.13	0.80	1.00
Incremental Delay, d ₂	0.1	0.3		2.0	0.1		5.1	0.9		2.0	1.0	0.1
Delay (s)	30.5	33.3		23.6	25.1		40.0	17.1		44.7	16.5	16.4
Level of Service	C	C		C	C		D	B		D	B	B
Approach Delay (s)		32.6			24.0			20.2			17.7	
Approach LOS		C			C			C			B	

Intersection Summary		
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.62	
Actuated Cycle Length (s)	80.0	Sum of lost time (s) 26.5
Intersection Capacity Utilization	52.8%	ICU Level of Service A
Analysis Period (min)	15	

c Critical Lane Group

Lanes, Volumes, Timings
7: Old Lyman Road & Lyman Terrace

2032 Background
Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	39	147	4	10	130
Future Volume (vph)	18	39	147	4	10	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.996			
Flt Protected	0.984					0.996
Satd. Flow (prot)	1633	0	1682	0	0	1920
Flt Permitted	0.984					0.996
Satd. Flow (perm)	1633	0	1682	0	0	1920
Link Speed (mph)	30		30			30
Link Distance (ft)	1387		998			466
Travel Time (s)	31.5		22.7			10.6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	3%	16%	25%	0%	2%
Adj. Flow (vph)	22	47	177	5	12	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	182	0	0	169
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
7: Old Lyman Road & Lyman Terrace

2032 Background
Weekday AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	39	147	4	10	130
Future Volume (Veh/h)	18	39	147	4	10	130
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	22	47	177	5	12	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	360	180			182	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	360	180			182	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	96	95			99	
cM capacity (veh/h)	625	861			1405	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	69	182	169			
Volume Left	22	0	12			
Volume Right	47	5	0			
cSH	768	1700	1405			
Volume to Capacity	0.09	0.11	0.01			
Queue Length 95th (ft)	7	0	1			
Control Delay (s)	10.1	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	10.1	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization		25.1%		ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Old Lyman Road & Rear Big Y Driveway

2032 Background
Weekday AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	9	16	131	143	19
Future Volume (vph)	5	9	16	131	143	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.984	
Flt Protected	0.982			0.994		
Satd. Flow (prot)	1812	0	0	1917	1610	0
Flt Permitted	0.982			0.994		
Satd. Flow (perm)	1812	0	0	1917	1610	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			2929	998	
Travel Time (s)	4.8			66.6	22.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	0%	2%	22%	5%
Adj. Flow (vph)	6	10	19	152	166	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	171	188	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.8%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 8: Old Lyman Road & Rear Big Y Driveway

2032 Background
 Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	9	16	131	143	19
Future Volume (Veh/h)	5	9	16	131	143	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	10	19	152	166	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	367	177	188			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	367	177	188			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	628	843	1398			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	171	188			
Volume Left	6	19	0			
Volume Right	10	0	22			
cSH	747	1398	1700			
Volume to Capacity	0.02	0.01	0.11			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.9	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			29.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 9: Old Lyman Road & Abbey Street

2032 Background
 Weekday AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	28	15	161	128	13
Future Volume (vph)	30	28	15	161	128	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.988	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1755	0	0	1917	1902	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1755	0	0	1917	1902	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	3039			873	2929	
Travel Time (s)	69.1			19.8	66.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	30	16	175	139	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	191	153	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 9: Old Lyman Road & Abbey Street

2032 Background
 Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	28	15	161	128	13
Future Volume (Veh/h)	30	28	15	161	128	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	30	16	175	139	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	353	146	153			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	146	153			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	99			
cM capacity (veh/h)	637	901	1428			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	63	191	153			
Volume Left	33	16	0			
Volume Right	30	0	14			
cSH	741	1428	1700			
Volume to Capacity	0.09	0.01	0.09			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	10.3	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.3	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			30.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Background

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (vph)	28	180	1	3	238	133	0	0	0	109	0	25
Future Volume (vph)	28	180	1	3	238	133	0	0	0	109	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.952							0.975
Flt Protected		0.993										0.961
Satd. Flow (prot)	0	1745	0	0	1747	0	0	0	0	0	1867	0
Flt Permitted		0.993										0.961
Satd. Flow (perm)	0	1745	0	0	1747	0	0	0	0	0	1867	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3839			1852			158			873	
Travel Time (s)		87.3			42.1			3.6			19.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	21%	6%	2%	2%	5%	1%	2%	2%	2%	9%	2%	4%
Adj. Flow (vph)	32	207	1	3	274	153	0	0	0	125	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	0	0	430	0	0	0	0	0	154	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

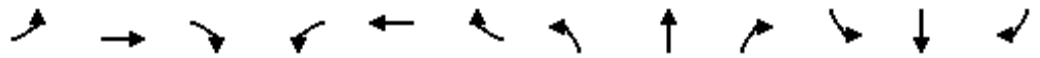
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2032 Background

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (veh/h)	28	180	1	3	238	133	0	0	0	109	0	25
Future Volume (Veh/h)	28	180	1	3	238	133	0	0	0	109	0	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	32	207	1	3	274	153	0	0	0	125	0	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427			208			657	704	208	628	628	350
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	427			208			657	704	208	628	628	350
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	97			100			100	100	100	67	100	96
cM capacity (veh/h)	1038			1363			353	349	833	376	386	688
Direction, Lane #												
	EB 1	WB 1	SB 1									
Volume Total	240	430	154									
Volume Left	32	3	125									
Volume Right	1	153	29									
cSH	1038	1363	411									
Volume to Capacity	0.03	0.00	0.37									
Queue Length 95th (ft)	2	0	43									
Control Delay (s)	1.4	0.1	18.9									
Lane LOS	A	A	C									
Approach Delay (s)	1.4	0.1	18.9									
Approach LOS			C									
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			43.3%	ICU Level of Service						A		
Analysis Period (min)			15									

Lanes, Volumes, Timings

2032 Combined

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	275	133	301	421	77	185	263	299	48	288	32
Future Volume (vph)	66	275	133	301	421	77	185	263	299	48	288	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	10	11	11	11
Storage Length (ft)	170		0	655		365	170		170	75		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t		0.951			0.978				0.850		0.985	
Fl _t Protected	0.950			0.950	0.996		0.950			0.950		
Satd. Flow (prot)	1646	3221	0	1542	3122	0	1616	3355	1507	1616	3252	0
Fl _t Permitted	0.950			0.950	0.996		0.336			0.950		
Satd. Flow (perm)	1646	3221	0	1542	3122	0	571	3355	1507	1616	3252	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		700			751			440			928	
Travel Time (s)		15.9			17.1			10.0			21.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	4%	1%	3%	5%	1%	8%	4%	0%	8%	6%	3%
Adj. Flow (vph)	69	289	140	317	443	81	195	277	315	51	303	34
Shared Lane Traffic (%)				13%								
Lane Group Flow (vph)	69	429	0	276	565	0	195	277	315	51	337	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Detector Phase	2	2		6	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	31.0	31.0		37.0	37.0		19.0	29.0		19.0	25.0	
Total Split (%)	20.0%	20.0%		23.9%	23.9%		12.3%	18.7%		12.3%	16.1%	
Maximum Green (s)	25.0	25.0		31.0	31.0		14.0	23.0		14.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	20.0	20.0		27.1	27.1		35.9	24.3	53.0	9.2	16.9	
Actuated g/C Ratio	0.19	0.19		0.25	0.25		0.34	0.23	0.49	0.09	0.16	
v/c Ratio	0.22	0.71		0.71	0.72		0.60	0.36	0.42	0.37	0.66	
Control Delay	45.3	51.0		50.4	44.6		40.0	42.4	15.8	60.9	52.1	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	39.0
Total Split (s)	39.0
Total Split (%)	25%
Maximum Green (s)	36.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

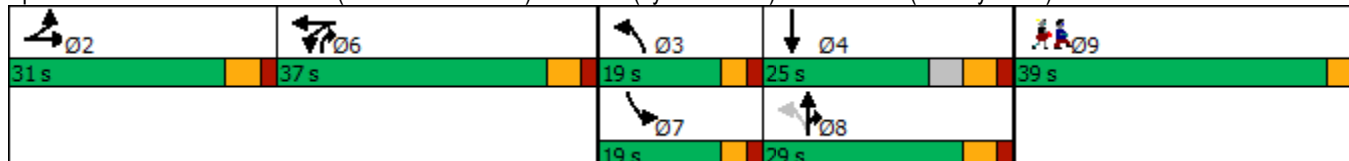


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	51.0		50.4	44.6		40.0	42.4	15.8	60.9	52.1	
LOS	D	D		D	D		D	D	B	E	D	
Approach Delay		50.2			46.6			31.1				53.3
Approach LOS		D			D			C				D
Queue Length 50th (ft)	38	136		172	176		90	81	71	32	107	
Queue Length 95th (ft)	114	#302		#490	#421		#237	190	274	97	231	
Internal Link Dist (ft)		620			671			360				848
Turn Bay Length (ft)	170			655			170		170	75		
Base Capacity (vph)	404	791		469	950		335	793	760	222	735	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.54		0.59	0.59		0.58	0.35	0.41	0.23	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 107.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 43.5
 Intersection LOS: D
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road)

























Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Combined

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Year End AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	275	133	301	421	77	185	263	299	48	288	32
Future Volume (vph)	66	275	133	301	421	77	185	263	299	48	288	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	10	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.95	1.00	1.00	0.95	
Fr _t	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1646	3222		1542	3125		1616	3355	1507	1616	3252	
Fl _t Permitted	0.95	1.00		0.95	1.00		0.34	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1646	3222		1542	3125		572	3355	1507	1616	3252	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	289	140	317	443	81	195	277	315	51	303	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	69	429	0	276	565	0	195	277	315	51	337	0
Heavy Vehicles (%)	6%	4%	1%	3%	5%	1%	8%	4%	0%	8%	6%	3%
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Actuated Green, G (s)	20.0	20.0		27.1	27.1		36.9	24.3	51.4	7.6	18.3	
Effective Green, g (s)	20.0	20.0		27.1	27.1		36.9	24.3	51.4	7.6	18.3	
Actuated g/C Ratio	0.18	0.18		0.25	0.25		0.34	0.22	0.47	0.07	0.17	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	585		379	769		320	741	704	111	541	
v/s Ratio Prot	0.04	c0.13		0.18	c0.18		c0.08	0.08	0.21	0.03	0.10	
v/s Ratio Perm							c0.13					
v/c Ratio	0.23	0.73		0.73	0.73		0.61	0.37	0.45	0.46	0.62	
Uniform Delay, d ₁	38.4	42.5		38.1	38.1		28.1	36.4	19.7	49.2	42.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	0.4	4.7		6.8	3.7		3.3	0.3	0.5	3.0	2.2	
Delay (s)	38.8	47.2		44.9	41.8		31.4	36.7	20.2	52.2	44.9	
Level of Service	D	D		D	D		C	D	C	D	D	
Approach Delay (s)		46.1			42.8			28.8			45.8	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			39.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			26.0		
Intersection Capacity Utilization			65.5%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Combined
 Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	162	591	10	155	577
Future Volume (vph)	10	162	591	10	155	577
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	10	12
Storage Length (ft)	0	0		0	60	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.873		0.997			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1857	0	3425	0	1491	3505
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1857	0	3425	0	1491	3505
Link Speed (mph)	30		30			30
Link Distance (ft)	466		577			440
Travel Time (s)	10.6		13.1			10.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	5%	10%	13%	3%
Adj. Flow (vph)	11	174	635	11	167	620
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	646	0	167	620
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Combined
 Weekday AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	162	591	10	155	577
Future Volume (Veh/h)	10	162	591	10	155	577
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	174	635	11	167	620
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	440					
pX, platoon unblocked	0.96					
vC, conflicting volume	1284	323	646			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1207	323	646			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	92	74	81			
cM capacity (veh/h)	138	676	865			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	185	423	223	167	310	310
Volume Left	11	0	0	167	0	0
Volume Right	174	0	11	0	0	0
cSH	549	1700	1700	865	1700	1700
Volume to Capacity	0.34	0.25	0.13	0.19	0.18	0.18
Queue Length 95th (ft)	37	0	0	18	0	0
Control Delay (s)	14.9	0.0	0.0	10.2	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	14.9	0.0	2.2			
Approach LOS	B					
Intersection Summary						
Average Delay	2.7					
Intersection Capacity Utilization	45.8%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes, Volumes, Timings
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Combined
 Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	39	559	1	0	585
Future Volume (vph)	0	39	559	1	0	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865				
Fl _t Protected						
Satd. Flow (prot)	0	1808	1827	0	0	1845
Fl _t Permitted						
Satd. Flow (perm)	0	1808	1827	0	0	1845
Link Speed (mph)	30		30			30
Link Distance (ft)	223		432			315
Travel Time (s)	5.1		9.8			7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	42	608	1	0	636
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	42	609	0	0	636
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Combined
 Weekday AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	39	559	1	0	585
Future Volume (Veh/h)	0	39	559	1	0	585
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	42	608	1	0	636
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked	0.81	0.81			0.81	
vC, conflicting volume	1244	608			608	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1185	402			401	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	171	525			949	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	42	609	636			
Volume Left	0	0	0			
Volume Right	42	1	0			
cSH	525	1700	1700			
Volume to Capacity	0.08	0.36	0.37			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			39.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Combined

