

**Special Permit &
Site Plan Approval Application**

Prepared for

474 Pittsfield Road. LLC

For

Motor Vehicle Sales Lot

Located At

474 Pittsfield Road
Lenox, Massachusetts

Prepared by:

SK DESIGN GROUP, INC.



DESIGN GROUP, INC.

CIVIL ENGINEERS - SURVEYORS - CONSULTANTS

2 FEDERICO DR., PITTSFIELD, MA 01201 (413) 443-3537

November, 2022



November 11, 2022

Zoning Board of Appeals
Town Hall – 6 Walker Street
Lenox, MA 01240

**RE: Special Permit/ Site Plan Review
Application, 474 Pittsfield Road
LLC, Lenox, MA**

Dear Board Members;

Enclosed for your review please find seven (7) copies of a Special Permit & Site Plan Review Application prepared for 474 Pittsfield Road LLC for property located at 474 Pittsfield Road in Lenox, MA.

The property is currently the site of the Knight's Inn motel.

This *proposed* project includes the demolition of the existing motel and construction of a new 14,500 square foot automobile dealership.

Please see the attached application, narrative and plans for a detailed explanation of the project. If you should have any questions or concerns, or require additional information, please don't hesitate to contact the office.

Sincerely,
SK DESIGN GROUP, INC.

Robert G. Fournier,
Project Manager

Enclosures

Cc: 474 Pittsfield Road LLC
Attorney Thomas Hamel

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474 Pittsfield Road
Lenox, MA

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SPECIAL PERMIT PETITION

The Commonwealth of Massachusetts
TOWN OF LENOX

Filing fee is due with the petition. If hearing expenses exceed this amount the Zoning Board of Appeals will bill the petitioner.

The undersigned hereby petitions the Town of Lenox Zoning Board of Appeals for:

☒ A Special Permit for exception under the provisions of Section 5.2F17 of the Town of Lenox Zoning By-Law.

☐ A Variance from the following provisions of Section _____ of the Town of Lenox Zoning By-Law.

To permit the following use or activity (describe proposed use or activity):

Demolition of existing hotel and construction of new motor vehicle sales building (with outdoor sales).

For premises:

Owner of Record Shyamji Inc.
Address 474 Pittsfield Rd.
Map and Parcel 50-09-0
Zoned as C1-A
Deed Reference Book 1691 Page 77

(This information is available from the Assessor's Office or townoflenox.com in the Property Assessments-Online Database section.)

Petitioner 474 Pittsfield Road LLC
(Your signature here also acknowledges that you agree to pay all hearing expenses relative to this petition.)

Address (Mailing Address) C/o Courtney, Lee and Hamel PC, 31 Wendell Ave., Pittsfield, MA 01201

Telephone Number 413-443-4445

Email address TJH@clhlawyers.com

Date _____

SITE PLAN REVIEW PETITION

The Commonwealth of Massachusetts

TOWN OF LENOX

Filing fee is due with the petition. If hearing expenses exceed this amount the Zoning Board of Appeals will bill the petitioner.

The undersigned hereby petitions the Town of Lenox Zoning Board of Appeals for:

X A Site Plan Review under the provisions of Section 3.5 of the Town of Lenox Zoning By-Law.

☐ A Variance from the following provisions of Section _____ of the Town of Lenox Zoning By-Law.

To permit the following use or activity (describe proposed use or activity):

Demolition of existing hotel and construction of new motor vehicle sales building (with outdoor sales).

For premises:

Owner of Record Shyamji Inc.

Address 462 Pittsfield Road, Lenox, MA 01240

Map and Parcel 50-09-0

Zoned as C-1A

Deed Reference Book 1691 Page 77

(This information is available from the Assessor's Office or townoflenox.com in the Property Assessments-Online Database section.)

Petitioner **474 Pittsfield Road LLC**

(Your signature here also acknowledges that you agree to pay all hearing expenses relative to this petition.)

Address (Mailing Address) C/o Courtney, Lee and Hamel PC, 31 Wendell Ave., Pittsfield, MA 01201

Telephone Number 413-443-4445

Email address TJH@clhlawyers.com

Date _____

SITE PLAN REVIEW NARRATIVE

SITE PLAN REVIEW NARRATIVE

474 Pittsfield Road LLC
474 Pittsfield Road
Lenox, Massachusetts

1.0 PROJECT DESCRIPTION

Project Name: Berkshire Mazda

Location: 474 Pittsfield Road, Lenox

Proponent: 474 Pittsfield Road LLC
C/o Courtney, Lee, and Hamel PC
31 Wendell Avenue
Pittsfield, MA 01201

Existing Conditions

The property is located at 474 Pittsfield Road in Lenox, on the east side of Route 7 & 20 between the Howard Johnson & Wagon Wheel Inns. The property currently contains the Knights Inn, a 16-room motel and a small owner's house situated toward the rear (east) of the site.

The property is approximately 1.4 acres in size and contains approximately 210 ft of frontage on Pittsfield Road (aka Route 7). The property is located in a C-1A Commercial Zoning District. It is bordered to the north and south by a motel; to the east by residential properties; and to the west by Route 7.

There are two driveways off Route 7 that provide access to the property. There is parking on-site for 16-17 vehicles. The property is serviced by all the usual utilities including town sewer and water, electric, and natural gas. There are no known drainage structures located anywhere on the site.

Proposed Project

The proposed project includes demolition of the existing buildings and construction of a new 14,500± square foot car dealership and related site improvements, including parking, landscaping, and lighting.

In order for the building and parking areas to best fit the land, the Applicant has an agreement to obtain an *additional* 17,000± square feet of land from its southerly abutter (Howard Johnson), subject to receipt of all permits required to construct the new project. This exchange will affect the zoning permit that was issued for Howard Johnson. Thus, an amendment will be requested simultaneous with *this* application. No other changes are proposed to the Howard Johnson, other than the size of its property.

New paved parking for the facility will be constructed as shown on the enclosed site plan. A total of 113 spaces will be provided (see breakdown on page 7).

Access to the site will be over the existing *northerly* driveway. The southerly driveway and curb cut will be eliminated. The site will be cleared and re-graded to a relatively flat grade. New pre-cast concrete block retaining walls will be constructed where required. Screening and landscaping will be provided as illustrated. All new underground utilities will be brought into the site, including sewer, water, electric and gas services. Drainage will be controlled on-site and will include various catchments, rain gardens, and underground storage, with discharge to the existing drainage system in Route 7.

Erosion controls will be established prior to any earth work activities at the property. There are wetlands located to the east of the property. These will not be impacted. A separate application will be made to the Lenox Conservation Commission.

Building Appearance

The new building will be approximately 14,500 square feet in size, 1-story, with a flat roof. It will be located toward the northerly end of the lot. The front portion of the building will be dedicated to sales and the rear portion to service.

The front and right sides of the building will contain substantial glass. The height of the building will not exceed 26 feet. The overall appearance the building (inside and out) will conform to strict standards of Mazda Corporation. Preliminary building drawings have been included in this application (Attachment A).

2.0 ZONING REGULATIONS

The following section describes the project in regard to several specific sections of the Zoning Bylaw. The site is located within a C-1A zone.

SPECIAL PERMIT (section 3.4)

The project will contain both indoor and outdoor motor vehicle sales. Indoor sales are a by-right use; outdoor sales require a Special Permit through the Board of Appeals. The appropriate application form (and fee) has been filed herewith.

SITE PLAN APPROVAL IN THE C-1A AND C-3A ZONES (section 3.5)

Projects Requiring Site Plan Review

In addition to the Special Permit requirement, any "change of use" requires a Site Plan Approval by the Zoning Board of Appeals (ZBA) per section 3.5 of the Lenox Zoning Bylaw. The appropriate application form (and fee) has been filed herewith.

Contents of Site Plan

Included with this submission are various plans supporting the information required per this section of the zoning by-laws. The plans include:

- Architectural Building Plans
- Civil Site Plans

DIMENSIONAL REQUIREMENTS (section 6.0)

Table of Dimensional Requirements

There are several minimum dimensions required for a lot (and a structure) in C-1A Commercial zone. The requirements, existing dimensions, and proposed dimensions are as follows:

Table 6.1.1 – Table of Dimensional Requirements

Description	Requirement	Existing	Proposed
1. Minimum lot size	1 acre	1.4 acres	1.8± acres
2. Minimum lot frontage	200'	210'±	275'±
3. Minimum lot width at building setback line	200'	210'±	275'±
4. Minimum setbacks:			
A. Building or structure			
- Street Line	50'	60'±	80'±
- Lot Line	30'	7'±	60'±
- District boundary Line	50'	0'±	55'±
B. Sign Setback	35'	10'±	35'± (TBD)
C. Parking Area Setback	30'	85'±	13'±
5. Maximum Building or structure			
Height stories	2	2	1
Height feet	35'	20'±	26'±
6. Maximum building coverage	30%	11%±	18.5%±

3.0 OFF-STREET PARKING AND LOADING REQUIREMENTS

Required Number of Spaces (section 7.1.5)

The principal use for the project is *warehouse and other commercial or industrial buildings*. Under zoning requirements, such use requires 1 space for each 1,000 square feet of gross floor area. Therefore, the required number of spaces = $[14,500 \text{ square feet} \div 1,000] = 15 \text{ spaces}$.

A total of 113 spaces will be provided as follows:

- Customers: 17
- Employees and service dept.: 20
- New vehicle display: 76

TOTAL: 113

Parking Space Dimensions (section 7.1.3)

The proposed parking spaces will be a minimum of 8 ½' x 19' and the total parking facility will meet the required area per car.

Multiple Uses (section 7.1.4)

The proposed project does not include multiple uses as they relate to parking requirements.

Shared Parking (section 7.1.6)

There is no shared parking proposed.

Reduction of Parking Requirements (section 7.1.7)

There is no request for a reduction in parking.

Parking Design Standards (section 7.1.8)

The proposed parking layout includes 86 spaces (76%) to the rear or side of the building. This falls short of the 80% requirement. A waiver is hereby requested. This is

justified because nearly all of the parking in front of the building is for display of new vehicles.

The front setback in this zone is 30 feet. Several of the proposed spaces will be located in this setback. A waiver is hereby requested. Again, these spaces are for display of new vehicles.

The parking areas will be paved. All spaces will meet the minimum size standards and have adequate room for maneuvering.

Curb cuts will meet the requirements under section 7.1.8.

Driveways (section 7.1.9)

The proposed facility will continue to use the existing paved driveway at the north end of the property. The other driveway will be discontinued. The travelled width of the new driveway will be 30 feet and will not be located within 25 feet of an intersection nor within 15 feet of a crosswalk. This meets zoning requirements.

Layout of Off-Street Parking (section 7.1.10)

The proposed parking layout will meet all requirements for layout except setback to side or rear property line. Due to the limited size of the property, and the nature of the business (outdoor vehicle sales), it is not practical to site parking spaces at least 30 feet from any property line. A waiver is hereby requested from this provision.

Drainage, Surfacing and Maintenance (section 7.1.11)

Currently there are no stormwater controls anywhere on the site. Runoff simply flows into the drainage system along Route 7. The new facility will include stormwater control features that will manage stormwater on-site.

Snow Storage (section 7.1.13)

There is adequate room for snow storage at the property around the perimeter of the parking areas and along the edge of the driveway. During excessive snow falls, snow will be trucked off-site.

Lighting (section 7.1.14)

A proposed lighting plan has been included with this application and can be found in Attachment D - Site Plans. The lighting has been designed as to not reflect or cause glare on abutting properties and will not affect the operation of vehicles on nearby streets. All parking lot lighting, except for those along Rt. 7, will be set on timers to turn off at approximately 7:00 P.M. each evening. Security lighting will be installed on the building and will be motion-activated.

Screening (section 7.1.15)

The proposed facility will contain more than 35 spaces and thus new screening will be provided from abutting streets and lots (see Attachment D – Site Plans). The Applicant has met with the residential neighbors to the east and agreed to provide year-round screening along the common property line. These are illustrated on the plan, along with other landscaping.

Landscaping (section 7.1.16)

A proposed landscaping plan has been prepared and can be found in Attachment D – Site Plans.

Bicycles (section 7.1.17)

A bicycle rack will be provided outside the building (exact location to be determined).

Loading Space (section 7.1.18)

A designated loading space is illustrated on the Site Plan. This is for off-loading new vehicles.

Loading Standards (section 7.1.19)

There is adequate off-street loading area on site which will not require backing onto public ways or parking on public ways. The delivery of new cars will be made during off-hours and will take place either in the main driveway or behind the building.

Commercial “C” Zoning District Exemptions (section 7.1.20)

The project is not in a “C” zone. Therefore, this section does not apply.

Summary of parking waivers requested

Parking waivers are requested as part of the re-development project. These are due to the goal of displaying vehicles rather than storing/ parking them. Mazda has certain prototype layout that, in part, has established the need for waivers.

Waivers requested:

1. Waiver from 80% (required) to 75% (actual) of spaces to the side and rear;
2. Waiver from setback requirements in order to permit display vehicles to be more visible to consumers and to fit on the property. To the south, an easement will be obtained over the parking cells that will encroach onto the adjoining property.

4.0 TRAFFIC

Comprehensive Traffic Analysis has been completed for this project (see Attachment C). The following conclusion was taken from the Analysis:

Conclusion

The results of this impact statement indicate that the proposed Mazda dealership redevelopment at 474 Pittsfield-Lenox Road (Route 7/20) will not have a significant impact on the roadway network adjacent to the project site. VHB forecasts that the project would increase traffic on the roadway by approximately 34 vehicle trips during the weekday evening peak hour and 31 trips during the Saturday midday peak hour (approximately one vehicle every two minutes). These minimal additional trips have a negligible impact on the level of service and delay on the surrounding roadway. The proposed site driveway is expected to operate at LOS E during the weekday afternoon peak traffic period. However, the delays experienced at the driveway will not impact the surrounding roadway network. Furthermore, the proposed driveway is expected to operate at acceptable levels of service with minimal delays at all other times of the day.

The proposed site driveway, internal circulation and the off-site roadways will readily accommodate the proposed development without impacts to traffic operations.

5.0 SIGNS

The project includes new signs, both on the building and on a new pedestal in the front of the property. A detailed sign package has been included in this submission (see Attachment B). This will be submitted to the Building Commissioner for a separate permit.

6.0 LIGHTING

Sign Lighting

Any sign lighting will follow the appropriate requirements of the Lenox Bylaw.

Outdoor Lighting

Outdoor lighting is discussed previously (page #9).

7.0 DRAINAGE AND EROSION CONTROL

Applicability

The proposed project includes more than 20,000 s.f. of impervious area (roof top and parking). Thus, this section applies.

Submittals

This application includes a detailed set of Civil Site Plans (Attachment D) which show existing and proposed conditions at the site, including property lines, vegetation, existing and proposed grades, and existing and proposed drainage structures. There are no wetlands, streams, or water bodies on the property.

The Site Plans also include a specific Erosion Control Plan which outlines a variety of best management practices, such as:

- A stabilized construction entrance will be installed prior to excavation;
- A sedimentation barrier consisting of a silt fence and straw wattles will be installed along the perimeter of the site;
- The catch basins will be equipped with sediment traps to reduce sediment load into the drainage system;
- All collected sediment will be disposed of off-site at a proper facility.

A comprehensive Stormwater Management Report is also included in this application (Attachment E). It has a host of information pertaining to water quality, water quantity, operation, and maintenance, etc.

The overall construction process is expected to take 1 year to complete. In general, the schedule of operations would be as follows:

1. Install erosion control measures.
2. Demolish and remove all existing structures from the property.
3. Perform rough-grading as needed. Construct retaining walls at this time.
4. Construct new building (simultaneous with other work).
5. Install new utilities as needed, including water, sewer, etc.;
6. Construct final driveway and parking areas, including retaining walls.
7. Install finished landscaping.

Standards

In general, all stormwater runoff from the property will be collected, treated, stored, and discharged to the existing stormwater system in Route 7, where runoff currently flows. Connection to the state highway drains will require a tie-in permit from Mass DOT, which establishes strict rules for such connections.

8.0 SEWER AND WATER

Sewer flows from the proposed development were calculated based upon Massachusetts Title V regulations (310 CMR 15.00). They are compared to the existing 16-room motel that currently occupies the site. The project will not generate any additional sewer or water flows above that which currently exists (see calculations below).

Existing flows (per Title 5):

Motel: 16 rooms @ 110 gls/ bdrm/day = 1,760 GPD

House: 2 bedrooms @ 110 gls/room/day = 220 GPD

Total existing = 1,980 GPD

Proposed flows (per "Title 5"):

"Retail store": 14,500 S.F. @ 50 gls/ 1,000 S.F./day = 725 GPD

Total proposed = 725 GPD

Net = (1,255 GPD) **Less**

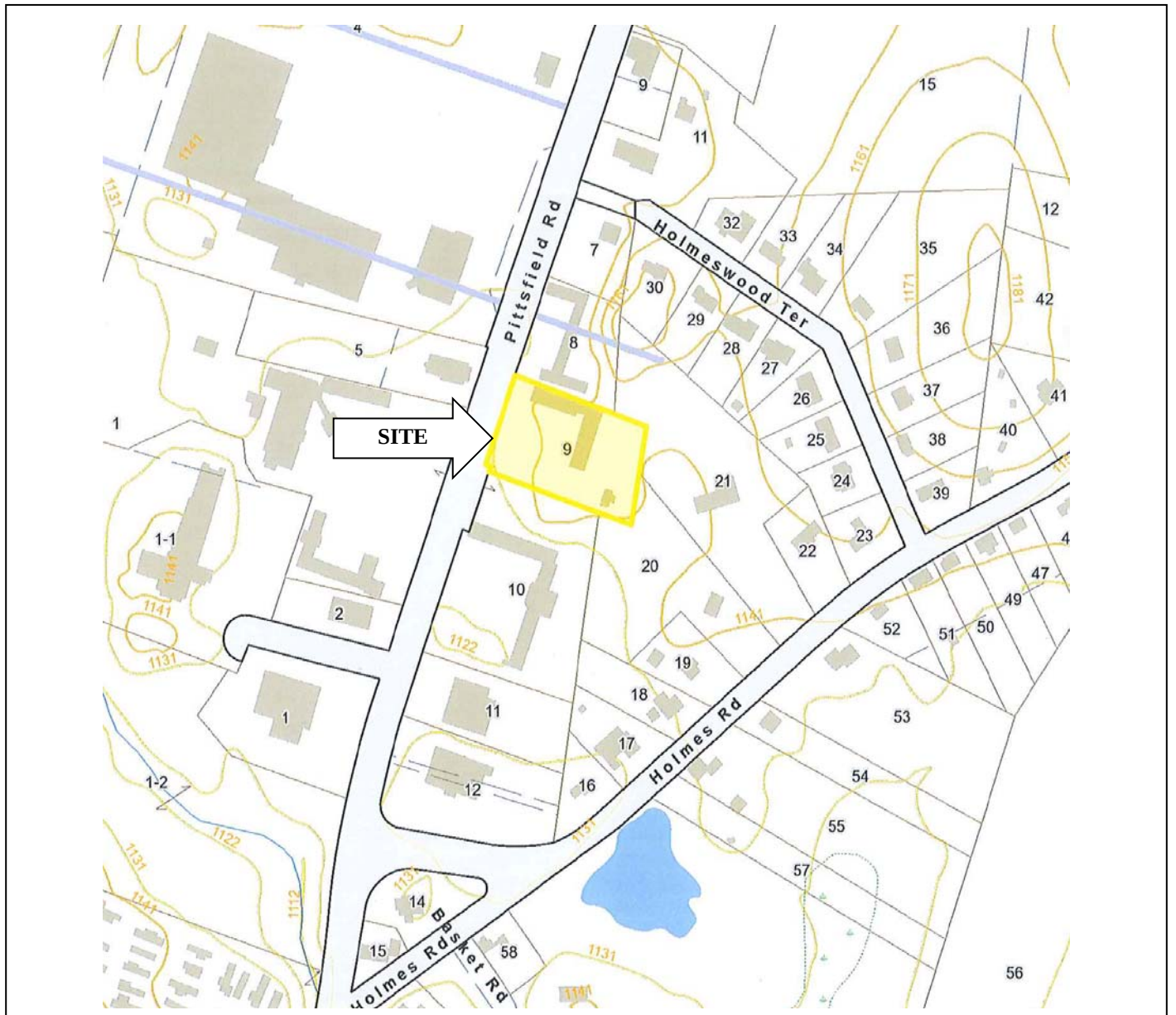
For purposes of this application, the proposed **water** usage shall be equal to the proposed sewer flows (1,255 GPD decrease). Water from the proposed development will be supplied through a new water service pipe that will replace an existing water pipe. A new water meter will also be provided (per town specifications). The development does not include an exterior irrigation system at this time.

Sewer and water tie-in fees will be paid by the Applicant in accordance with the town's regulations pertaining to sewer and water use.

9.0 CONCLUSION

The proposed project meets the requirements of the Lenox Zoning By-Laws (except where noted). The project will replace an antiquated hotel with a new state-of-the-art car dealership. This Proposal will result in an improvement to the property and will not be a burden on town infrastructure.

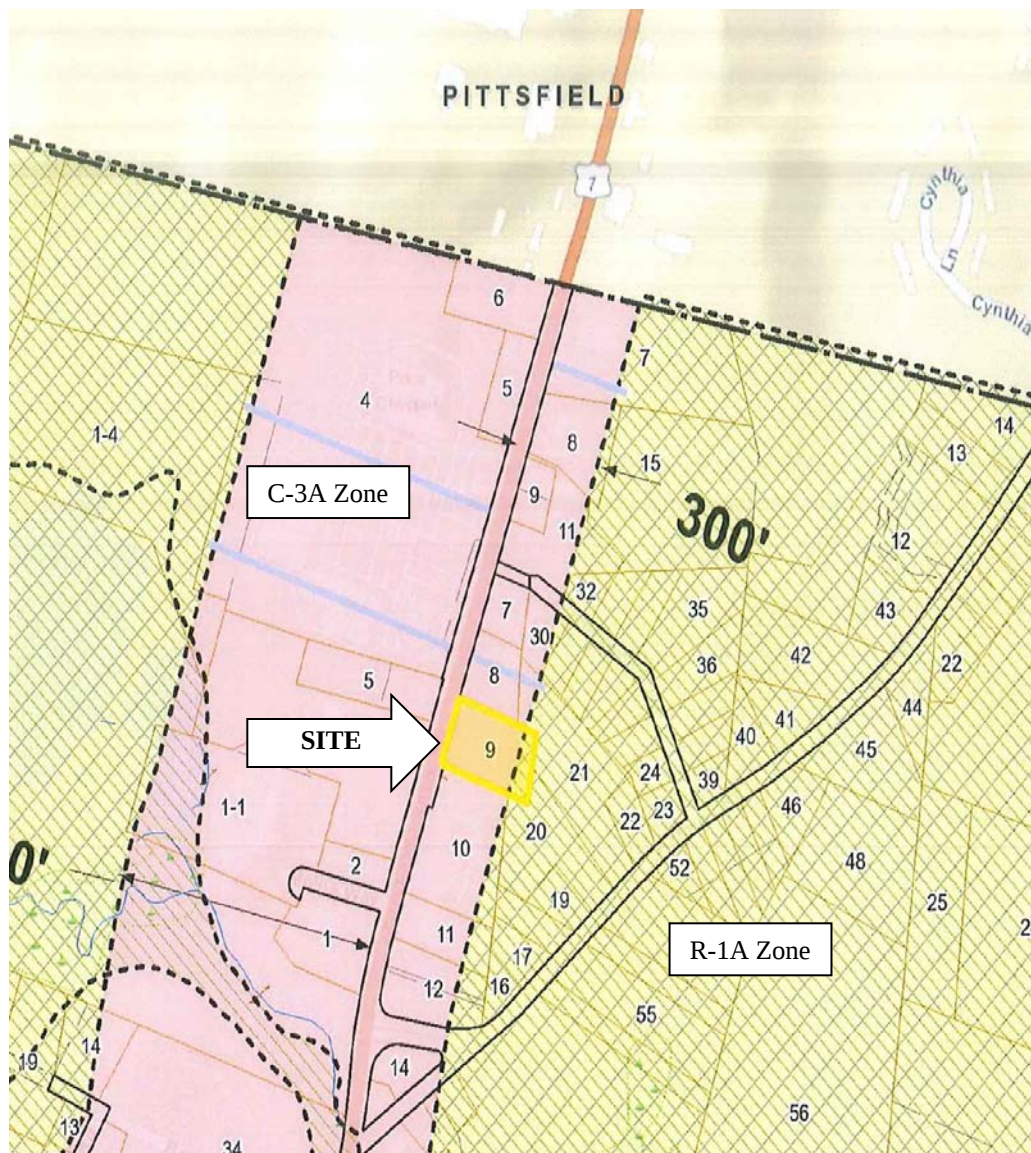
Figures



Source: Lenox AxisGIS

FIGURE #1

Locus Map
474 Pittsfield Road
Lenox, Massachusetts



Source: Lenox AxisGIS

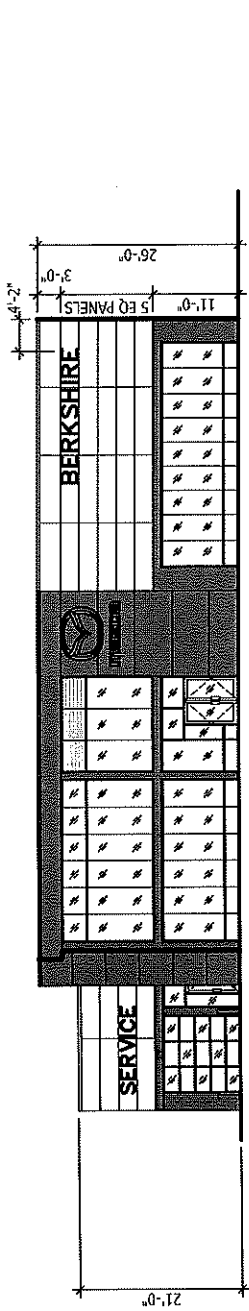
FIGURE #2

Zoning Map
 474 Pittsfield Road
 Lenox, Massachusetts

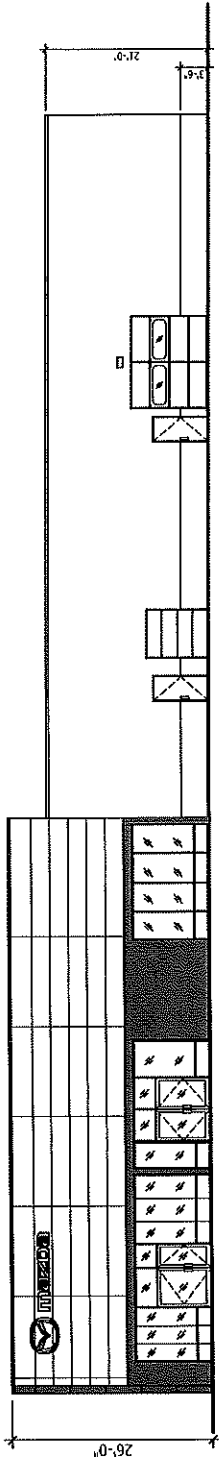
Attachment A

Preliminary Architectural Plans

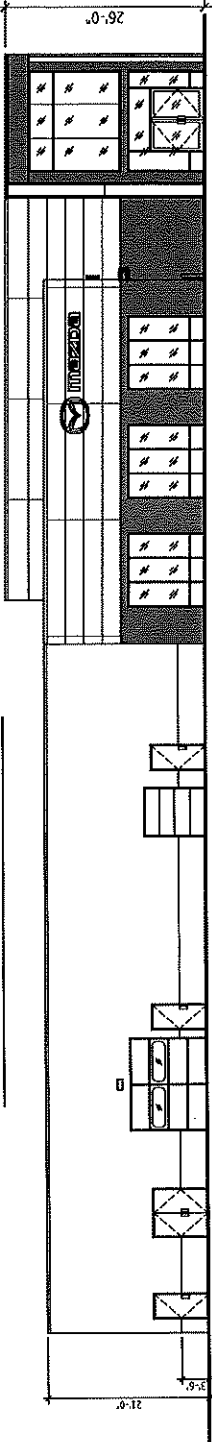
THESE DRAWINGS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND APPROVAL OF MNAO AND CHANGEUP



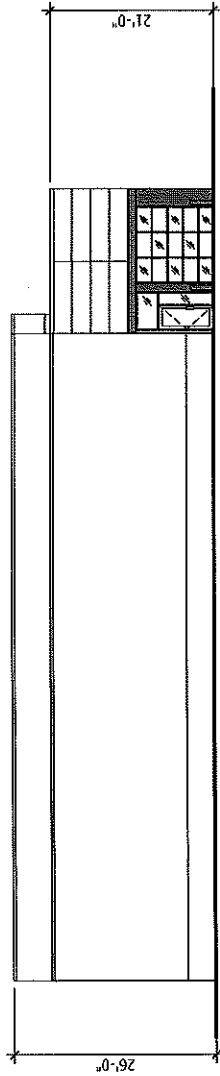
FRONT ELEVATION



RIGHT ELEVATION



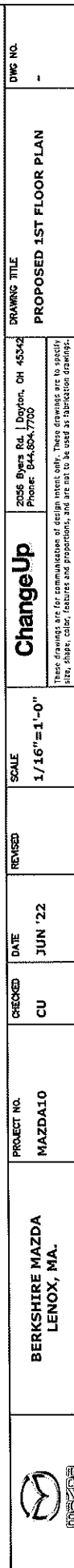
LEFT ELEVATION



REAR ELEVATION

	BERKSHIRE MAZDA LENOX, MA.	PROJECT NO. MAZDA10	CHECKED CU	DATE JUN '22	REVISED	SCALE 1/16"=1'-0"	ChangeUp		2556 Byers Rd. Dayton, OH 45342 Phone: 844.804.7700	DRAWING TITLE PROPOSED ELEVATIONS	DWG NO. 1

These drawings are for communication of design intent only. These drawings are to specify size, shape, color, features and proportions, and are not to be used as fabrication drawings.



 	BERKSHIRE MAZDA LENEX, MA.	PROJECT NO. MAZDA10	CHECKED CU	DATE JUN '22	REVISED	SCALE 1/16"=1'-0"	ChangeUp 2036 Byers Rd. Dayton, OH 45342 Phone: 844.804.7700	DRAWING TITLE PROPOSED 1ST FLOOR PLAN	DWG. NO. -
		These drawings are for communication of design intent only. These drawings are to specify size, shape, color, features and proportions, and are not to be used as fabrication drawings.							