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Bay Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	3	1	7	36	0	16	1	547	57	73	516	4
Future Volume (vph)	3	1	7	36	0	16	1	547	57	73	516	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	13	13	12	12	12	12	12	12
Storage Length (ft)	0		0	0		165	105		105	185		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.914				0.850			0.850		0.999	
Fl _t Protected		0.987			0.950		0.950			0.950		
Satd. Flow (prot)	0	1930	0	0	1865	1560	1805	1827	1583	1770	1840	0
Fl _t Permitted		0.895			0.851		0.457			0.348		
Satd. Flow (perm)	0	1750	0	0	1671	1560	868	1827	1583	648	1840	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				65			97			
Link Speed (mph)		30			30			40				30
Link Distance (ft)		613			728			2521				432
Travel Time (s)		13.9			16.5			43.0				9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%	0%	4%	2%	2%	3%	25%
Adj. Flow (vph)	3	1	7	38	0	17	1	582	61	78	549	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	38	17	1	582	61	78	553	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	10.5	10.5		10.5	10.5	9.5	9.0	14.0	14.0	9.5	14.0	
Total Split (s)	30.5	30.5		30.5	30.5	16.0	16.0	41.0	41.0	16.0	41.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%	13.6%	13.6%	34.9%	34.9%	13.6%	34.9%	
Maximum Green (s)	25.0	25.0		25.0	25.0	12.0	12.0	35.0	35.0	12.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		7.0			7.2	14.9	45.9	40.9	40.9	49.3	48.5	
Actuated g/C Ratio		0.11			0.12	0.24	0.75	0.66	0.66	0.80	0.79	
v/c Ratio		0.05			0.20	0.04	0.00	0.48	0.06	0.12	0.38	
Control Delay		18.6			27.8	0.2	3.0	10.3	1.0	2.8	6.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway

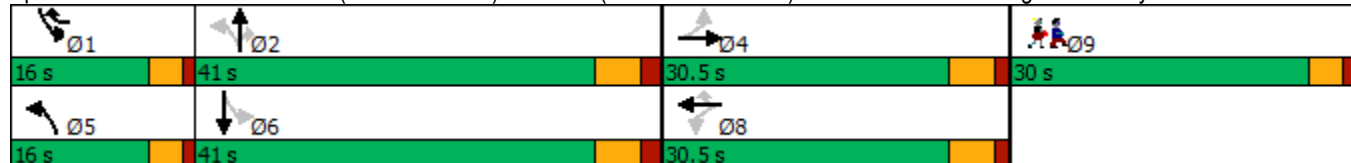


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.6			27.8	0.2	3.0	10.3	1.0	2.8	6.0	
LOS		B			C	A	A	B	A	A	A	
Approach Delay		18.6			19.3			9.4				5.6
Approach LOS		B			B			A				A
Queue Length 50th (ft)		1			13	0	0	136	0	6	69	
Queue Length 95th (ft)		14			39	0	1	248	8	16	215	
Internal Link Dist (ft)		533			648			2441			352	
Turn Bay Length (ft)						165	105		105	185		
Base Capacity (vph)		717			680	710	883	1239	1105	742	1448	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.02			0.06	0.02	0.00	0.47	0.06	0.11	0.38	

Intersection Summary

Area Type:	Other
Cycle Length:	117.5
Actuated Cycle Length:	61.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.1
Intersection LOS:	A
Intersection Capacity Utilization:	51.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis 2032 Combined
 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Memorial Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	3	1	7	36	0	16	1	547	57	73	516	4
Future Volume (vph)	3	1	7	36	0	16	1	547	57	73	516	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	13	13	12	12	12	12	12	12
Total Lost time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.91			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl _t Protected		0.99			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1930			1865	1560	1805	1827	1583	1770	1840	
Fl _t Permitted		0.89			0.85	1.00	0.46	1.00	1.00	0.35	1.00	
Satd. Flow (perm)		1750			1671	1560	869	1827	1583	648	1840	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	1	7	38	0	17	1	582	61	78	549	4
RTOR Reduction (vph)	0	7	0	0	0	15	0	0	23	0	0	0
Lane Group Flow (vph)	0	4	0	0	38	2	1	582	38	78	553	0
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%	0%	4%	2%	2%	3%	25%
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		4.7			4.7	9.7	42.9	41.9	41.9	50.9	45.9	
Effective Green, g (s)		4.7			4.7	9.7	42.9	41.9	41.9	50.9	45.9	
Actuated g/C Ratio		0.07			0.07	0.14	0.64	0.62	0.62	0.76	0.68	
Clearance Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		122			117	225	569	1140	988	575	1258	
v/s Ratio Prot						0.00	0.00	c0.32		c0.01	c0.30	
v/s Ratio Perm		0.00			c0.02	0.00	0.00		0.02	0.09		
v/c Ratio		0.04			0.32	0.01	0.00	0.51	0.04	0.14	0.44	
Uniform Delay, d ₁		29.1			29.7	24.6	4.4	6.9	4.8	2.9	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		0.1			1.6	0.0	0.0	0.4	0.0	0.1	0.2	
Delay (s)		29.2			31.3	24.6	4.4	7.3	4.9	3.0	5.0	
Level of Service		C			C	C	A	A	A	A	A	
Approach Delay (s)		29.2			29.2			7.1			4.8	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.50	A
Actuated Cycle Length (s)	67.1	Sum of lost time (s)
Intersection Capacity Utilization	51.7%	19.5
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	70	37	41	15	24	25	28	506	25	14	510	31
Future Volume (vph)	70	37	41	15	24	25	28	506	25	14	510	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.947			0.994			0.992	
Flt Protected		0.977			0.989			0.997			0.999	
Satd. Flow (prot)	0	1633	0	0	1784	0	0	1803	0	0	1807	0
Flt Permitted		0.849			0.917			0.957			0.983	
Satd. Flow (perm)	0	1419	0	0	1654	0	0	1730	0	0	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			27			4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1208			3039			475			2521	
Travel Time (s)		27.5			69.1			10.8			57.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	19%	2%	0%	4%	4%	13%	4%	4%	14%	4%	3%
Adj. Flow (vph)	77	41	45	16	26	27	31	556	27	15	560	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	69	0	0	614	0	0	609	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		15.5	15.5		15.5	15.5	
Total Split (s)	29.0	29.0		29.0	29.0		47.0	47.0		47.0	47.0	
Total Split (%)	36.3%	36.3%		36.3%	36.3%		58.8%	58.8%		58.8%	58.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0		41.5	41.5		41.5	41.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)							3.0	3.0		3.0	3.0	
Flash Dont Walk (s)							5.0	5.0		6.0	6.0	
Pedestrian Calls (#/hr)							0	0		1	1	
Act Effct Green (s)		12.5			12.5			57.0			55.5	
Actuated g/C Ratio		0.16			0.16			0.71			0.69	
v/c Ratio		0.67			0.25			0.50			0.49	
Control Delay		39.8			20.3			18.7			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		39.8			20.3			18.7			9.0	
LOS		D			C			B			A	

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
 Weekday AM Peak Hour

Lane Group	Ø1	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	0	1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
 Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.8			20.3			18.7			9.0	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)		65			18			260			108	
Queue Length 95th (ft)		117			48			428			305	
Internal Link Dist (ft)		1128			2959			395			2441	
Turn Bay Length (ft)												
Base Capacity (vph)		443			515			1234			1235	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.13			0.50			0.49	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	17.1
Intersection LOS:	B
Intersection Capacity Utilization:	65.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 5: Route 33 (Memorial Drive) & Abbey Street



Lane Group	Ø1	Ø5
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	70	37	41	15	24	25	28	506	25	14	510	31
Future Volume (vph)	70	37	41	15	24	25	28	506	25	14	510	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	13	12	12	12	12	12	12	12
Total Lost time (s)		5.0			5.0			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.95			0.99			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1633			1784			1804			1808	
Flt Permitted		0.85			0.92			0.96			0.98	
Satd. Flow (perm)		1419			1655			1730			1779	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	77	41	45	16	26	27	31	556	27	15	560	34
RTOR Reduction (vph)	0	21	0	0	23	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	142		0	0	46	0	0	613	0	0	607
Heavy Vehicles (%)	1%	19%	2%	0%	4%	4%	13%	4%	4%	14%	4%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.5			12.5			57.0			53.1	
Effective Green, g (s)		12.5			12.5			57.0			53.1	
Actuated g/C Ratio		0.16			0.16			0.71			0.66	
Clearance Time (s)		5.0			5.0			5.5			5.5	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		221			258			1232			1180	
v/s Ratio Prot												
v/s Ratio Perm		c0.10			0.03			c0.35			0.34	
v/c Ratio		0.64			0.18			0.50			0.51	
Uniform Delay, d1		31.7			29.3			5.1			6.9	
Progression Factor		1.00			0.99			2.76			1.00	
Incremental Delay, d2		4.7			0.1			1.4			1.6	
Delay (s)		36.4			29.1			15.5			8.5	
Level of Service		D			C			B			A	
Approach Delay (s)		36.4			29.1			15.5			8.5	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑		↘	↑↑		↘	↑↑	↘
Traffic Volume (vph)	26	46	35	195	42	32	87	439	118	25	512	23
Future Volume (vph)	26	46	35	195	42	32	87	439	118	25	512	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	10	12	12	10	12	11
Storage Length (ft)	60		0	65		0	305		0	245		245
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.936			0.935			0.968				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1736	0	1589	1697	0	1685	3381	0	1546	3539	1501
Fl _t Permitted	0.704			0.425			0.950			0.950		
Satd. Flow (perm)	1248	1736	0	711	1697	0	1685	3381	0	1546	3539	1501
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		38			35							198
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1430			3839			544				415
Travel Time (s)		32.5			87.3			12.4				9.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	3%	6%	6%	3%	0%	4%	1%	9%	2%	4%
Adj. Flow (vph)	29	51	38	214	46	35	96	482	130	27	563	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	89	0	214	81	0	96	612	0	27	563	25
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		13.0	16.5		12.5	15.5	15.5
Total Split (s)	12.0	18.0		17.0	23.0		14.0	28.0		13.0	27.0	27.0
Total Split (%)	15.0%	22.5%		21.3%	28.8%		17.5%	35.0%		16.3%	33.8%	33.8%
Maximum Green (s)	6.5	12.5		11.5	17.5		7.0	22.5		6.5	21.5	21.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	1.5		2.5	1.5		3.5	1.0		3.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								3.0			3.0	3.0
Flash Dont Walk (s)								8.0			7.0	7.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	12.4	7.5		22.3	17.7		8.6	41.0		6.6	33.6	33.6
Actuated g/C Ratio	0.16	0.09		0.28	0.22		0.11	0.51		0.08	0.42	0.42
v/c Ratio	0.13	0.45		0.66	0.20		0.53	0.35		0.21	0.38	0.03
Control Delay	20.2	28.7		32.6	17.6		44.7	15.6		42.2	16.3	0.1

Lanes, Volumes, Timings
 6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
 Weekday AM Peak Hour

Lane Group	Ø10	Ø11
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	10	11
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday AM Peak Hour

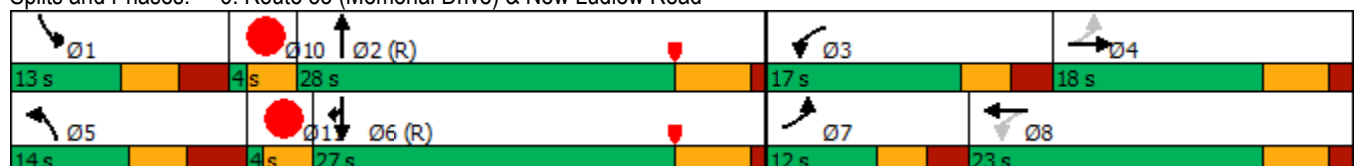


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.2	28.7		32.6	17.6		44.7	15.6		42.2	16.3	0.1
LOS	C	C		C	B		D	B		D	B	A
Approach Delay		26.6			28.5			19.5			16.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	10	25		84	16		46	82		12	122	0
Queue Length 95th (ft)	27	65		139	56		93	179		m31	84	m0
Internal Link Dist (ft)		1350			3759			464			335	
Turn Bay Length (ft)	60			65			305			245		245
Base Capacity (vph)	235	303		339	450		184	1733		132	1486	745
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.12	0.29		0.63	0.18		0.52	0.35		0.20	0.38	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 20.6
 Intersection LOS: C
 Intersection Capacity Utilization 53.0%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 6: Route 33 (Memorial Drive) & New Ludlow Road



Lane Group	Ø10	Ø11
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	46	35	195	42	32	87	439	118	25	512	23
Future Volume (vph)	26	46	35	195	42	32	87	439	118	25	512	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	10	12	11
Total Lost time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Fr _t	1.00	0.94		1.00	0.94		1.00	0.97		1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	1736		1589	1697		1685	3381		1546	3539	1501
Fl _t Permitted	0.70	1.00		0.42	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1249	1736		710	1697		1685	3381		1546	3539	1501
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	29	51	38	214	46	35	96	482	130	27	563	25
RTOR Reduction (vph)	0	34	0	0	27	0	0	0	0	0	0	16
Lane Group Flow (vph)	29	55	0	214	54	0	96	612	0	27	563	9
Heavy Vehicles (%)	0%	2%	3%	6%	6%	3%	0%	4%	1%	9%	2%	4%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Actuated Green, G (s)	11.0	8.5		25.7	17.7		7.4	33.8		3.0	28.9	28.9
Effective Green, g (s)	11.0	8.5		25.7	17.7		7.4	33.8		3.0	28.9	28.9
Actuated g/C Ratio	0.14	0.11		0.32	0.22		0.09	0.42		0.04	0.36	0.36
Clearance Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	185	184		356	375		155	1428		57	1278	542
v/s Ratio Prot	0.00	0.03		c0.09	0.03		c0.06	c0.18		0.02	0.16	0.01
v/s Ratio Perm	0.02			c0.10								
v/c Ratio	0.16	0.30		0.60	0.14		0.62	0.43		0.47	0.44	0.02
Uniform Delay, d ₁	30.3	33.0		21.5	25.1		34.9	16.3		37.7	19.4	16.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.13	0.80	1.00
Incremental Delay, d ₂	0.1	0.3		2.0	0.1		5.1	0.9		2.0	1.0	0.1
Delay (s)	30.4	33.3		23.5	25.1		40.0	17.2		44.7	16.6	16.5
Level of Service	C	C		C	C		D	B		D	B	B
Approach Delay (s)		32.6			23.9			20.3			17.8	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			20.9				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)				26.5	
Intersection Capacity Utilization			53.0%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
7: Old Lyman Road & Lyman Terrace

2032 Combined
Weekday AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	39	162	4	10	144
Future Volume (vph)	18	39	162	4	10	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.997			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1633	0	1684	0	0	1922
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1633	0	1684	0	0	1922
Link Speed (mph)	30		30			30
Link Distance (ft)	1387		998			466
Travel Time (s)	31.5		22.7			10.6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	3%	16%	25%	0%	2%
Adj. Flow (vph)	22	47	195	5	12	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	200	0	0	185
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 7: Old Lyman Road & Lyman Terrace

2032 Combined
 Weekday AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	39	162	4	10	144
Future Volume (Veh/h)	18	39	162	4	10	144
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	22	47	195	5	12	173
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	394	198			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	394	198			200	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	96	94			99	
cM capacity (veh/h)	597	841			1384	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	69	200	185			
Volume Left	22	0	12			
Volume Right	47	5	0			
cSH	744	1700	1384			
Volume to Capacity	0.09	0.12	0.01			
Queue Length 95th (ft)	8	0	1			
Control Delay (s)	10.3	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	10.3	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			25.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 8: Old Lyman Road & Rear Big Y Driveway

2032 Combined
 Weekday AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	18	22	131	143	33
Future Volume (vph)	20	18	22	131	143	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.975	
Flt Protected	0.975			0.993		
Satd. Flow (prot)	1867	0	0	1917	1611	0
Flt Permitted	0.975			0.993		
Satd. Flow (perm)	1867	0	0	1917	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			2929	998	
Travel Time (s)	4.8			66.6	22.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	0%	2%	22%	5%
Adj. Flow (vph)	23	21	26	152	166	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	178	204	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.0% ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 8: Old Lyman Road & Rear Big Y Driveway

2032 Combined
 Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	18	22	131	143	33
Future Volume (Veh/h)	20	18	22	131	143	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	23	21	26	152	166	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389	185	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389	185	204			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	96	97	98			
cM capacity (veh/h)	607	835	1380			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	44	178	204			
Volume Left	23	26	0			
Volume Right	21	0	38			
cSH	698	1380	1700			
Volume to Capacity	0.06	0.02	0.12			
Queue Length 95th (ft)	5	1	0			
Control Delay (s)	10.5	1.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.5	1.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	31.0%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings
 9: Old Lyman Road & Abbey Street

2032 Combined
 Weekday AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	28	15	166	136	14
Future Volume (vph)	31	28	15	166	136	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.988	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1757	0	0	1917	1902	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1757	0	0	1917	1902	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	3039			873	2929	
Travel Time (s)	69.1			19.8	66.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	30	16	180	148	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	196	163	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 9: Old Lyman Road & Abbey Street

2032 Combined
 Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	28	15	166	136	14
Future Volume (Veh/h)	31	28	15	166	136	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	30	16	180	148	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	368	156	163			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	368	156	163			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	99			
cM capacity (veh/h)	625	890	1416			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	64	196	163			
Volume Left	34	16	0			
Volume Right	30	0	15			
cSH	727	1416	1700			
Volume to Capacity	0.09	0.01	0.10			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	10.4	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.4	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			31.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

2032 Combined
 Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (vph)	31	180	1	3	238	135	0	0	0	110	0	32
Future Volume (vph)	31	180	1	3	238	135	0	0	0	110	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.952							0.969
Flt Protected		0.993										0.963
Satd. Flow (prot)	0	1742	0	0	1747	0	0	0	0	0	1863	0
Flt Permitted		0.993										0.963
Satd. Flow (perm)	0	1742	0	0	1747	0	0	0	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3839			1852			158			873	
Travel Time (s)		87.3			42.1			3.6			19.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	21%	6%	2%	2%	5%	1%	2%	2%	2%	9%	2%	4%
Adj. Flow (vph)	36	207	1	3	274	155	0	0	0	126	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	432	0	0	0	0	0	163	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis
 10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

2032 Combined
 Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (veh/h)	31	180	1	3	238	135	0	0	0	110	0	32
Future Volume (Veh/h)	31	180	1	3	238	135	0	0	0	110	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	36	207	1	3	274	155	0	0	0	126	0	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	429			208			674	714	208	637	638	352
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	429			208			674	714	208	637	638	352
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	97			100			100	100	100	66	100	95
cM capacity (veh/h)	1036			1363			339	343	833	370	380	688
Direction, Lane #												
	EB 1	WB 1	SB 1									
Volume Total	244	432	163									
Volume Left	36	3	126									
Volume Right	1	155	37									
cSH	1036	1363	413									
Volume to Capacity	0.03	0.00	0.39									
Queue Length 95th (ft)	3	0	46									
Control Delay (s)	1.6	0.1	19.3									
Lane LOS	A	A	C									
Approach Delay (s)	1.6	0.1	19.3									
Approach LOS			C									
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			46.1%	ICU Level of Service						A		
Analysis Period (min)			15									

Appendix H

Weekday Afternoon Peak Hour Intersection Capacity Analysis

2032 Background – Synchro HCM 2000 Edition

2032 Combined Build – Synchro HCM 2000 Edition

2032 Mitigation – Synchro HCM 2000 Edition

Lanes, Volumes, Timings

2032 Background

1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)

Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	497	261	394	320	67	241	330	386	70	314	29
Future Volume (vph)	61	497	261	394	320	67	241	330	386	70	314	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	10	11	11	11
Storage Length (ft)	170		0	655		365	170		170	75		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t		0.948			0.981				0.850		0.987	
Fl _t Protected	0.950			0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1745	3221	0	1557	3220	0	1728	3455	1492	1745	3352	0
Fl _t Permitted	0.950			0.950	0.987		0.332			0.950		
Satd. Flow (perm)	1745	3221	0	1557	3220	0	604	3455	1492	1745	3352	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		700			751			440			928	
Travel Time (s)		15.9			17.1			10.0			21.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Adj. Flow (vph)	63	512	269	406	330	69	248	340	398	72	324	30
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	63	781	0	264	541	0	248	340	398	72	354	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Detector Phase	2	2		6	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	35.0	35.0		30.0	30.0		15.0	24.0		15.0	21.0	
Total Split (%)	24.5%	24.5%		21.0%	21.0%		10.5%	16.8%		10.5%	14.7%	
Maximum Green (s)	29.0	29.0		24.0	24.0		10.0	18.0		10.0	15.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	29.6	29.6		24.5	24.5		29.2	20.2	46.0	9.0	16.4	
Actuated g/C Ratio	0.27	0.27		0.22	0.22		0.27	0.18	0.42	0.08	0.15	
v/c Ratio	0.13	0.90		0.76	0.76		0.94	0.54	0.64	0.51	0.71	
Control Delay	36.1	54.7		57.4	49.2		78.6	47.5	26.0	64.7	54.4	

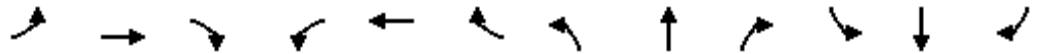
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	39.0
Total Split (s)	39.0
Total Split (%)	27%
Maximum Green (s)	36.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lanes, Volumes, Timings

2032 Background

1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)

Weekday PM Peak Hour

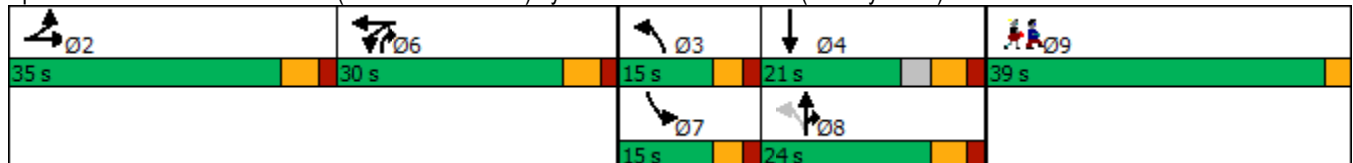


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	54.7		57.4	49.2		78.6	47.5	26.0	64.7	54.4	
LOS	D	D		E	D		E	D	C	E	D	
Approach Delay		53.3			51.9			46.6			56.1	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	31	258		179	182		129	110	132	46	115	
Queue Length 95th (ft)	93	#594		#482	#413		#383	#229	#371	#129	#251	
Internal Link Dist (ft)		620			671			360			848	
Turn Bay Length (ft)	170			655			170		170	75		
Base Capacity (vph)	468	864		346	715		264	643	627	161	558	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.90		0.76	0.76		0.94	0.53	0.63	0.45	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 143
 Actuated Cycle Length: 110.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 51.2
 Intersection LOS: D
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Background

1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)

Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕		↘	↕	↘	↘	↕	↕
Traffic Volume (vph)	61	497	261	394	320	67	241	330	386	70	314	29
Future Volume (vph)	61	497	261	394	320	67	241	330	386	70	314	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	10	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.95	1.00	1.00	0.95	
Fr _t	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Fl _t Protected	0.95	1.00		0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1745	3222		1557	3219		1728	3455	1492	1745	3353	
Fl _t Permitted	0.95	1.00		0.95	0.99		0.33	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1745	3222		1557	3219		605	3455	1492	1745	3353	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	63	512	269	406	330	69	248	340	398	72	324	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	781	0	264	541	0	248	340	398	72	354	0
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Actuated Green, G (s)	29.6	29.6		24.5	24.5		30.4	20.2	44.7	7.5	17.5	
Effective Green, g (s)	29.6	29.6		24.5	24.5		30.4	20.2	44.7	7.5	17.5	
Actuated g/C Ratio	0.26	0.26		0.22	0.22		0.27	0.18	0.39	0.07	0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	455	841		336	696		263	615	588	115	517	
v/s Ratio Prot	0.04	c0.24		c0.17	0.17		c0.08	0.10	0.27	0.04	0.11	
v/s Ratio Perm							c0.17					
v/c Ratio	0.14	0.93		0.79	0.78		0.94	0.55	0.68	0.63	0.68	
Uniform Delay, d ₁	32.1	40.8		41.9	41.8		38.2	42.4	28.3	51.5	45.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	0.1	16.2		11.4	5.5		40.0	1.1	3.1	10.2	3.7	
Delay (s)	32.2	57.0		53.4	47.3		78.1	43.5	31.4	61.7	49.0	
Level of Service	C	E		D	D		E	D	C	E	D	
Approach Delay (s)		55.1			49.3			47.3			51.2	
Approach LOS		E			D			D			D	

Intersection Summary

HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	113.3	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Background
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	167	788	17	210	798
Future Volume (vph)	11	167	788	17	210	798
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	10	12
Storage Length (ft)	0	0		0	60	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.873		0.997			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1857	0	3560	0	1604	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1857	0	3560	0	1604	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	466		577			440
Travel Time (s)	10.6		13.1			10.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	6%	5%	2%
Adj. Flow (vph)	11	172	812	18	216	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	0	830	0	216	823
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Background
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	167	788	17	210	798
Future Volume (Veh/h)	11	167	788	17	210	798
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	11	172	812	18	216	823
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	440					
pX, platoon unblocked	0.94					
vC, conflicting volume	1664	415	830			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1582	415	830			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	71	72			
cM capacity (veh/h)	69	589	779			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	183	541	289	216	412	412
Volume Left	11	0	0	216	0	0
Volume Right	172	0	18	0	0	0
cSH	406	1700	1700	779	1700	1700
Volume to Capacity	0.45	0.32	0.17	0.28	0.24	0.24
Queue Length 95th (ft)	57	0	0	28	0	0
Control Delay (s)	21.0	0.0	0.0	11.4	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	21.0	0.0	2.4			
Approach LOS	C					
Intersection Summary						
Average Delay	3.1					
Intersection Capacity Utilization	54.9%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes, Volumes, Timings
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Background
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	113	714	0	0	788
Future Volume (vph)	0	113	714	0	0	788
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1844	1881	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1844	1881	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	223		432			315
Travel Time (s)	5.1		9.8			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%
Adj. Flow (vph)	0	119	752	0	0	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	119	752	0	0	829
Sign Control	Free		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Bay Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑	↗	↖	↕	↔
Traffic Volume (vph)	12	2	1	95	2	74	6	600	104	157	687	1
Future Volume (vph)	12	2	1	95	2	74	6	600	104	157	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	13	13	12	12	12	12	12	12
Storage Length (ft)	0		0	0		165	105		105	185		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992				0.850			0.850			
Fl _t Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1932	0	0	1835	1652	1805	1863	1599	1787	1860	0
Fl _t Permitted		0.753			0.719		0.298			0.229		
Satd. Flow (perm)	0	1514	0	0	1384	1652	566	1863	1599	431	1860	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				77			97			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		613			728			2521				432
Travel Time (s)		13.9			16.5			57.3				9.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Adj. Flow (vph)	13	2	1	99	2	77	6	625	108	164	716	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	101	77	6	625	108	164	717	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	10.5	10.5		10.5	10.5	9.0	9.0	14.0	14.0	9.0	14.0	
Total Split (s)	30.5	30.5		30.5	30.5	16.0	16.0	41.0	41.0	16.0	41.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%	13.6%	13.6%	34.9%	34.9%	13.6%	34.9%	
Maximum Green (s)	25.0	25.0		25.0	25.0	12.0	12.0	35.0	35.0	12.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.3			11.3	24.8	45.1	37.2	37.2	51.8	48.3	
Actuated g/C Ratio		0.15			0.15	0.32	0.58	0.48	0.48	0.67	0.63	
v/c Ratio		0.07			0.50	0.13	0.01	0.70	0.13	0.38	0.62	
Control Delay		31.4			41.6	4.3	10.2	24.9	6.1	10.4	17.2	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway

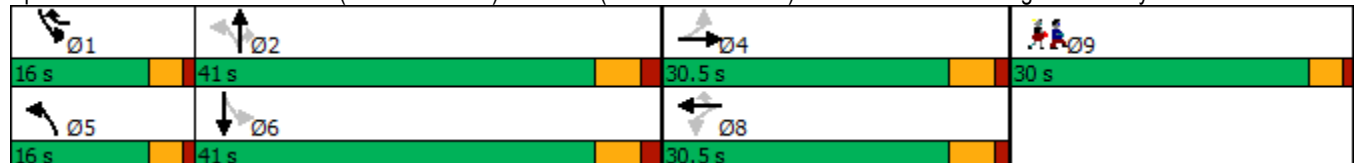


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		31.4			41.6	4.3	10.2	24.9	6.1	10.4	17.2	
LOS		C			D	A	B	C	A	B	B	
Approach Delay		31.4			25.5			22.1			16.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		6			40	0	1	183	2	18	131	
Queue Length 95th (ft)		29			121	19	10	#717	46	109	#790	
Internal Link Dist (ft)		533			648			2441			352	
Turn Bay Length (ft)						165	105		105	185		
Base Capacity (vph)		510			466	673	575	898	821	508	1165	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03			0.22	0.11	0.01	0.70	0.13	0.32	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 117.5
 Actuated Cycle Length: 77.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 60.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Background

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Memorial Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	12	2	1	95	2	74	6	600	104	157	687	1
Future Volume (vph)	12	2	1	95	2	74	6	600	104	157	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	13	13	12	12	12	12	12	12
Total Lost time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl _t Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1931			1836	1652	1805	1863	1599	1787	1860	
Fl _t Permitted		0.75			0.72	1.00	0.30	1.00	1.00	0.23	1.00	
Satd. Flow (perm)		1513			1384	1652	566	1863	1599	432	1860	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	12	2	1	99	2	77	6	625	108	164	716	1
RTOR Reduction (vph)	0	1	0	0	0	59	0	0	50	0	0	0
Lane Group Flow (vph)	0	15	0	0	101	18	6	625	58	164	717	0
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		11.3			11.3	19.7	41.7	40.8	40.8	53.2	48.3	
Effective Green, g (s)		11.3			11.3	19.7	41.7	40.8	40.8	53.2	48.3	
Actuated g/C Ratio		0.14			0.14	0.24	0.50	0.49	0.49	0.64	0.58	
Clearance Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		204			187	389	295	909	780	411	1074	
v/s Ratio Prot						0.00	0.00	0.34		c0.04	c0.39	
v/s Ratio Perm		0.01			c0.07	0.01	0.01		0.04	0.21		
v/c Ratio		0.07			0.54	0.05	0.02	0.69	0.07	0.40	0.67	
Uniform Delay, d ₁		31.6			33.7	24.7	11.1	16.5	11.4	9.3	12.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		0.2			3.2	0.0	0.0	2.2	0.0	0.6	1.6	
Delay (s)		31.7			36.9	24.7	11.2	18.7	11.4	10.0	13.7	
Level of Service		C			D	C	B	B	B	A	B	
Approach Delay (s)		31.7			31.6			17.5			13.0	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	85	34	23	35	33	12	24	646	28	16	676	69
Future Volume (vph)	85	34	23	35	33	12	24	646	28	16	676	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.979			0.995			0.988	
Flt Protected		0.971			0.979			0.998			0.999	
Satd. Flow (prot)	0	1711	0	0	1862	0	0	1879	0	0	1841	0
Flt Permitted		0.809			0.831			0.963			0.982	
Satd. Flow (perm)	0	1425	0	0	1581	0	0	1813	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			12			4			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1208			3039			475			2521	
Travel Time (s)		27.5			69.1			10.8			57.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%
Adj. Flow (vph)	89	35	24	36	34	13	25	673	29	17	704	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	83	0	0	727	0	0	793	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		18.5	18.5		18.5	18.5	
Total Split (s)	27.0	27.0		27.0	27.0		49.0	49.0		49.0	49.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	22.0	22.0		22.0	22.0		43.5	43.5		43.5	43.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)							3.0	3.0		3.0	3.0	
Flash Dont Walk (s)							5.0	5.0		6.0	6.0	
Pedestrian Calls (#/hr)							1	1		3	3	
Act Effct Green (s)		13.3			13.3			54.9			54.9	
Actuated g/C Ratio		0.17			0.17			0.69			0.69	
v/c Ratio		0.60			0.31			0.58			0.64	
Control Delay		37.7			26.7			21.5			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.7			26.7			21.5			12.0	
LOS		D			C			C			B	

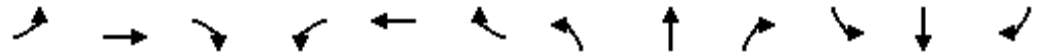
Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
 Weekday PM Peak Hour

Lane Group	Ø1	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	1	3
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.7			26.7			21.5				12.0
Approach LOS		D			C			C				B
Queue Length 50th (ft)		63			31			341				172
Queue Length 95th (ft)		111			m65			357				#469
Internal Link Dist (ft)		1128			2959			395				2441
Turn Bay Length (ft)												
Base Capacity (vph)		400			443			1244				1244
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.37			0.19			0.58				0.64

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 18.8
 Intersection LOS: B
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Route 33 (Memorial Drive) & Abbey Street



Lane Group	Ø1	Ø5
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

5: Route 33 (Memorial Drive) & Abbey Street

2032 Background
Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕			↕			
Traffic Volume (vph)	85	34	23	35	33	12	24	646	28	16	676	69		
Future Volume (vph)	85	34	23	35	33	12	24	646	28	16	676	69		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	11	12	12	13	12	12	12	12	12	12	12		
Total Lost time (s)		5.0			5.0			5.5			5.5			
Lane Util. Factor		1.00			1.00			1.00			1.00			
Frt		0.98			0.98			0.99			0.99			
Flt Protected		0.97			0.98			1.00			1.00			
Satd. Flow (prot)		1711			1862			1879			1840			
Flt Permitted		0.81			0.83			0.96			0.98			
Satd. Flow (perm)		1426			1581			1813			1808			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	89	35	24	36	34	12	25	673	29	17	704	72		
RTOR Reduction (vph)	0	10	0	0	10	0	0	1	0	0	3	0		
Lane Group Flow (vph)	0	138		0	0	73	0	0	726	0	0	790		
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		4			8			2			6			
Permitted Phases	4				8				2					
Actuated Green, G (s)		13.3				13.3			52.5				52.5	
Effective Green, g (s)		13.3				13.3			52.5				52.5	
Actuated g/C Ratio		0.17				0.17			0.66				0.66	
Clearance Time (s)		5.0				5.0			5.5				5.5	
Vehicle Extension (s)		3.0				3.0			3.0				3.0	
Lane Grp Cap (vph)		237				262			1189				1186	
v/s Ratio Prot														
v/s Ratio Perm		c0.10				0.05			0.40				c0.44	
v/c Ratio		0.58				0.28			0.61				0.67	
Uniform Delay, d1		30.8				29.2			7.9				8.4	
Progression Factor		1.00				1.00			2.28				1.00	
Incremental Delay, d2		3.6				0.6			2.0				3.0	
Delay (s)		34.4				29.8			19.9				11.4	
Level of Service		C				C			B				B	
Approach Delay (s)		34.4				29.8			19.9				11.4	
Approach LOS		C				C			B				B	

Intersection Summary

HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	126	31	205	72	30	127	629	204	47	646	35
Future Volume (vph)	38	126	31	205	72	30	127	629	204	47	646	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	10	12	12	10	12	11
Storage Length (ft)	60		0	65		0	305		0	245		245
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.971			0.956			0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1805	0	1636	1788	0	1685	3450	0	1685	3505	1516
Flt Permitted	0.689			0.413			0.950			0.950		
Satd. Flow (perm)	1186	1805	0	711	1788	0	1685	3450	0	1685	3505	1516
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		13			23							198
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1430			3839			544				415
Travel Time (s)		32.5			87.3			12.4				9.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Adj. Flow (vph)	40	131	32	214	75	31	132	655	213	49	673	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	163	0	214	106	0	132	868	0	49	673	36
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		13.0	20.5		12.5	15.5	15.5
Total Split (s)	12.0	19.0		15.0	22.0		16.0	29.0		13.0	26.0	26.0
Total Split (%)	15.0%	23.8%		18.8%	27.5%		20.0%	36.3%		16.3%	32.5%	32.5%
Maximum Green (s)	6.5	13.5		9.5	16.5		9.0	23.5		6.5	20.5	20.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	1.5		2.5	1.5		3.5	1.0		3.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								3.0			3.0	3.0
Flash Dont Walk (s)								8.0			7.0	7.0
Pedestrian Calls (#/hr)								2			1	1
Act Effct Green (s)	16.7	10.5		23.9	18.2		9.1	34.9		6.5	26.8	26.8
Actuated g/C Ratio	0.21	0.13		0.30	0.23		0.11	0.44		0.08	0.34	0.34
v/c Ratio	0.14	0.66		0.67	0.25		0.69	0.58		0.36	0.57	0.06
Control Delay	19.5	42.7		32.5	22.8		54.5	22.1		45.6	23.4	0.1

Lane Group	Ø10	Ø11
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	10	11
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	2	1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	42.7		32.5	22.8		54.5	22.1		45.6	23.4	0.1
LOS	B	D		C	C		D	C		D	C	A
Approach Delay		38.1			29.3			26.3			23.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	14	72		82	36		63	187		23	153	0
Queue Length 95th (ft)	33	129		135	78		#146	#315		m42	191	m0
Internal Link Dist (ft)		1350			3759			464			335	
Turn Bay Length (ft)	60			65			305			245		245
Base Capacity (vph)	289	315		323	436		201	1506		140	1175	639
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.52		0.66	0.24		0.66	0.58		0.35	0.57	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 26.9
 Intersection LOS: C
 Intersection Capacity Utilization 67.9%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Route 33 (Memorial Drive) & New Ludlow Road



Lane Group	Ø10	Ø11
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Background
Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑		↘	↑↓		↘	↑↑	↘
Traffic Volume (vph)	38	126	31	205	72	30	127	629	204	47	646	35
Future Volume (vph)	38	126	31	205	72	30	127	629	204	47	646	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	10	12	11
Total Lost time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1636	1804		1636	1788		1685	3451		1685	3505	1516
Flt Permitted	0.69	1.00		0.41	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1186	1804		711	1788		1685	3451		1685	3505	1516
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	40	131	32	214	75	31	132	655	212	49	673	36
RTOR Reduction (vph)	0	11	0	0	18	0	0	0	0	0	0	25
Lane Group Flow (vph)	40	152	0	214	88	0	132	868	0	49	673	11
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Actuated Green, G (s)	16.5	12.7		27.5	18.2		9.1	30.9		4.1	25.4	25.4
Effective Green, g (s)	16.5	12.7		27.5	18.2		9.1	30.9		4.1	25.4	25.4
Actuated g/C Ratio	0.21	0.16		0.34	0.23		0.11	0.39		0.05	0.32	0.32
Clearance Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	265	286		351	406		191	1332		86	1112	481
v/s Ratio Prot	0.01	0.08		c0.07	0.05		c0.08	c0.25		0.03	0.19	0.01
v/s Ratio Perm	0.02			c0.14								
v/c Ratio	0.15	0.53		0.61	0.22		0.69	0.65		0.57	0.61	0.02
Uniform Delay, d1	25.8	30.9		20.2	25.1		34.1	20.1		37.1	23.1	18.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.13	0.92	1.00
Incremental Delay, d2	0.1	1.0		2.1	0.1		8.4	2.5		4.1	2.0	0.1
Delay (s)	25.9	31.9		22.2	25.2		42.5	22.6		45.9	23.3	18.8
Level of Service	C	C		C	C		D	C		D	C	B
Approach Delay (s)		30.7			23.2			25.2			24.5	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.77	
Actuated Cycle Length (s)	80.0	Sum of lost time (s) 26.5
Intersection Capacity Utilization	67.9%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

Lanes, Volumes, Timings
7: Old Lyman Road & Lyman Terrace

2032 Background
Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	8	171	26	22	215
Future Volume (vph)	17	8	171	26	22	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.982			
Flt Protected	0.968					0.995
Satd. Flow (prot)	1683	0	1838	0	0	1806
Flt Permitted	0.968					0.995
Satd. Flow (perm)	1683	0	1838	0	0	1806
Link Speed (mph)	30		30			30
Link Distance (ft)	1387		998			466
Travel Time (s)	31.5		22.7			10.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	5%	4%	0%	9%
Adj. Flow (vph)	18	9	184	28	24	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	212	0	0	255
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 7: Old Lyman Road & Lyman Terrace

2032 Background
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	8	171	26	22	215
Future Volume (Veh/h)	17	8	171	26	22	215
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	9	184	28	24	231
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	477	198			212	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477	198			212	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	541	816			1370	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	27	212	255			
Volume Left	18	0	24			
Volume Right	9	28	0			
cSH	609	1700	1370			
Volume to Capacity	0.04	0.12	0.02			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	11.2	0.0	0.9			
Lane LOS	B		A			
Approach Delay (s)	11.2	0.0	0.9			
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			36.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 8: Old Lyman Road & Rear Big Y Driveway

2032 Background
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	39	32	175	189	38
Future Volume (vph)	25	39	32	175	189	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.977	
Flt Protected	0.981			0.992		
Satd. Flow (prot)	1874	0	0	1915	1763	0
Flt Permitted	0.981			0.992		
Satd. Flow (perm)	1874	0	0	1915	1763	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			2929	998	
Travel Time (s)	4.8			66.6	22.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	0%	2%	10%	3%
Adj. Flow (vph)	26	41	33	182	197	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	215	237	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.0%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 8: Old Lyman Road & Rear Big Y Driveway

2032 Background
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	39	32	175	189	38
Future Volume (Veh/h)	25	39	32	175	189	38
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	26	41	33	182	197	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	465	217	237			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	465	217	237			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	95	98			
cM capacity (veh/h)	538	820	1342			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	67	215	237			
Volume Left	26	33	0			
Volume Right	41	0	40			
cSH	682	1342	1700			
Volume to Capacity	0.10	0.02	0.14			
Queue Length 95th (ft)	8	2	0			
Control Delay (s)	10.9	1.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	1.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			37.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 9: Old Lyman Road & Abbey Street