Attachment B

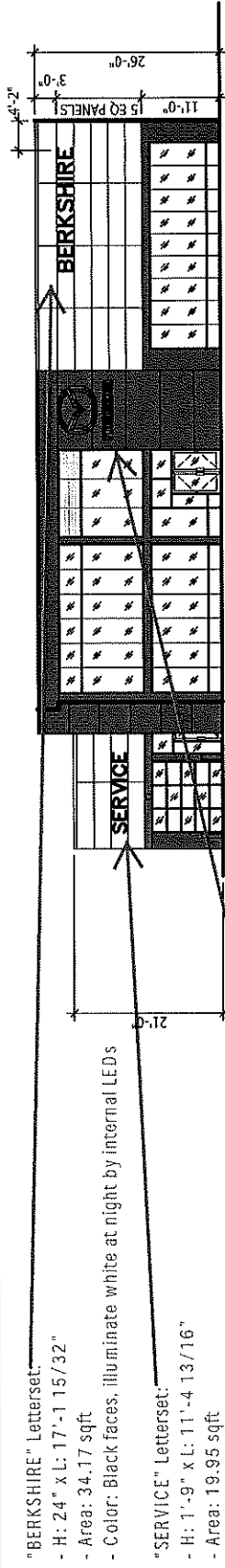
Sign Information Package

Berkshire Mazda Sign Information

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- Pg 3	Dealer Name Dimensions with visual
- Pg 4	SERVICE letterset engineering
- Pg 8	MS66 / ML15.3 engineering
- Pg 13	MS45 / 18.7 engineering
- Pg 18	Pylon dimensions and LED information

THESE DRAWINGS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND APPROVAL OF MNAO AND CHANGEUP



FRONT ELEVATION

MS66/ML15.3 Stacked Mazda Logo/Letterset:

- Dimension detail on pg. 8
- Area: 65 sqft
- Color: Chrome Mazda logo and Letterset
- Internally illuminated by LEDs (pg. 11)

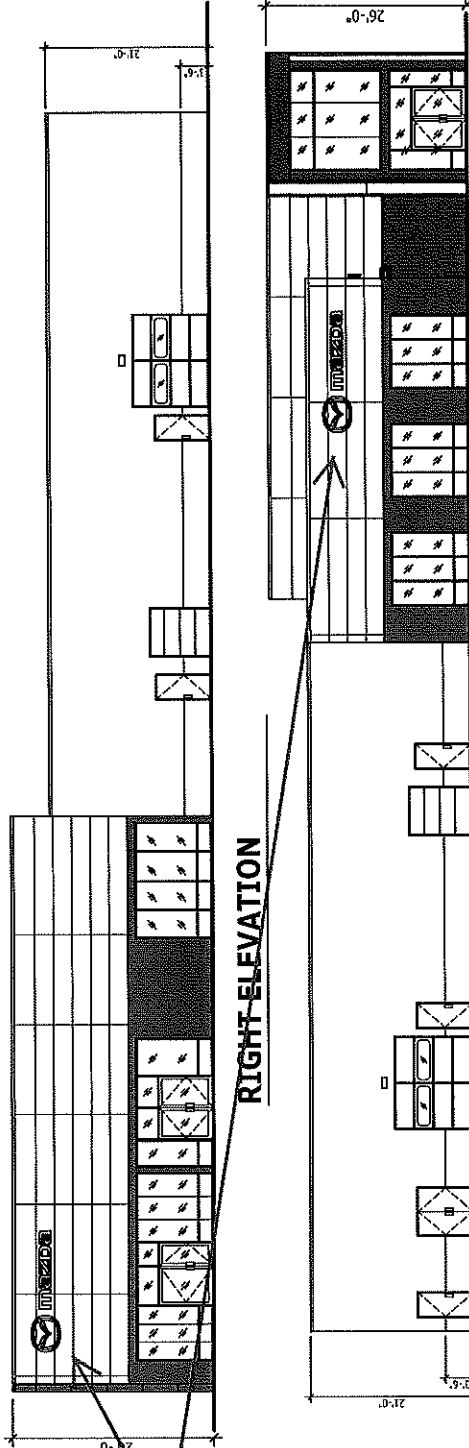
MS45/ML18.7 Horiz. Logo/Letterset:

- Dimensions on pg. 13
- Area: 59.5 sqft
- Color: Chrome Mazda logo and Letterset
- Internally illuminated by LEDs (pg. 16)

P30-15 Skirted Pylon:

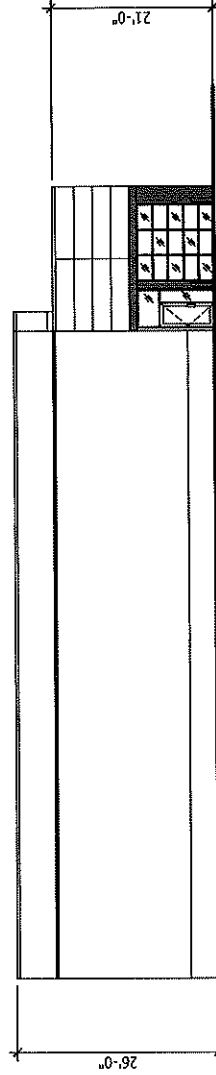
- Dimensions on Pg. 18
- Graphic Area: 17 sqft (head area <32sqft)
- Height: 15 ft OAH
- Color: Black support with chrome illuminated side lenses and Mazda Logo/Letterset
- Internally illuminated by LEDs (Pg 20)
- Location on next page - setback to measure no more than 25'

Total Wall Sign Area: 238.12 sqft
Total Area with Pylon: 255.12



RIGHT ELEVATION

LEFT ELEVATION



REAR ELEVATION



BERKSHIRE MAZDA
LENOX, MA.

PROJECT NO.
MAZDA10

CHECKED
CU

DATE
JUN '22

REMOVED

SCALE
1/16"=1'-0"

ChangeUp

2056 Bays Rd. | Dayton, OH 45342
Phone: 937-284-7700

DRAWING TITLE
PROPOSED ELEVATIONS

DWG NO.
-

Scale: 1/4"=1'-0"

2'-0" 17'-1 15/32"
BERKSHIRE

1'-9" 11'-4 13/16"
SERVICE

BERKSHIRE
SERVICE



Project Title
MAZDA

Date 07.28.20

AGI For N. CARRELL

Lead Designer NJC

Drawn By HWBJ

Project Mgr. J. MERRICK

General Sign Specifications

☐ Interior ☒ Exterior

☒ Single Faced ☐ Double Faced

☐ Non-Illuminated

☒ Illuminated

Location _____

Windload 115 MPH IBC 2012

120 Volts 0.9 Amps(-/+)

Added Call Out As Per 651530

Change

Drawn By

Date

12.10.21

JCE

Change

Change

Change

Change

Change

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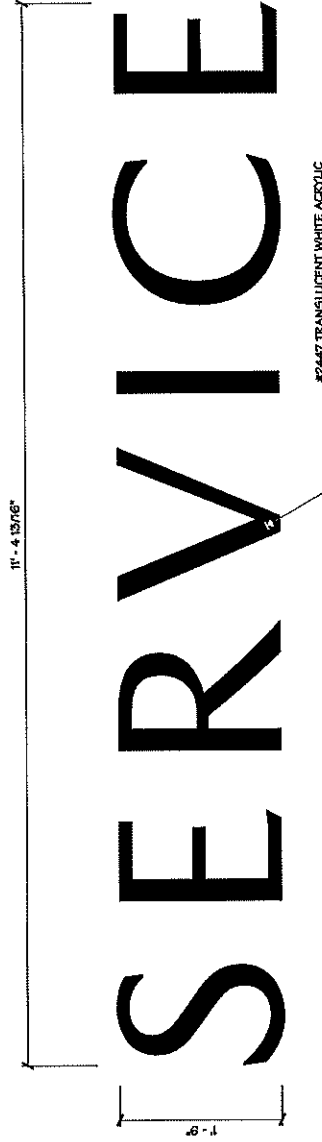
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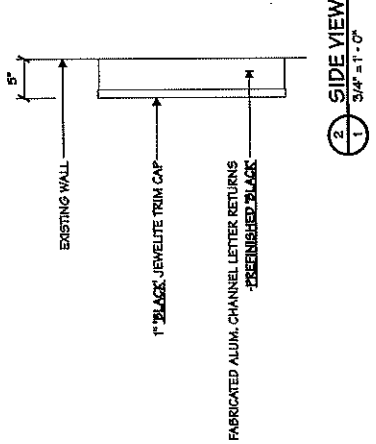
Change

Change

Change



1 FRONT ELEVATION
3/4" = 1'-0"



2 SIDE VIEW
3/4" = 1'-0"

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Code 34373 Type C

Sign Type RE-DN-21-SRV-125 PG. 1

2655 International Pkwy.
Virginia Beach, VA 23462



Project Title
MAZDA

Date 07.25.20

AGI E&R N. CARRELL

Lead Designer: NJC

Drawn By: HWBJ

Project Mgr.: J. MERRICK

General Sign Specifications

☐ Interior ☐ Exterior

☐ Single Faced ☐ Double Faced

☐ Non-Illuminated

☐ Illuminated

Location _____

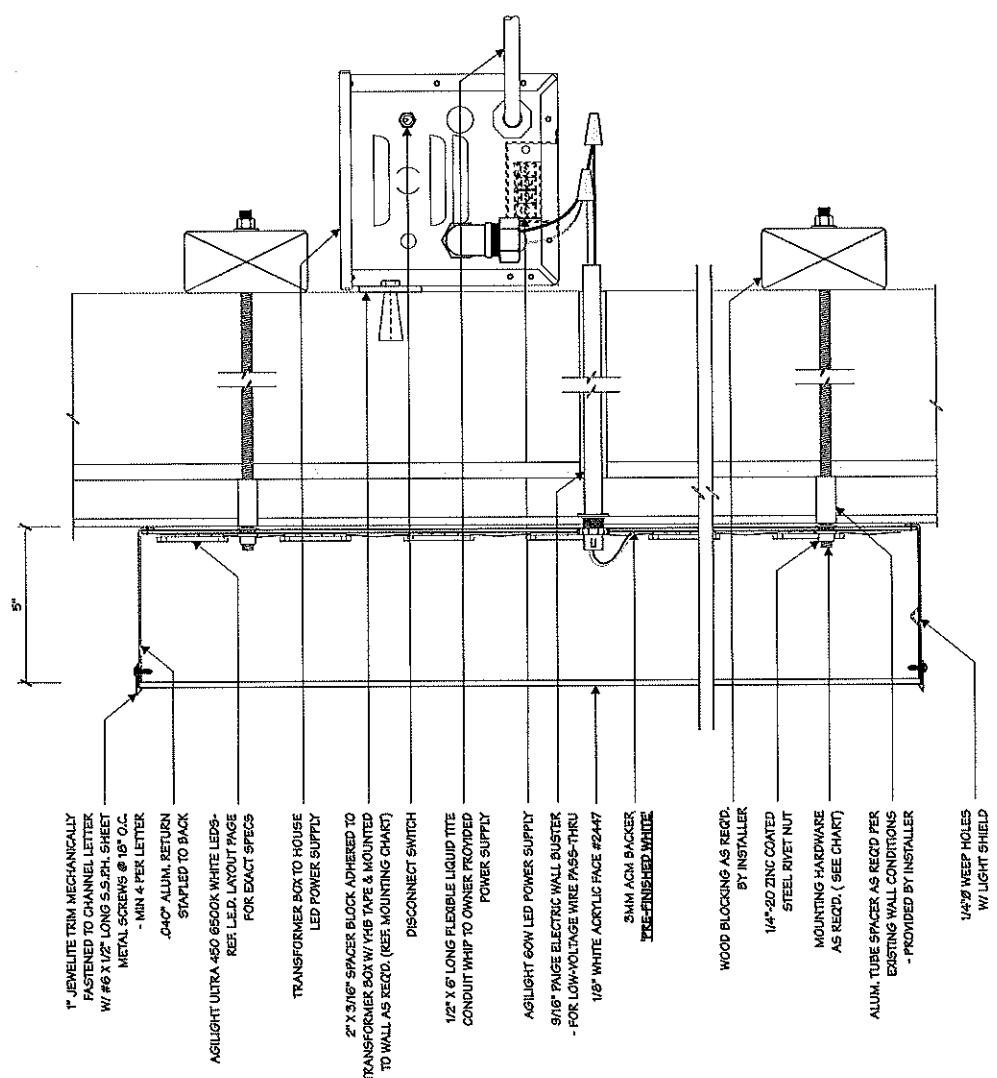
Headload 115 MPH IBC 2012

120 Volts 0.9 Amps(4-7)

MOUNTING HARDWARE CHART			
MASONRY	WOOD	METAL	
1/4" ZINC PLATED STEEL THREADED ROD THRU WALL	●	●	●
1/4" LAGS WITH SHIELDS	●	●	●
1/4" LAG BOLTS	●	●	●
1/4" TOGGLE BOLTS	●	●	●

NOTE:
1) THREADED ROD WILL BE PROVIDED STANDARD
- ALL OTHER HARDWARE IS TO BE PROVIDED BY
THE INSTALLER AS REQ.
2) DESIGN INTENDED FOR NOT GREATER THAN
3RD STORY MOUNTING - HIGHER ELEVATIONS
REQUIRE REVIEW

NOTES:
1) VERIFY MOUNTING CONDITION.
2) OWNER SUPPLIED POWER TO BE WITHIN
5' - 0" OF AGI TRANSFORMER BOXES.
3) SILICONE SEAL ALL PENETRATIONS.



1 SIDE SECTION
2 1/4" = 1"

Code	34373	Type	C
Sign Type	RE-DN-21-SRV-125	Pg. #	2

2555 International Pkwy.
Virginia Beach, VA 23462



Project Title
MAZDA

Date 07.28.20

AGI For N. CARRELL

Lead Designer NJC

Drawn By HWBJ

Project Mgr. J. MERRICK

General Sign Specifications

☐ Interior ☒ Exterior

☒ Single Faced ☐ Double Faced

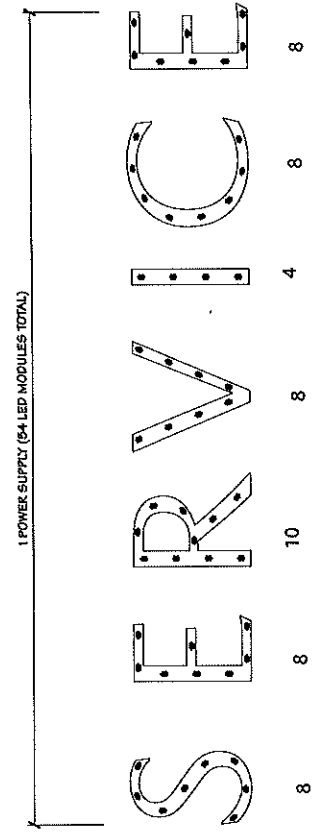
☐ Non-Illuminated

☒ Illuminated

Location _____ Volts _____ Amps(+/-) _____

Wavelength 11.5 MPN IBC 2012

NOTE:
1) EACH 60W POWER SUPPLY WILL RUN A MAXIMUM OF 115 MODULES



LED LAYOUT
N.T.S.

Change	ADDED CALL OUT AS PER 831620
Drawn By	JOE
Date	12.10.21

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Code	34373	Type	C
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Sign Type	RE-DN-21-SRV-125	Pg #:	3
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2655 International Flors,
Virginia Beach, VA 23462



Project Title

MAZDA

Date 03.23.16

AGI Est. M. ALAMELDIN

Lead Drafter NJC

Drawn By NJC/DDS

Project Mgr. A. ISBELL

General Sign Specifications

- ☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced
☐ Non-Illuminated
☒ Illuminated

120/277 Volts 1.5 Amps(4-1)

Location

Windload

Change	Drawn By	Date
ADDED PHOTOCELL SWITCH IN ALL MAZDA CHANNEL LETTERS	NJC	03.16.16
REMOVED BLUE ORACAL GUTLINE ON LETTERS	NJC	03.16.16
UPDATED LED LAYOUT TO ULTRA 450 8200K	NJC	03.16.16
CHANGED DIMENSIONS PER DPT 30811	NJC	03.16.16
REPLINE UPDATES	NJC	03.16.16
UPDATED LOGO/ LETTERSET ON NEW FABRICATION	NJC	03.16.16
CLIENT UPDATES AND CHANGES PER DPT 441552	NJC	03.16.16
ADDED CMT. CUTS AS PER #51620	NJC	03.16.16

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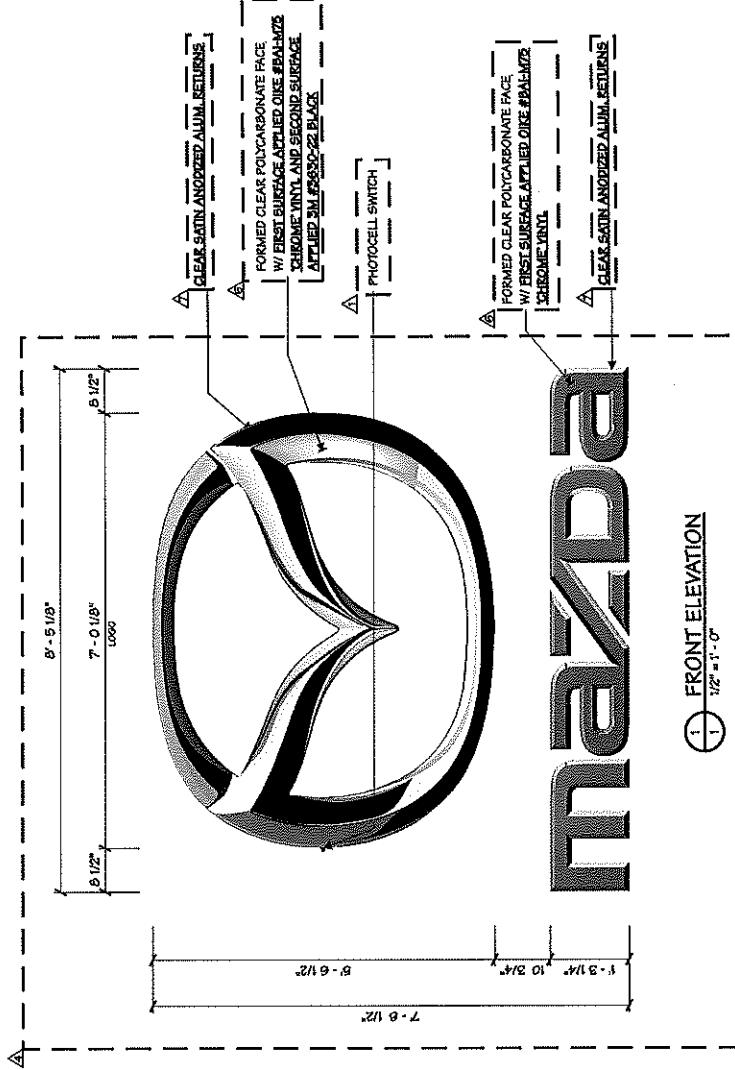
Type	Code	15340	C
Sign Type	MS66/ML15.3		1

2055 International Parkway
Virginia Beach, VA 23452

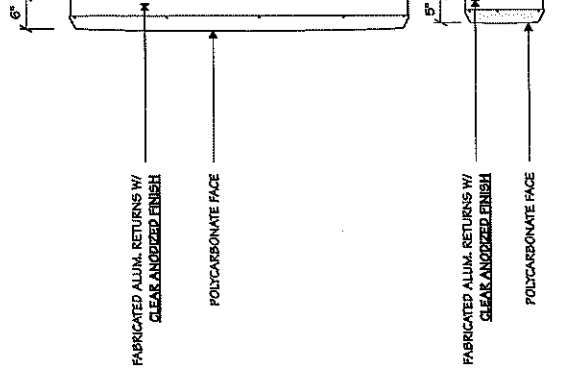
TRIM & INSTALL FACES
SO THE OVERALL
WORDMARK IS DONED



3 MAZDA LETTERS PLAN VIEW
1 1\"/>



1 FRONT ELEVATION
1 1\"/>



2 SIDE VIEW
1 1\"/>



Project Title
MAZDA

Date 03.23.16
AGI EOR M. ALAMEL DIN
Lead Designer NJC
Drawn By NJC/DDB
Project Mgr. A. ISBELL

General Sign Specifications
☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced
☐ Non-Illuminated
☒ Illuminated
120/277 Volts 1.5 Amps(4-1)
Location
Windload

Change	Drawn By	Date
ADDED PHOTOCELL SWITCH IN ALL MAZDA CHANNEL LETTERS	HJC	10.16.15
REMOVED BLUE CHANICAL OUTLINE ON LETTERS	HJC	10.16.15
UPDATED LED LAYOUT TO ULTRIX 450 6500K	TLW	04.03.15
CHANGED DIMENSIONS PER DR #3611	HMB	06.13.15
MEDLINE UPDATES	TLW	02.13.15
UPDATED 1000/ LETTERS ON NEW FABRICATION	HMB	03.14.15
CLEAN UP/UPDATES AND CHANGES PER DR #47632	HMB	12.19.15
ADDED CALL OUTS AS PER #51820	JCB	

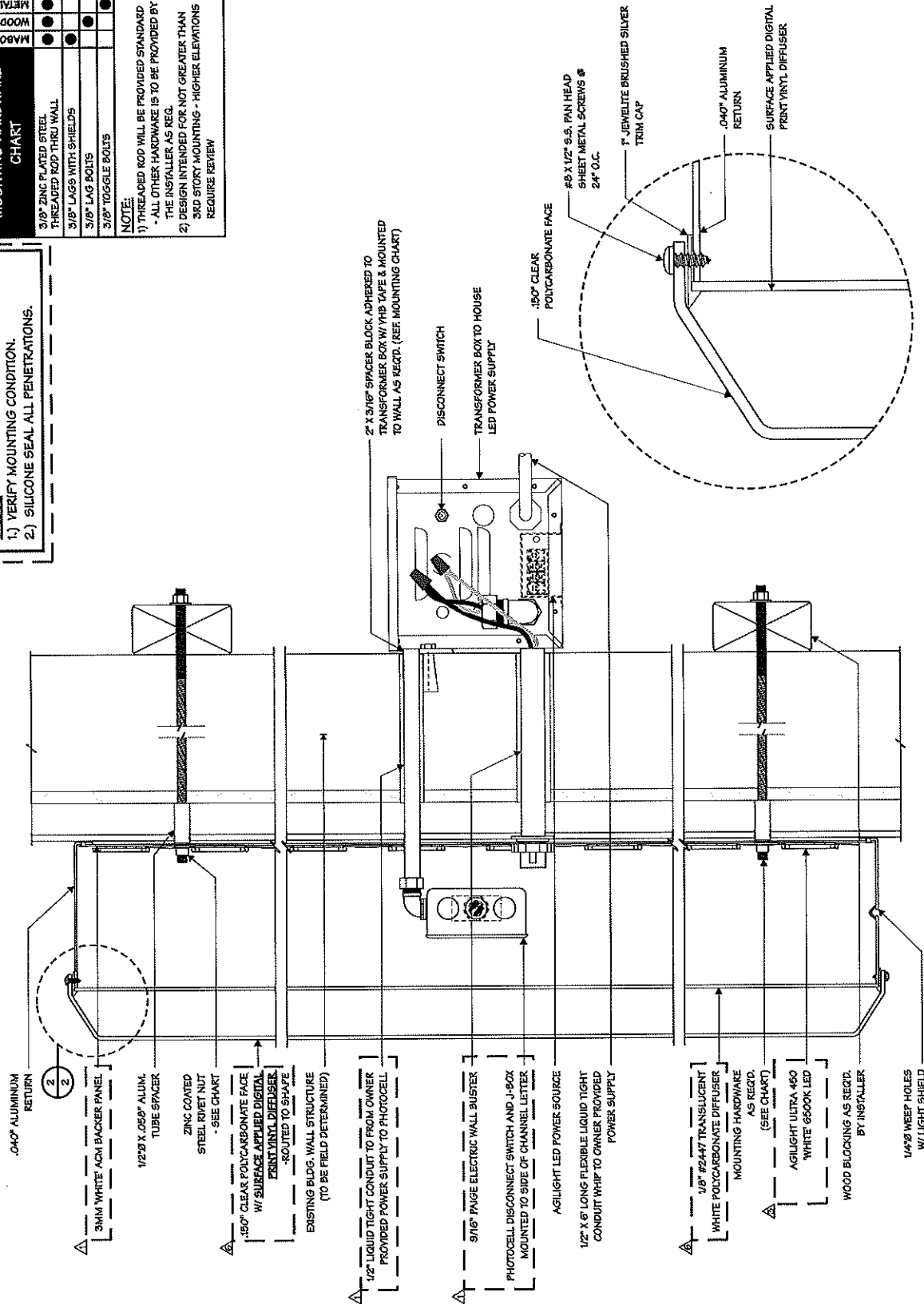
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Code
15340
Type
C
Sign Type
MS66/ML15.3
PG #
2

MOUNTING HARDWARE CHART			
MATERIAL	MAOUNT	WOOD	METAL
3/8" ZINC PLATED STEEL THREADED ROD THRU WALL	●	●	●
3/8" LAGS WITH SHIELDS	●	●	●
3/8" LAG BOLTS	●	●	●
3/8" TGGGLE BOLTS	●	●	●

NOTE:
1) THREADED ROD WILL BE PROVIDED STANDARD
- ALL OTHER HARDWARE IS TO BE PROVIDED BY
THE INSTALLER AS REQ.
2) 3RD STORY MOUNTING - HIGHER ELEVATIONS
REQUIRE REVIEW

NOTES:
1) VERIFY MOUNTING CONDITION.
2) SILICONE SEAL ALL PENETRATIONS.



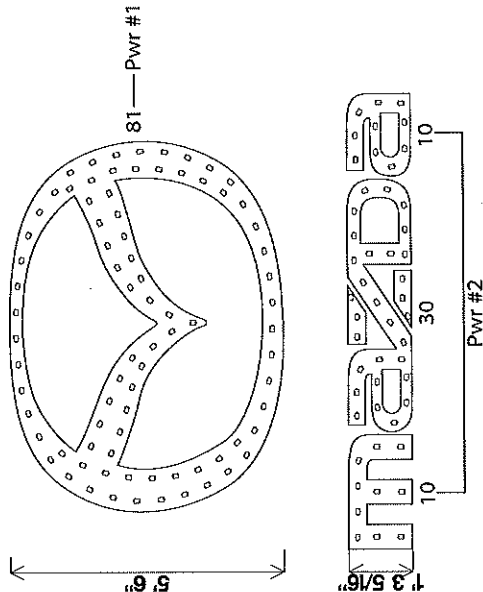
2 BLOW-UP DETAIL
2 3/4" = 1"

1 SIDE SECTION - LOGO
2 1/4" = 1"

2655 International Parkway
Virginia Beach, VA 23452



- 1) UNLESS OTHERWISE SPECIFIED: All layouts are for a single face sign or a single set of letters and the depth of the application considered for the layout is 3 inches.
2) LED module placement is approximate. Agilight® recommends the sign manufacturer verify the LED placement and quantity to ensure even illumination and brightness expectations are achieved.
3) Estimates are based off the quality of art work and information provided by the customer; this includes: font style, letter height, depth, face material, and any special instructions. Missing information may cause delays in the delivery of estimates, as well as effect product selection, accurate quantities, and brightness.
4) For installation instructions of Agilight® LED systems please refer to www.Agilight.com under the TOOLS & DOWNLOADS section or contact an Agilight® Inside Sales Representative at +1.866.482.0203



Notes:
Letters based off a 5" depth & Logo based off a 6" depth from face.
Rows spaced on 3.5" to 5" centers.

66 feet LS-U450-65K-B150-A - 131 Modules
2 - PS12-60WSL-100-277V

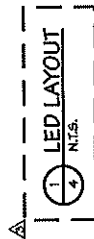
15.31" Mazda

Face Lit

April 04, 2019 IDV



1074 Arion Circle Suite 116, San Antonio, TX 78216
PH: +1 (866) 482-0203 - Fax: +1 (210) 360-1454
www.Agilight.com



Project Title
MAZDA

Date 03.23.16

AGI Est. M. ALAMELIDIN

Lead Drawer NUC

Drawn By NJC/DDDS

Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☐ Exterior

☐ Single Faced ☐ Double Faced

☐ Non-Illuminated

☐ Illuminated

120/277 Volts 1.5 Amps(A/-)

Location

Windload

Change	Drawn By	Date
ADDED PHOTOCELL SWITCH IN ALL MAZDA CHANNEL LETTERS	NJC	10.16.16
REMOVED BLUE OPTICAL OUTLINE ON LETTERS	NJC	10.16.16
UPDATED LED LAYOUT TO ULTRA 450 6500K	NJC	04.05.19
CHANGED DIMENSIONS PER DRA 45611	NJC	04.05.19
REPLINE UPDATES	NJC	02.12.20
CLIENT REQUEST FOR LETTERS ON NEW FABRICATION	NJC	09.16.20
CLIENT UPDATES AND CHANGES PER DRA 447592	NJC	05.14.21
ADDED CALL OUTS AS PER #51520	NJC	12.10.21

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Code 15340

Type C

Sign Type MS66/ML15.3

Pg. # 4

2655 International Parkway
Virginia Beach, VA 23452



Project Title
MAZDA

Date 03.23.16

AGI For M. ALAMEL DIN
Lead Draftsman NJC
Drawn By NJC/DD
Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced
☐ Non-Illuminated
☒ Illuminated
120/277 Volts 1.8 Amps(+/-)
Location _____
Windload _____

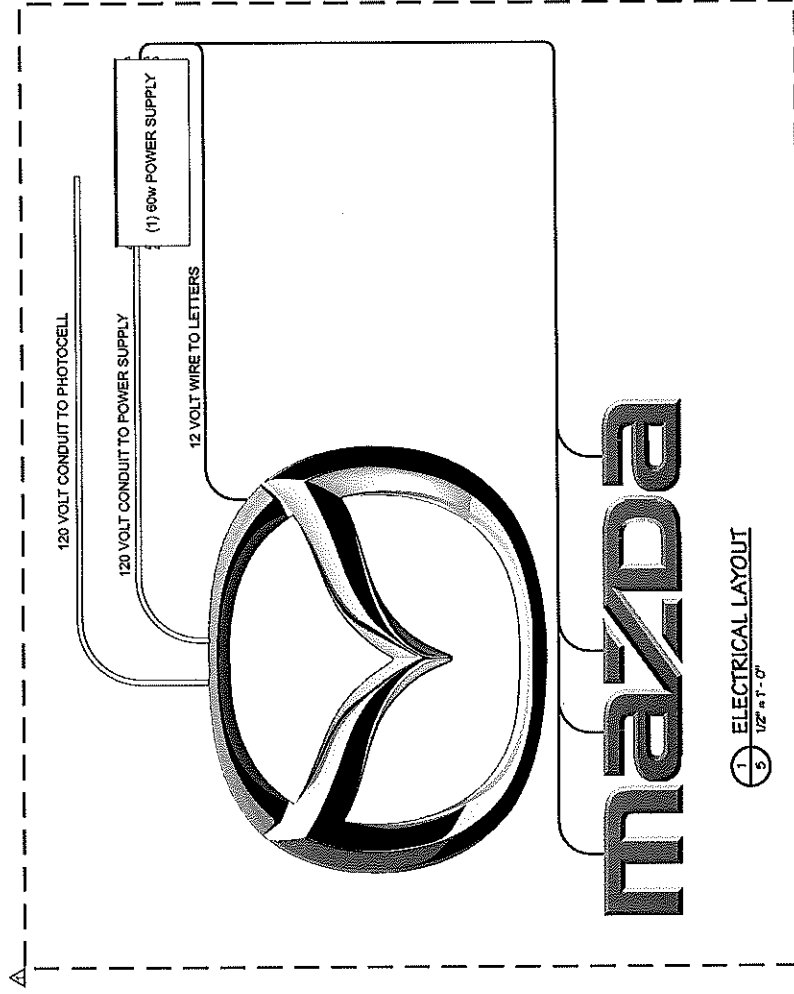
Change	Drawn By	Date
ADDED PHOTOCELL SWITCH IN ALL MAZDA CHANNEL LETTERS	MJC	10.16.15
REMOVED BLUE GRAFAL OUTLINE ON LETTERS	MJC	04.08.15
UPDATED LED LAYOUT TO ULTRA 450 6500K	THW	02.15.15
CHANGED DIMENSIONS PER DRA 36911	THW	02.15.15
REPLINE UPDATES	MJM	09.16.20
UPDATED LOGO/ LETTERSET ON NEW FABRICATION	MJM	09.14.21
CLIENT UPDATES AND CHANGES PER DRA #47582	JCE	12.10.21
ADDED CALL OUTS AS PER #51620		

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Code 15340 Type C

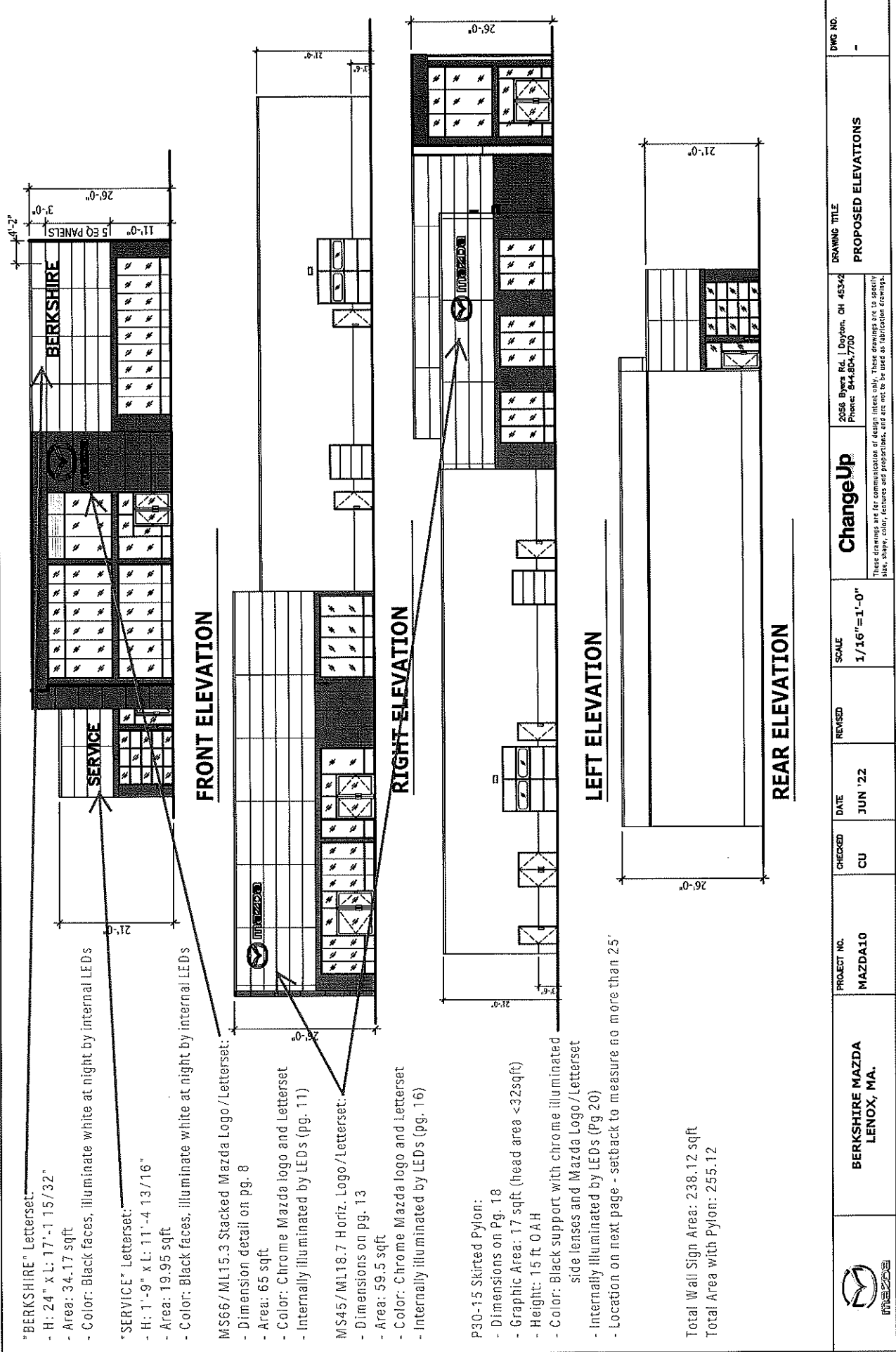
Sign Type
MS66/ML15.3

2655 International Parkway
Virginia Beach, VA 23432



1
5 ELECTRICAL LAYOUT
1/2\"/>

THESE DRAWINGS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND APPROVAL OF MNAO AND CHANGEUP



	BERKSHIRE MAZDA LENOX, MA.	PROJECT NO. MAZDA10	CHECKED CU	DATE JUN '22	REVISED	SCALE 1/16"=1'-0"	Change Up	2055 Bays Rd. Dayton, OH 45424 Phone: 944.854.7700	DRAWING TITLE PROPOSED ELEVATIONS	DWG NO. -

These drawings are for communication of design intent only. These drawings are to specify size, shape, color, features and proportions, and are not to be used as fabrication drawings.

PLANS TO ACCOMPANY PERMIT APPLICATIONS
 PREPARED FOR:
 474 PITTSFIELD LENOX ROAD
 LENOX, MASSACHUSETTS
 LOCATED AT:

Design Group, Inc.
 Civil Engineers & Surveyors
 1000 STATE STREET, SUITE 200, PITTSFIELD, MA 01201
 TEL: 413/232-1100 FAX: 413/232-1101
 WWW.DESIGNGROUPINC.COM

SITE PLAN
 PLAN NO. 22003

PROFESSIONAL SEAL
 22003
 22003
 22003

NO.	DATE	BY	CHKD BY	DESCRIPTION
1	8-31-2022	ASST	ASST	ASST
2	8-31-2022	ASST	ASST	ASST
3	8-31-2022	ASST	ASST	ASST
4	8-31-2022	ASST	ASST	ASST
5	8-31-2022	ASST	ASST	ASST
6	8-31-2022	ASST	ASST	ASST
7	8-31-2022	ASST	ASST	ASST
8	8-31-2022	ASST	ASST	ASST
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LEGEND

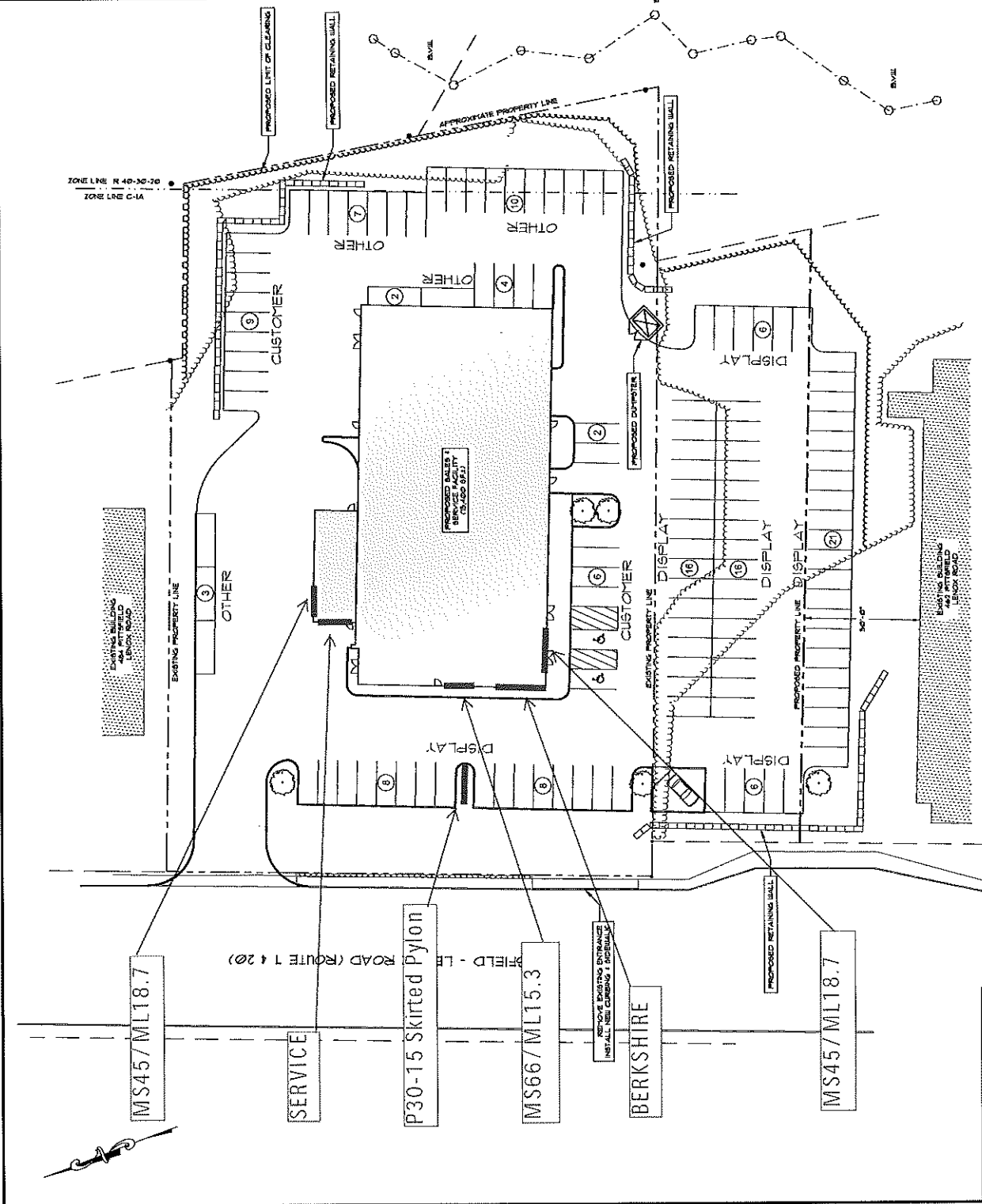
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- APPROXIMATE WETLAND BOUNDARY
- 50' BUFFER ZONE
- ZONE LINE
- EXISTING CONTOUR
- EXISTING TIELINE
- EXISTING UTILITY POLE
- EXISTING WALL
- PROPOSED LIMIT OF CLEARING

PARKING:

"CUSTOMER" (PER ZONING)	11
"DISPLAY"	81
OTHER	26
OVERALL TOTAL:	118



PROGRESS PLAN
 8-31-2022



1 SITE PLAN
 SCALE: 1"=40'

THESE PLANS ARE FOR PERMITTING PURPOSES ONLY
 NOT FOR CONSTRUCTION

Scale: 1/4"=1'-0"

2'-0" 17'-1 15/32"
BERKSHIRE

1'-9" 11'-4 13/16"
SERVICE

BERKSHIRE
SERVICE

NOTES:
 1) VERIFY MOUNTING CONDITION.
 2) OWNER SUPPLIED POWER TO BE WITHIN 5' - 0" OF AGI TRANSFORMER BOXES.
 3) SILICONE SEAL ALL PENETRATIONS.

MOUNTING HARDWARE CHART

	MASONRY	WOOD	METAL
1/4" ZINC PLATED STEEL THREADED ROD THRU WALL	●	●	●
1/4" LAGS WITH SHIELDS	●	●	●
1/4" LAG BOLTS	●	●	●
1/4" TOGGLE BOLTS	●	●	●

NOTE:
 1) THREADED ROD WILL BE PROVIDED STANDARD
 - ALL OTHER HARDWARE IS TO BE PROVIDED BY THE INSTALLER AS REQ.
 2) DESIGN INTENDED FOR NOT GREATER THAN 3RD STORY MOUNTING - HIGHER ELEVATIONS REQUIRE REVIEW



Project Title
MAZDA

Date 07.25.20

AGI E&R N. CARRELL
 Lead Designer NJC
 Drawn By HWBJ
 Project Mgr. J. MERRICK

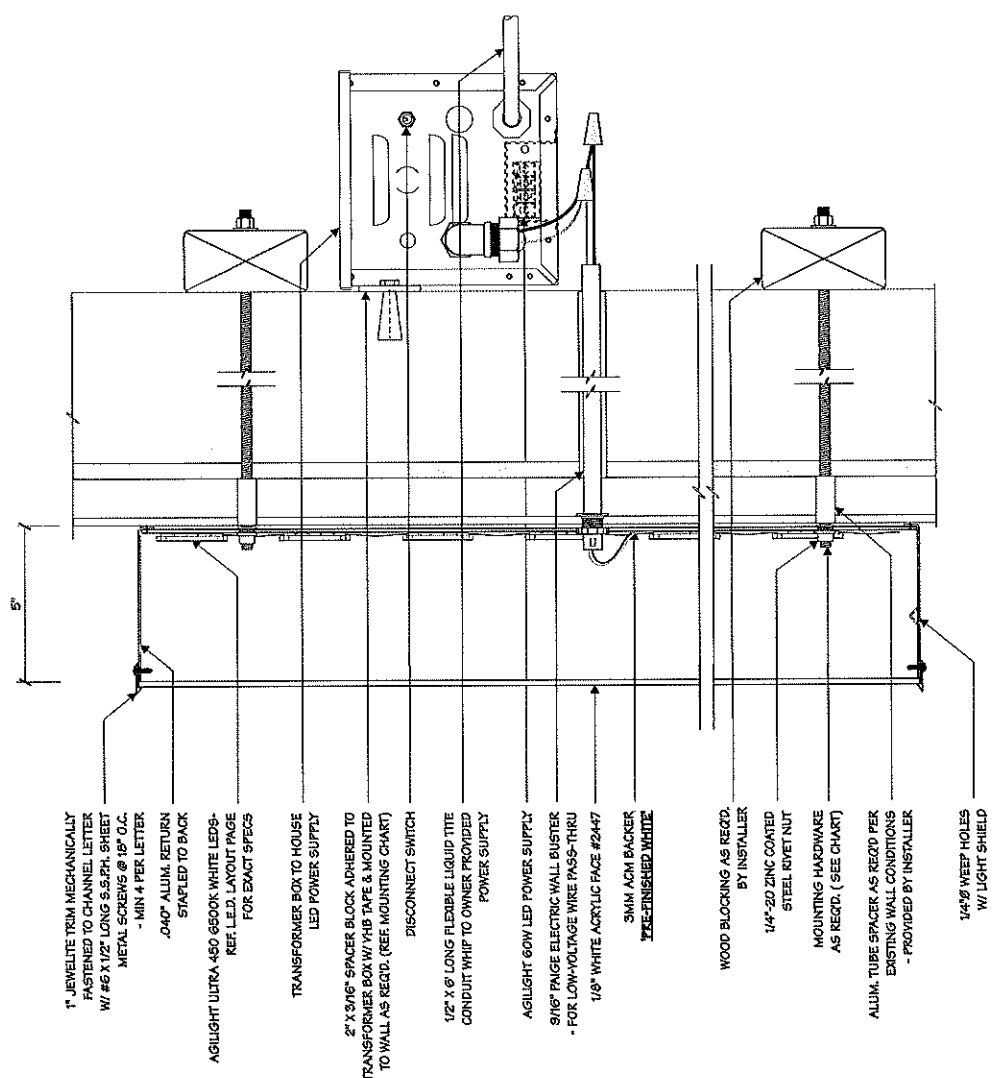
General Sign Specifications

☐ Interior ☒ Exterior

☐ Single Faced ☐ Double Faced

☐ Non-Illuminated ☐ Illuminated

Location _____
 120 Volts 0.9 Amps (1/3)
 Windload 115 MPH IBC 2012



1 SIDE SECTION
 2 1/4" = 1"

Drawing Revisions

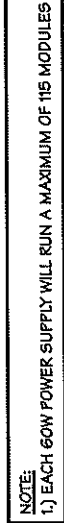
Change	Drawn By	Date
12.10.21	JCE	

ADDED CALL OUT AS PER #81020

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Code	34373	Type	C
Sign Type	RE-DN-21-SRV-125	PG. #	2

2555 International Pkwy.
 Virginia Beach, VA 23462



1.) EACH 60W POWER SUPPLY WILL RUN A MAXIMUM OF 115 MODULES

③

2655 International Pkwy.
Virginia Beach, VA 23452



Project Title

MAZDA

Date 03.23.16

AGI For M. ALAMELIDIN

Lead Designer NJC

Drawn By NJC/DDS

Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced

☐ Non-Illuminated

☒ Illuminated

120/277 Volts 1.8 Amps(w/)

Location

Windload

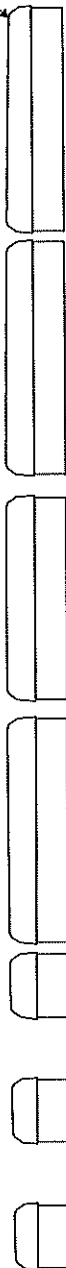
Change	
Added Photocell Switch in All Mazda Channel Letters	
Removed Blue Gracal Outline on Letters	
Updated LED Layout to Ultra 450 6500K	
Changed Dimensions per DRS 30611	
Updated Logo/ Letterset on New Fabrication	
Client Updates and Changes per DR #47852	
Added Call Outs as per #51620	

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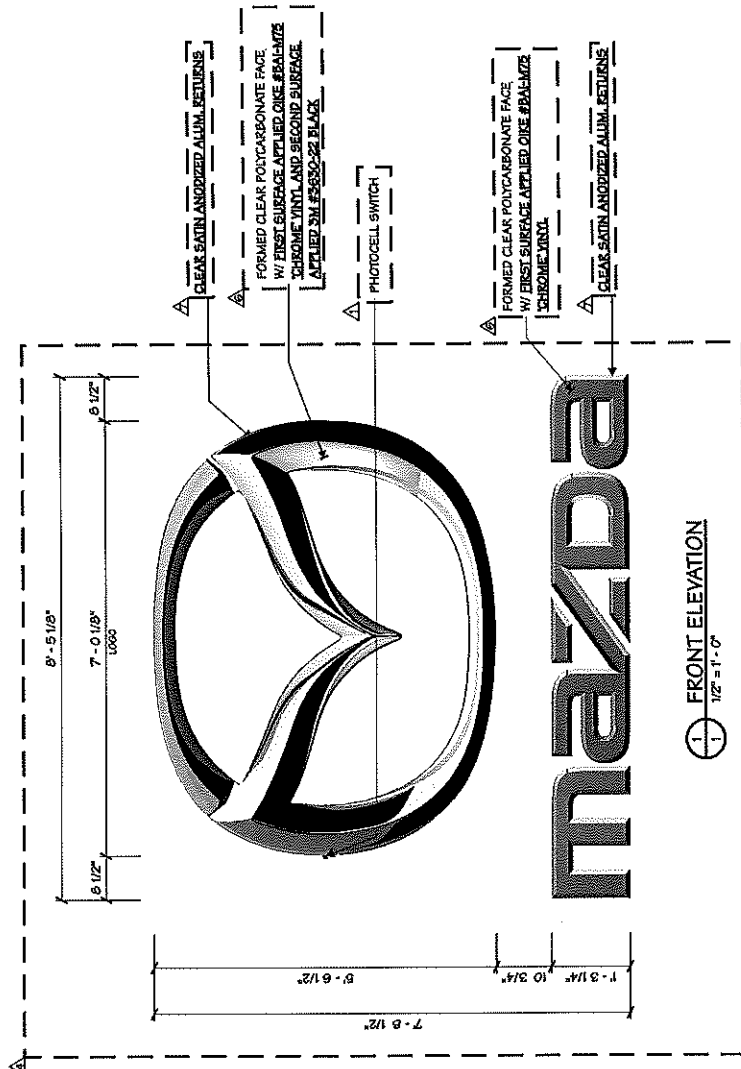
Code	15340	Type	C
Sign Type	MS66/ML15.3	PG #:	1

2655 International Parkway
Virginia Beach, VA 23452

TRIM & INSTALL FACES
SO THE OVERALL
WORDMARK IS DONED

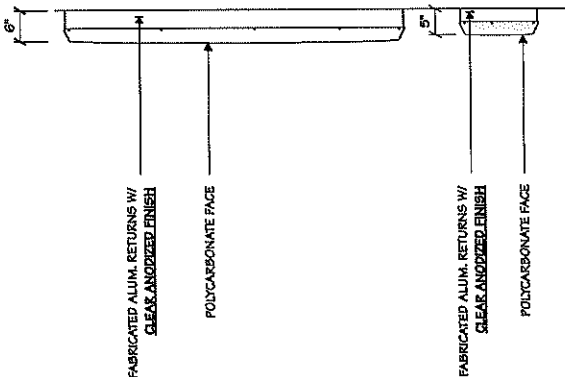


3 MAZDA LETTERS PLAN VIEW
1 1\"/>



1 FRONT ELEVATION
1 1/2\"/>

2 SIDE VIEW
1 1/2\"/>





Project Title
MAZDA

Date 03.23.16

AGI E&R M. ALAMELDIN
Lead Designer RJC
Drawn By NJC/DDDS
Project Mgr. A. ISBELL

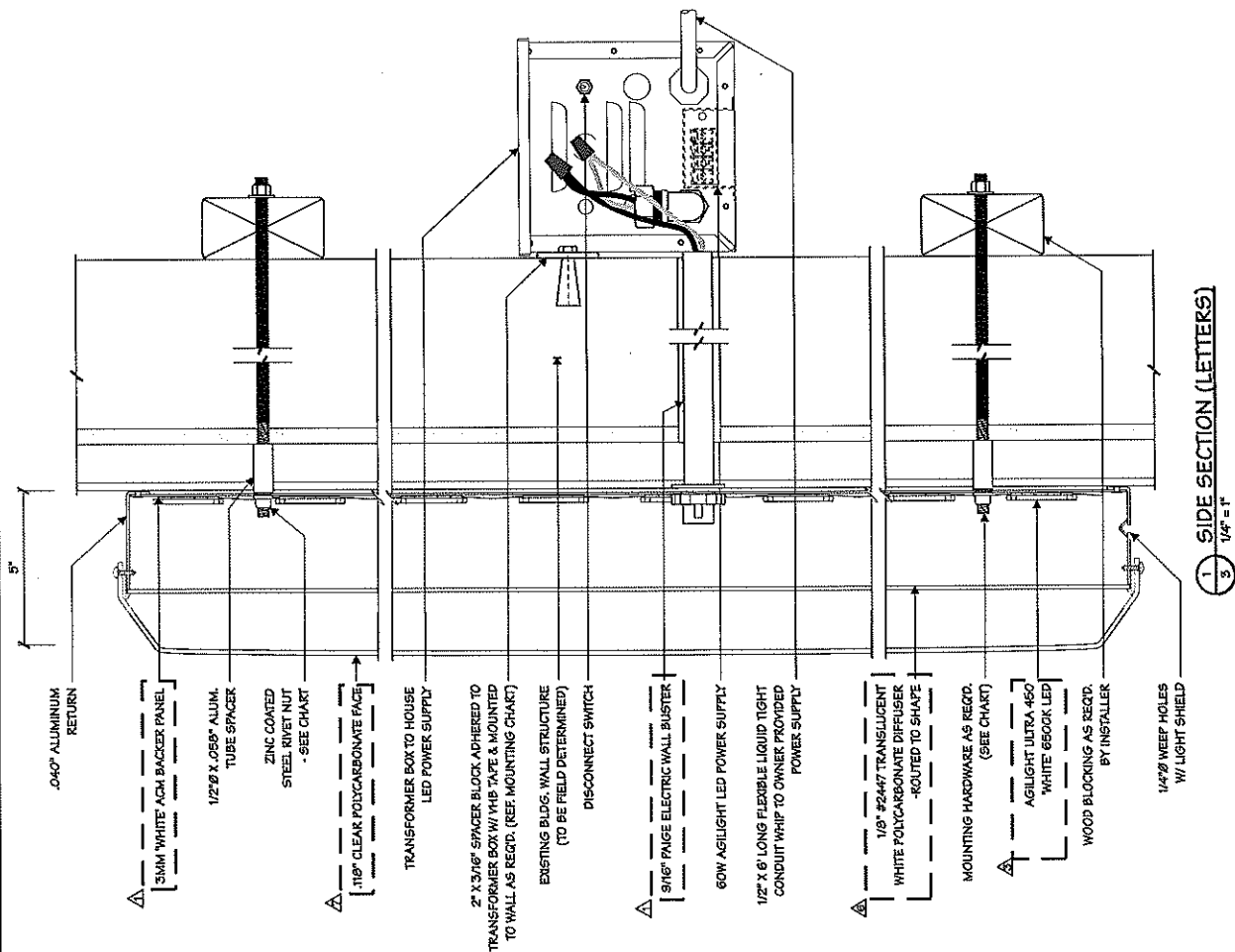
General Sign Specifications
☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced
☐ Non-Illuminated
☐ Illuminated
120/277 Volts 1.5 Amps/1-1/2
Location
Windload

MOUNTING HARDWARE CHART	
MASONRY	METAL
1/4" ZINC PLATED STEEL THREADED ROD THRU WALL	●
1/4" LAGS WITH SHIELDS	●
1/4" LAG BOLTS	●
1/4" TOGGLE BOLTS	●

NOTE:
1) THREADED ROD WILL BE PROVIDED STANDARD
- ALL OTHER HARDWARE IS TO BE PROVIDED BY
THE INSTALLER AS REQ.
2) DESIGN INTENDED FOR NOT GREATER THAN
3RD STORY MOUNTING - HIGHER ELEVATIONS
REQUIRE REVIEW

LETTERS 24" & SMALLER

- NOTES:
1.) VERIFY MOUNTING CONDITION.
2.) SILICONE SEAL ALL PENETRATIONS.



Change	Drawn By	Date
1	NJC	10.16.16
2	NJC	04.05.19
3	NJC	04.19.19
4	NJC	02.13.20
5	NJC	05.16.20
6	NJC	05.14.21
7	NJC	12.10.21

ADDED PHOTOCELL SWITCH IN ALL MAZDA CHANNEL LETTERS

REMOVED BLUE ORACAL OUTLINE ON LETTERS

UPDATED LED LAYOUT TO ULTRA 450 6500K

CHANGED DIMENSIONS PER DPA 36611

RELINE UPDATES

UPDATED LOGO/LETTERS ON NEW FABRICATION

CLIENT UPDATES AND CHANGES PER DPA 44782

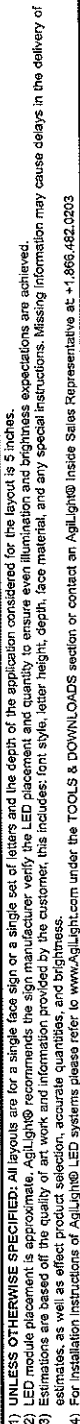
ADDED CALL OUTS AS PER 451620

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Code 15340 Type C

Sign Type MS66/ML15.3

2655 International Parkway
Virginia Beach, VA 23452

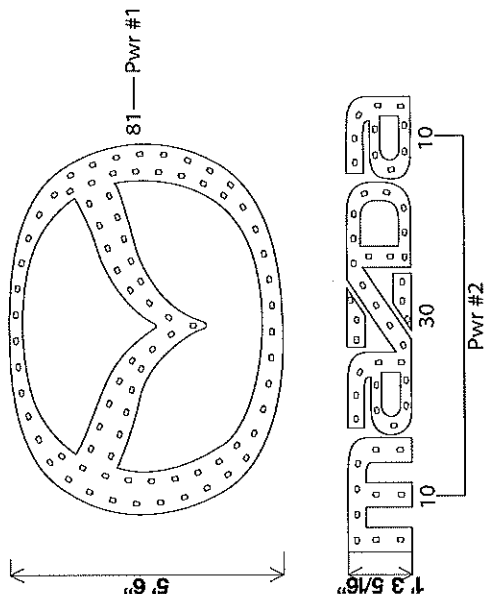


1) **UNLESS OTHERWISE SPECIFIED:** All layouts are for a single face sign or a single set of letters and the depth of the application considered for the layout is 5 inches.

UNLESS OTHERWISE SPECIFIED: All layouts are not a single layer sign of a single set of text, or any approximation constructed for the layout or distance. (1) LED module placement is approximate. (2) LED placement and quantity to ensure even illumination and brightness expectations are achieved.

3) Estimates are based off the quality of art work and information provided by the customer, this includes: font style, letter height, depth, face material, and any special instructions. Missing information may cause delays in the delivery of estimates, as well as effect product selection, accurate quantities, and brightness.

4) For installation instructions of AgilLight® LED systems please refer to www.AgiLight.com under the TOOLS & DOWNLOADS section or contact an AgilLight® Inside Sales Representative at +1.866.482.0203 estimates, as well as direct product selection, accurate quantities, and no obligation.



Notes:
Letters based off a 5" depth & Logo based off a 6" depth from face.
Rows spaced on 3.5" to 5" centers.