2032 Background
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	32	17	167	184	71
Future Volume (vph)	37	32	17	167	184	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.962	
Flt Protected	0.974			0.995		
Satd. Flow (prot)	1740	0	0	1869	1689	0
Flt Permitted	0.974			0.995		
Satd. Flow (perm)	1740	0	0	1869	1689	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	3039			873	2929	
Travel Time (s)	69.1			19.8	66.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	0%	5%	16%	1%
Adj. Flow (vph)	41	36	19	186	204	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	205	283	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 9: Old Lyman Road & Abbey Street

2032 Background
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	32	17	167	184	71
Future Volume (Veh/h)	37	32	17	167	184	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	41	36	19	186	204	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	468	244	283			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468	244	283			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	95	99			
cM capacity (veh/h)	544	793	1291			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	77	205	283			
Volume Left	41	19	0			
Volume Right	36	0	79			
cSH	637	1291	1700			
Volume to Capacity	0.12	0.01	0.17			
Queue Length 95th (ft)	10	1	0			
Control Delay (s)	11.4	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.4	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			33.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Background

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (vph)	30	320	1	0	274	158	0	0	0	164	4	35
Future Volume (vph)	30	320	1	0	274	158	0	0	0	164	4	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951							0.977
Flt Protected		0.996									0.961	
Satd. Flow (prot)	0	1844	0	0	1767	0	0	0	0	0	1918	0
Flt Permitted		0.996									0.961	
Satd. Flow (perm)	0	1844	0	0	1767	0	0	0	0	0	1918	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3839			1852			158			873	
Travel Time (s)		87.3			42.1			3.6			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	1%	2%	2%	3%	1%	2%	2%	2%	6%	2%	3%
Adj. Flow (vph)	33	348	1	0	298	172	0	0	0	178	4	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	382	0	0	470	0	0	0	0	0	220	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.9%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2032 Background

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (veh/h)	30	320	1	0	274	158	0	0	0	164	4	35
Future Volume (Veh/h)	30	320	1	0	274	158	0	0	0	164	4	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	348	1	0	298	172	0	0	0	178	4	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	470			349			838	884	348	798	799	384
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470			349			838	884	348	798	799	384
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	97			100			100	100	100	39	99	94
cM capacity (veh/h)	1004			1210			260	275	695	292	308	661
Direction, Lane #												
	EB 1	WB 1	SB 1									
Volume Total	382	470	220									
Volume Left	33	0	178									
Volume Right	1	172	38									
cSH	1004	1210	323									
Volume to Capacity	0.03	0.00	0.68									
Queue Length 95th (ft)	3	0	117									
Control Delay (s)	1.1	0.0	36.9									
Lane LOS	A		E									
Approach Delay (s)	1.1	0.0	36.9									
Approach LOS			E									
Intersection Summary												
Average Delay			8.0									
Intersection Capacity Utilization			59.9%	ICU Level of Service						B		
Analysis Period (min)			15									

Lanes, Volumes, Timings

2032 Combined

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Year Road PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Future Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	10	11	11	11
Storage Length (ft)	170		0	655		365	170		170	75		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t		0.948			0.981				0.850		0.987	
Fl _t Protected	0.950			0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1745	3220	0	1557	3219	0	1728	3455	1492	1745	3352	0
Fl _t Permitted	0.950			0.950	0.987		0.329			0.950		
Satd. Flow (perm)	1745	3220	0	1557	3219	0	598	3455	1492	1745	3352	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		700			751			440			928	
Travel Time (s)		15.9			17.1			10.0			21.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Adj. Flow (vph)	63	512	275	414	330	69	258	349	410	72	330	30
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	63	787	0	269	544	0	258	349	410	72	360	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Detector Phase	2	2		6	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	35.0	35.0		30.0	30.0		15.0	24.0		15.0	21.0	
Total Split (%)	24.5%	24.5%		21.0%	21.0%		10.5%	16.8%		10.5%	14.7%	
Maximum Green (s)	29.0	29.0		24.0	24.0		10.0	18.0		10.0	15.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	29.5	29.5		24.4	24.4		29.5	20.6	46.3	9.0	16.8	
Actuated g/C Ratio	0.27	0.27		0.22	0.22		0.27	0.19	0.42	0.08	0.15	
v/c Ratio	0.14	0.91		0.78	0.76		0.98	0.54	0.65	0.51	0.71	
Control Delay	36.2	56.1		58.9	49.7		87.1	47.4	26.5	64.9	54.1	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	39.0
Total Split (s)	39.0
Total Split (%)	27%
Maximum Green (s)	36.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lanes, Volumes, Timings

2032 Combined

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Week PM Peak Hour

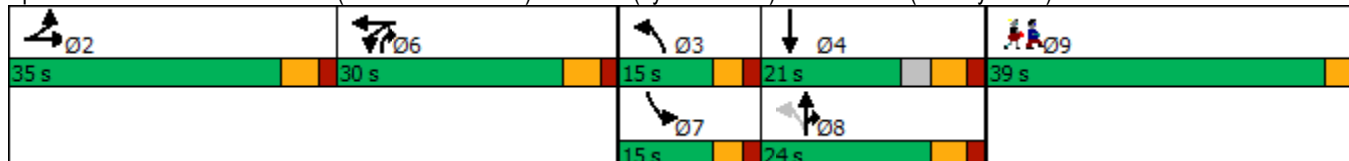


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	56.1		58.9	49.7		87.1	47.4	26.5	64.9	54.1	
LOS	D	E		E	D		F	D	C	E	D	
Approach Delay		54.6			52.7			49.0			55.9	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	31	261		183	184		135	113	138	46	117	
Queue Length 95th (ft)	93	#600		#495	#417		#407	#239	#394	#129	#258	
Internal Link Dist (ft)		620			671			360			848	
Turn Bay Length (ft)	170			655			170		170	75		
Base Capacity (vph)	466	861		344	712		264	643	626	161	556	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.91		0.78	0.76		0.98	0.54	0.65	0.45	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 143
 Actuated Cycle Length: 110.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 52.5
 Intersection LOS: D
 Intersection Capacity Utilization 80.2%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road)



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Combined

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Future Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	10	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.95	1.00	1.00	0.95	
Fr _t	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Fl _t Protected	0.95	1.00		0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1745	3218		1557	3219		1728	3455	1492	1745	3354	
Fl _t Permitted	0.95	1.00		0.95	0.99		0.33	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1745	3218		1557	3219		599	3455	1492	1745	3354	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	63	512	275	414	330	69	258	349	410	72	330	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	787	0	269	544	0	258	349	410	72	360	0
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Actuated Green, G (s)	29.5	29.5		24.4	24.4		30.8	20.6	45.0	7.5	17.9	
Effective Green, g (s)	29.5	29.5		24.4	24.4		30.8	20.6	45.0	7.5	17.9	
Actuated g/C Ratio	0.26	0.26		0.21	0.21		0.27	0.18	0.40	0.07	0.16	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	453	835		334	691		263	626	591	115	528	
v/s Ratio Prot	0.04	c0.24		c0.17	0.17		c0.09	0.10	0.27	0.04	0.11	
v/s Ratio Perm							c0.18					
v/c Ratio	0.14	0.94		0.81	0.79		0.98	0.56	0.69	0.63	0.68	
Uniform Delay, d ₁	32.3	41.2		42.3	42.1		38.7	42.3	28.6	51.7	45.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	0.1	18.6		13.2	5.9		50.0	1.1	3.5	10.2	3.6	
Delay (s)	32.4	59.8		55.5	48.1		88.7	43.4	32.1	61.9	48.8	
Level of Service	C	E		E	D		F	D	C	E	D	
Approach Delay (s)		57.8			50.5			50.3			51.0	
Approach LOS		E			D			D			D	

Intersection Summary

HCM 2000 Control Delay	52.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	113.6	Sum of lost time (s)	26.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Combined
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔		↔	↕↕
Traffic Volume (vph)	11	182	803	17	227	801
Future Volume (vph)	11	182	803	17	227	801
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	10	12
Storage Length (ft)	0	0		0	60	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.872		0.997			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1855	0	3560	0	1604	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1855	0	3560	0	1604	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	466		577			440
Travel Time (s)	10.6		13.1			10.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	6%	5%	2%
Adj. Flow (vph)	11	188	828	18	234	826
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	0	846	0	234	826
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 57.2% ICU Level of Service B

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Combined
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	182	803	17	227	801
Future Volume (Veh/h)	11	182	803	17	227	801
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	11	188	828	18	234	826
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	440					
pX, platoon unblocked	0.94					
vC, conflicting volume	1718	423	846			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1640	423	846			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	68	70			
cM capacity (veh/h)	61	582	768			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	199	552	294	234	413	413
Volume Left	11	0	0	234	0	0
Volume Right	188	0	18	0	0	0
cSH	395	1700	1700	768	1700	1700
Volume to Capacity	0.50	0.32	0.17	0.30	0.24	0.24
Queue Length 95th (ft)	68	0	0	32	0	0
Control Delay (s)	23.0	0.0	0.0	11.7	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	23.0	0.0	2.6			
Approach LOS	C					
Intersection Summary						
Average Delay	3.5					
Intersection Capacity Utilization	57.2%			ICU Level of Service		B
Analysis Period (min)	15					

Lanes, Volumes, Timings
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Combined
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	120	722	0	0	791
Future Volume (vph)	3	120	722	0	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
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)	0	1844	1881	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	0	1844	1881	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	223		432			315
Travel Time (s)	5.1		9.8			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%
Adj. Flow (vph)	3	126	760	0	0	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	126	760	0	0	833
Sign Control	Stop		Free			Free

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Combined
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗			↕
Traffic Volume (veh/h)	3	120	722	0	0	791
Future Volume (Veh/h)	3	120	722	0	0	791
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	126	760	0	0	833
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)	432					
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	1593	760			760	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1629	476			476	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	70			100	
cM capacity (veh/h)	82	427			793	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	129	760	833			
Volume Left	3	0	0			
Volume Right	126	0	0			
cSH	389	1700	1700			
Volume to Capacity	0.33	0.45	0.49			
Queue Length 95th (ft)	36	0	0			
Control Delay (s)	18.8	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	18.8	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			Err%	ICU Level of Service	H	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Combined

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Bay Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Future Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	13	13	12	12	12	12	12	12
Storage Length (ft)	0		0	0		165	105		105	185		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992				0.850			0.850			
Fl _t Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1932	0	0	1835	1652	1805	1863	1599	1787	1860	0
Fl _t Permitted		0.753			0.719		0.296			0.226		
Satd. Flow (perm)	0	1514	0	0	1384	1652	562	1863	1599	425	1860	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				85			97			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		613			728			2521				432
Travel Time (s)		13.9			16.5			57.3				9.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Adj. Flow (vph)	13	2	1	106	2	85	6	625	110	167	716	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	108	85	6	625	110	167	717	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	10.5	10.5		10.5	10.5	9.0	9.0	14.0	14.0	9.0	14.0	
Total Split (s)	30.5	30.5		30.5	30.5	16.0	16.0	41.0	41.0	16.0	41.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%	13.6%	13.6%	34.9%	34.9%	13.6%	34.9%	
Maximum Green (s)	25.0	25.0		25.0	25.0	12.0	12.0	35.0	35.0	12.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6			11.6	25.3	44.7	36.8	36.8	51.5	48.0	
Actuated g/C Ratio		0.15			0.15	0.33	0.58	0.48	0.48	0.67	0.62	
v/c Ratio		0.07			0.52	0.14	0.01	0.70	0.14	0.39	0.62	
Control Delay		31.2			41.8	4.1	10.5	25.5	6.3	10.8	17.5	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway

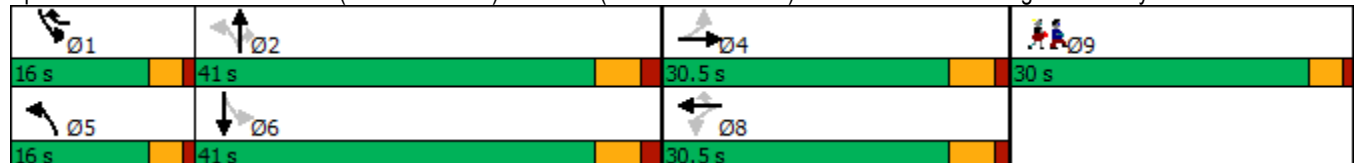


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		31.2			41.8	4.1	10.5	25.5	6.3	10.8	17.5	
LOS		C			D	A	B	C	A	B	B	
Approach Delay		31.2			25.2			22.5			16.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		6			43	0	1	186	3	19	134	
Queue Length 95th (ft)		29			128	20	10	#725	47	112	#799	
Internal Link Dist (ft)		533			648			2441			352	
Turn Bay Length (ft)						165	105		105	185		
Base Capacity (vph)		511			466	680	570	887	812	504	1157	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03			0.23	0.13	0.01	0.70	0.14	0.33	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 117.5
 Actuated Cycle Length: 77.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 19.9
 Intersection LOS: B
 Intersection Capacity Utilization 60.9%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis 2032 Combined
 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Street Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↑	↗	↖	↕	↕
Traffic Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Future Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	13	13	12	12	12	12	12	12
Total Lost time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl _t Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1931			1835	1652	1805	1863	1599	1787	1860	
Fl _t Permitted		0.75			0.72	1.00	0.30	1.00	1.00	0.23	1.00	
Satd. Flow (perm)		1513			1384	1652	562	1863	1599	424	1860	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	12	2	1	106	2	85	6	625	110	167	716	1
RTOR Reduction (vph)	0	1	0	0	0	65	0	0	50	0	0	0
Lane Group Flow (vph)	0	15	0	0	108	20	6	625	60	167	717	0
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		11.6			11.6	20.1	41.3	40.4	40.4	52.9	48.0	
Effective Green, g (s)		11.6			11.6	20.1	41.3	40.4	40.4	52.9	48.0	
Actuated g/C Ratio		0.14			0.14	0.24	0.49	0.48	0.48	0.63	0.57	
Clearance Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		209			192	397	291	900	772	406	1067	
v/s Ratio Prot						0.01	0.00	0.34		c0.04	c0.39	
v/s Ratio Perm		0.01			c0.08	0.01	0.01		0.04	0.22		
v/c Ratio		0.07			0.56	0.05	0.02	0.69	0.08	0.41	0.67	
Uniform Delay, d ₁		31.3			33.6	24.4	11.3	16.8	11.6	9.5	12.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		0.1			3.7	0.1	0.0	2.3	0.0	0.7	1.7	
Delay (s)		31.5			37.4	24.5	11.4	19.1	11.6	10.2	14.0	
Level of Service		C			D	C	B	B	B	B	B	
Approach Delay (s)		31.5			31.7			18.0			13.3	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.62	B
Actuated Cycle Length (s)	83.6	Sum of lost time (s)
Intersection Capacity Utilization	60.9%	19.5
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Future Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.979			0.995			0.988	
Flt Protected		0.971			0.979			0.998			0.999	
Satd. Flow (prot)	0	1711	0	0	1862	0	0	1879	0	0	1841	0
Flt Permitted		0.809			0.832			0.963			0.982	
Satd. Flow (perm)	0	1425	0	0	1583	0	0	1813	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			11			4			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1208			3039			475			2521	
Travel Time (s)		27.5			69.1			10.8			57.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%
Adj. Flow (vph)	89	36	24	36	35	13	25	675	29	17	711	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	84	0	0	729	0	0	800	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		18.5	18.5		18.5	18.5	
Total Split (s)	27.0	27.0		27.0	27.0		49.0	49.0		49.0	49.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	22.0	22.0		22.0	22.0		43.5	43.5		43.5	43.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)							3.0	3.0		3.0	3.0	
Flash Dont Walk (s)							5.0	5.0		6.0	6.0	
Pedestrian Calls (#/hr)							1	1		3	3	
Act Effct Green (s)		13.3			13.3			54.9			54.9	
Actuated g/C Ratio		0.17			0.17			0.69			0.69	
v/c Ratio		0.61			0.31			0.59			0.64	
Control Delay		37.9			27.2			21.3			12.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.9			27.2			21.3			12.2	
LOS		D			C			C			B	

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
 Weekday PM Peak Hour

Lane Group	Ø1	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	1	3
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.9			27.2			21.3			12.2	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)		64			32			343			175	
Queue Length 95th (ft)		112			m66			358			#485	
Internal Link Dist (ft)		1128			2959			395			2441	
Turn Bay Length (ft)												
Base Capacity (vph)		400			443			1244			1244	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.19			0.59			0.64	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Route 33 (Memorial Drive) & Abbey Street



Lane Group	Ø1	Ø5
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
5: Route 33 (Memorial Drive) & Abbey Street

2032 Combined
Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Future Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	13	12	12	12	12	12	12	12
Total Lost time (s)		5.0			5.0			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.99			0.99	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1711			1863			1879			1841	
Flt Permitted		0.81			0.83			0.96			0.98	
Satd. Flow (perm)		1426			1583			1813			1809	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	89	36	24	36	35	12	25	675	29	17	711	72
RTOR Reduction (vph)	0	10	0	0	9	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	139		0	0	75	0	0	728	0	0	797
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.3				13.3				52.5		
Effective Green, g (s)		13.3				13.3				52.5		
Actuated g/C Ratio		0.17				0.17				0.66		
Clearance Time (s)		5.0				5.0				5.5		
Vehicle Extension (s)		3.0				3.0				3.0		
Lane Grp Cap (vph)		237				263				1189		
v/s Ratio Prot												
v/s Ratio Perm		c0.10				0.05				0.40		
v/c Ratio		0.59				0.28				0.61		
Uniform Delay, d1		30.8				29.2				7.9		
Progression Factor		1.00				1.00				2.25		
Incremental Delay, d2		3.7				0.6				2.0		
Delay (s)		34.5				29.9				19.8		
Level of Service		C				C				B		
Approach Delay (s)		34.5				29.9				19.8		
Approach LOS		C				C				B		

Intersection Summary

HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑		↘	↑↑		↘	↑↑	↘
Traffic Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Future Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	10	12	12	10	12	11
Storage Length (ft)	60		0	65		0	305		0	245		245
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.972			0.957			0.963				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1807	0	1636	1790	0	1685	3450	0	1685	3505	1516
Fl _t Permitted	0.687			0.402			0.950			0.950		
Satd. Flow (perm)	1183	1807	0	692	1790	0	1685	3450	0	1685	3505	1516
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		12			23							198
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1430			3839			544				415
Travel Time (s)		32.5			87.3			12.4				9.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Adj. Flow (vph)	40	139	32	214	78	31	132	657	213	49	680	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	171	0	214	109	0	132	870	0	49	680	36
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		13.0	20.5		12.5	15.5	15.5
Total Split (s)	12.0	19.0		15.0	22.0		16.0	29.0		13.0	26.0	26.0
Total Split (%)	15.0%	23.8%		18.8%	27.5%		20.0%	36.3%		16.3%	32.5%	32.5%
Maximum Green (s)	6.5	13.5		9.5	16.5		9.0	23.5		6.5	20.5	20.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	1.5		2.5	1.5		3.5	1.0		3.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								3.0			3.0	3.0
Flash Dont Walk (s)								8.0			7.0	7.0
Pedestrian Calls (#/hr)								2			1	1
Act Effct Green (s)	17.0	10.8		24.2	18.5		9.0	34.7		6.4	26.6	26.6
Actuated g/C Ratio	0.21	0.14		0.30	0.23		0.11	0.43		0.08	0.33	0.33
v/c Ratio	0.14	0.67		0.67	0.25		0.70	0.58		0.37	0.58	0.06
Control Delay	19.3	43.4		32.4	22.7		55.4	22.2		45.4	23.6	0.1

Lanes, Volumes, Timings
 6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
 Weekday PM Peak Hour

Lane Group	Ø10	Ø11
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	10	11
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	2	1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday PM Peak Hour

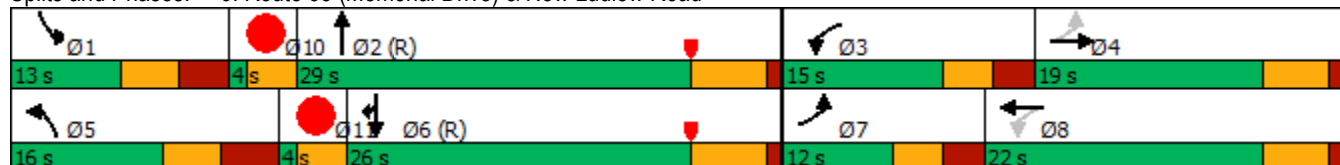


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.3	43.4		32.4	22.7		55.4	22.2		45.4	23.6	0.1
LOS	B	D		C	C		E	C		D	C	A
Approach Delay		38.8			29.1			26.6			23.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	14	76		81	37		63	189		23	156	0
Queue Length 95th (ft)	33	135		#135	80		#146	#316		m42	193	m0
Internal Link Dist (ft)		1350			3759			464			335	
Turn Bay Length (ft)	60			65			305			245		245
Base Capacity (vph)	293	314		323	439		199	1498		138	1166	636
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.54		0.66	0.25		0.66	0.58		0.36	0.58	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 6: Route 33 (Memorial Drive) & New Ludlow Road



Lane Group	Ø10	Ø11
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Combined
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Future Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	10	12	11
Total Lost time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1636	1807		1636	1791		1685	3451		1685	3505	1516
Flt Permitted	0.69	1.00		0.40	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1182	1807		693	1791		1685	3451		1685	3505	1516
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	40	139	32	214	78	31	132	657	212	49	680	36
RTOR Reduction (vph)	0	10	0	0	18	0	0	0	0	0	0	25
Lane Group Flow (vph)	40	161	0	214	91	0	132	870	0	49	680	11
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Actuated Green, G (s)	16.8	13.0		27.8	18.5		9.0	30.7		4.0	25.2	25.2
Effective Green, g (s)	16.8	13.0		27.8	18.5		9.0	30.7		4.0	25.2	25.2
Actuated g/C Ratio	0.21	0.16		0.35	0.23		0.11	0.38		0.05	0.31	0.31
Clearance Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	269	293		350	414		189	1324		84	1104	477
v/s Ratio Prot	0.01	0.09		c0.07	0.05		c0.08	c0.25		0.03	0.19	0.01
v/s Ratio Perm	0.02			c0.14								
v/c Ratio	0.15	0.55		0.61	0.22		0.70	0.66		0.58	0.62	0.02
Uniform Delay, d1	25.6	30.8		20.0	24.9		34.2	20.3		37.2	23.3	18.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.11	0.92	1.00
Incremental Delay, d2	0.1	1.1		2.2	0.1		8.7	2.6		5.2	2.0	0.1
Delay (s)	25.7	31.9		22.2	25.0		42.9	22.9		46.5	23.5	19.0
Level of Service	C	C		C	C		D	C		D	C	B
Approach Delay (s)		30.8			23.1			25.5			24.8	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			25.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			26.5		
Intersection Capacity Utilization			68.4%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
7: Old Lyman Road & Lyman Terrace

2032 Combined
Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	8	186	26	22	232
Future Volume (vph)	17	8	186	26	22	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.983			
Flt Protected	0.968					0.996
Satd. Flow (prot)	1683	0	1840	0	0	1807
Flt Permitted	0.968					0.996
Satd. Flow (perm)	1683	0	1840	0	0	1807
Link Speed (mph)	30		30			30
Link Distance (ft)	1387		998			466
Travel Time (s)	31.5		22.7			10.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	5%	4%	0%	9%
Adj. Flow (vph)	18	9	200	28	24	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	228	0	0	273
Sign Control	Stop		Free			Free

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis
 7: Old Lyman Road & Lyman Terrace

2032 Combined
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	8	186	26	22	232
Future Volume (Veh/h)	17	8	186	26	22	232
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	9	200	28	24	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	511	214			228	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	214			228	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	517	799			1352	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	27	228	273			
Volume Left	18	0	24			
Volume Right	9	28	0			
cSH	586	1700	1352			
Volume to Capacity	0.05	0.13	0.02			
Queue Length 95th (ft)	4	0	1			
Control Delay (s)	11.4	0.0	0.8			
Lane LOS	B		A			
Approach Delay (s)	11.4	0.0	0.8			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			38.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 8: Old Lyman Road & Rear Big Y Driveway

2032 Combined
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	45	41	175	189	55
Future Volume (vph)	40	45	41	175	189	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.970	
Flt Protected	0.977			0.991		
Satd. Flow (prot)	1889	0	0	1915	1756	0
Flt Permitted	0.977			0.991		
Satd. Flow (perm)	1889	0	0	1915	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			2929	998	
Travel Time (s)	4.8			66.6	22.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	0%	2%	10%	3%
Adj. Flow (vph)	42	47	43	182	197	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	225	254	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 8: Old Lyman Road & Rear Big Y Driveway

2032 Combined
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	45	41	175	189	55
Future Volume (Veh/h)	40	45	41	175	189	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	42	47	43	182	197	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	494	226	254			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494	226	254			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	94	97			
cM capacity (veh/h)	514	811	1323			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	225	254			
Volume Left	42	43	0			
Volume Right	47	0	57			
cSH	637	1323	1700			
Volume to Capacity	0.14	0.03	0.15			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	11.6	1.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.6	1.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			39.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 9: Old Lyman Road & Abbey Street

2032 Combined
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	32	17	175	189	72
Future Volume (vph)	38	32	17	175	189	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.963	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1741	0	0	1870	1690	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1741	0	0	1870	1690	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	3039			873	2929	
Travel Time (s)	69.1			19.8	66.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	0%	5%	16%	1%
Adj. Flow (vph)	42	36	19	194	210	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	0	213	290	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 9: Old Lyman Road & Abbey Street

2032 Combined
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	32	17	175	189	72
Future Volume (Veh/h)	38	32	17	175	189	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	36	19	194	210	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	482	250	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482	250	290			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	95	99			
cM capacity (veh/h)	533	786	1283			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	78	213	290			
Volume Left	42	19	0			
Volume Right	36	0	80			
cSH	626	1283	1700			
Volume to Capacity	0.12	0.01	0.17			
Queue Length 95th (ft)	11	1	0			
Control Delay (s)	11.6	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.6	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			34.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

2032 Combined
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↗	
Traffic Volume (vph)	37	320	1	0	274	159	0	0	0	166	4	38
Future Volume (vph)	37	320	1	0	274	159	0	0	0	166	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.950							0.975
Flt Protected		0.995										0.962
Satd. Flow (prot)	0	1836	0	0	1765	0	0	0	0	0	1917	0
Flt Permitted		0.995										0.962
Satd. Flow (perm)	0	1836	0	0	1765	0	0	0	0	0	1917	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3839			1852			158			873	
Travel Time (s)		87.3			42.1			3.6			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	1%	2%	2%	3%	1%	2%	2%	2%	6%	2%	3%
Adj. Flow (vph)	40	348	1	0	298	173	0	0	0	180	4	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	471	0	0	0	0	0	225	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.8%
Analysis Period (min)	15
	ICU Level of Service C

HCM Unsignalized Intersection Capacity Analysis
 10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

2032 Combined
 Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (veh/h)	37	320	1	0	274	159	0	0	0	166	4	38
Future Volume (Veh/h)	37	320	1	0	274	159	0	0	0	166	4	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	348	1	0	298	173	0	0	0	180	4	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	471			349			856	900	348	813	814	384
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	471			349			856	900	348	813	814	384
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	96			100			100	100	100	37	99	94
cM capacity (veh/h)	1003			1210			250	267	695	284	300	661
Direction, Lane #												
	EB 1	WB 1	SB 1									
Volume Total	389	471	225									
Volume Left	40	0	180									
Volume Right	1	173	41									
cSH	1003	1210	317									
Volume to Capacity	0.04	0.00	0.71									
Queue Length 95th (ft)	3	0	127									
Control Delay (s)	1.3	0.0	39.9									
Lane LOS	A		E									
Approach Delay (s)	1.3	0.0	39.9									
Approach LOS			E									
Intersection Summary												
Average Delay			8.7									
Intersection Capacity Utilization			64.8%	ICU Level of Service						C		
Analysis Period (min)			15									