66 feet L.S-U450-65K-B150-A - 131 Modules
2 - PS12-60W/SL-100-277V

66 feet LS-U450-65K-B150-A - 131 Modules 2 - PS12-60WSL-100-277V	15.31" Mazda	 AGLIGHT Light It Up	1074 Arion Circle Suite 116, San Antonio, TX 78216 PH: +1 (866) 482-0203 - Fax: +1 (210) 350-1454 www.AglLight.com
	Face Lit		
	April 04, 2019	IDV	

[illegible]

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2855 International Parkway
Virginia Beach, VA 23452



Project Title

MAZDA

Date 03.23.16

AGI FOR M. ALAMELIDIN

Lead Designer NJC

Drawn By NJC/DD

Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☒ Exterior

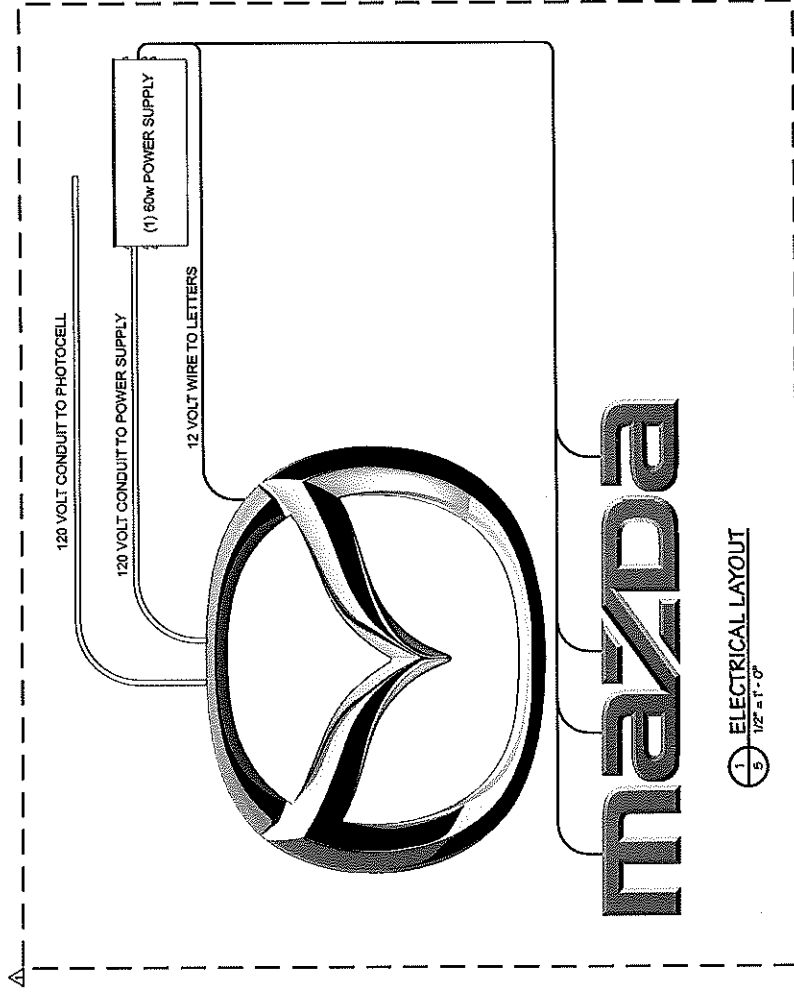
☒ Single Faced ☐ Double Faced

☐ Non-Illuminated

☒ Illuminated

Location 120/277 Volts 1.5 Amps(-/+)

Windload



1 ELECTRICAL LAYOUT
5 1/2" = 1'-0"

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Change

Drawn By

Date

Code

15340

Type

C

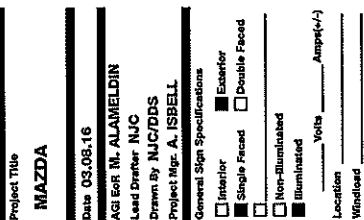
Sign Type

MS66/ML15.3

2655 International Parkway
Virginia Beach, VA 23452

PG #:

5



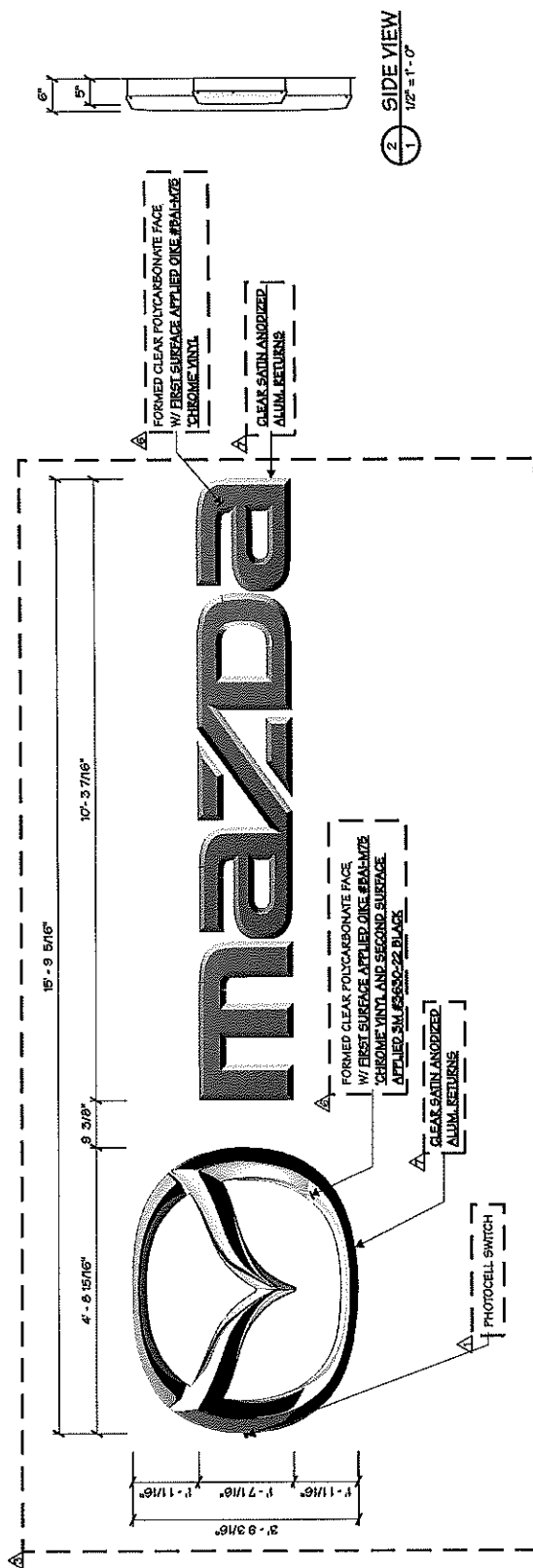
Drawing By	Date	Change
NJC	08/07/18	ADDED PHOTOCELL SWITCH TO CHANNEL LETTERS
NJC	10/28/18	REMOVED BLUE OUTLINE ON LETTER BACKS
HMBJ	06/19/18	DIMENSION CHANGES PER DRG 36611
TLW	02/13/20	REPLINE UPDATES
FOR	07/17/20	UPDATE LED MODULES TO ULTRA 450 MODULES PER TWO #55461
MHM	08/16/20	UPDATES 1,000/ LETTERSET BASED ON NEW FABRICATION
HMBJ	05/14/21	CLIENT UPDATES AND CHANGES PER DR #47532
JOB	12/10/21	ADDED CULLOUT AS PER #51620

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Code	15340	Type	C
Sign Type	MS45/ML18.7	PQ #:	1

TRIM & INSTALL FACES
\$50 THE OVERALL
WORDMARK IS DOMED

3 MAZDA LETTERS PLAN VIEW
1 1" = 1'-0"



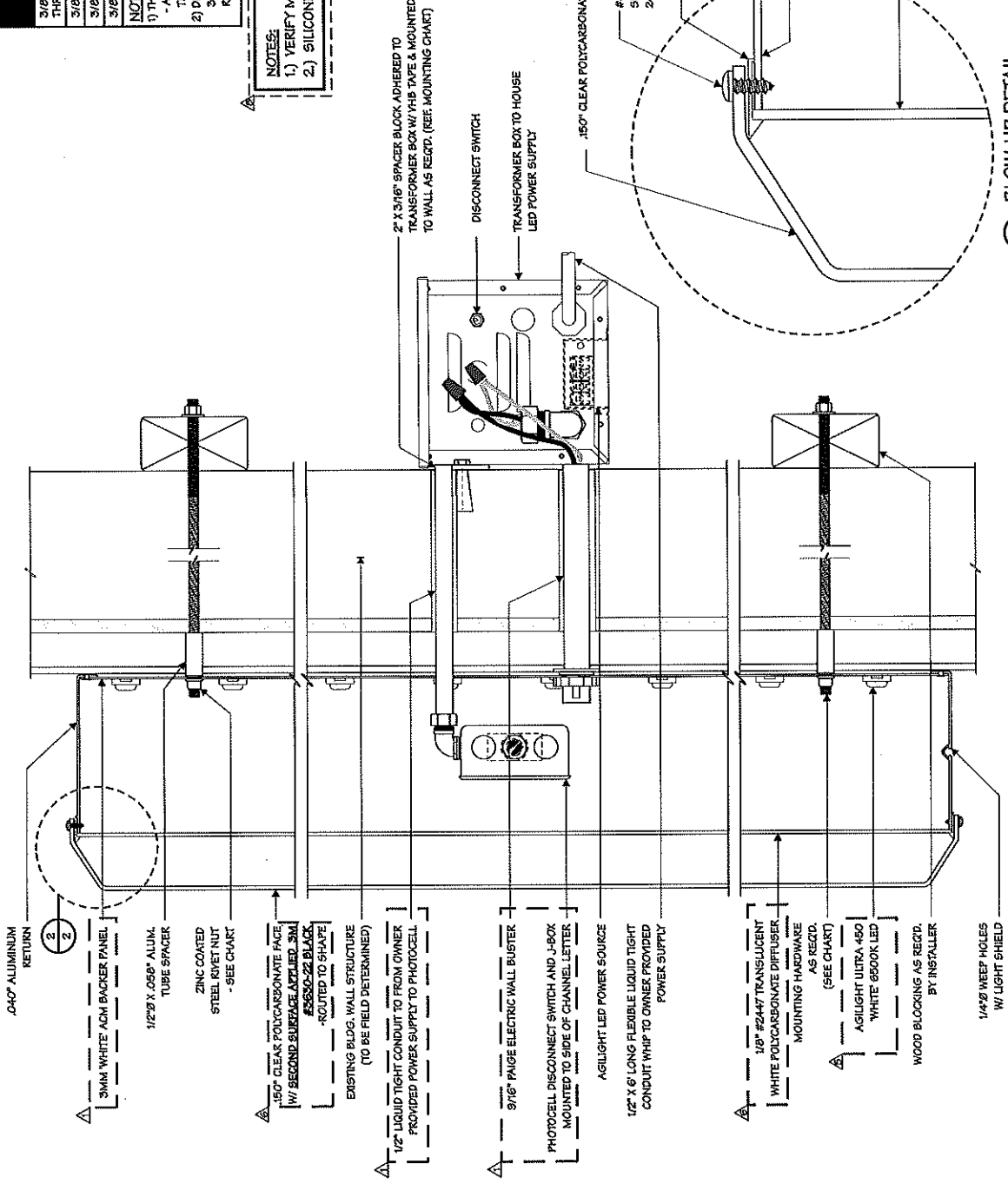
$$\frac{\text{FRONT ELEVATION}}{1 \quad 1 \quad 1/2'' = 1' - 0''}$$



MOUNTING HARDWARE CHART			
MASONRY	WOOD	METAL	
3/8" ZINC PLATED STEEL THREADED ROD THRU WALL	●	●	●
3/8" LAGS WITH SHIELDS	●	●	●
3/8" LAG BOLTS	●	●	●
3/8" TOGGLE BOLTS	●	●	●

NOTE:
1) THREADED ROD WILL BE PROVIDED STANDARD - ALL OTHER HARDWARE IS TO BE PROVIDED BY THE INSTALLER AS REQ.
2) DESIGN INTENDED FOR NOT GREATER THAN 3RD STORY MOUNTING - HIGHER ELEVATIONS REQUIRE REVIEW

NOTES:
1) VERIFY MOUNTING CONDITION.
2) SILICONE SEAL ALL PENETRATIONS.



2 BLOW-UP DETAIL
3/4\" = 1"

1 SIDE SECTION - LOGO
1/4\" = 1"

Project Title	MAZDA
Date	03.08.16
Ag Engineer	M. ALAMELDIN
Lead Designer	NJC
Drawn By	NJC/DD
Project Mgr.	A. ISBELL
General Sign Specifications	Interior ☒ Exterior ☐ Single Faced ☐ Double Faced ☐ Non-Illuminated ☐ Illuminated ☐ Location ☐ Amps (A) ☐ Voltage ☐

Change	Drawn By	Date	Description
01	NJC	03.08.16	ADDED PHOTOCELL SWITCH TO CHANNEL LETTERS
02	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
03	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
04	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
05	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
06	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
07	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
08	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
09	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
10	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
11	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
12	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
13	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
14	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
15	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
16	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
17	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
18	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
19	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
20	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
21	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
22	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
23	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
24	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
25	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
26	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
27	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
28	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
29	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
30	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
31	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
32	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
33	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
34	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
35	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
36	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
37	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
38	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
39	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
40	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
41	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
42	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
43	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
44	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
45	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
46	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
47	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
48	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
49	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
50	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
51	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
52	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
53	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
54	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
55	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
56	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
57	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
58	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
59	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
60	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
61	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
62	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
63	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
64	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
65	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
66	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
67	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
68	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
69	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
70	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
71	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
72	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
73	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
74	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
75	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
76	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
77	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
78	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
79	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
80	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
81	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
82	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
83	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
84	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
85	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
86	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
87	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
88	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
89	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
90	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
91	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
92	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
93	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
94	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
95	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
96	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
97	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
98	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
99	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS
100	NJC	03.08.16	REMOVED BLUE OUTLINE ON LETTER BACKERS

Code	15340	Type	C
Sign Type	MS45/ML18.7	PG 2:	2

2555 International Parkway
Virginia Beach, VA 23452



MOUNTING HARDWARE CHART

	MASONRY	WOOD	METAL
1/4" ZINC PLATED STEEL THREADED ROD THRU WALL	●	●	●
1/4" LAGS WITH SHIELDS	●	●	●
1/4" LAG BOLTS	●	●	●
1/4" TOGGLE BOLTS	●	●	●

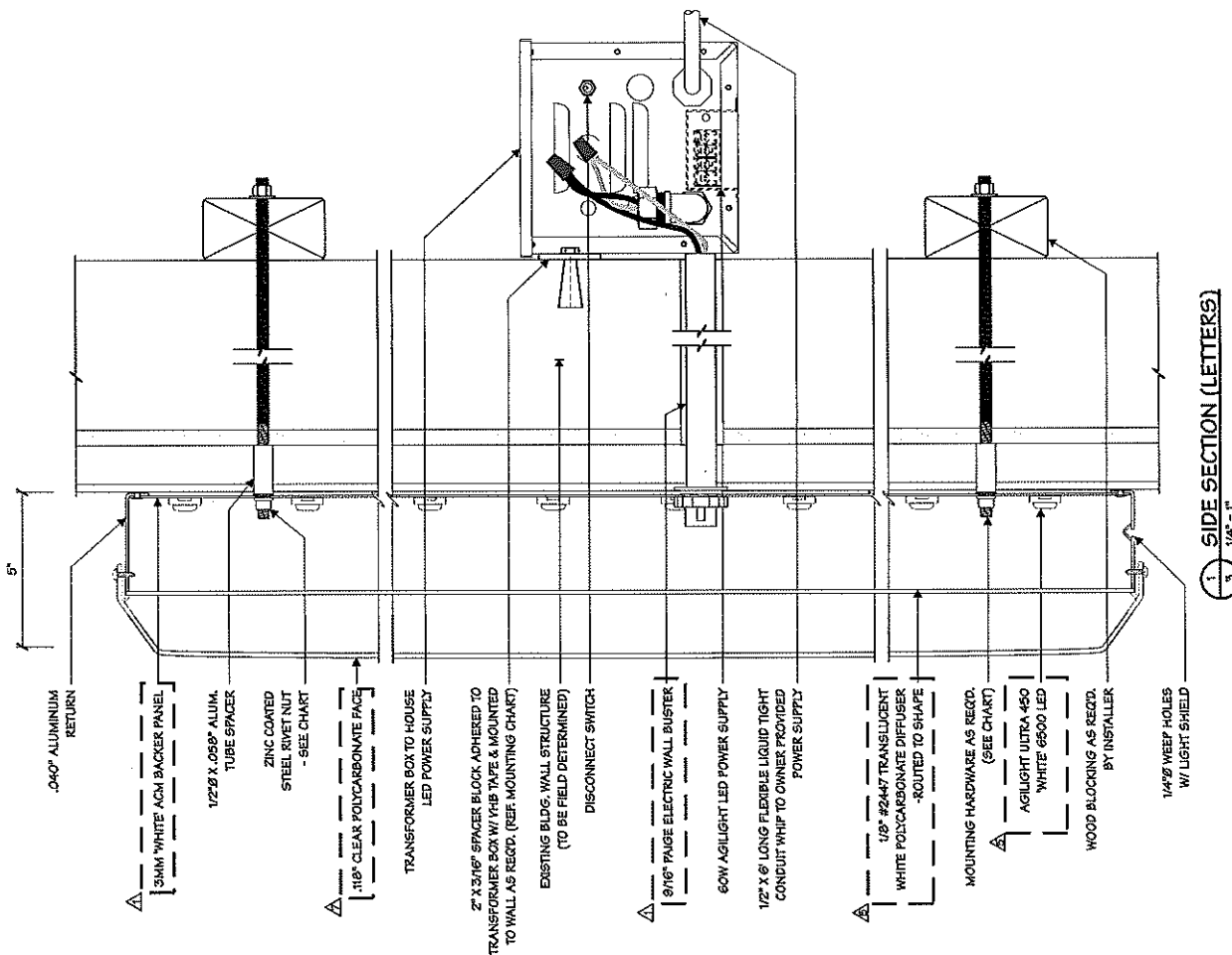
NOTE

- 1) THREADED ROD WILL BE PROVIDED STANDARD BY - ALL OTHER HARDWARE IS TO BE PROVIDED BY THE INSTALLER AS REQ.
- 2) DESIGN INTENDED FOR NOT GREATER THAN 3RD STORY MOUNTING - HIGHER ELEVATIONS REQUIRE REVIEW

LETTERS 24" & SMALLER

NOTES:

- 1.) VERIFY MOUNTING CONDITION.
- 2.) SILICONE SEAL ALL PENETRATIONS.



1 SIDE SECTION (LETTERS)
3 1/4\" = 1"

Project Title
MAZDA

Date 03.08.16

AGI Est. M. ALAMELDIN

Lead Drafter NJC

Drawn By NJC/DDDS

Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☒ Exterior

☐ Single Faced ☐ Double Faced

☐ Non-Illuminated ☐ Illuminated

Location _____ Volts _____ Amps (A/I)

Location _____ Windowed

Change	Date	Drawn By
08.07.16	NJC	NJC
10.23.16	NJC	NJC
02.13.20	HWB	HWB
07.17.20	HWB	HWB
09.16.20	HWB	HWB
05.14.21	HWB	HWB
12.10.21	JCE	JCE
ADDED CALLOUT AS PER 161620		
CLIENT UPDATES AND CHANGES PER DR #47662		
UPDATED LOGO/LETTERS BASED ON NEW FABRICATION		
UPDATE LED MODULES TO ULTRA 480 MODULES PER DW 165461		
REPLINE UPDATES		
DIMENSION CHANGES PER DW 36611		
REMOVED BLUE OUTLINE ON LETTER BACKERS		

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Code 15340

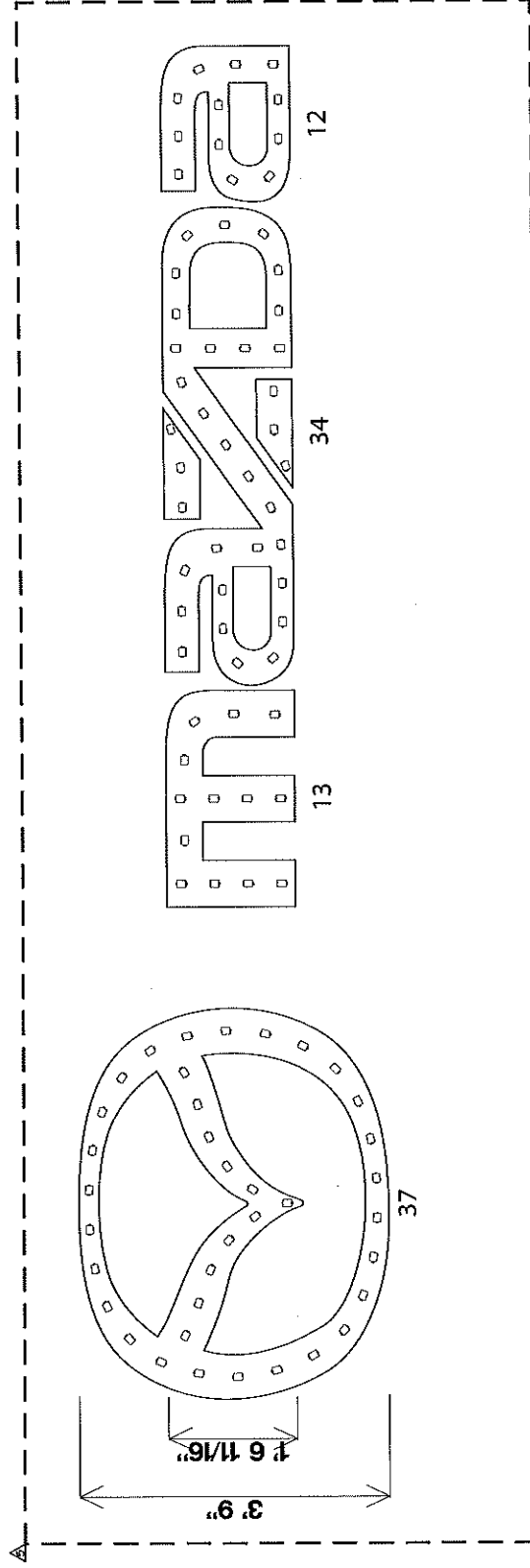
Type C

Sign Type MS45/ML18.7

PG # 3

2555 International Parkway
Virginia Beach, VA 23452

- 1) UNLESS OTHERWISE SPECIFIED: All layouts are for a single face sign or a single set of letters and the depth of the application considered for the layout is 5 inches.
- 2) LED module placement is approximate. Agilight® recommends the sign manufacturer verify the LED placement and quantity to ensure even illumination and brightness expectations are achieved.
- 3) Estimates are based off the quality of art work and information provided by the customer, this includes: font style, letter height, depth, face material, and any special instructions. Missing information may cause delays in the delivery of estimates, as well as effect product selection, accurate quantities, and brightness.
- 4) For installation instructions of Agilight® LED systems please refer to www.AgiLight.com under the TOOLS & DOWNLOADS section or contact an Agilight® Inside Sales Representative at: +1.866.482.0203



Notes:
Letters based off a 5" depth & Logo based off a 6" depth from face.

48 feet LS-U450-65K-B150-A - 96 Modules
1 - PS12-60WSL-100-277V

18.68" Mazda

Face Lit

April 05, 2019

IDV

AGILIGHT®
Light it Up

1074 Arion Circle Suite 116, San Antonio, TX 78216
PH: +1 (866) 482-0203 - Fax: +1 (210) 360-1454
www.AgiLight.com

2655 International Parkway
Virginia Beach, VA 22452



Project Title

MAZDA

Date 03.05.16

AGI EOR M. ALAMELIDIN

Lead Designer N/C

Drawn By NJC/TDS

Project Mgr. A. ISBELL

General Sign Specifications

☐ Interior ☐ Exterior

☐ Single Faced ☐ Double Faced

☐ Non-Illuminated

☐ Illuminated

Location _____ Volts _____ Amps (+/-) _____

Windload _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

Change _____

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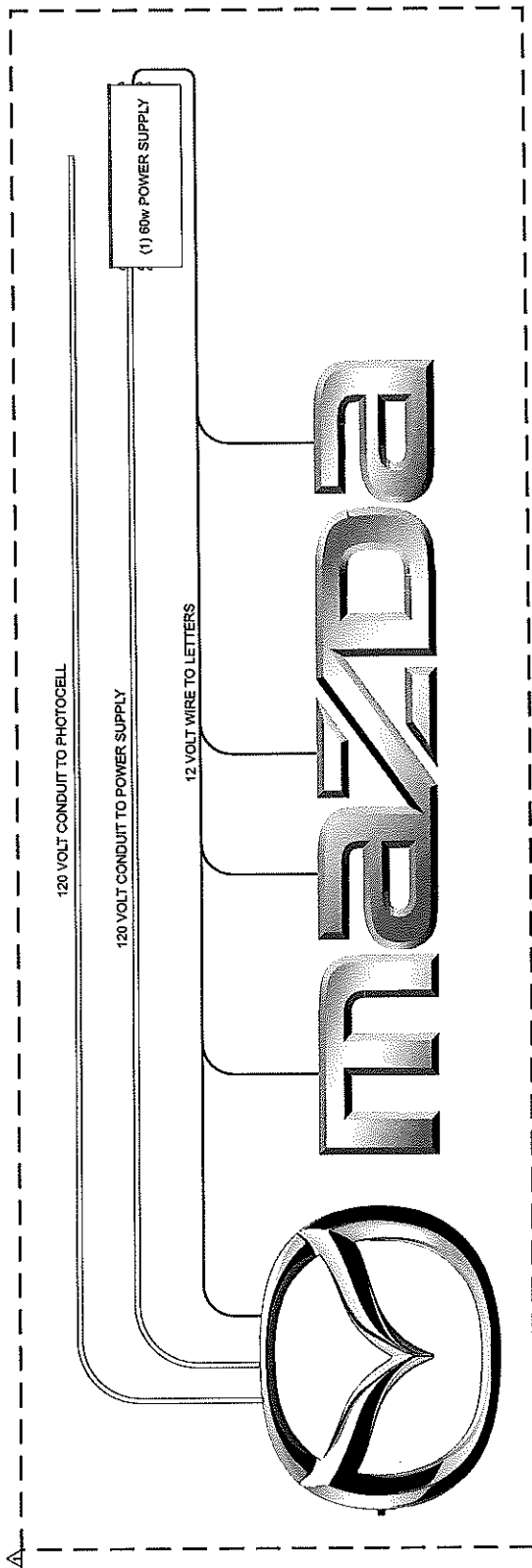
Change _____

Change _____

Change _____

Change _____

Change _____



1 ELECTRICAL LAYOUT 5 N.T.S.

Drawing Revisions	Drawn By	Date
NJC	NJC	08.07.18
NJO	NJO	10.25.18
HWBJ	HWBJ	09.10.19
TLW	TLW	02.13.20
POH	POH	07.17.20
MHM	MHM	09.16.20
HWBJ	HWBJ	03.14.21
JCE	JCE	12.10.21

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Type	C
PQ #:	5
Code	15340
Sign Type	MS45/ML18.7

2655 International Parkway
Virginia Beach, VA 23452

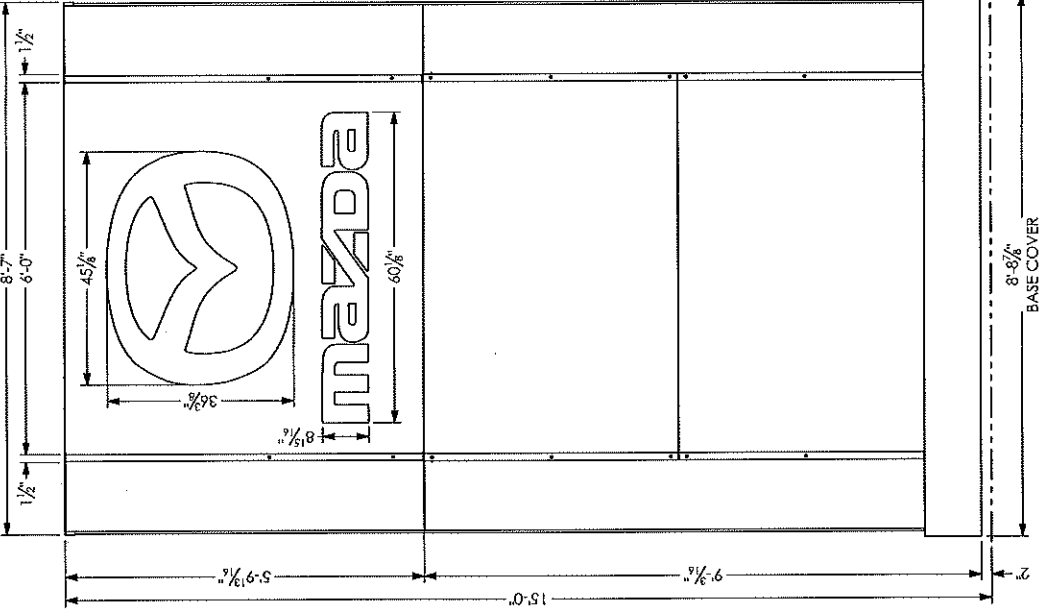
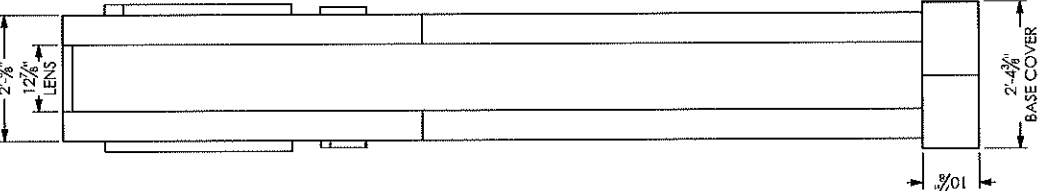
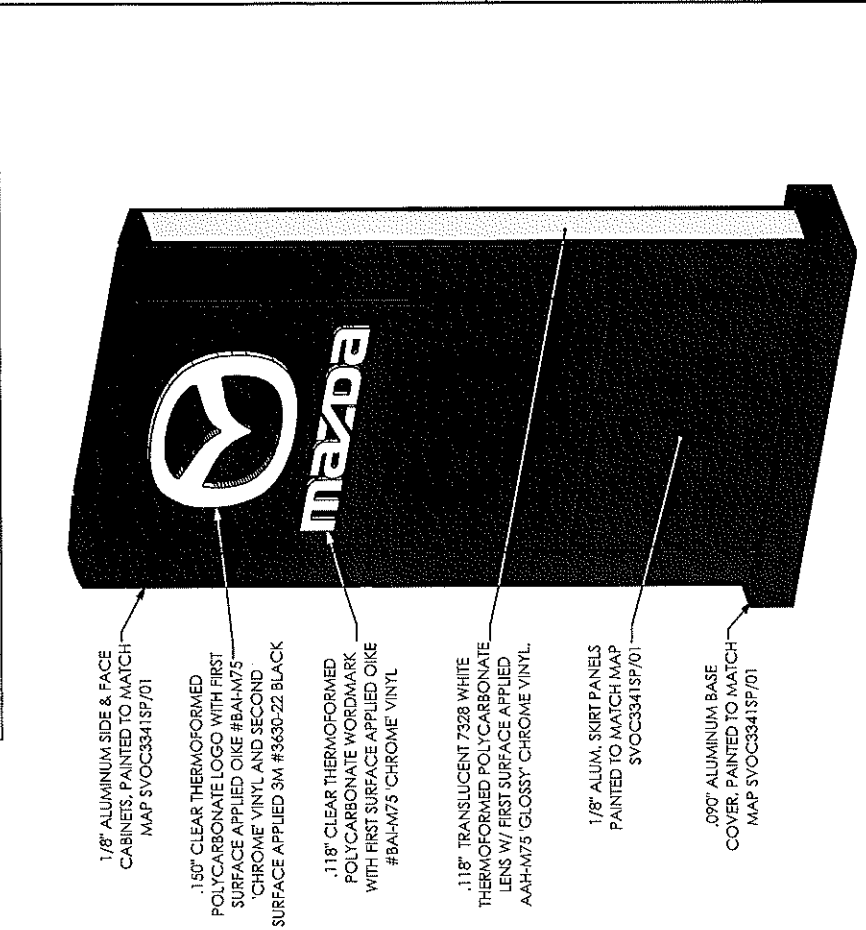
1

2

3

4

REVISIONS			
ZONE	REV	DESCRIPTION	REV DATE
A	43051	INITIAL RELEASE	10/22/2020
B	44596	UPDATED LOGO AND LENS THICKNESS, REVISED FACE PANEL, ADDED SUPPORT ANGLES TO BAIFLES	02/19/2021

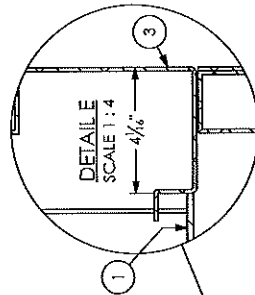
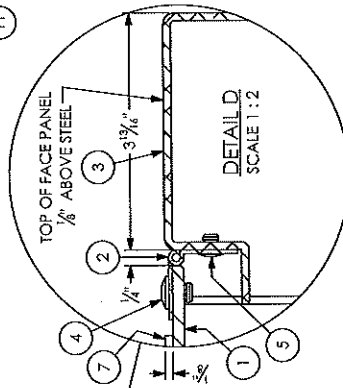
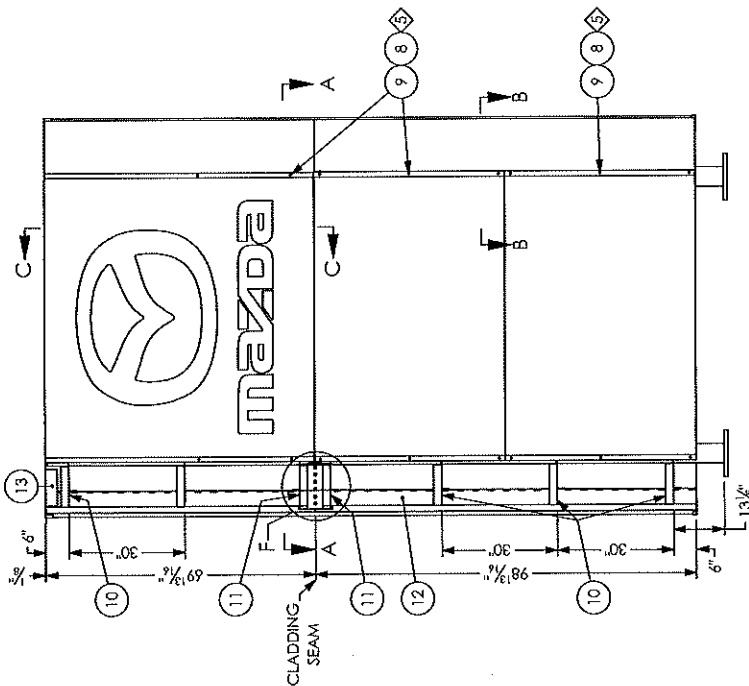
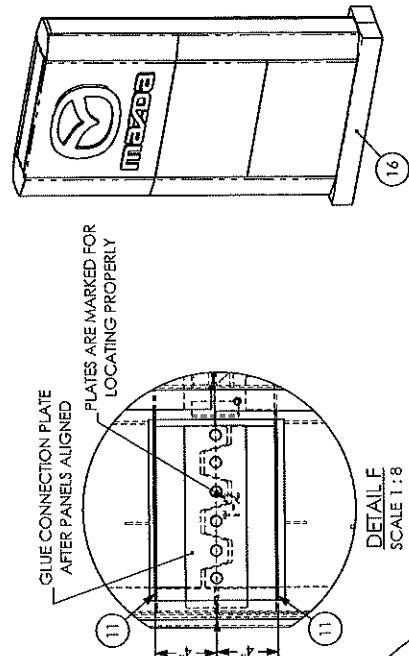
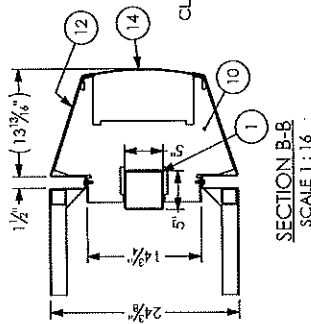
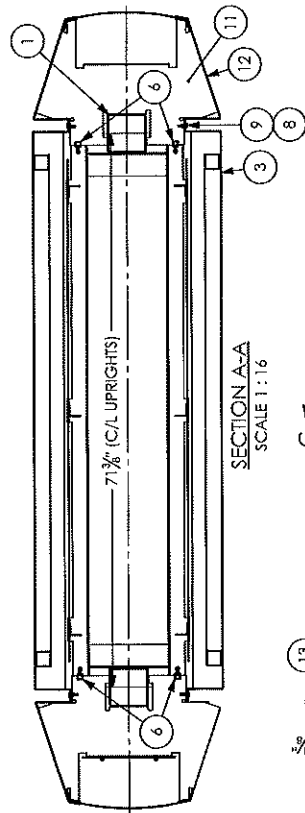


Program/Client		MAZDA	
Interior/Exterior	EXTERIOR	Sign Type	PYLON
Engineer	NICK CARRELL	Whisper	115 MPH IBC 2015
Illumination	ILLUMINATED	Material	15' SKIRTED PYLON
Volume		Scale	1:24

WEIGHT = 1901 lbs	SCALE: 1:24	MAZ-P30-15-115-SKT
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NOTES:

1. ADDITIONAL NEEDED DATA SHALL BE OBTAINED FROM CAD MODEL.
2. ALL EXTERNAL SURFACES TO BE PAINTED MAP SVOC3341SP/01.
3. ALL PAINTED SURFACES MUST BE SANDED, PRIMED WITH 74 734SP MATTHEWS PRETREATMENT SELF-ETCHING PRIMER AND THEN PRIMED WITH MATTHEWS PAINT 6007SP/01 'GRAY' EPOXY PRIMER.
4. SEAM TO BE BODYWORKED WITH A SKIN COAT OF FILLER.
5. HEAD AND SKIRT PANEL FASTENING HARDWARE. LOCATE FROM FACE PLATE AND SKIRT PANEL HOLES AND DRILL .039" HOLES THRU LEG CLADDING FOR RIVET NUTS



BOM TABLE: MAZ-P30-15-115-SKT			
ITEM	PART NUMBER	DESCRIPTION	QTY.
1	MAZ-P30-15-115-SKT-STL	PLYON STEEL	1
2	MCM 1575A65	2" ALUM. PIANO HINGE W/HOLES	2
3	MAZ-P30-F-CAB	FACE CABINET ASSEMBLY	2
4	MGLP-U8-E	1/4" HUCK RIVET-SS	24
5	MCWH 97447 A050	3/16" ALUM. POP RIVET	36
6	MAZ-F-PR-32	4-4" PROP ROD ASSEMBLY	4
7	MAZ-P30-UCP	UPPER COVER PANEL	1
8	MCWH 93105A143	1/4" RIVET NUT-ZINC	32
9	MCWH 93190A542	1/4-20X1 GD5 FT BOLT-SS	32
10	MAZ-S-CAB-B-05-05-2	HEAD BAFFLE	9
11	MAZ-S-CAB-B-05-05-2A	HEAD BAFFLE WITH DOUBLERS	4
12	MAZ-P30-15-SKT-S-CAB-CLAD	SIDE CABINET CLADDING	2
13	MAZ-P30-15-SKT-S-CAB-MISC	SIDE CABINET MISCELLANEOUS	2
14	MAZ-P30-15-SKT-S-LENS	POLYCARBONATE LENS	2
15	MAZ-P30-SKT-49_375	FACE PANEL	4
16	MAZ-S-CAB-B-C-SKT-P30	BASE COVER SET	1
Program/Custom:			
MAZDA			
Interior/Exterior		EXTERIOR	
Sign Type:		PLYON	
Engineer:		NICK CARRELL	
Windspeed:		115 MPH IBC 2015	
Illumination:		ILLUMINATED	
Voltage:		SCALE: 1:32	



AGI

Customer:
15 SKIRTED PYLON

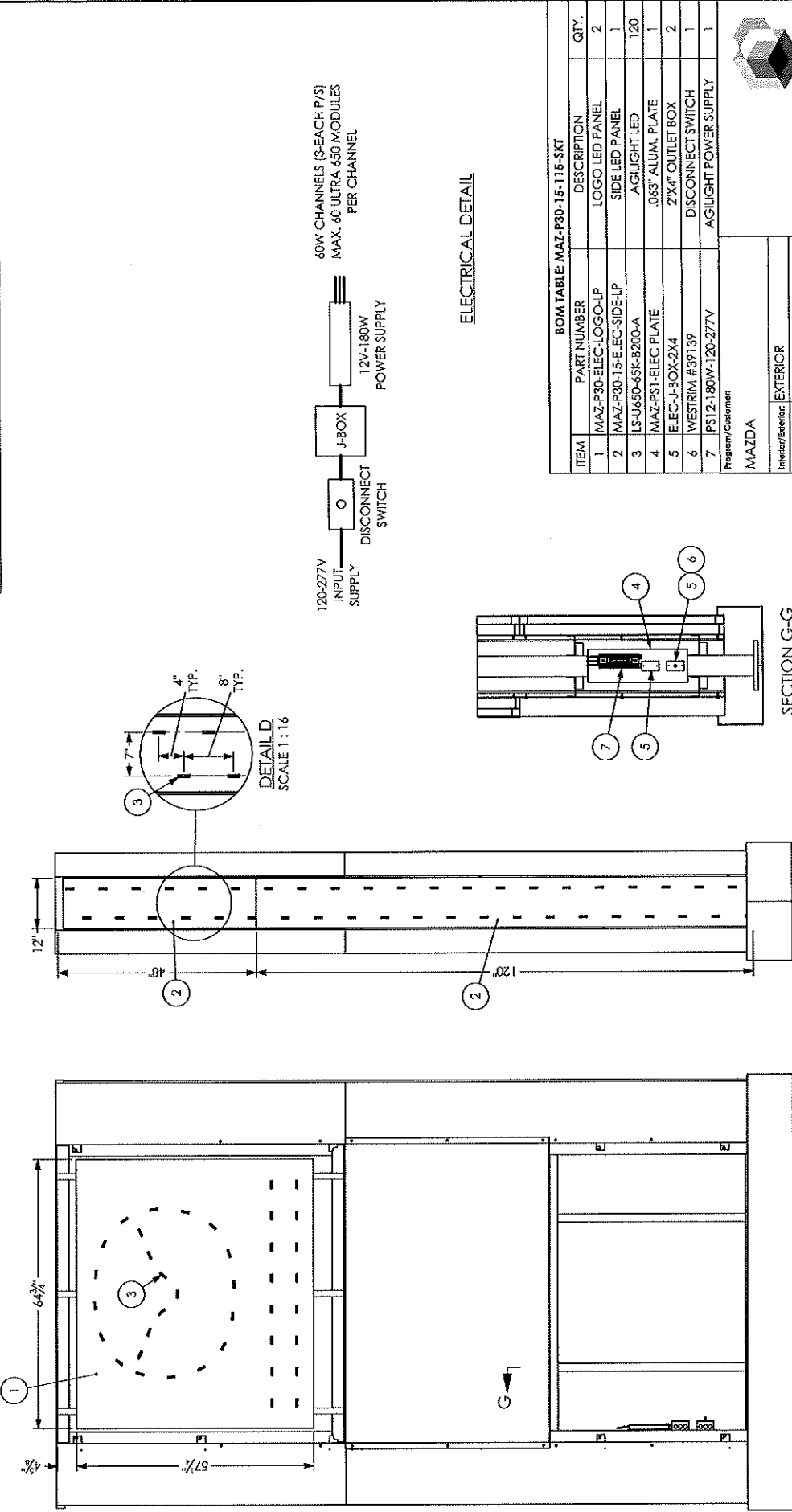
Part Number:
MAZ-P30-15-115-SKT



Program/Customers:	MAZDA
Interior/Exterior:	EXTERIOR
Sign Type:	PLYON
Engineer:	NICK CARRELL
Wind Speed:	115 MPH IBC 2015
Illumination:	ILLUMINATED
Volume:	MAZ-P30-15-115-SKT
Scale:	SCALE 1:32
Sheet:	SHEET 2 OF 4

REVISIONS			
ZONE	REV.	ECR NUMBER	REV DATE
	A	43051	10/22/2020
	B	44596	02/19/2021

REV DRAFTER	TLW
INITIAL RELEASE	
UPDATED LOGO AND LENS THICKNESS. REVISED FACE PANEL. ADDED SUPPORT ANGLES TO BAFFLES	
BR	



ITEM	PART NUMBER	DESCRIPTION	QTY.
1	MAZ-P30-ELEC-LOGO-LP	LOGO LED PANEL	2
2	MAZ-P30-15-ELEC-SIDE-LP	SIDE LED PANEL	1
3	LS-U650-65K-B200-A	AGLIGHT LED	120
4	MAZ-PS1-ELEC PLATE	.063" ALUM. PLATE	1
5	ELEC-J-BOX-2X4	2"X4" OUTLET BOX	2
6	WESTRIM #39139	DISCONNECT SWITCH	1
7	PS12-180W-120-277V	AGLIGHT POWER SUPPLY	1

Program/Custom	MAZDA
Interior/Exterior	EXTERIOR
Sign Type	PYLON
Engineer	NICK CARRELL
Windspeed	115 MPH IBC 2015
Illumination	ILLUMINATED
Voltage	SCALE: 1/24

MAZ-P30-15-115-SKT	1
15' SKIRTED PYLON	
per hour	
SCALE: 1/24	
MAZ-P30-15-115-SKT	
SHEET 3 OF 4	

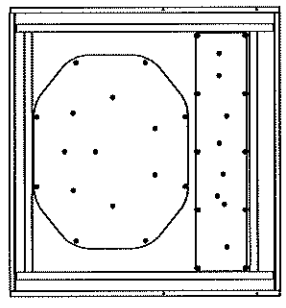
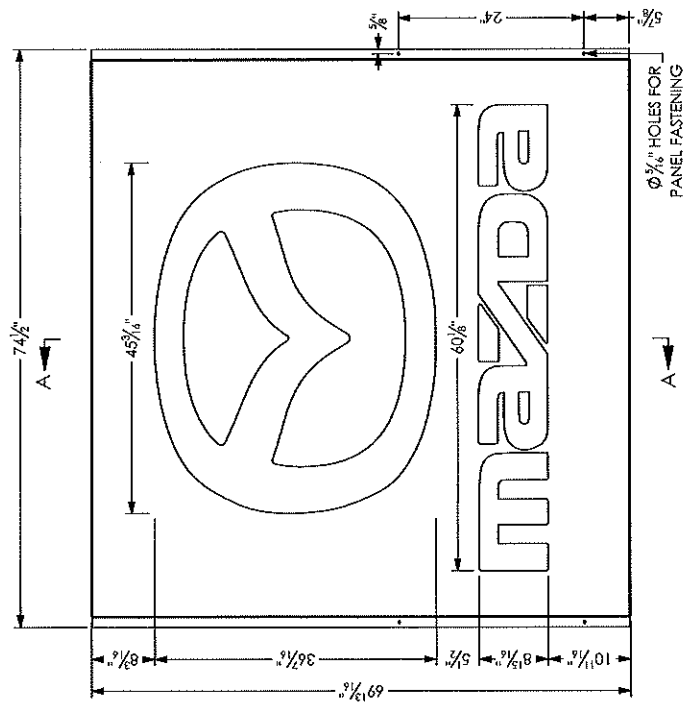
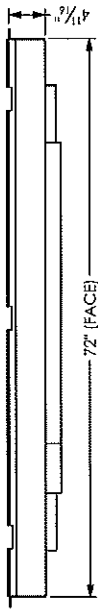
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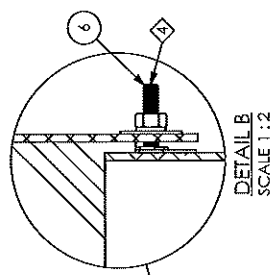
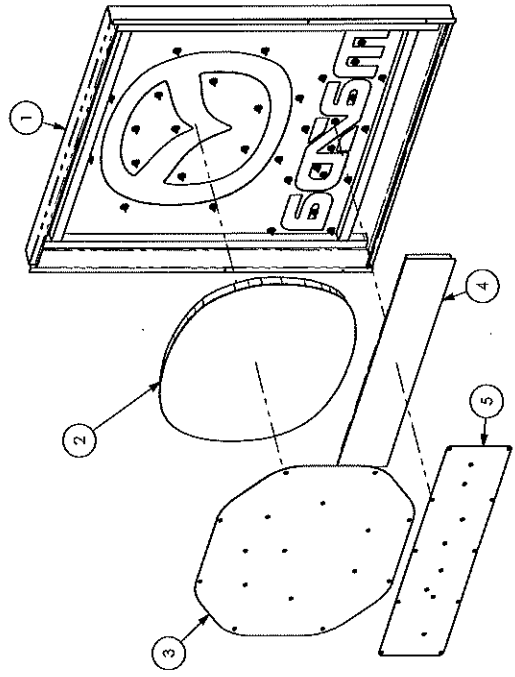
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4

REVISIONS			
ZONE	REV	ECR NUMBER	REV CHANGE
	A	43031	INITIAL RELEASE
	B	44884	REDUCED SIDE PLANGES BY 1/8". REDUCED BACKER HARDWARE QTY BY 13. BACKER HOLES WERE 3/8" DIA.
2-83, 3-19, 3-25			
BR			09/22/2020
BR			02/03/2021



REAR VIEW
SCALE 1 : 32



BOM TABLE: MAZ-P30-F-CAB			
ITEM	PART NUMBER	DESCRIPTION	QTY.
1	MAZ-P30-F-CAB-1	FACE PANEL	1
2	MAZ-LOGO-36	36" MAZDA LOGO	1
3	MAZ-LOGO-36-B	ACRYLIC LOGO BACKER	1
4	MAZ-WM-9	12" MAZDA WORDMARK	1
5	MAZ-WM-9-B	ACRYLIC WORDMARK BACKER	1
6	MCM# 97590A330	1/4-20 x 1 1/2 LG MOUNT STUD	34
7	MCM# 91090A108	1/4" FLAT WASHER WIDE-ZINC	34
8	MCM# 91102A029	1/4" LOCK WASHER-ZINC	34
9	MCM# 95462A029	1/4-20 GDS HEX NUT	34
Program/Custom:			
MAZDA			
Interior/Exterior:			
EXTERIOR			
Sign Type:			
NICK CARRELL			
Engineer:			
Whitbread:			
Illumination:			
ILLUMINATED			
Voltage:			
SCALE: 1:16			
MAZ-P30-F-CAB			



WEIGHT = 209 lbs

2

3

2: AGI PDKA Customers Mazdas SIGN FAMILY P30 MAZ-P30-F-CAB

SHEET 1 OF 3

Attachment C

Traffic Analysis



To: Berkshire Mazda

Date: August 5, 2022

Memorandum

Project #: 42976.00

From: John Furman, P.E.
Molly Pause, EIT

Re: Proposed Car Dealership Redevelopment
474 Pittsfield-Lenox Road
Lenox, MA

Overview

VHB has conducted a traffic evaluation for a proposed car dealership redevelopment at 474 Pittsfield-Lenox Road in Lenox, Massachusetts. As part of this evaluation, VHB has investigated existing conditions on the roadways adjacent to the site, the driveway access, and the anticipated traffic volumes generated by the redevelopment. This traffic evaluation is intended to support an application to the Town of Lenox Planning Board.

Project Description

The proposed project consists of the redevelopment of the existing Knights Inn motel located at 474 Pittsfield-Lenox Road into a 15,400 square foot Mazda dealership and service center. The existing Inn consists of approximately 14 rooms and is supported by approximately 17 parking spaces. Access into the existing site is provided by a horseshoe-shaped driveway. The proposed development would contain 15,400 square feet of sales, service center for patrons, and associated offices while increasing the parking capacity up to 110 parking spaces. Based on the current site plan, the existing driveways will be eliminated, and access to the dealership will be provided by a proposed full access driveway at the approximate location of the existing northern portion of the existing site driveway.

The site location map can be seen in Figure 1. The preliminary site plan is included in the Appendix.

Existing Traffic Conditions

Roadways

Pittsfield-Lenox Road (Route 7) is a five-lane roadway under MassDOT jurisdiction running in a north-south direction. This roadway is classified as a principal arterial. Route 7 connects the City of Pittsfield to the north with the Town of Lenox to the south. This roadway provides two travel lanes per direction and one two-way left-turn lane (TWLTL) separating the directional traffic. A sidewalk is provided along each edge of the roadway separated from vehicular traffic by a grassy buffer. The posted speed limit in the vicinity of the site is 40 mph.

Holmeswood Terrace is a short, two-lane roadway under local jurisdiction running in an east-west direction. This roadway is classified as a local roadway. Holmeswood Terrace connects Route 7 to Holmes Road. This roadway is residential and provides connection from the residential neighborhood to the signalized intersection with the Shopping Plaza.

Intersection

Pittsfield-Lenox Road is intersected from the east by *Holmeswood Terrace* and from the west by the *Center at Lenox Shopping Plaza* to form a four-legged signalized intersection. Northbound Route 7 consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Southbound Route 7 contains one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. The Holmeswood Terrace approach maintains one multi-purpose lane. The Shopping Plaza approach maintains a shared left-turn/through lane and an exclusive right-turn lane. Crosswalks with pedestrian signal accommodations are provided on all approaches to the intersection with the exception of the southbound approach.

Pittsfield-Lenox Road is intersected from the east by the existing *Site Driveway* to form a three-legged unsignalized intersection. The existing Site Driveway approach is not signed but operates under assumed stop control. The northbound and southbound directions maintain the TWLTL, one through lane, and one shared through/right-turn lane. No crosswalks are provided at this location.

Traffic Volumes

VHB conducted turning movement and classification (TMC) counts at the study area intersections during a typical weekday evening and typical Saturday midday peak period. Included in these counts are passenger vehicles, heavy vehicles, buses, and pedestrians. These counts were conducted on July 21st, 2022 and July 23rd, 2022. The peak hours of the roadway intersection occurred from 4:00 PM to 5:00 PM during a typical weekday evening, and 12:30 PM to 1:30 PM during a typical Saturday midday peak hour.

The 2022 Existing conditions weekday evening and Saturday midday peak hour traffic volume networks are summarized in Figure 2.



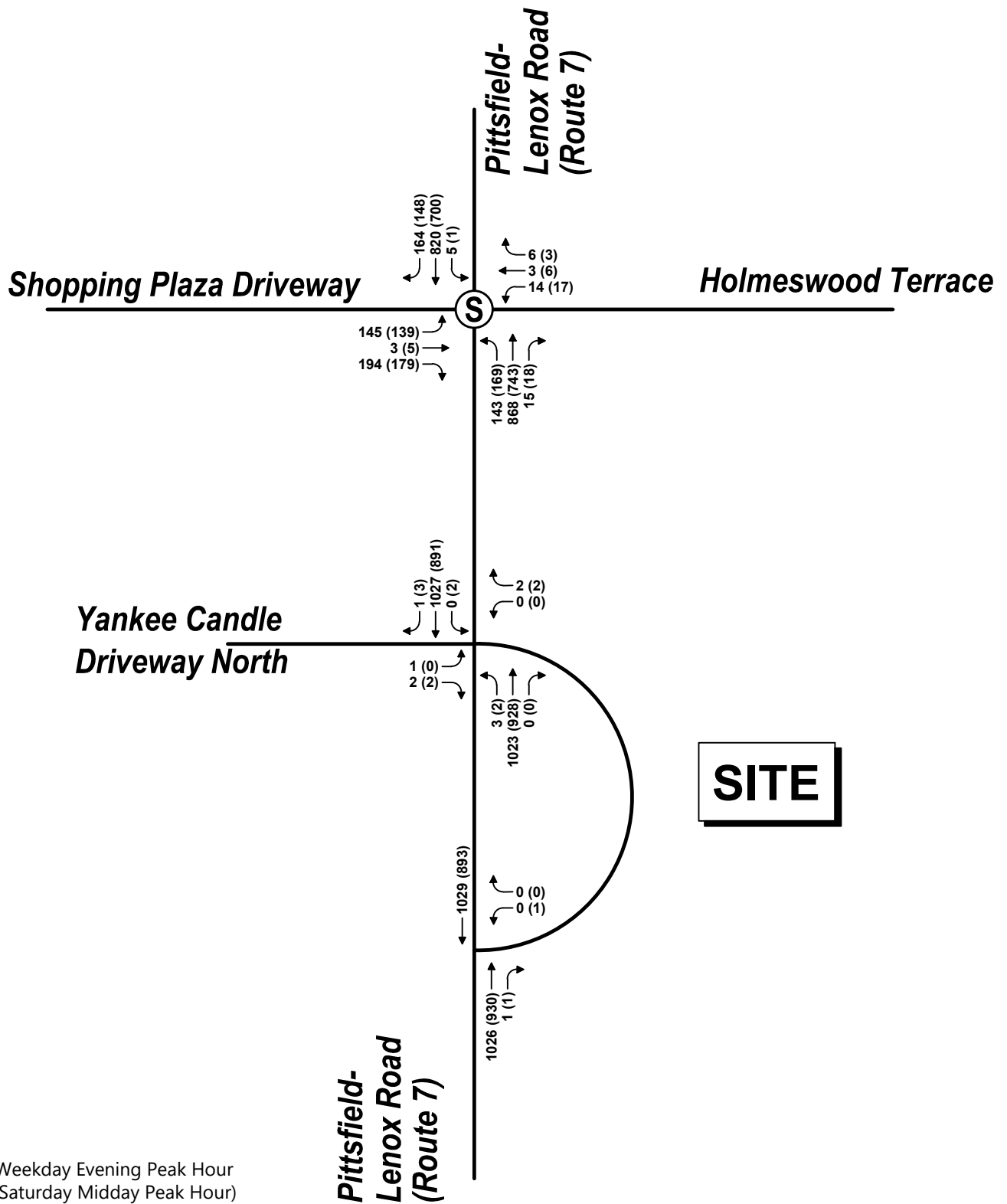
0 100 200 FEET



Study Location Map
Mazda Dealership

Lenox, MA

Figure 1



Not to Scale



2022 Existing Conditions
Peak Hour Traffic Volumes
Berkshire Mazda
Lenox, MA

Figure 2

Crash History

To identify crash trends and/or roadway deficiencies in the study area, crash data for the study intersection were obtained from MassDOT for the most recently available five-year period (2017-2021), and are summarized in Table 1. MassDOT reports vehicle crashes with damage greater than \$1,000 or personal injury occurrences, which can give a good indication of safety. As the roadway infrastructure has not changed significantly since these data were collected, this information should provide a fair representation of the current incident experience in this area.

The 2018 MassDOT average crash rates for signalized intersections for District 1 (the MassDOT district designation for Lenox) is 0.78. As seen in Table 1, the study intersection of Route 7 at the Shopping Plaza has a crash rate well below the District 1 average, and no crashes were recorded at the intersection of Route 7 at Site Driveway. No crashes involving a pedestrian were reported during the 2017 to 2021 time period which was evaluated in this study.

Table 1 Crash Analysis Summary

Route 7 at Shopping Plaza	
Crash Rate	0.20
Year	
2017	5
2018	0
2019	1
2020	2
<u>2021</u>	<u>3</u>
Total	11
Collision Type	
Angle	5
Rear-end	3
Head-on	0
Single vehicle crash	1
Sideswipe, same direction	2
<u>Unknown</u>	<u>0</u>
Total	11
Severity	
Fatal Injury	0
Non-Fatal Injury	3
Property Damage Only	8
<u>Not Reported/Unknown</u>	<u>0</u>
Total	11
Time of day	
Weekday, 7:00 AM - 9:00 AM	1
Weekday, 4:00 – 6:00 PM	2
Saturday, 11:00 AM – 2:00 PM	0
Weekday, other time	5
<u>Weekend, other time</u>	<u>3</u>
Total	11
Season	
Dec – Feb	3
Mar – May	0
June – Aug	6
<u>Sept – Nov</u>	<u>2</u>
Total	11
Pavement Conditions	
Dry	6
Wet	4
Snow	0
<u>Unknown</u>	<u>1</u>
Total	11
Light Conditions	
Daylight	9
Dawn/Dusk	0
Dark, Not Lighted	0
Dark, Lighted	2
<u>Unknown</u>	<u>0</u>
Total	11
Non-Motorist (Bike, Pedestrian)	0

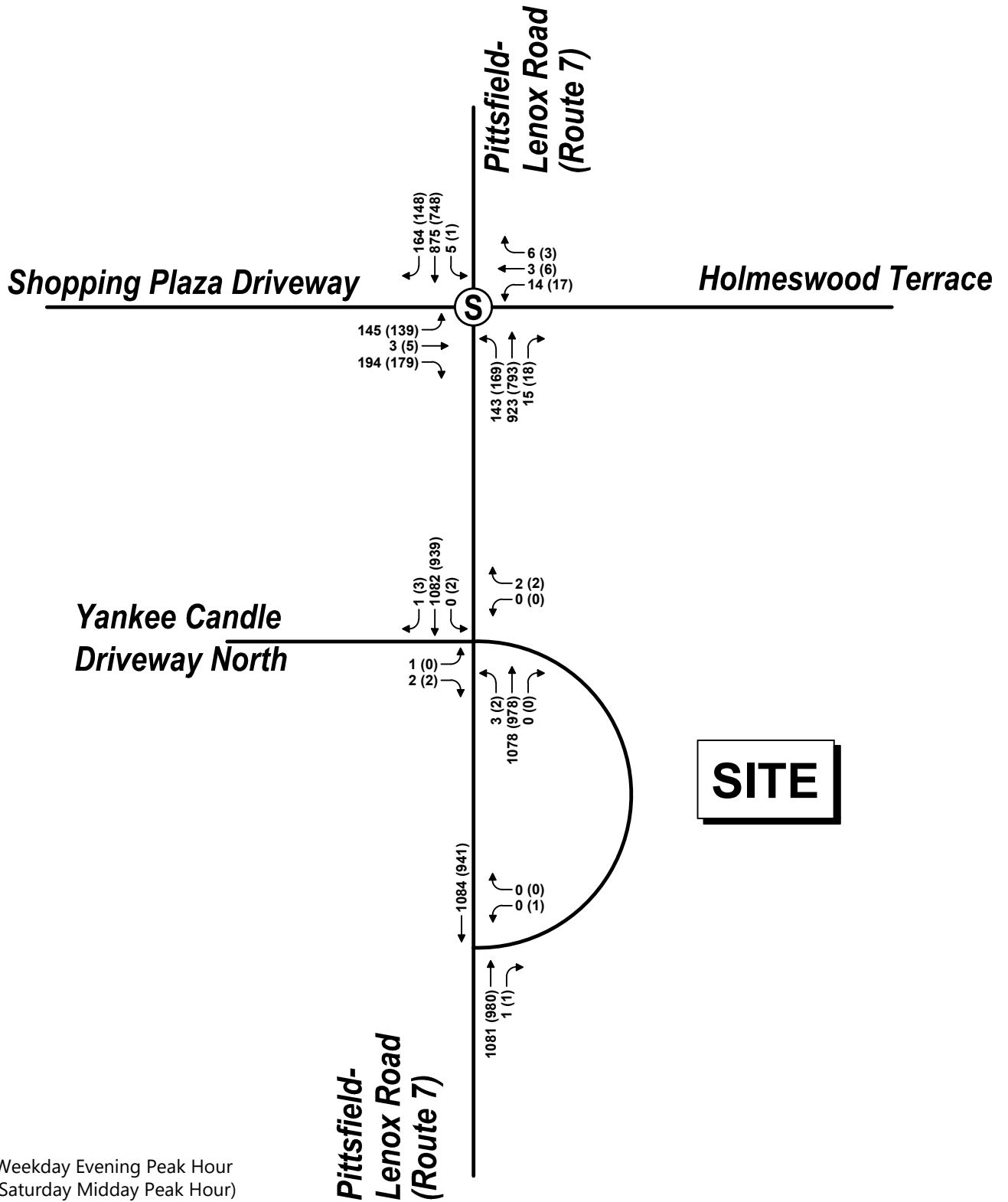
Source: MassDOT Crash Data Portal 2017-2021.