Lanes, Volumes, Timings

2032 Mitigation

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Year Road PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Future Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	10	11	11	11
Storage Length (ft)	170		0	655		365	170		170	75		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t		0.948			0.981				0.850		0.987	
Fl _t Protected	0.950			0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1745	3220	0	1557	3219	0	1728	3455	1492	1745	3352	0
Fl _t Permitted	0.950			0.950	0.987		0.306			0.950		
Satd. Flow (perm)	1745	3220	0	1557	3219	0	556	3455	1492	1745	3352	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		700			751			440			928	
Travel Time (s)		15.9			17.1			10.0			21.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Adj. Flow (vph)	63	512	275	414	330	69	258	349	410	72	330	30
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	63	787	0	269	544	0	258	349	410	72	360	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Detector Phase	2	2		6	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	35.0	35.0		30.0	30.0		16.0	24.0		15.0	21.0	
Total Split (%)	24.5%	24.5%		21.0%	21.0%		11.2%	16.8%		10.5%	14.7%	
Maximum Green (s)	29.0	29.0		24.0	24.0		11.0	18.0		10.0	15.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	29.5	29.5		24.4	24.4		30.7	20.9	46.7	9.0	16.2	
Actuated g/C Ratio	0.27	0.27		0.22	0.22		0.28	0.19	0.42	0.08	0.15	
v/c Ratio	0.14	0.92		0.78	0.77		0.95	0.54	0.65	0.51	0.74	
Control Delay	36.2	56.7		59.3	49.9		79.2	47.2	26.4	65.0	56.2	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	39.0
Total Split (s)	39.0
Total Split (%)	27%
Maximum Green (s)	36.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lanes, Volumes, Timings

2032 Mitigation

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Week PM Peak Hour

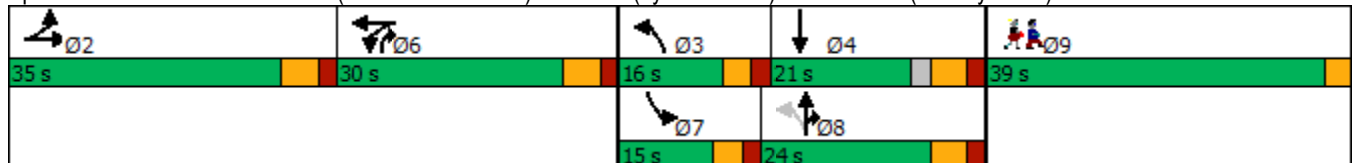


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	56.7		59.3	49.9		79.2	47.2	26.4	65.0	56.2	
LOS	D	E		E	D		E	D	C	E	E	
Approach Delay		55.2			53.0			46.9			57.7	
Approach LOS		E			D			D			E	
Queue Length 50th (ft)	31	261		183	184		135	113	138	46	119	
Queue Length 95th (ft)	93	#600		#495	#417		#407	#239	#394	#129	#270	
Internal Link Dist (ft)		620			671			360			848	
Turn Bay Length (ft)	170			655			170		170	75		
Base Capacity (vph)	464	857		343	709		272	652	628	160	523	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.92		0.78	0.77		0.95	0.54	0.65	0.45	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 143
 Actuated Cycle Length: 110.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 52.3
 Intersection LOS: D
 Intersection Capacity Utilization 80.2%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road)

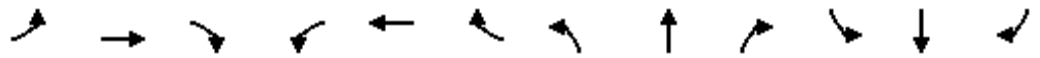


Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2032 Mitigation

1: Route 33 (Willimansett Street)/Route 33 (Lyman Street) & Route 202 (Granby Road) Year 2032 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Future Volume (vph)	61	497	267	402	320	67	250	339	398	70	320	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	10	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.95	1.00	1.00	0.95	
Fr _t	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Fl _t Protected	0.95	1.00		0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1745	3218		1557	3219		1728	3455	1492	1745	3354	
Fl _t Permitted	0.95	1.00		0.95	0.99		0.31	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1745	3218		1557	3219		557	3455	1492	1745	3354	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	63	512	275	414	330	69	258	349	410	72	330	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	787	0	269	544	0	258	349	410	72	360	0
Heavy Vehicles (%)	0%	1%	6%	2%	0%	0%	1%	1%	1%	0%	3%	0%
Turn Type	Split	NA		Split	NA		pm+pt	NA	pt+ov	Prot	NA	
Protected Phases	2	2		6	6		3	8	6 8	7	4	
Permitted Phases							8					
Actuated Green, G (s)	29.5	29.5		24.4	24.4		32.1	20.9	45.3	7.6	17.3	
Effective Green, g (s)	29.5	29.5		24.4	24.4		32.1	20.9	45.3	7.6	17.3	
Actuated g/C Ratio	0.26	0.26		0.21	0.21		0.28	0.18	0.40	0.07	0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	451	832		333	688		271	633	592	116	508	
v/s Ratio Prot	0.04	c0.24		c0.17	0.17		c0.09	0.10	0.27	0.04	0.11	
v/s Ratio Perm							c0.17					
v/c Ratio	0.14	0.95		0.81	0.79		0.95	0.55	0.69	0.62	0.71	
Uniform Delay, d ₁	32.5	41.5		42.6	42.4		37.3	42.3	28.6	51.8	46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	0.1	19.1		13.4	6.2		41.5	1.0	3.5	9.9	4.5	
Delay (s)	32.6	60.6		56.0	48.6		78.8	43.3	32.1	61.7	50.5	
Level of Service	C	E		E	D		E	D	C	E	D	
Approach Delay (s)		58.5			51.0			47.8			52.3	
Approach LOS		E			D			D			D	

Intersection Summary

HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	114.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Mitigation
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔		↔	↕↕
Traffic Volume (vph)	11	182	803	17	227	801
Future Volume (vph)	11	182	803	17	227	801
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	10	12
Storage Length (ft)	0	0		0	60	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.872		0.997			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1855	0	3560	0	1604	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1855	0	3560	0	1604	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	466		577			440
Travel Time (s)	10.6		13.1			10.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	6%	5%	2%
Adj. Flow (vph)	11	188	828	18	234	826
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	0	846	0	234	826
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.2%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Route 33 (Willimansett Street) & Old Lyman Road

2032 Mitigation
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	182	803	17	227	801
Future Volume (Veh/h)	11	182	803	17	227	801
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	11	188	828	18	234	826
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	440					
pX, platoon unblocked	0.94					
vC, conflicting volume	1718	423	846			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1639	423	846			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	68	70			
cM capacity (veh/h)	61	582	768			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	199	552	294	234	413	413
Volume Left	11	0	0	234	0	0
Volume Right	188	0	18	0	0	0
cSH	395	1700	1700	768	1700	1700
Volume to Capacity	0.50	0.32	0.17	0.30	0.24	0.24
Queue Length 95th (ft)	68	0	0	32	0	0
Control Delay (s)	23.0	0.0	0.0	11.7	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	23.0	0.0	2.6			
Approach LOS	C					
Intersection Summary						
Average Delay	3.5					
Intersection Capacity Utilization	57.2%			ICU Level of Service		B
Analysis Period (min)	15					

Lanes, Volumes, Timings
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Mitigation
 Weekday PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	120	722	0	0	791
Future Volume (vph)	3	120	722	0	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
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)	0	1844	1881	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	0	1844	1881	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	223		432			315
Travel Time (s)	5.1		9.8			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%
Adj. Flow (vph)	3	126	760	0	0	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	126	760	0	0	833
Sign Control	Yield		Free			Free

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis
 3: Route 33 (Willimansett Street) & Front Big Y Driveway

2032 Mitigation
 Weekday PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↕
Traffic Volume (veh/h)	3	120	722	0	0	791
Future Volume (Veh/h)	3	120	722	0	0	791
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	126	760	0	0	833
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			432			
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	1593	760			760	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1629	476			476	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	70			100	
cM capacity (veh/h)	82	427			793	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	129	760	833			
Volume Left	3	0	0			
Volume Right	126	0	0			
cSH	389	1700	1700			
Volume to Capacity	0.33	0.45	0.49			
Queue Length 95th (ft)	36	0	0			
Control Delay (s)	18.8	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	18.8	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Mitigation

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main St Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Future Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	13	13	12	12	12	12	12	12
Storage Length (ft)	0		0	0		165	105		105	185		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992				0.850			0.850			
Fl _t Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1932	0	0	1835	1652	1805	1863	1599	1787	1860	0
Fl _t Permitted		0.753			0.719		0.296			0.226		
Satd. Flow (perm)	0	1514	0	0	1384	1652	562	1863	1599	425	1860	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				85			97			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		613			728			2521				432
Travel Time (s)		13.9			16.5			57.3				9.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Adj. Flow (vph)	13	2	1	106	2	85	6	625	110	167	716	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	108	85	6	625	110	167	717	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	10.5	10.5		10.5	10.5	9.0	9.0	14.0	14.0	9.0	14.0	
Total Split (s)	30.5	30.5		30.5	30.5	16.0	16.0	41.0	41.0	16.0	41.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%	13.6%	13.6%	34.9%	34.9%	13.6%	34.9%	
Maximum Green (s)	25.0	25.0		25.0	25.0	12.0	12.0	35.0	35.0	12.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6			11.6	25.3	44.7	36.8	36.8	51.5	48.0	
Actuated g/C Ratio		0.15			0.15	0.33	0.58	0.48	0.48	0.67	0.62	
v/c Ratio		0.07			0.52	0.14	0.01	0.70	0.14	0.39	0.62	
Control Delay		31.2			41.8	4.1	10.5	25.5	6.3	10.8	17.5	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		31.2			41.8	4.1	10.5	25.5	6.3	10.8	17.5	
LOS		C			D	A	B	C	A	B	B	
Approach Delay		31.2			25.2			22.5			16.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		6			43	0	1	186	3	19	134	
Queue Length 95th (ft)		29			128	20	10	#725	47	112	#799	
Internal Link Dist (ft)		533			648			2441			352	
Turn Bay Length (ft)						165	105		105	185		
Base Capacity (vph)		511			466	680	570	887	812	504	1157	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03			0.23	0.13	0.01	0.70	0.14	0.33	0.62	

Intersection Summary

Area Type: Other

Cycle Length: 117.5

Actuated Cycle Length: 77.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.9

Intersection LOS: B

Intersection Capacity Utilization 60.9%

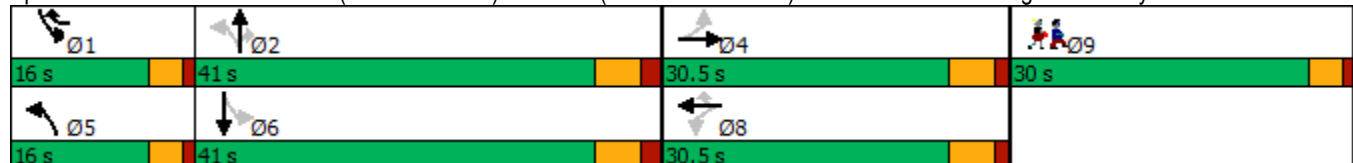
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Big Y Driveway



Lane Group	Ø9
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis 2032 Mitigation
 4: Route 33 (Memorial Drive)/Route 33 (Willimansett Street) & Baker Street/Main Street Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↑	↗	↖	↕	↕
Traffic Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Future Volume (vph)	12	2	1	102	2	82	6	600	106	160	687	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	13	13	12	12	12	12	12	12
Total Lost time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl _t Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1931			1835	1652	1805	1863	1599	1787	1860	
Fl _t Permitted		0.75			0.72	1.00	0.30	1.00	1.00	0.23	1.00	
Satd. Flow (perm)		1513			1384	1652	562	1863	1599	424	1860	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	12	2	1	106	2	85	6	625	110	167	716	1
RTOR Reduction (vph)	0	1	0	0	0	65	0	0	50	0	0	0
Lane Group Flow (vph)	0	15	0	0	108	20	6	625	60	167	717	0
Heavy Vehicles (%)	0%	0%	100%	2%	0%	1%	0%	2%	1%	1%	2%	100%
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		11.6			11.6	20.1	41.3	40.4	40.4	52.9	48.0	
Effective Green, g (s)		11.6			11.6	20.1	41.3	40.4	40.4	52.9	48.0	
Actuated g/C Ratio		0.14			0.14	0.24	0.49	0.48	0.48	0.63	0.57	
Clearance Time (s)		5.5			5.5	4.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		209			192	397	291	900	772	406	1067	
v/s Ratio Prot						0.01	0.00	0.34		c0.04	c0.39	
v/s Ratio Perm		0.01			c0.08	0.01	0.01		0.04	0.22		
v/c Ratio		0.07			0.56	0.05	0.02	0.69	0.08	0.41	0.67	
Uniform Delay, d ₁		31.3			33.6	24.4	11.3	16.8	11.6	9.5	12.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		0.1			3.7	0.1	0.0	2.3	0.0	0.7	1.7	
Delay (s)		31.5			37.4	24.5	11.4	19.1	11.6	10.2	14.0	
Level of Service		C			D	C	B	B	B	B	B	
Approach Delay (s)		31.5			31.7			18.0			13.3	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.62	B
Actuated Cycle Length (s)	83.6	Sum of lost time (s)
Intersection Capacity Utilization	60.9%	19.5
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Mitigation
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Future Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.979			0.995			0.988	
Flt Protected		0.971			0.979			0.998			0.999	
Satd. Flow (prot)	0	1711	0	0	1862	0	0	1879	0	0	1841	0
Flt Permitted		0.809			0.832			0.963			0.982	
Satd. Flow (perm)	0	1425	0	0	1583	0	0	1813	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			11			4			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1208			3039			475			2521	
Travel Time (s)		27.5			69.1			10.8			57.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%
Adj. Flow (vph)	89	36	24	36	35	13	25	675	29	17	711	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	84	0	0	729	0	0	800	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		18.5	18.5		18.5	18.5	
Total Split (s)	27.0	27.0		27.0	27.0		49.0	49.0		49.0	49.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	22.0	22.0		22.0	22.0		43.5	43.5		43.5	43.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)							3.0	3.0		3.0	3.0	
Flash Dont Walk (s)							5.0	5.0		6.0	6.0	
Pedestrian Calls (#/hr)							1	1		3	3	
Act Effct Green (s)		13.3			13.3			54.9			54.9	
Actuated g/C Ratio		0.17			0.17			0.69			0.69	
v/c Ratio		0.61			0.31			0.59			0.64	
Control Delay		37.9			27.2			21.3			12.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.9			27.2			21.3			12.2	
LOS		D			C			C			B	