Future Traffic Conditions

A review of a local MassDOT continuous count station located on Route 7 in Lenox shows that traffic volumes have fluctuated approximately 0.5 percent over the most recent ten-year period. However, in order to account for any potential background developments that may be constructed in the vicinity of the study area, a conservative 0.75 percent per year growth rate was applied to the traffic volumes.

A 0.75-percent per year annual growth rate was applied to the 2022 Existing traffic volumes to develop the projected 2029 No-Build conditions for the weekday morning and weekday evening peak hour traffic volumes. The resulting future traffic volumes under No-Build Conditions are depicted on Figure 3.

No known planned developments in the vicinity of the site were identified that would impact traffic volumes on the roadway network.



Not to Scale



2029 No-Build Conditions
Peak Hour Traffic Volumes
Berkshire Mazda
Lenox, MA

Figure 3

Trip Generation

In order to estimate the trip-generating characteristics for the proposed project, traffic projections were derived from trip generation rates published by the Institute of Transportation Engineers (ITE) in their Trip Generation Manual, 11th Edition. ITE is the standard methodology used to project trips generated by this type of development, which is based on a number of observations at other, similar land uses throughout the United States. For the purpose of this study the following use was utilized to account for proposed trip generation conditions:

- LUC 840 "Automobile Sales (new)" was used to account for the proposed trips generated by the Mazda dealership and service center

Additionally, the traffic counts collected at the existing site driveways were used to determine the traffic volumes currently generated by the existing motel. These motel trips were deducted from the anticipated Mazda dealership traffic volumes to forecast the net increase in traffic associated with the proposed development.

The trip generation projections are presented in Table 2. As shown in this table, the proposed development is expected to generate approximately 34 (14 enter, 20 exit) vehicle trips during the weekday evening peak hour, and 31 (15 enter, 16 exit) during the Saturday midday peak hour.

Table 2 Site Generated Traffic Summary

Time Period	Existing Motel ¹ (14 Rooms)	Proposed Mazda Dealership ² (15,400 SF)	Net New Trips
Daily ^a	N/A	412	412
Weekday Evening Peak Hour ^b			
Enter	1	15	14
Exit	<u>2</u>	<u>22</u>	<u>20</u>
Total	3	37	34
Saturday Midday Peak Hour ^b			
Enter	3	18	15
Exit	<u>3</u>	<u>19</u>	<u>16</u>
Total	6	37	31

Trip Generation, 11th Edition; Institute of Transportation Engineers (ITE); Washington, D.C. (2021).

a Vehicles per day

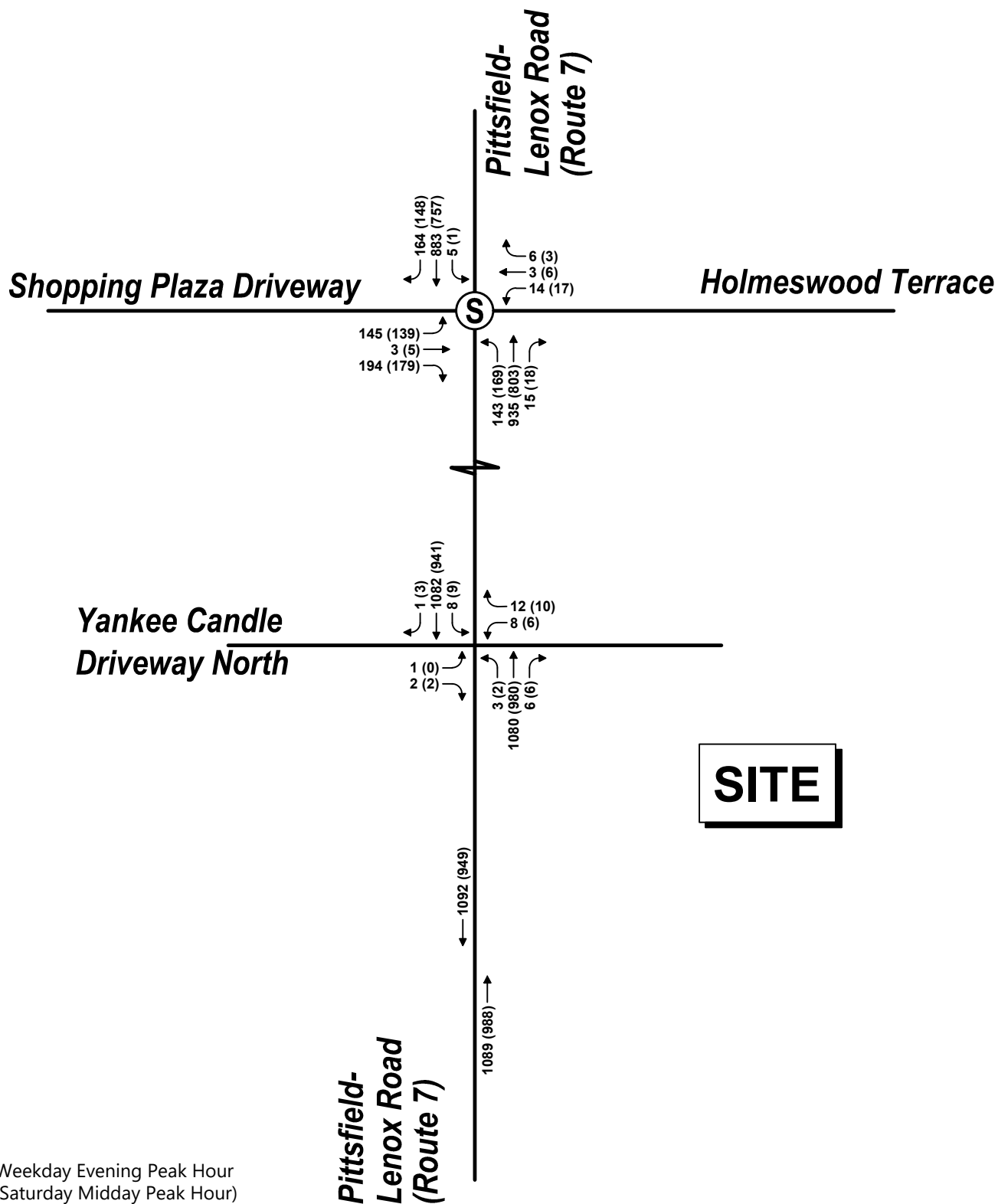
b Vehicles per hour

1 Existing trip generation based on driveway counts

2 Future trip generation based on LUC 840 Automobile Sales (new) for 15,400 SF

Trip Distribution

The trip distribution of site-generated traffic to/from the proposed development would be expected to reflect the vehicle patterns of existing volumes within the study area. With easy access to the City of Pittsfield to the north of the project site, and the MassPike connections to the south, it can be anticipated that the trip distribution would be fairly evenly split to/from each direction. Therefore, the site-generated traffic volumes were distributed onto the 2029 No-Build traffic volume networks based on a 50/50 directional distribution to develop the 2029 Build conditions traffic volume networks, shown in Figure 4.



Not to Scale



2029 Build Conditions
Peak Hour Traffic Volumes
Berkshire Mazda
Lenox, MA

Figure 4

Site Access and Circulation

Access to the site is provided via two existing full access driveways that form a horseshoe shape on site. Under proposed conditions, both existing driveways will be closed, and a new full access driveway will be constructed at the approximate location of the northern portion of the former horseshoe. This driveway will operate under stop control.

Parking on site is expected to total 110 spaces with additional spaces provided for vehicles waiting to be serviced. These parking spaces are inclusive of cars on the lot for sale.

Capacity Analysis

The evaluation criteria used to analyze area intersections in this traffic study are based on the Highway Capacity Manual 2000 Edition (HCM). The term 'Level of service' (LOS) is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, two other measures of effectiveness (MOEs) are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio (v/c) and delay (expressed in seconds per vehicle). For example, an existing v/c ratio of 0.9 for an intersection indicates that the intersection is operating at 90 percent of its available capacity. A delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that v/c and delay could have a range of values for a given LOS letter designation. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other MOEs should also be considered.

The level-of-service designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or site driveway. Table 3 shows the level of service criteria for both signalized intersections and unsignalized intersections.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also

do not fully take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Table 3 Level of Service Criteria

Level of Service	Signalized Intersection	Unsignalized Intersection
A	0 to 10 seconds	0 to 10 seconds
B	10 to 20 seconds	10 to 15 seconds
C	20 to 35 seconds	15 to 25 seconds
D	35 to 55 seconds	25 to 35 seconds
E	55 to 80 seconds	35 to 50 seconds
F	Greater than 80 seconds	Greater than 50 seconds

Source: 2000 Highway Capacity Manual Exhibits 16-2 and 17-2

Signalized Intersection Capacity Analysis Results

Signalized intersection capacity analyses were conducted for the intersection of Route 7/20 at Shopping Plaza and Holmeswood Terrace under 2022 Existing conditions, 2029 No-Build Conditions (without the proposed development), and the 2029 Build condition (with the proposed development). The results of the analysis are shown in Table 4.

Under all conditions, the intersection functions with acceptable levels of service (LOS), delay, and queue length. The existing level of service at this intersection is overall LOS C with all approaches operating at LOS D or better. Under No-Build and Build conditions this continues with negligible increases in delay and queue length. The Synchro analysis results are included in the Appendix.

Unsignalized Intersection Capacity Analysis Results

Intersection capacity analyses were conducted for the unsignalized intersections of Route 7/20 at The North Driveway of the Motel and Yankee Candle under 2022 Existing conditions, 2029 No-Build Conditions (without the proposed development), and the 2029 Build condition (with the proposed development). The results of the analysis are shown in Table 5.

Under Existing conditions, the intersections function with acceptable levels of service (LOS), delay, and queue length. The existing level of service at this intersection is LOS C or better for all approaches. Under No-Build Conditions the eastbound approach at the northern Yankee Candle driveway degrades from LOS C to LOS D with minor increases in delay during the evening peak hour. Under Build conditions, the proposed site driveway is expected to operate at LOS E during the evening condition and LOS C during the Saturday midday peak hour.

It should be noted that a LOS E or F along a minor approach to an unsignalized intersection is not uncommon and does not impact the traffic flow on the mainline street. A LOS E in this scenario indicates a longer wait time for vehicles wishing to exit the Mazda dealership onto Route 7/20. These vehicles must wait until an acceptable gap in the mainline traffic stream presents itself prior to making a safe maneuver. At unsignalized intersections located along commuter routes, this situation is not uncommon during the peak roadway hours.

The Synchro analysis results are included in the Appendix.

Table 4 Signalized Intersection Capacity Analysis Summary

Location	Period	Movement	2022 Existing					2029 No-Build					2029 Build				
			v/c ^a	Delay ^b	LOS ^c	50thQ ^d	95thQ ^e	v/c	Delay	LOS	50thQ	95thQ	v/c	Delay	LOS	50thQ	95thQ
Route 7/20 at Shopping Plaza and Holmeswood Terrace	PM	EB L/T	0.61	30.9	C	80	#196	0.61	30.9	C	80	#196	0.61	30.9	C	80	#196
		EB R	0.15	18.7	B	0	33	0.15	18.7	B	0	33	0.15	18.7	B	0	33
		WB L/T/R	0.33	39.2	D	11	27	0.33	39.2	D	11	27	0.33	39.2	D	11	27
		NB L	0.58	18.8	B	28	#112	0.58	19.1	B	28	#112	0.58	19.2	B	28	#112
		NB T/R	0.73	24.0	C	123	#497	0.77	25.4	C	134	#534	0.78	25.8	C	137	#542
		SB L	0.03	21.1	B	1	9	0.03	22.5	C	1	9	0.03	22.8	C	1	9
		SB T	0.81	32.2	C	150	#439	0.86	35.4	D	164	#474	0.87	35.9	D	165	#478
		SB R	0.11	20.5	C	0	51	0.11	20.5	C	0	51	0.11	20.5	C	0	51
		Overall	0.63	26.3	C	-	-	0.66	28.0	C	-	-	0.66	28.3	C	-	-
	Sat	EB L/T	0.69	36.9	D	70	#177	0.69	36.9	D	70	#177	0.69	36.9	D	70	#177
		EB R	0.13	20.3	C	0	36	0.13	20.3	C	0	36	0.13	20.3	C	0	36
		WB L/T/R	0.49	37.3	D	17	29	0.49	37.3	D	17	29	0.49	37.3	D	17	29
		NB L	0.53	14.8	B	47	92	0.56	15.8	B	47	92	0.57	15.9	B	47	92
		NB T/R	0.54	18.6	B	135	#290	0.58	19.2	B	147	#321	0.59	19.3	B	150	#326
		SB L	0.00	14.7	B	0	3	0.00	15.4	B	0	3	0.00	15.6	B	0	3
		SB T	0.63	24.4	C	167	#257	0.68	25.3	C	181	#286	0.68	25.5	C	185	#291
		SB R	0.10	18.2	B	0	29	0.10	18.2	B	0	29	0.10	18.2	B	0	29
		Overall	0.58	22.0	C	-	-	0.60	22.5	C	-	-	0.61	22.7	C	-	-

a volume-to-capacity ratio
b delay, in seconds/vehicle
c level of service
d 50th percentile queue length, in feet
e 95th percentile queue length, in feet
EB, WB, NB, SB, L, T, Reastbound, westbound, northbound, southbound, left turn, through, right turn
95th percentile volume exceeds capacity, queue may be longer

Table 5 Unsignalized Intersection Capacity Analysis Summary

Location	Period	Movement	2022 Existing				2029 No-Build				2029 Build			
			v/c ^a	Delay ^b	LOS ^c	95thQ ^d	v/c	Delay	LOS	95thQ	v/c	Delay	LOS	95thQ
Route 7/20 at Yankee Candle Drive North and Site Drive (Motel Drive North)	PM	EB L/T/R	0.04	24.2	C	3	0.05	27.1	D	4	0.05	28.6	D	4
		WB L/T/R	0.02	12.9	B	1	0.02	13.3	B	1	0.16	36.5	E	14
		NB L	0.45	9.7	A	0	0.47	9.8	A	0	0.48	9.8	A	0
		NB T/R	0.23	0.0	-	0	0.24	0.0	-	0	0.24	0.0	-	0
		SB L	0.44	0.0	-	0	0.46	0.0	-	0	0.46	11.4	B	1
		SB T/R	0.22	0.0	-	0	0.23	0.0	-	0	0.23	0.0	-	0
	Sat	EB L/T/R	0.00	9.0	A	0	0.00	9.1	A	0	0.00	9.1	A	0
		WB L/T/R	0.01	11.9	B	1	0.01	12.1	B	1	0.09	24.1	C	7
		NB L	0.38	9.3	A	0	0.40	9.4	A	0	0.40	9.4	A	0
		NB T/R	0.19	0.0	-	0	0.20	0.0	-	0	0.20	0.0	-	0
		SB L	0.38	0.0	-	0	0.40	10.3	B	0	0.40	10.4	B	1
		SB T/R	0.19	0.0	-	0	0.20	0.0	-	0	0.20	0.0	-	0

a volume-to-capacity ratio

b delay, in seconds/vehicle

c level of service

d 95th percentile queue length, in feet

EB, WB, NB, SB, L, T, Reastbound, westbound, northbound, southbound, left turn, through, right turn

95th percentile volume exceeds capacity, queue may be longer

Conclusion

The results of this impact statement indicate that the proposed Mazda dealership redevelopment at 474 Pittsfield-Lenox Road (Route 7/20) will not have a significant impact on the roadway network adjacent to the project site. VHB forecasts that the project would increase traffic on the roadway by approximately 34 vehicle trips during the weekday evening peak hour and 31 trips during the Saturday midday peak hour (approximately one vehicle every two minutes). These minimal additional trips have a negligible impact on the level of service and delay on the surrounding roadway. The proposed site driveway is expected to operate at LOS E during the weekday afternoon peak traffic period. However, the delays experienced at the driveway will not impact the surrounding roadway network. Furthermore, the proposed driveway is expected to operate at acceptable levels of service with minimal delays at all other times of the day.

The proposed site driveway, internal circulation and the off-site roadways will readily accommodate the proposed development without impacts to traffic operations.



Appendix

Appendix No. & Title

Attachment A – Preliminary Site Plan

Attachment B – Traffic Counts

Attachment C – Crash Data

Attachment D – ITE Trip Generation & Distribution

Attachment E – Capacity Analyses



Attachment A – Preliminary Site Plan

G:\SK DESIGN GROUP\2022\220057 Sheehan-Plaf Rd, Lenox-Auto Dealership\Drawings\Special Permit\220057 PERMIT.dwg
Date: August 31, 2022 10:42am
User Name: alphasoft

THESE PLANS ARE FOR
PERMITTING PURPOSES
ONLY
NOT FOR CONSTRUCTION

REMOVE EXISTING ENTRANCE
INSTALL NEW CURBING & SIDEWALK

PROPOSED RETAINING WALL

PITTSFIELD - LENOX ROAD (ROUTE 1 & 20)

EXISTING BUILDING
484 PITTSFIELD
LENOX ROAD

EXISTING PROPERTY LINE

OTHER

CUSTOMER

ZONE LINE R-40-30-20
ZONE LINE C-1A

PROPOSED LIMIT OF CLEARING

PROPOSED RETAINING WALL

B.V.W.

B.V.W.

B.V.W.

PROPOSED SALES &
SERVICE FACILITY
(15,400 S.F.)

CUSTOMER

PROPOSED DUMPSTER

PROPOSED RETAINING WALL

EXISTING PROPERTY LINE

DISPLAY

DISPLAY

PROPOSED PROPERTY LINE

DISPLAY

EXISTING BUILDING
462 PITTSFIELD
LENOX ROAD

50'-0"

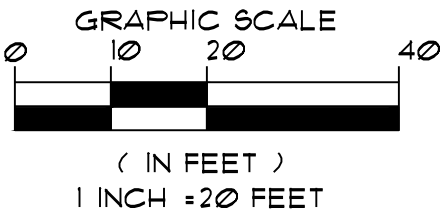
1 SITE PLAN
SCALE: 1"=20'

LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- APPROXIMATE WETLAND BOUNDARY
- 100' BUFFER ZONE
- ZONE LINE
- EXISTING CONTOUR
- EXISTING TREELINE
- EXISTING UTILITY POLE
- EXISTING WALL
- PROPOSED LIMIT OF CLEARING

PARKING:	
"CUSTOMER" (PER ZONING):	17
"DISPLAY":	81
OTHER:	26
OVERALL TOTAL:	124

PROGRESS PLAN
8-31-2022



PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR:

LOCATED AT:
474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers & Surveyors & Consultants
2 FERBROD DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3537

PLAN DESCRIPTION:
SITE PLAN

SK DESIGN GROUP PROJECT #:
220057

JAMES M. SCAUSE II
SK DESIGN GROUP PRESIDENT
LICENSE #39863
PROFESSIONAL OF RECORD
PHONE: 413-443-3537

REVISION:

DRAWN BY: AMIL	CHECKED BY: JMS II
ORIG. DATE: AUGUST 17, 2022	SHEET NO. 2
ISSUED FOR: PERMIT	OF XX
SCALE: AS NOTED	



Attachment B – Traffic Counts



PRECISION
DATA
INDUSTRIES, LLC

Location Map: 228754 Lenox, MA

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



Client:
VHB

Engineer:
M. Pause

Site Code:

Date:
Thurs 7/21 and Sat 7/23/2022

PDI Job #
228754

City, State:
Lenox, MA

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	52	200	0	0	252	1	0	2	0	3	2	183	48	0	233	50	1	38	0	89	577
4:15 PM	37	206	1	0	244	1	0	4	0	5	3	234	31	0	268	62	0	45	0	107	624
4:30 PM	41	220	1	0	262	3	2	3	0	8	5	251	34	0	290	52	0	30	0	82	642
4:45 PM	34	188	3	0	225	1	1	5	0	7	5	197	30	0	232	30	2	32	0	64	528
Total	164	814	5	0	983	6	3	14	0	23	15	865	143	0	1023	194	3	145	0	342	2371
5:00 PM	30	201	1	0	232	1	0	1	0	2	1	205	31	0	237	41	3	31	0	75	546
5:15 PM	30	189	0	0	219	0	0	7	0	7	3	169	32	0	204	46	0	27	0	73	503
5:30 PM	43	151	1	0	195	3	2	4	0	9	3	212	29	0	244	42	1	26	0	69	517
5:45 PM	19	155	0	0	174	1	0	4	0	5	0	149	25	0	174	44	0	28	0	72	425
Total	122	696	2	0	820	5	2	16	0	23	7	735	117	0	859	173	4	112	0	289	1991
Grand Total	286	1510	7	0	1803	11	5	30	0	46	22	1600	260	0	1882	367	7	257	0	631	4362
Approach %	15.9	83.7	0.4	0.0		23.9	10.9	65.2	0.0		1.2	85.0	13.8	0.0		58.2	1.1	40.7	0.0		
Total %	6.6	34.6	0.2	0.0	41.3	0.3	0.1	0.7	0.0	1.1	0.5	36.7	6.0	0.0	43.1	8.4	0.2	5.9	0.0	14.5	
Exiting Leg Total	1868					36					1907					551					4362
Cars	284	1483	7	0	1774	11	5	30	0	46	22	1559	257	0	1838	365	7	255	0	627	4285
% Cars	99.3	98.2	100.0	0.0	98.4	100.0	100.0	100.0	0.0	100.0	100.0	97.4	98.8	0.0	97.7	99.5	100.0	99.2	0.0	99.4	98.2
Exiting Leg Total	1825					36					1878					546					4285
Heavy Vehicles	2	27	0	0	29	0	0	0	0	0	0	41	3	0	44	2	0	2	0	4	77
% Heavy Vehicles	0.7	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.6	1.2	0.0	2.3	0.5	0.0	0.8	0.0	0.6	1.8
Exiting Leg Total	43					0					29					5					77

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	52	200	0	0	252	1	0	2	0	3	2	183	48	0	233	50	1	38	0	89	577
4:15 PM	37	206	1	0	244	1	0	4	0	5	3	234	31	0	268	62	0	45	0	107	624
4:30 PM	41	220	1	0	262	3	2	3	0	8	5	251	34	0	290	52	0	30	0	82	642
4:45 PM	34	188	3	0	225	1	1	5	0	7	5	197	30	0	232	30	2	32	0	64	528
Total Volume	164	814	5	0	983	6	3	14	0	23	15	865	143	0	1023	194	3	145	0	342	2371
% Approach Total	16.7	82.8	0.5	0.0		26.1	13.0	60.9	0.0		1.5	84.6	14.0	0.0		56.7	0.9	42.4	0.0		
PHF	0.788	0.925	0.417	0.000	0.938	0.500	0.375	0.700	0.000	0.719	0.750	0.862	0.745	0.000	0.882	0.782	0.375	0.806	0.000	0.799	0.923
Cars	163	795	5	0	963	6	3	14	0	23	15	842	142	0	999	193	3	144	0	340	2325
Cars %	99.4	97.7	100.0	0.0	98.0	100.0	100.0	100.0	0.0	100.0	100.0	97.3	99.3	0.0	97.7	99.5	100.0	99.3	0.0	99.4	98.1
Heavy Vehicles	1	19	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	1	0	2	46
Heavy Vehicles %	0.6	2.3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.7	0.0	2.3	0.5	0.0	0.7	0.0	0.6	1.9
Cars Enter Leg	163	795	5	0	963	6	3	14	0	23	15	842	142	0	999	193	3	144	0	340	2325
Heavy Enter Leg	1	19	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	1	0	2	46
Total Entering Leg	164	814	5	0	983	6	3	14	0	23	15	865	143	0	1023	194	3	145	0	342	2371
Cars Exiting Leg	992					23					1002					308					2325
Heavy Exiting Leg	24					0					20					2					46
Total Exiting Leg	1016					23					1022					310					2371

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	52	193	0	0	245	1	0	2	0	3	2	178	47	0	227	50	1	37	0	88	563
4:15 PM	37	203	1	0	241	1	0	4	0	5	3	230	31	0	264	62	0	45	0	107	617
4:30 PM	41	216	1	0	258	3	2	3	0	8	5	241	34	0	280	52	0	30	0	82	628
4:45 PM	33	183	3	0	219	1	1	5	0	7	5	193	30	0	228	29	2	32	0	63	517
Total	163	795	5	0	963	6	3	14	0	23	15	842	142	0	999	193	3	144	0	340	2325
5:00 PM	30	199	1	0	230	1	0	1	0	2	1	202	30	0	233	41	3	30	0	74	539
5:15 PM	30	188	0	0	218	0	0	7	0	7	3	164	32	0	199	46	0	27	0	73	497
5:30 PM	42	149	1	0	192	3	2	4	0	9	3	205	28	0	236	42	1	26	0	69	506
5:45 PM	19	152	0	0	171	1	0	4	0	5	0	146	25	0	171	43	0	28	0	71	418
Total	121	688	2	0	811	5	2	16	0	23	7	717	115	0	839	172	4	111	0	287	1960
Grand Total	284	1483	7	0	1774	11	5	30	0	46	22	1559	257	0	1838	365	7	255	0	627	4285
Approach %	16.0	83.6	0.4	0.0		23.9	10.9	65.2	0.0		1.2	84.8	14.0	0.0		58.2	1.1	40.7	0.0		
Total %	6.6	34.6	0.2	0.0	41.4	0.3	0.1	0.7	0.0	1.1	0.5	36.4	6.0	0.0	42.9	8.5	0.2	6.0	0.0	14.6	
Exiting Leg Total	1825					36					1878					546					4285

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	52	193	0	0	245	1	0	2	0	3	2	178	47	0	227	50	1	37	0	88	563
4:15 PM	37	203	1	0	241	1	0	4	0	5	3	230	31	0	264	62	0	45	0	107	617
4:30 PM	41	216	1	0	258	3	2	3	0	8	5	241	34	0	280	52	0	30	0	82	628
4:45 PM	33	183	3	0	219	1	1	5	0	7	5	193	30	0	228	29	2	32	0	63	517
Total Volume	163	795	5	0	963	6	3	14	0	23	15	842	142	0	999	193	3	144	0	340	2325
% Approach Total	16.9	82.6	0.5	0.0		26.1	13.0	60.9	0.0		1.5	84.3	14.2	0.0		56.8	0.9	42.4	0.0		
PHF	0.784	0.920	0.417	0.000	0.933	0.500	0.375	0.700	0.000	0.719	0.750	0.873	0.755	0.000	0.892	0.778	0.375	0.800	0.000	0.794	0.926
Entering Leg	163	795	5	0	963	6	3	14	0	23	15	842	142	0	999	193	3	144	0	340	2325
Exiting Leg	992					23					1002					308					2325
Total	1955					46					2001					648					4650

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	7	0	0	7	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	14
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
4:45 PM	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	11
Total	1	19	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	1	0	2	46
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	7
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	11
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
Total	1	8	0	0	9	0	0	0	0	0	0	18	2	0	20	1	0	1	0	2	31
Grand Total	2	27	0	0	29	0	0	0	0	0	0	41	3	0	44	2	0	2	0	4	77
Approach %	6.9	93.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.2	6.8	0.0		50.0	0.0	50.0	0.0		
Total %	2.6	35.1	0.0	0.0	37.7	0.0	0.0	0.0	0.0	0.0	0.0	53.2	3.9	0.0	57.1	2.6	0.0	2.6	0.0	5.2	
Exiting Leg Total	43					0					29					5					77
Buses	1	4	0	0	5	0	0	0	0	0	0	7	2	0	9	2	0	2	0	4	18
% Buses	50.0	14.8	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	17.1	66.7	0.0	20.5	100.0	0.0	100.0	0.0	100.0	23.4
Exiting Leg Total	9					0					6					3					18
Single-Unit Trucks	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	40
% Single-Unit	50.0	66.7	0.0	0.0	65.5	0.0	0.0	0.0	0.0	0.0	0.0	51.2	0.0	0.0	47.7	0.0	0.0	0.0	0.0	0.0	51.9
Exiting Leg Total	21					0					18					1					40
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	19
% Articulated	0.0	18.5	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	31.7	33.3	0.0	31.8	0.0	0.0	0.0	0.0	0.0	24.7
Exiting Leg Total	13					0					5					1					19

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	7	0	0	7	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	14
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
4:45 PM	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	11
Total Volume	1	19	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	1	0	2	46
% Approach Total	5.0	95.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.8	4.2	0.0		50.0	0.0	50.0	0.0		
PHF	0.250	0.679	0.000	0.000	0.714	0.000	0.000	0.000	0.000	0.000	0.000	0.575	0.250	0.000	0.600	0.250	0.000	0.250	0.000	0.500	0.821
Buses	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10
Buses %	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	100.0	0.0	25.0	100.0	0.0	100.0	0.0	100.0	21.7
Single-Unit Trucks	1	12	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Single-Unit %	100.0	63.2	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	47.8
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Articulated %	0.0	26.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	30.4
Buses	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10
Single-Unit Trucks	1	12	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Total Entering Leg	1	19	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	1	0	2	46
Buses	6					0					3					1					10
Single-Unit Trucks	9					0					12					1					22
Articulated Trucks	9					0					5					0					14
Total Exiting Leg	24					0					20					2					46

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	1	0	3	0	0	1	0	1	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	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	1	0	0	0	1	3
Total	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
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	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	8
Grand Total	1	4	0	0	5	0	0	0	0	0	0	7	2	0	9	2	0	2	0	4	18
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.8	22.2	0.0		50.0	0.0	50.0	0.0		
Total %	5.6	22.2	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	38.9	11.1	0.0	50.0	11.1	0.0	11.1	0.0	22.2	
Exiting Leg Total	9					0					6					3					18

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	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	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	1	0	0	0	0	1	
Total Volume	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		50.0	0.0	50.0	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	0.625	0.250	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.625	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10	
Exiting Leg	6					0					3					1					1	10
Total	8					0					9					3					20	

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	2	0	0	2	0	0	0	0	0	6
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
4:45 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	1	12	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18
Grand Total	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	40
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		0.0	0.0	0.0	0.0		
Total %	2.5	45.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	0.0	52.5	0.0	0.0	52.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	21					0					18					1					40

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	2	0	0	2	0	0	0	0	0	6
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
4:45 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	1	12	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
% Approach Total	7.7	92.3	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	0.750	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	1	12	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Exiting Leg	9					0					12					1					22
Total	22					0					21					1					44

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
Grand Total	0	5	0	0	5	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	19
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	68.4	5.3	0.0	73.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	13					0					5					1					19

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

4:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	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	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Exiting Leg	9					0					5					0					14
Total	14					0					14					0					28

PDI File #: 228754 A

Location: N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)

Location: E: Driveway W: Lenox Shopping Plaza

City, State: Lenox, MA

Client: VHB/M. Pause

Site Code: TBD

Count Date: Thursday, July 21, 2022

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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	1	0	1	0	2	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	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	1	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	2	1	0	0	0	0	0	1	3
5:00 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	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
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	1	0	0	0	0	0	1	4
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	33.3	33.3	0.0	33.3	0.0		100.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0		
Exiting Leg Total	1							0							2							1							4	

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

4:00 PM	Pittsfield Road (Route 7/20)								Driveway								Pittsfield Road (Route 7/20)								Lenox Shopping Plaza								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	1	0	1	0	2	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	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	1	0	0	0	0	0	0	1	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	2	1	0	0	0	0	0	1	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	0.0		0.0	0.0	50.0	0.0	50.0	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	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.375				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	1	3					
Exiting Leg	0								0								2								1								3
Total	0								0								4								2								6

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Pittsfield Road (Route 7/20)								Driveway								Pittsfield Road (Route 7/20)								Lenox Shopping Plaza								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	1	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	4				
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	4				
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	4	2	6	10				
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	1	1	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	4	4	8	14			
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	3	1	4	0	0	0	0	6	4	10	18			
Approach %	0	0	0	0	0	0	100		0	0	0	0	33.3	66.7		0	0	0	0	75	25		0	0	0	0	60	40					
Total %	0	0	0	0	0	0	5.56	5.56	0	0	0	0	5.56	11.1	16.7	0	0	0	0	16.7	5.56	22.2	0	0	0	0	33.3	22.2	55.6				
Exiting Leg Total	1								3								4								10								18

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

4:45 PM	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	4
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
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	2	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	4	2	6	10
Total Volume	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	3	1	4	0	0	0	0	6	4	10	18
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	60.0	40.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.500	0.417	0.450
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	3	1	4	0	0	0	0	6	4	10	18
Exiting Leg	1							3							4							10							18
Total	2							6							8							20							36

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	42	158	2	0	202	1	1	3	0	5	2	161	49	0	212	48	2	31	0	81	500
11:15 AM	28	179	0	0	207	2	1	3	0	6	1	161	44	0	206	45	1	33	0	79	498
11:30 AM	34	172	0	0	206	2	0	3	0	5	1	179	52	0	232	55	3	24	0	82	525
11:45 AM	38	165	0	0	203	2	0	4	0	6	6	180	48	0	234	45	0	35	0	80	523
Total	142	674	2	0	818	7	2	13	0	22	10	681	193	0	884	193	6	123	0	322	2046
12:00 PM	36	160	2	0	198	1	2	5	0	8	6	168	36	0	210	45	1	41	0	87	503
12:15 PM	32	165	2	0	199	2	2	4	0	8	4	171	37	0	212	49	1	26	0	76	495
12:30 PM	44	171	0	0	215	0	1	4	0	5	5	193	41	0	239	43	1	41	0	85	544
12:45 PM	41	162	1	0	204	0	1	4	0	5	4	168	54	0	226	47	2	20	1	70	505
Total	153	658	5	0	816	3	6	17	0	26	19	700	168	0	887	184	5	128	1	318	2047
1:00 PM	31	178	0	0	209	1	3	7	0	11	7	176	41	0	224	39	1	37	0	77	521
1:15 PM	32	189	0	0	221	2	1	2	0	5	2	206	33	0	241	50	1	41	0	92	559
1:30 PM	33	166	2	0	201	2	0	4	0	6	4	156	28	0	188	44	2	39	0	85	480
1:45 PM	47	171	1	0	219	2	1	4	0	7	3	177	38	0	218	34	0	25	0	59	503
Total	143	704	3	0	850	7	5	17	0	29	16	715	140	0	871	167	4	142	0	313	2063
Grand Total	438	2036	10	0	2484	17	13	47	0	77	45	2096	501	0	2642	544	15	393	1	953	6156
Approach %	17.6	82.0	0.4	0.0		22.1	16.9	61.0	0.0		1.7	79.3	19.0	0.0		57.1	1.6	41.2	0.1		
Total %	7.1	33.1	0.2	0.0	40.4	0.3	0.2	0.8	0.0	1.3	0.7	34.0	8.1	0.0	42.9	8.8	0.2	6.4	0.0	15.5	
Exiting Leg Total	2506					70					2627					953					6156
Cars	435	2013	8	0	2456	15	13	46	0	74	44	2073	497	0	2614	541	15	389	1	946	6090
% Cars	99.3	98.9	80.0	0.0	98.9	88.2	100.0	97.9	0.0	96.1	97.8	98.9	99.2	0.0	98.9	99.4	100.0	99.0	100.0	99.3	98.9
Exiting Leg Total	2477					67					2600					946					6090
Heavy Vehicles	3	23	2	0	28	2	0	1	0	3	1	23	4	0	28	3	0	4	0	7	66
% Heavy Vehicles	0.7	1.1	20.0	0.0	1.1	11.8	0.0	2.1	0.0	3.9	2.2	1.1	0.8	0.0	1.1	0.6	0.0	1.0	0.0	0.7	1.1
Exiting Leg Total	29					3					27					7					66

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
12:30 PM	44	171	0	0	215	0	1	4	0	5	5	193	41	0	239	43	1	41	0	85	544
12:45 PM	41	162	1	0	204	0	1	4	0	5	4	168	54	0	226	47	2	20	1	70	505
1:00 PM	31	178	0	0	209	1	3	7	0	11	7	176	41	0	224	39	1	37	0	77	521
1:15 PM	32	189	0	0	221	2	1	2	0	5	2	206	33	0	241	50	1	41	0	92	559
Total Volume	148	700	1	0	849	3	6	17	0	26	18	743	169	0	930	179	5	139	1	324	2129
% Approach Total	17.4	82.4	0.1	0.0		11.5	23.1	65.4	0.0		1.9	79.9	18.2	0.0		55.2	1.5	42.9	0.3		
PHF	0.841	0.926	0.250	0.000	0.960	0.375	0.500	0.607	0.000	0.591	0.643	0.902	0.782	0.000	0.965	0.895	0.625	0.848	0.250	0.880	0.952
Cars	147	692	1	0	840	3	6	16	0	25	18	735	168	0	921	178	5	137	1	321	2107
Cars %	99.3	98.9	100.0	0.0	98.9	100.0	100.0	94.1	0.0	96.2	100.0	98.9	99.4	0.0	99.0	99.4	100.0	98.6	100.0	99.1	99.0
Heavy Vehicles	1	8	0	0	9	0	0	1	0	1	0	8	1	0	9	1	0	2	0	3	22
Heavy Vehicles %	0.7	1.1	0.0	0.0	1.1	0.0	0.0	5.9	0.0	3.8	0.0	1.1	0.6	0.0	1.0	0.6	0.0	1.4	0.0	0.9	1.0
Cars Enter Leg	147	692	1	0	840	3	6	16	0	25	18	735	168	0	921	178	5	137	1	321	2107
Heavy Enter Leg	1	8	0	0	9	0	0	1	0	1	0	8	1	0	9	1	0	2	0	3	22
Total Entering Leg	148	700	1	0	849	3	6	17	0	26	18	743	169	0	930	179	5	139	1	324	2129
Cars Exiting Leg	875					24					886					322					2107
Heavy Exiting Leg	10					0					10					2					22
Total Exiting Leg	885					24					896					324					2129

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	42	156	2	0	200	1	1	3	0	5	2	157	48	0	207	48	2	30	0	80	492
11:15 AM	28	178	0	0	206	2	1	3	0	6	1	159	43	0	203	45	1	33	0	79	494
11:30 AM	33	169	0	0	202	2	0	3	0	5	1	177	52	0	230	55	3	24	0	82	519
11:45 AM	38	164	0	0	202	1	0	4	0	5	6	179	48	0	233	44	0	35	0	79	519
Total	141	667	2	0	810	6	2	13	0	21	10	672	191	0	873	192	6	122	0	320	2024
12:00 PM	36	158	2	0	196	1	2	5	0	8	6	168	35	0	209	45	1	41	0	87	500
12:15 PM	32	162	1	0	195	1	2	4	0	7	3	171	37	0	211	49	1	25	0	75	488
12:30 PM	44	171	0	0	215	0	1	4	0	5	5	192	41	0	238	43	1	40	0	84	542
12:45 PM	40	157	1	0	198	0	1	3	0	4	4	166	54	0	224	46	2	20	1	69	495
Total	152	648	4	0	804	2	6	16	0	24	18	697	167	0	882	183	5	126	1	315	2025
1:00 PM	31	176	0	0	207	1	3	7	0	11	7	174	40	0	221	39	1	37	0	77	516
1:15 PM	32	188	0	0	220	2	1	2	0	5	2	203	33	0	238	50	1	40	0	91	554
1:30 PM	32	166	2	0	200	2	0	4	0	6	4	153	28	0	185	43	2	39	0	84	475
1:45 PM	47	168	0	0	215	2	1	4	0	7	3	174	38	0	215	34	0	25	0	59	496
Total	142	698	2	0	842	7	5	17	0	29	16	704	139	0	859	166	4	141	0	311	2041
Grand Total	435	2013	8	0	2456	15	13	46	0	74	44	2073	497	0	2614	541	15	389	1	946	6090
Approach %	17.7	82.0	0.3	0.0		20.3	17.6	62.2	0.0		1.7	79.3	19.0	0.0		57.2	1.6	41.1	0.1		
Total %	7.1	33.1	0.1	0.0	40.3	0.2	0.2	0.8	0.0	1.2	0.7	34.0	8.2	0.0	42.9	8.9	0.2	6.4	0.0	15.5	
Exiting Leg Total	2477					67					2600					946					6090

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
12:30 PM	44	171	0	0	215	0	1	4	0	5	5	192	41	0	238	43	1	40	0	84	542
12:45 PM	40	157	1	0	198	0	1	3	0	4	4	166	54	0	224	46	2	20	1	69	495
1:00 PM	31	176	0	0	207	1	3	7	0	11	7	174	40	0	221	39	1	37	0	77	516
1:15 PM	32	188	0	0	220	2	1	2	0	5	2	203	33	0	238	50	1	40	0	91	554
Total Volume	147	692	1	0	840	3	6	16	0	25	18	735	168	0	921	178	5	137	1	321	2107
% Approach Total	17.5	82.4	0.1	0.0		12.0	24.0	64.0	0.0		2.0	79.8	18.2	0.0		55.5	1.6	42.7	0.3		
PHF	0.835	0.920	0.250	0.000	0.955	0.375	0.500	0.571	0.000	0.568	0.643	0.905	0.778	0.000	0.967	0.890	0.625	0.856	0.250	0.882	0.951
Entering Leg	147	692	1	0	840	3	6	16	0	25	18	735	168	0	921	178	5	137	1	321	2107
Exiting Leg	875					24					886					322					2107
Total	1715					49					1807					643					4214

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	8
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
11:30 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
11:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
Total	1	7	0	0	8	1	0	0	0	1	0	9	2	0	11	1	0	1	0	2	22
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
12:15 PM	0	3	1	0	4	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
12:45 PM	1	5	0	0	6	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	10
Total	1	10	1	0	12	1	0	1	0	2	1	3	1	0	5	1	0	2	0	3	22
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
1:45 PM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	6	1	0	8	0	0	0	0	0	0	11	1	0	12	1	0	1	0	2	22
Grand Total	3	23	2	0	28	2	0	1	0	3	1	23	4	0	28	3	0	4	0	7	66
Approach %	10.7	82.1	7.1	0.0		66.7	0.0	33.3	0.0		3.6	82.1	14.3	0.0		42.9	0.0	57.1	0.0		
Total %	4.5	34.8	3.0	0.0	42.4	3.0	0.0	1.5	0.0	4.5	1.5	34.8	6.1	0.0	42.4	4.5	0.0	6.1	0.0	10.6	
Exiting Leg Total	29					3					27					7					66
Buses	3	2	0	0	5	0	0	0	0	0	0	2	3	0	5	2	0	3	0	5	15
% Buses	100.0	8.7	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	8.7	75.0	0.0	17.9	66.7	0.0	75.0	0.0	71.4	22.7
Exiting Leg Total	5					0					4					6					15
Single-Unit Trucks	0	12	2	0	14	2	0	1	0	3	1	18	1	0	20	1	0	1	0	2	39
% Single-Unit	0.0	52.2	100.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	100.0	78.3	25.0	0.0	71.4	33.3	0.0	25.0	0.0	28.6	59.1
Exiting Leg Total	21					3					14					1					39
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
% Articulated	0.0	39.1	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	18.2
Exiting Leg Total	3					0					9					0					12

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					
	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	
12:45 PM	1	5	0	0	6	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	10
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
Total Volume	2	8	0	0	10	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	25
% Approach Total	20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	90.9	9.1	0.0		66.7	0.0	33.3	0.0		
PHF	0.500	0.400	0.000	0.000	0.417	0.000	0.000	0.250	0.000	0.250	0.000	0.833	0.250	0.000	0.917	0.500	0.000	0.250	0.000	0.750	0.625
Buses	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	8
Buses %	100.0	12.5	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	100.0	0.0	18.2	100.0	0.0	100.0	0.0	100.0	32.0
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	12
Single-Unit %	0.0	50.0	0.0	0.0	40.0	0.0	0.0	100.0	0.0	100.0	0.0	70.0	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	48.0
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Articulated %	0.0	37.5	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	20.0
Buses	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	8
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	12
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Entering Leg	2	8	0	0	10	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	25
Buses	2					0					3					3					8
Single-Unit Trucks	7					0					5					0					12
Articulated Trucks	2					0					3					0					5
Total Exiting Leg	11					0					11					3					25

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	6
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	6
Grand Total	3	2	0	0	5	0	0	0	0	0	0	2	3	0	5	2	0	3	0	5	15
Approach %	60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		40.0	0.0	60.0	0.0		
Total %	20.0	13.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13.3	20.0	0.0	33.3	13.3	0.0	20.0	0.0	33.3	
Exiting Leg Total	5					0					4					6					15

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza						
	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		
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total Volume	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	8	
% Approach Total	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		66.7	0.0	33.3	0.0			
PHF	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.500	0.000	0.250	0.000	0.750	0.667	
Entering Leg	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	8	
Exiting Leg					2					0					3					3	8	
Total					5					0				5						6	16	

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
Total	0	4	0	0	4	1	0	0	0	1	0	8	1	0	9	1	0	0	0	1	15
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	1	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	4	1	0	5	1	0	1	0	2	1	1	0	0	2	0	0	1	0	1	10
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:45 PM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	4	1	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Grand Total	0	12	2	0	14	2	0	1	0	3	1	18	1	0	20	1	0	1	0	2	39
Approach %	0.0	85.7	14.3	0.0		66.7	0.0	33.3	0.0		5.0	90.0	5.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	30.8	5.1	0.0	35.9	5.1	0.0	2.6	0.0	7.7	2.6	46.2	2.6	0.0	51.3	2.6	0.0	2.6	0.0	5.1	
Exiting Leg Total	21					3					14					1					39

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
Total Volume	0	4	0	0	4	1	0	0	0	1	0	8	1	0	9	1	0	0	0	1	15
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.563	0.250	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	4	0	0	4	1	0	0	0	1	0	8	1	0	9	1	0	0	0	1	15
Exiting Leg					9					0					5					1	15
Total	13					1					14					2					30

PDI File #: **228754 A**
 Location: **N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)**
 Location: **E: Driveway W: Lenox Shopping Plaza**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
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	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					9					0					12

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Pittsfield Road (Route 7/20)					Driveway					Pittsfield Road (Route 7/20)					Lenox Shopping Plaza					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	
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	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	0.625	0.000	0.000	0.625	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	0.500
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Exiting Leg					1					0					5					0	6
Total					6					0					6					0	12

PDI File #: 228754 A
Location: N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)
Location: E: Driveway W: Lenox Shopping Plaza
City, State: Lenox, MA
Client: VHB/M. Pause
Site Code: TBD
Count Date: Saturday, July 23, 2022
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 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
1:30 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
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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		
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 #: 228754 A

Location: N: Pittsfield Rd (Route 7/20) S: Pittsfield Rd (Route 7/20)

Location: E: Driveway W: Lenox Shopping Plaza

City, State: Lenox, MA

Client: VHB/M. Pause

Site Code: TBD

Count Date: Saturday, July 23, 2022

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



Pedestrians

	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8
12:30 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	4	0	4	0	0	0	0	0	0	0	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	1	4	0	0	0	0	1	0	1	6
1:45 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	1	1	0	0	0	0	4	2	6	0	0	0	0	1	2	3	10
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	8	2	10	0	0	0	0	1	2	3	21
Approach %	0	0	0	0	0	0	0	0	0	0	0	62.5	37.5		0	0	0	0	80	20		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	0	0	0	0	0	0	0	23.8	14.3	38.1	0	0	0	0	38.1	9.52	47.6	0	0	0	0	4.76	9.52	14.3	
Exiting Leg Total	0							8							10							3							21

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Pittsfield Road (Route 7/20)							Driveway							Pittsfield Road (Route 7/20)							Lenox Shopping Plaza							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		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8	
12:30 PM	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	1		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	1	1	11	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	80.0	20.0		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	0.313	0.000	0.000	0.000	0.000	0.250	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.344	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	1	1	11	
Exiting Leg	0							5							5							1							1	11
Total	0							10							10							2							22	

PDI File #: 228754 B
Location: N: Pittsfield Road (Route 7/20) S: Pittsfield Road (Route 7/20) NE: Knights Inn (North Drive) NW: Yankee Candle (North Drive)
City, State: E: Knights Inn (South Drive) W: Yankee Candle (South Drive) SW: Driveway
Client: Lenox, MA
Site Code: VHB/M. Pause
Count Date: TBD
Start Time: Thursday, July 21, 2022
End Time: 4:00 PM
Class: 6:00 PM

Cars and Heavy Vehicles (Combined)

[illegible]

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

[illegible]

PDI File #: **228754 B**
 Location: **N: Pittsfield Road (Route 7/20) S: Pittsfield Road (Route 7/20) NE: Knights Inn (North Drive) NW: Yankee Candle (North Drive)**
 Location: **E: Knights Inn (South Drive) W: Yankee Candle (South Drive) SW: Driveway**
 City, State: **Lenox, MA**
 Client: **VHB/M. Pause**
 Site Code: **TBD**
 Count Date: **Saturday, July 23, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:

Cars and Heavy Vehicles (Combined)

[illegible]

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM		Pittsfield Road (Route 7/20)								Knights Inn (North Drive)								Knights Inn (South Drive)								Pittsfield Road (Route 7/20)								Driveway								Yankee Candle (South Drive)								Yankee Candle (North Drive)																																																																																																																																																																																																																																																																																																																																																																																																											
		from North								from Northeast								from East								from South								from Southwest								from West								from Northwest																																																																																																																																																																																																																																																																																																																																																																																																											
		Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Rear Right	Thru	Left	Hard Left	U-Turn	Total	Total																																																																																																																																																																																																																																																																																																																																																																																																											
12:30 PM		0	0	0	218	0	0	0	218	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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	452																																																																																																																																																																																																																																																																																																																																																																																																												
12:45 PM		1	0	0	211	0	0	0	212	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	0	0	1	0	0	0	0	0	0	0	1	450																																																																																																																																																																																																																																																																																																																																																																																																														
1:00 PM		1	0	0	221	0	2	0	224	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	486																																																																																																																																																																																																																																																																																																																																																																																																													
1:15 PM		1	0	0	242	0	0	0	243	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	445																																																																																																																																																																																																																																																																																																																																																																																																													
Total Volume		3	0	0	892	0	2	2	897	2	0	0	0	0	0	0	1	2	1	0	0	0	0	1	2	9	4	0	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0	0	2	1833																																																																																																																																																																																																																																																																																																																																																																																																													
% Approach Total		0.3	0.0	0.0	99.4	0.0	0.2	0.0	0.0	100.0	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	0.0	0.0	44.4	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	2	1833																																																																																																																																																																																																																																																																																																																																																																																																													
PHF		0.750	0.000	0.000	0.921	0.000	0.250	0.000	0.923	0.500	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	0.250	0.000	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.450	0.000	0.750	0.000	0.000	0.500	0.000	0.000	0.583	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.945																																																																																																																																																																																																																																																																																																																																																																																																										
Cars		3	0	0	882	0	2	0	887	2	0	0	0	0	0	0	1	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	2	1814																																																																																																																																																																																																																																																																																																																																																																																																													
Cars %		100.0	0.0	0.0	98.9	0.0	100.0	0.0	98.9	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	99.0																																																																																																																																																																																																																																																																																																																																																																																																													
Heavy Vehicles		0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19																																																																																																																																																																																																																																																																																																																																																																																																													
Heavy Vehicles %		0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Attachment C – Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lenox, MA COUNT DATE : 7/21/2022

DISTRICT : 1 UNSIGNALIZED : ☐ SIGNALIZED : ☒

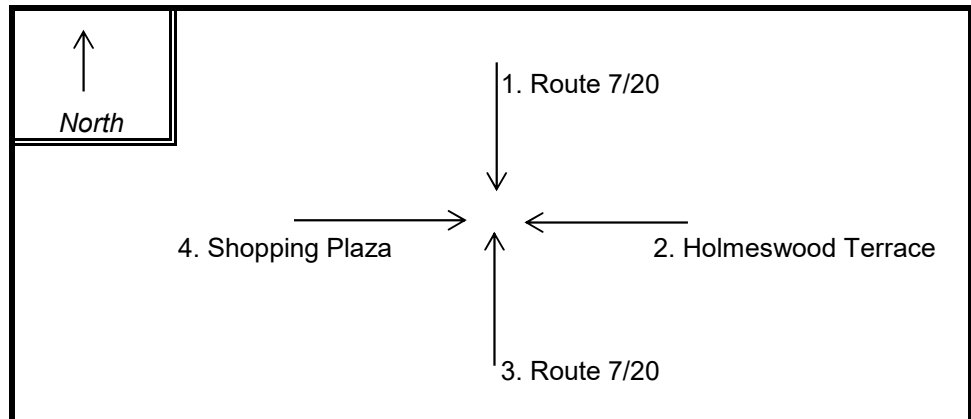
~ INTERSECTION DATA ~

MAJOR STREET : Route 7/20

MINOR STREET(S) : Shopping Plaza Driveway

Holmeswood Terrace

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	WB	NB	EB		
PEAK HOURLY VOLUMES (AM/PM) :	983	23	1023	342		2,371

" K " FACTOR : 0.080 INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : 29,638

TOTAL # OF CRASHES : 11 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (A) : 2.20

CRASH RATE CALCULATION :

0.20

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : _____

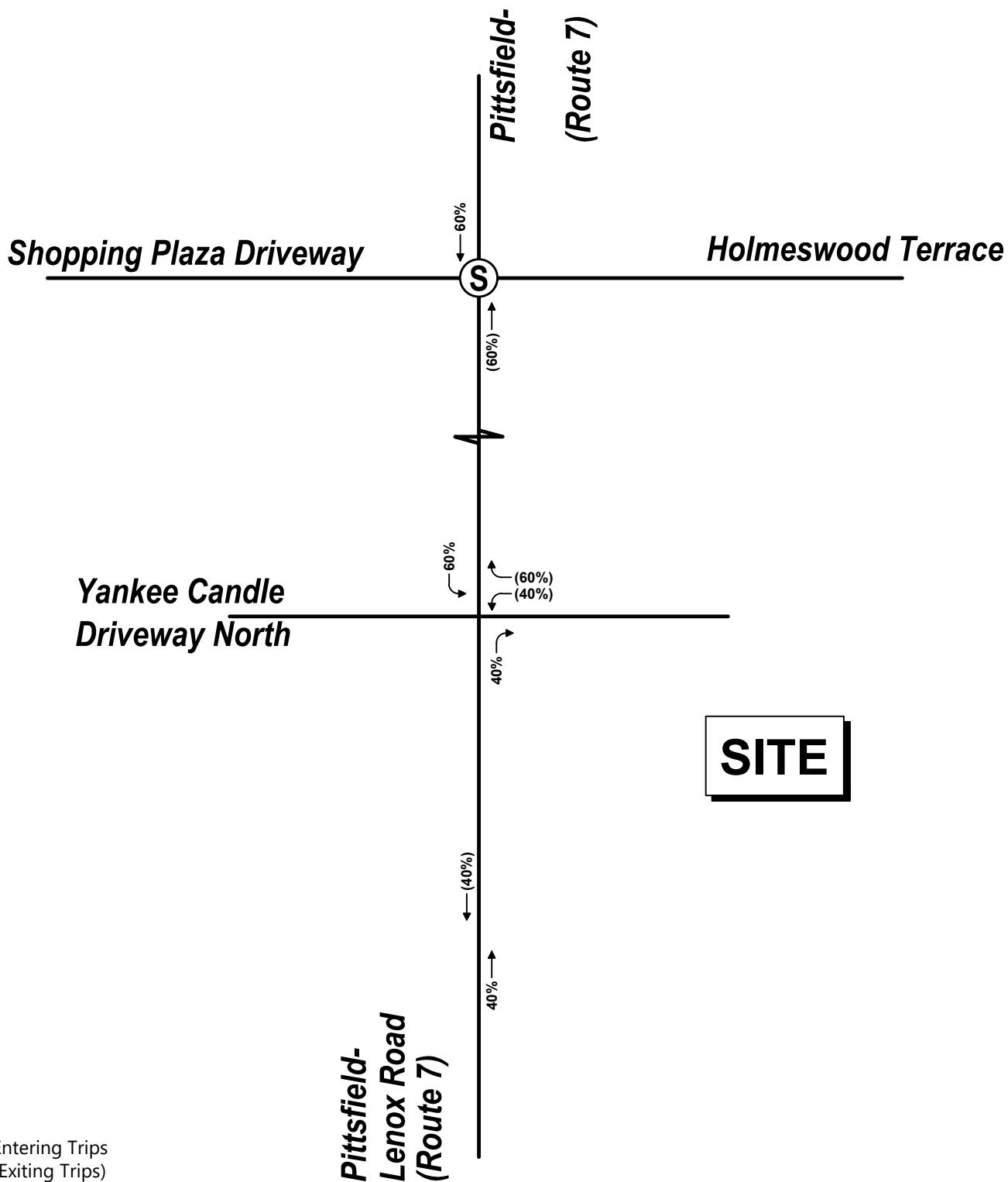
Project Title & Date: _____

2017-2021 Crash Data: Route 7/20 at Holmeswood Terrace and The Center at Lenox Shopping Plaza

City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions
LENOX	01/04/2017	Property damage only (none injured)	11:05 AM	No injury	Daylight	Rear-end	Wet	Cloudy
LENOX	06/22/2017	Property damage only (none injured)	5:42 PM	No injury	Daylight	Sideswipe, opposite direction	Dry	Clear
LENOX	06/26/2017	Non-fatal injury	1:20 PM	Non-fatal injury - Possible	Daylight	Angle	Dry	Clear
LENOX	08/19/2017	Property damage only (none injured)	10:59 PM	No injury	Dark - lighted roadway	Sideswipe, same direction	Wet	Rain
LENOX	10/24/2017	Property damage only (none injured)	2:00 PM	No injury	Daylight	Angle	Wet	Cloudy
LENOX	02/28/2019	Non-fatal injury	11:24 AM	Possible Injury (C)	Daylight	Angle	Dry	Clear
LENOX	07/18/2020	Property damage only (none injured)	9:09 AM	No Apparent Injury (O)	Daylight	Angle	Dry	Clear
LENOX	12/19/2020	Property damage only (none injured)	4:45 PM	No Apparent Injury (O)	Dark - lighted roadway	Rear-end	Wet	Clear
LENOX	08/06/2021	Non-fatal injury	8:51 AM	Possible Injury (C)	Daylight	Single vehicle crash	Other	Clear
LENOX	08/09/2021	Property damage only (none injured)	4:30 PM	No Apparent Injury (O)	Daylight	Rear-end	Dry	Clear
LENOX	11/18/2021	Property damage only (none injured)	9:11 AM	No Apparent Injury (O)	Daylight	Angle	Dry	Clear



Attachment D – ITE Trip Generation & Distribution



Entering Trips
(Exiting Trips)



Not to Scale



Trip Distribution

Berkshire Mazda
Lenox, MA

Figure

Automobile Sales (New) (840)

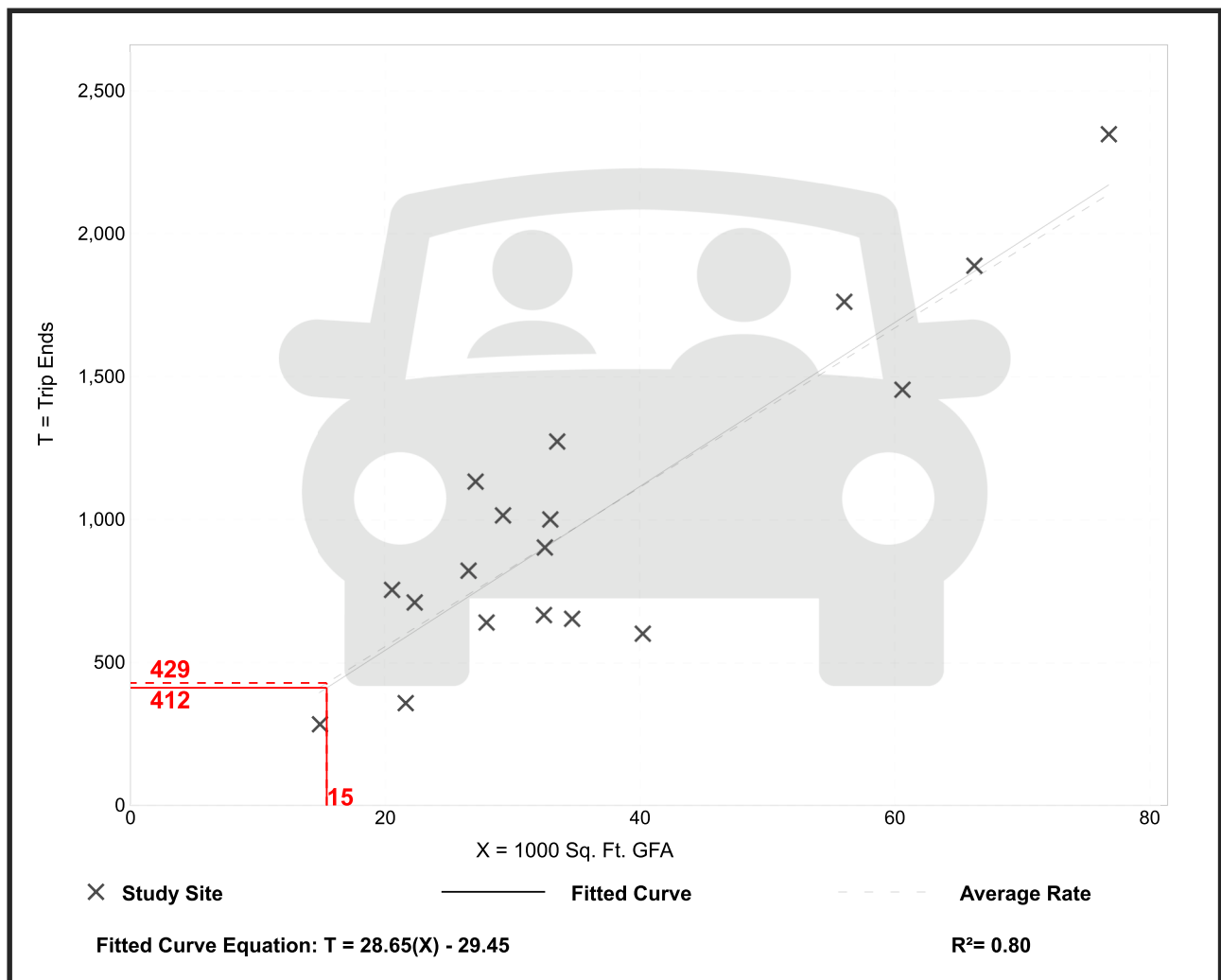
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