Lanes, Volumes, Timings
 5: Route 33 (Memorial Drive) & Abbey Street

2032 Mitigation
 Weekday PM Peak Hour

Lane Group	Ø1	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	1	3
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		

Lanes, Volumes, Timings
5: Route 33 (Memorial Drive) & Abbey Street

2032 Mitigation
Weekday PM Peak Hour

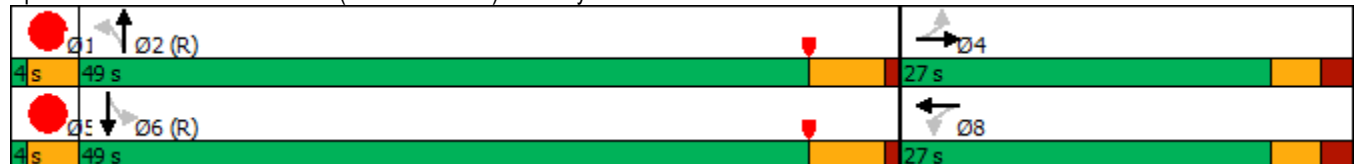


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.9			27.2			21.3			12.2	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)		64			32			343			175	
Queue Length 95th (ft)		112			m66			358			#485	
Internal Link Dist (ft)		1128			2959			395			2441	
Turn Bay Length (ft)												
Base Capacity (vph)		400			443			1244			1244	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.19			0.59			0.64	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	18.9
Intersection LOS:	B
Intersection Capacity Utilization:	68.4%
ICU Level of Service:	C
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Route 33 (Memorial Drive) & Abbey Street



Lane Group	Ø1	Ø5
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
5: Route 33 (Memorial Drive) & Abbey Street

2032 Mitigation
Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Future Volume (vph)	85	35	23	35	34	12	24	648	28	16	683	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	13	12	12	12	12	12	12	12
Total Lost time (s)		5.0			5.0			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.99			0.99	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1711			1863			1879			1841	
Flt Permitted		0.81			0.83			0.96			0.98	
Satd. Flow (perm)		1426			1583			1813			1809	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	89	36	24	36	35	12	25	675	29	17	711	72
RTOR Reduction (vph)	0	10	0	0	9	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	139		0	0	75	0	0	728	0	0	797
Heavy Vehicles (%)	1%	3%	4%	0%	1%	4%	3%	0%	8%	0%	2%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.3				13.3				52.5		
Effective Green, g (s)		13.3				13.3				52.5		
Actuated g/C Ratio		0.17				0.17				0.66		
Clearance Time (s)		5.0				5.0				5.5		
Vehicle Extension (s)		3.0				3.0				3.0		
Lane Grp Cap (vph)		237				263				1189		
v/s Ratio Prot												
v/s Ratio Perm		c0.10				0.05				0.40		
v/c Ratio		0.59				0.28				0.61		
Uniform Delay, d1		30.8				29.2				7.9		
Progression Factor		1.00				1.00				2.25		
Incremental Delay, d2		3.7				0.6				2.0		
Delay (s)		34.5				29.9				19.8		
Level of Service		C				C				B		
Approach Delay (s)		34.5				29.9				19.8		
Approach LOS		C				C				B		

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Mitigation
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Future Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	10	12	12	10	12	11
Storage Length (ft)	60		0	65		0	305		0	245		245
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.972			0.957			0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1807	0	1636	1790	0	1685	3450	0	1685	3505	1516
Flt Permitted	0.687			0.402			0.950			0.950		
Satd. Flow (perm)	1183	1807	0	692	1790	0	1685	3450	0	1685	3505	1516
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		12			23							198
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1430			3839			544				415
Travel Time (s)		32.5			87.3			12.4				9.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Adj. Flow (vph)	40	139	32	214	78	31	132	657	213	49	680	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	171	0	214	109	0	132	870	0	49	680	36
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		13.0	20.5		12.5	15.5	15.5
Total Split (s)	12.0	19.0		15.0	22.0		16.0	29.0		13.0	26.0	26.0
Total Split (%)	15.0%	23.8%		18.8%	27.5%		20.0%	36.3%		16.3%	32.5%	32.5%
Maximum Green (s)	6.5	13.5		9.5	16.5		9.0	23.5		6.5	20.5	20.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	1.5		2.5	1.5		3.5	1.0		3.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								3.0			3.0	3.0
Flash Dont Walk (s)								8.0			7.0	7.0
Pedestrian Calls (#/hr)								2			1	1
Act Effct Green (s)	17.0	10.8		24.2	18.5		9.0	34.7		6.4	26.6	26.6
Actuated g/C Ratio	0.21	0.14		0.30	0.23		0.11	0.43		0.08	0.33	0.33
v/c Ratio	0.14	0.67		0.67	0.25		0.70	0.58		0.37	0.58	0.06
Control Delay	19.3	43.4		32.4	22.7		55.4	22.2		45.4	23.6	0.1

Lanes, Volumes, Timings
 6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Mitigation
 Weekday PM Peak Hour

Lane Group	Ø10	Ø11
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	10	11
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	1.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	0.0	0.0
Flash Dont Walk (s)	0.0	0.0
Pedestrian Calls (#/hr)	2	1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lanes, Volumes, Timings
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Mitigation
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.3	43.4		32.4	22.7		55.4	22.2		45.4	23.6	0.1
LOS	B	D		C	C		E	C		D	C	A
Approach Delay		38.8			29.1			26.6			23.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	14	76		81	37		63	189		23	156	0
Queue Length 95th (ft)	33	135		#135	80		#146	#316		m42	193	m0
Internal Link Dist (ft)		1350			3759			464			335	
Turn Bay Length (ft)	60			65			305			245		245
Base Capacity (vph)	293	314		323	439		199	1498		138	1166	636
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.54		0.66	0.25		0.66	0.58		0.36	0.58	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 6: Route 33 (Memorial Drive) & New Ludlow Road



Lane Group	Ø10	Ø11
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
6: Route 33 (Memorial Drive) & New Ludlow Road

2032 Mitigation
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Future Volume (vph)	38	133	31	205	75	30	127	631	204	47	653	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	10	12	11
Total Lost time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Fr _t	1.00	0.97		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1636	1807		1636	1791		1685	3451		1685	3505	1516
Fl _t Permitted	0.69	1.00		0.40	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1182	1807		693	1791		1685	3451		1685	3505	1516
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	40	139	32	214	78	31	132	657	212	49	680	36
RTOR Reduction (vph)	0	10	0	0	18	0	0	0	0	0	0	25
Lane Group Flow (vph)	40	161	0	214	91	0	132	870	0	49	680	11
Heavy Vehicles (%)	3%	2%	3%	3%	1%	3%	0%	1%	0%	0%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases	4			8								
Actuated Green, G (s)	16.8	13.0		27.8	18.5		9.0	30.7		4.0	25.2	25.2
Effective Green, g (s)	16.8	13.0		27.8	18.5		9.0	30.7		4.0	25.2	25.2
Actuated g/C Ratio	0.21	0.16		0.35	0.23		0.11	0.38		0.05	0.31	0.31
Clearance Time (s)	5.5	5.5		5.5	5.5		7.0	5.5		6.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	269	293		350	414		189	1324		84	1104	477
v/s Ratio Prot	0.01	0.09		c0.07	0.05		c0.08	c0.25		0.03	0.19	0.01
v/s Ratio Perm	0.02			c0.14								
v/c Ratio	0.15	0.55		0.61	0.22		0.70	0.66		0.58	0.62	0.02
Uniform Delay, d ₁	25.6	30.8		20.0	24.9		34.2	20.3		37.2	23.3	18.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.11	0.92	1.00
Incremental Delay, d ₂	0.1	1.1		2.2	0.1		8.7	2.6		5.2	2.0	0.1
Delay (s)	25.7	31.9		22.2	25.0		42.9	22.9		46.5	23.5	19.0
Level of Service	C	C		C	C		D	C		D	C	B
Approach Delay (s)		30.8			23.1			25.5			24.8	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
7: Old Lyman Road & Lyman Terrace

2032 Mitigation
Weekday PM Peak Hour












Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	8	186	26	22	232
Future Volume (vph)	17	8	186	26	22	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.983			
Flt Protected	0.968					0.996
Satd. Flow (prot)	1683	0	1840	0	0	1807
Flt Permitted	0.968					0.996
Satd. Flow (perm)	1683	0	1840	0	0	1807
Link Speed (mph)	30		30			30
Link Distance (ft)	1387		998			466
Travel Time (s)	31.5		22.7			10.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	5%	4%	0%	9%
Adj. Flow (vph)	18	9	200	28	24	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	228	0	0	273
Sign Control	Stop		Free			Free

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis
7: Old Lyman Road & Lyman Terrace

2032 Mitigation
Weekday PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	8	186	26	22	232
Future Volume (Veh/h)	17	8	186	26	22	232
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	9	200	28	24	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	511	214			228	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	214			228	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	517	799			1352	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	27	228	273			
Volume Left	18	0	24			
Volume Right	9	28	0			
cSH	586	1700	1352			
Volume to Capacity	0.05	0.13	0.02			
Queue Length 95th (ft)	4	0	1			
Control Delay (s)	11.4	0.0	0.8			
Lane LOS	B		A			
Approach Delay (s)	11.4	0.0	0.8			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			38.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Old Lyman Road & Rear Big Y Driveway

2032 Mitigation
Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	45	41	175	189	55
Future Volume (vph)	40	45	41	175	189	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.970	
Flt Protected	0.977			0.991		
Satd. Flow (prot)	1889	0	0	1915	1756	0
Flt Permitted	0.977			0.991		
Satd. Flow (perm)	1889	0	0	1915	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			2929	998	
Travel Time (s)	4.8			66.6	22.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	0%	2%	10%	3%
Adj. Flow (vph)	42	47	43	182	197	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	225	254	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 8: Old Lyman Road & Rear Big Y Driveway

2032 Mitigation
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	45	41	175	189	55
Future Volume (Veh/h)	40	45	41	175	189	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	42	47	43	182	197	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	494	226	254			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494	226	254			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	94	97			
cM capacity (veh/h)	514	811	1323			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	225	254			
Volume Left	42	43	0			
Volume Right	47	0	57			
cSH	637	1323	1700			
Volume to Capacity	0.14	0.03	0.15			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	11.6	1.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.6	1.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			39.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 9: Old Lyman Road & Abbey Street

2032 Mitigation
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	32	17	175	189	72
Future Volume (vph)	38	32	17	175	189	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.963	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1741	0	0	1870	1690	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1741	0	0	1870	1690	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	3039			873	2929	
Travel Time (s)	69.1			19.8	66.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	0%	5%	16%	1%
Adj. Flow (vph)	42	36	19	194	210	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	0	213	290	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 9: Old Lyman Road & Abbey Street

2032 Mitigation
 Weekday PM Peak Hour



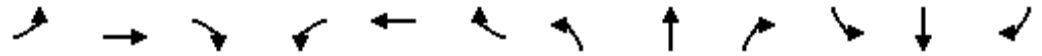
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	32	17	175	189	72
Future Volume (Veh/h)	38	32	17	175	189	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	36	19	194	210	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	482	250	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482	250	290			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	95	99			
cM capacity (veh/h)	533	786	1283			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	78	213	290			
Volume Left	42	19	0			
Volume Right	36	0	80			
cSH	626	1283	1700			
Volume to Capacity	0.12	0.01	0.17			
Queue Length 95th (ft)	11	1	0			
Control Delay (s)	11.6	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.6	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			34.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2032 Mitigation

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (vph)	37	320	1	0	274	159	0	0	0	166	4	38
Future Volume (vph)	37	320	1	0	274	159	0	0	0	166	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.950							0.975
Flt Protected		0.995										0.962
Satd. Flow (prot)	0	1836	0	0	1765	0	0	0	0	0	1917	0
Flt Permitted		0.995										0.962
Satd. Flow (perm)	0	1836	0	0	1765	0	0	0	0	0	1917	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3839			1852			158			873	
Travel Time (s)		87.3			42.1			3.6			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	1%	2%	2%	3%	1%	2%	2%	2%	6%	2%	3%
Adj. Flow (vph)	40	348	1	0	298	173	0	0	0	180	4	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	471	0	0	0	0	0	225	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.8%
ICU Level of Service	C
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2032 Mitigation

10: Church of the Valley Parking Lot/Old Lyman Road & New Ludlow Road

Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (veh/h)	37	320	1	0	274	159	0	0	0	166	4	38
Future Volume (Veh/h)	37	320	1	0	274	159	0	0	0	166	4	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	348	1	0	298	173	0	0	0	180	4	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	471			349			856	900	348	813	814	384
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	471			349			856	900	348	813	814	384
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	96			100			100	100	100	37	99	94
cM capacity (veh/h)	1003			1210			250	267	695	284	300	661
Direction, Lane #												
	EB 1	WB 1	SB 1									
Volume Total	389	471	225									
Volume Left	40	0	180									
Volume Right	1	173	41									
cSH	1003	1210	317									
Volume to Capacity	0.04	0.00	0.71									
Queue Length 95th (ft)	3	0	127									
Control Delay (s)	1.3	0.0	39.9									
Lane LOS	A		E									
Approach Delay (s)	1.3	0.0	39.9									
Approach LOS			E									
Intersection Summary												
Average Delay			8.7									
Intersection Capacity Utilization			64.8%	ICU Level of Service						C		
Analysis Period (min)			15									