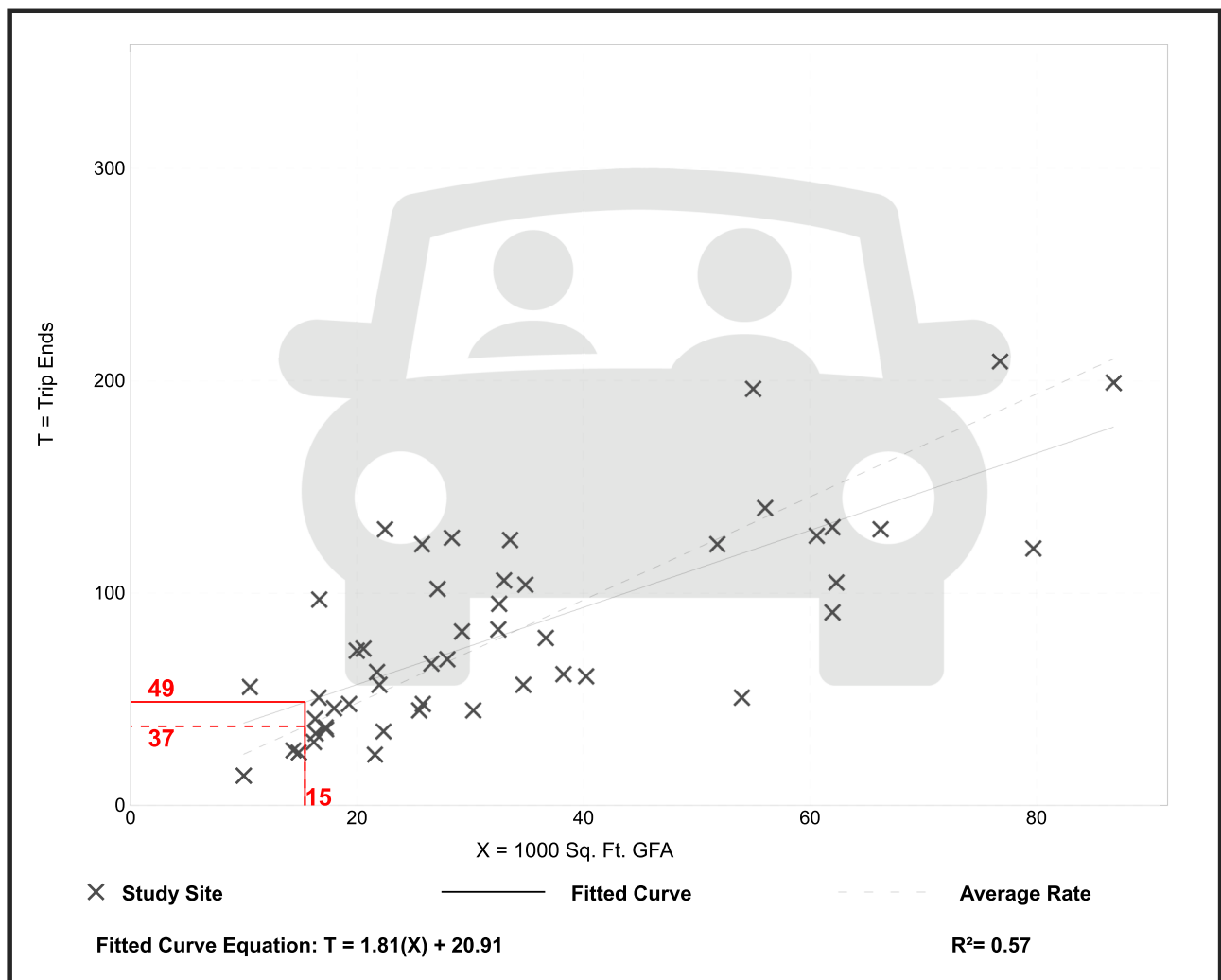
Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 50
 Avg. 1000 Sq. Ft. GFA: 34
 Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.42	0.94 - 5.81	0.98

Data Plot and Equation



Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

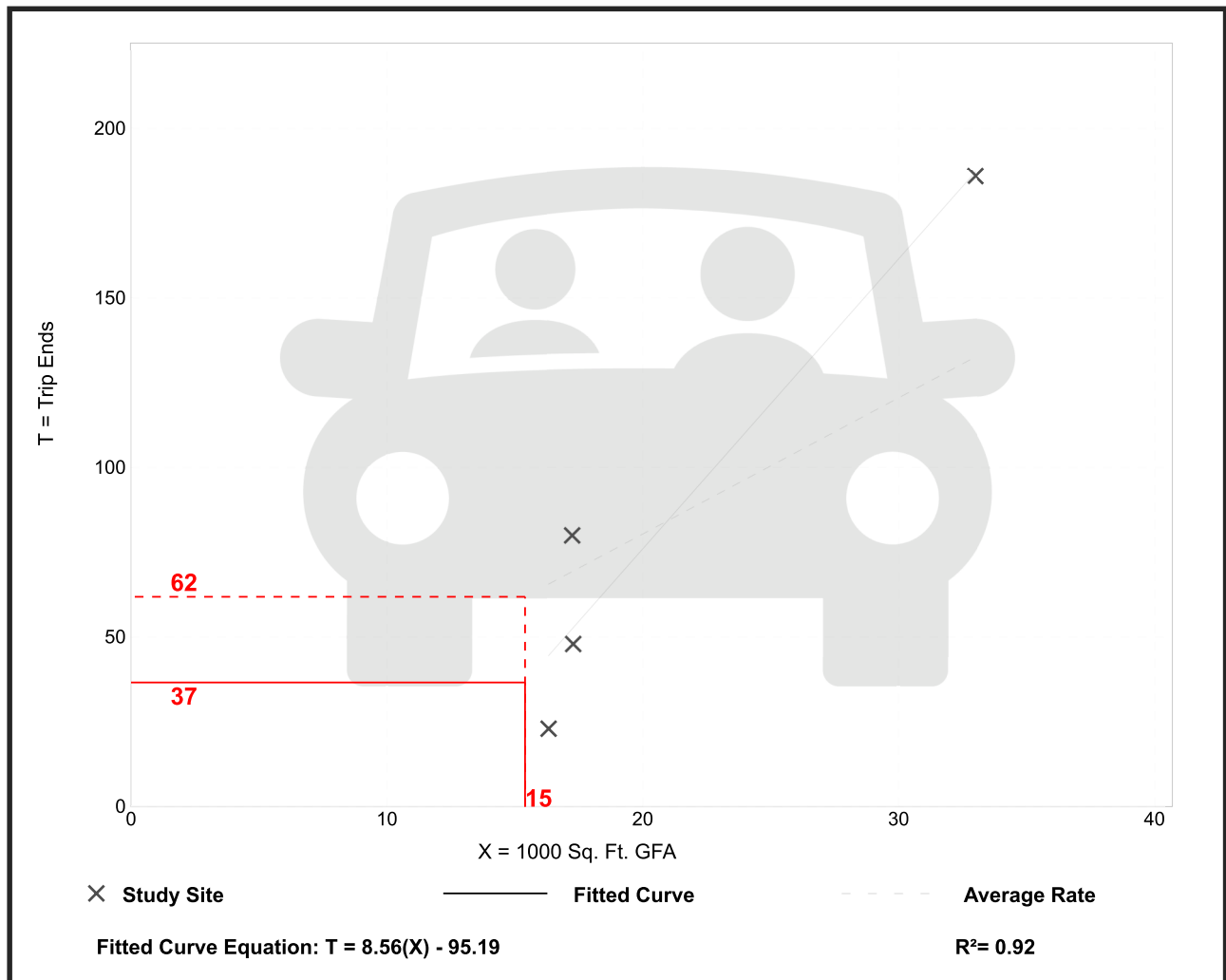
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 50% entering, 50% exiting

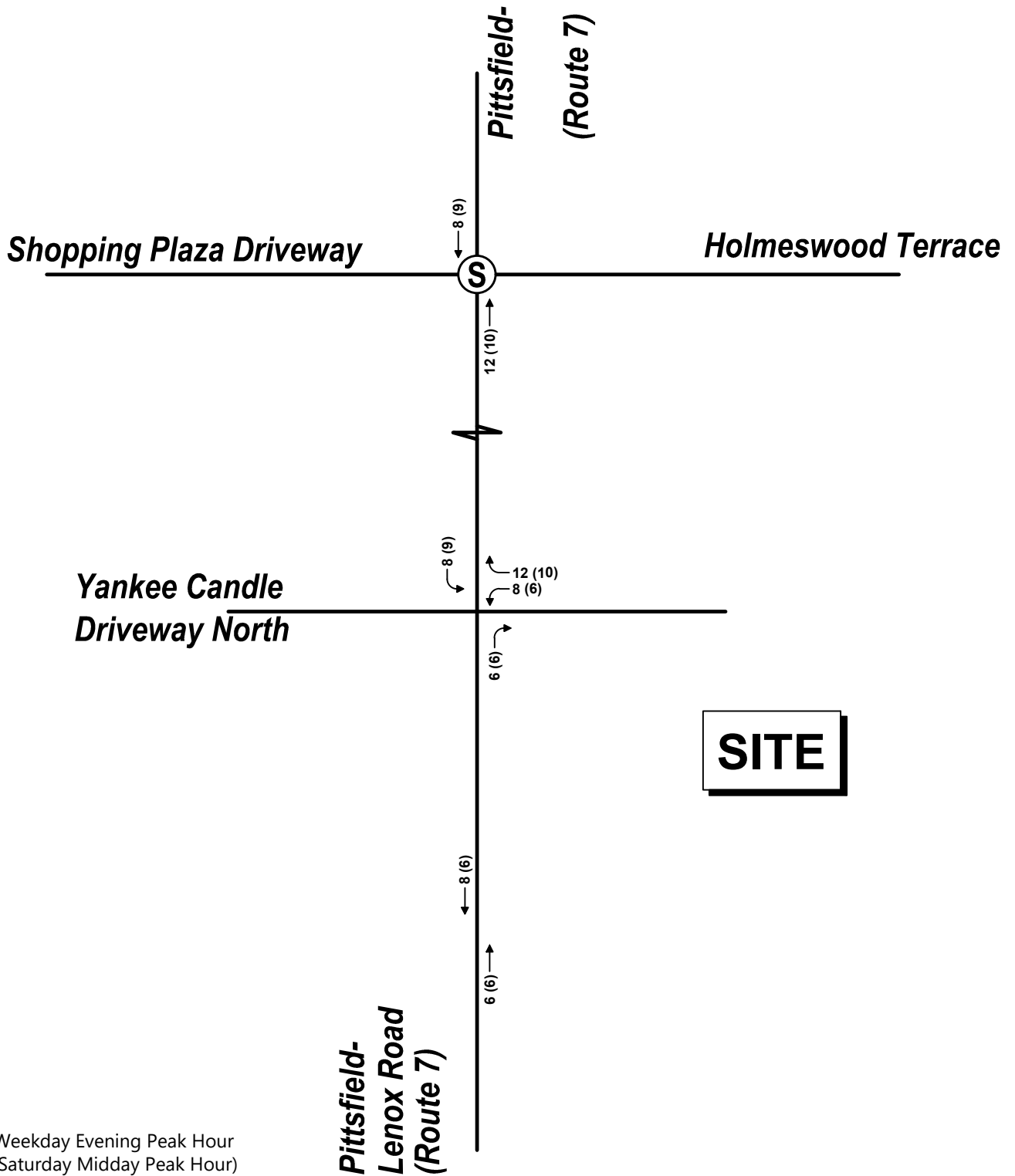
Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.02	1.41 - 5.64	1.92

Data Plot and Equation

Caution – Small Sample Size





Not to Scale



Site Generated Trips

Figure

Berkshire Mazda
Lenox, MA

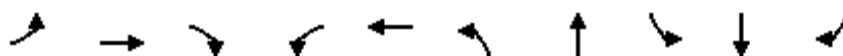


Attachment E – Capacity Analyses

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2022 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations		↔	↔		↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	145	3	194	14	3	143	868	5	820	164	
Future Volume (vph)	145	3	194	14	3	143	868	5	820	164	
Lane Group Flow (vph)	0	185	243	0	31	163	1003	5	872	174	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	15.0	15.0	12.0	15.0	15.0	12.0	19.0	11.0	18.0	18.0	20.0
Total Split (%)	18.8%	18.8%	15.0%	18.8%	18.8%	15.0%	23.8%	13.8%	22.5%	22.5%	25%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.61	0.31		0.21	0.53	0.58	0.02	0.66	0.25	
Control Delay		41.1	4.0		29.0	19.9	21.9	15.6	29.4	5.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		41.1	4.0		29.0	19.9	21.9	15.6	29.4	5.9	
Queue Length 50th (ft)		80	0		11	28	123	1	150	0	
Queue Length 95th (ft)		#196	33		27	#112	#497	9	#439	51	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		305	795		183	324	1723	312	1314	699	
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		0.61	0.31		0.17	0.50	0.58	0.02	0.66	0.25	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

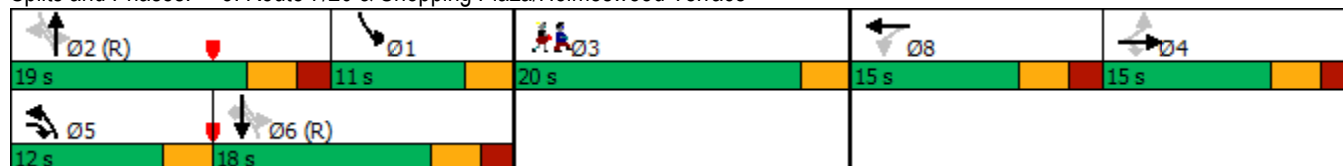
Natural Cycle: 100

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2022 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	3	194	14	3	6	143	868	15	5	820	164
Future Volume (vph)	145	3	194	14	3	6	143	868	15	5	820	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1583		1744		1770	3530		1770	3539	1583
Flt Permitted		0.71	1.00		0.77		0.15	1.00		0.16	1.00	1.00
Satd. Flow (perm)		1319	1583		1381		272	3530		307	3539	1583
Peak-hour factor, PHF	0.80	0.80	0.80	0.72	0.72	0.72	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	181	4	242	19	4	8	162	986	17	5	872	174
RTOR Reduction (vph)	0	0	161	0	8	0	0	1	0	0	0	121
Lane Group Flow (vph)	0	185	82	0	23	0	163	1002	0	5	872	53
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Effective Green, g (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Actuated g/C Ratio		0.23	0.34		0.05		0.45	0.39		0.47	0.30	0.30
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		305	534		72		281	1381		173	1079	482
v/s Ratio Prot			0.02				0.06	c0.28		c0.00	c0.25	
v/s Ratio Perm		c0.14	0.04		c0.02		0.20			0.01		0.03
v/c Ratio		0.61	0.15		0.33		0.58	0.73		0.03	0.81	0.11
Uniform Delay, d1		27.5	18.5		36.5		15.7	20.7		21.0	25.6	20.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.4	0.1		2.6		3.0	3.4		0.1	6.5	0.5
Delay (s)		30.9	18.7		39.2		18.8	24.0		21.1	32.2	20.5
Level of Service		C	B		D		B	C		C	C	C
Approach Delay (s)		23.9			39.2			23.3			30.2	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			26.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			54.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Motel Drive N

2022 Existing Conditions
Weekday Evening Peak Hour

																																															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR																																			
Lane Configurations																																															
Traffic Volume (veh/h)	1	0	2	0	0	2	3	1023	0	0	1027	1																																			
Future Volume (Veh/h)	1	0	2	0	0	2	3	1023	0	0	1027	1																																			
Sign Control	Stop			Stop			Free			Free																																					
Grade	0%			0%			0%			0%																																					
Peak Hour Factor	0.38	0.38	0.38	0.25	0.25	0.25	0.89	0.89	0.89	0.92	0.92	0.92																																			
Hourly flow rate (vph)	3	0	5	0	0	8	3	1149	0	0	1116	1																																			
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	0.77	0.77	0.77	0.77	0.77		0.77																																								
vC, conflicting volume	1705	2272	558	1718	2272	574	1117	1149																																							
vC1, stage 1 conf vol																																															
vC2, stage 2 conf vol																																															
vCu, unblocked vol	1326	2058	0	1343	2059	574	566	1149																																							
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	4.1																																							
tC, 2 stage (s)																																															
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2																																							
p0 queue free %	97	100	99	100	100	98	100	100																																							
cM capacity (veh/h)	86	42	839	85	42	461	775	604																																							
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3																																							
Volume Total	8	8	3	766	383	0	744	373																																							
Volume Left	3	0	3	0	0	0	0	0																																							
Volume Right	5	8	0	0	0	0	0	1																																							
cSH	196	461	775	1700	1700	1700	1700	1700																																							
Volume to Capacity	0.04	0.02	0.00	0.45	0.23	0.00	0.44	0.22																																							
Queue Length 95th (ft)	3	1	0	0	0	0	0	0																																							
Control Delay (s)	24.2	12.9	9.7	0.0	0.0	0.0	0.0	0.0																																							
Lane LOS	C	B	A																																												
Approach Delay (s)	24.2	12.9	0.0																																												
Approach LOS	C	B																																													
Intersection Summary																																															
Average Delay	0.1																																														
Intersection Capacity Utilization	38.4%																																														
Analysis Period (min)	15																																														
ICU Level of Service																																															
A																																															

HCM Unsignalized Intersection Capacity Analysis

9: Route 7/20 & Motel Drive S

2022 Existing Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	1026	1	0	1029
Future Volume (Veh/h)	0	0	1026	1	0	1029
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	0	1153	1	0	1118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						745
pX, platoon unblocked	0.78					
vC, conflicting volume	1712	577			1154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1342	577			1154	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	111	460			601	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	769	385	0	559	559	
Volume Left	0	0	0	0	0	
Volume Right	0	1	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.45	0.23	0.00	0.33	0.33	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			31.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Route 7/20 & Motel Drive S

2022 Existing Conditions
Saturday Midday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↘	↑↑
Traffic Volume (veh/h)	1	0	930	1	0	893
Future Volume (Veh/h)	1	0	930	1	0	893
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	4	0	969	1	0	971
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						745
pX, platoon unblocked	0.83					
vC, conflicting volume	1455	485			970	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1148	485			970	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	160	528			706	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	646	324	0	486	486	
Volume Left	0	0	0	0	0	
Volume Right	0	1	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.38	0.19	0.00	0.29	0.29	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2022 Existing Conditions
Saturday Midday Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations											
Traffic Volume (vph)	139	5	179	17	6	169	743	1	700	148	
Future Volume (vph)	139	5	179	17	6	169	743	1	700	148	
Lane Group Flow (vph)	0	164	203	0	44	174	785	1	729	154	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	16.0	16.0	11.0	16.0	16.0	11.0	24.0	11.0	24.0	24.0	9.0
Total Split (%)	21.1%	21.1%	14.5%	21.1%	21.1%	14.5%	31.6%	14.5%	31.6%	31.6%	12%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.69	0.29		0.38	0.48	0.45	0.00	0.54	0.21	
Control Delay		47.2	3.8		36.3	16.5	18.1	13.0	23.8	3.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		47.2	3.8		36.3	16.5	18.1	13.0	23.8	3.2	
Queue Length 50th (ft)		70	0		17	47	135	0	167	0	
Queue Length 95th (ft)		#177	36		29	92	#290	3	#257	29	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		239	705		133	372	1754	412	1357	722	
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		0.69	0.29		0.33	0.47	0.45	0.00	0.54	0.21	

Intersection Summary

Cycle Length: 76

Actuated Cycle Length: 76

Offset: 15 (20%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

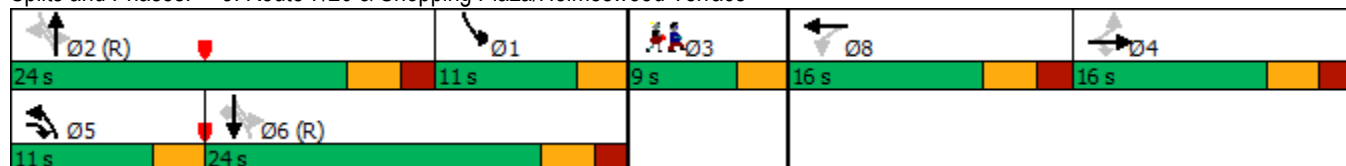
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2022 Existing Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	5	179	17	6	3	169	743	18	1	700	148
Future Volume (vph)	139	5	179	17	6	3	169	743	18	1	700	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1583		1776		1770	3526		1770	3539	1583
Flt Permitted		0.70	1.00		0.45		0.21	1.00		0.27	1.00	1.00
Satd. Flow (perm)		1307	1583		834		400	3526		505	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.59	0.59	0.59	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	158	6	203	29	10	5	174	766	19	1	729	154
RTOR Reduction (vph)	0	0	145	0	5	0	0	2	0	0	0	104
Lane Group Flow (vph)	0	164	58	0	39	0	174	783	0	1	729	50
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Effective Green, g (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Actuated g/C Ratio		0.18	0.29		0.10		0.47	0.41		0.49	0.33	0.33
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		239	451		80		327	1438		273	1154	516
v/s Ratio Prot			0.01				0.05	c0.22		c0.00	c0.21	
v/s Ratio Perm		c0.13	0.02		c0.05		0.19			0.00		0.03
v/c Ratio		0.69	0.13		0.49		0.53	0.54		0.00	0.63	0.10
Uniform Delay, d1		29.0	20.1		32.6		13.1	17.1		14.7	21.7	17.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.9	0.1		4.7		1.7	1.5		0.0	2.6	0.4
Delay (s)		36.9	20.3		37.3		14.8	18.6		14.7	24.4	18.2
Level of Service		D	C		D		B	B		B	C	B
Approach Delay (s)		27.7			37.3			17.9			23.3	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			76.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			51.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Motel Drive N

2022 Existing Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	0	0	2	2	928	0	2	891	3
Future Volume (Veh/h)	0	0	2	0	0	2	2	928	0	2	891	3
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.96	0.96	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	4	2	967	0	2	968	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												503
pX, platoon unblocked	0.83	0.83	0.83	0.83	0.83		0.83					
vC, conflicting volume	1465	1944	486	1463	1946	484	971				967	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1147	1726	0	1145	1728	484	551				967	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	99	100				100	
cM capacity (veh/h)	126	72	898	127	72	529	841				708	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	4	2	645	322	2	645	326				
Volume Left	0	0	2	0	0	2	0	0				
Volume Right	4	4	0	0	0	0	0	3				
cSH	898	529	841	1700	1700	708	1700	1700				
Volume to Capacity	0.00	0.01	0.00	0.38	0.19	0.00	0.38	0.19				
Queue Length 95th (ft)	0	1	0	0	0	0	0	0				
Control Delay (s)	9.0	11.9	9.3	0.0	0.0	10.1	0.0	0.0				
Lane LOS	A	B	A				B					
Approach Delay (s)	9.0	11.9	0.0				0.0					
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			35.7%	ICU Level of Service					A			
Analysis Period (min)			15									

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 No-Build Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations		↶	↷		↶	↷	↶	↷	↶	↷	
Traffic Volume (vph)	145	3	194	14	3	143	923	5	875	164	
Future Volume (vph)	145	3	194	14	3	143	923	5	875	164	
Lane Group Flow (vph)	0	185	243	0	31	163	1066	5	931	174	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	15.0	15.0	12.0	15.0	15.0	12.0	19.0	11.0	18.0	18.0	20.0
Total Split (%)	18.8%	18.8%	15.0%	18.8%	18.8%	15.0%	23.8%	13.8%	22.5%	22.5%	25%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.61	0.31		0.21	0.53	0.62	0.02	0.71	0.25	
Control Delay		41.1	4.0		29.0	19.9	22.4	15.8	30.6	5.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		41.1	4.0		29.0	19.9	22.4	15.8	30.6	5.9	
Queue Length 50th (ft)		80	0		11	28	134	1	164	0	
Queue Length 95th (ft)		#196	33		27	#112	#534	9	#474	51	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		305	795		183	324	1724	292	1314	699	
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		0.61	0.31		0.17	0.50	0.62	0.02	0.71	0.25	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

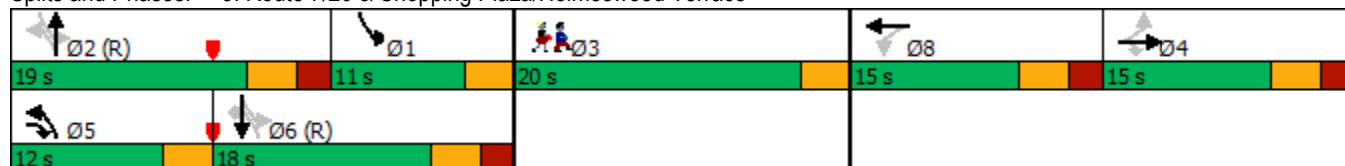
Natural Cycle: 100

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 No-Build Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	3	194	14	3	6	143	923	15	5	875	164
Future Volume (vph)	145	3	194	14	3	6	143	923	15	5	875	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1583		1744		1770	3531		1770	3539	1583
Flt Permitted		0.71	1.00		0.77		0.15	1.00		0.14	1.00	1.00
Satd. Flow (perm)		1319	1583		1381		272	3531		262	3539	1583
Peak-hour factor, PHF	0.80	0.80	0.80	0.72	0.72	0.72	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	181	4	242	19	4	8	162	1049	17	5	931	174
RTOR Reduction (vph)	0	0	161	0	8	0	0	1	0	0	0	121
Lane Group Flow (vph)	0	185	82	0	23	0	163	1065	0	5	931	53
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Effective Green, g (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Actuated g/C Ratio		0.23	0.34		0.05		0.45	0.39		0.47	0.30	0.30
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		305	534		72		281	1381		152	1079	482
v/s Ratio Prot			0.02				0.06	c0.30		c0.00	c0.26	
v/s Ratio Perm		c0.14	0.04		c0.02		0.20			0.01		0.03
v/c Ratio		0.61	0.15		0.33		0.58	0.77		0.03	0.86	0.11
Uniform Delay, d1		27.5	18.5		36.5		16.1	21.2		22.4	26.2	20.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.4	0.1		2.6		3.0	4.2		0.1	9.1	0.5
Delay (s)		30.9	18.7		39.2		19.1	25.4		22.5	35.4	20.5
Level of Service		C	B		D		B	C		C	D	C
Approach Delay (s)		23.9			39.2			24.6			33.0	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			55.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Motel Drive N

2029 No-Build Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	0	0	2	3	1078	0	0	1082	1
Future Volume (Veh/h)	1	0	2	0	0	2	3	1078	0	0	1082	1
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.38	0.38	0.38	0.25	0.25	0.25	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	5	0	0	8	3	1211	0	0	1176	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												503
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	1796	2394	588	1810	2394	606	1177	1211				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1397	2193	0	1416	2193	606	573	1211				
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	96	100	99	100	100	98	100	100				
cM capacity (veh/h)	74	33	815	72	33	440	748	572				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	8	8	3	807	404	0	784	393				
Volume Left	3	0	3	0	0	0	0	0				
Volume Right	5	8	0	0	0	0	0	1				
cSH	171	440	748	1700	1700	1700	1700	1700				
Volume to Capacity	0.05	0.02	0.00	0.47	0.24	0.00	0.46	0.23				
Queue Length 95th (ft)	4	1	0	0	0	0	0	0				
Control Delay (s)	27.1	13.3	9.8	0.0	0.0	0.0	0.0	0.0				
Lane LOS	D	B	A									
Approach Delay (s)	27.1	13.3	0.0	0.0								
Approach LOS	D	B										
Intersection Summary												
Average Delay	0.1											
Intersection Capacity Utilization	39.9%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 9: Route 7/20 & Motel Drive S

2029 No-Build Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑	↑↑
Traffic Volume (veh/h)	0	0	1081	1	0	1084
Future Volume (Veh/h)	0	0	1081	1	0	1084
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	0	1215	1	0	1178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)					745	
pX, platoon unblocked	0.75					
vC, conflicting volume	1804	608			1216	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1412	608			1216	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	97	439			569	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	810	406	0	589	589	
Volume Left	0	0	0	0	0	
Volume Right	0	1	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.48	0.24	0.00	0.35	0.35	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			33.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Route 7/20 & Motel Drive S

2029 No-Build Conditions
Saturday Midday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑	↑↑
Traffic Volume (veh/h)	1	0	980	1	0	941
Future Volume (Veh/h)	1	0	980	1	0	941
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	4	0	1021	1	0	1023
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						745
pX, platoon unblocked	0.82					
vC, conflicting volume	1533	511			1022	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204	511			1022	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	144	508			675	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	681	341	0	512	512	
Volume Left	0	0	0	0	0	
Volume Right	0	1	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.40	0.20	0.00	0.30	0.30	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 No-Build Conditions
Saturday Midday Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations											
Traffic Volume (vph)	139	5	179	17	6	169	793	1	748	148	
Future Volume (vph)	139	5	179	17	6	169	793	1	748	148	
Lane Group Flow (vph)	0	164	203	0	44	174	837	1	779	154	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	16.0	16.0	11.0	16.0	16.0	11.0	24.0	11.0	24.0	24.0	9.0
Total Split (%)	21.1%	21.1%	14.5%	21.1%	21.1%	14.5%	31.6%	14.5%	31.6%	31.6%	12%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.69	0.29		0.38	0.51	0.48	0.00	0.57	0.21	
Control Delay		47.2	3.8		36.3	17.4	18.6	13.0	24.7	3.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		47.2	3.8		36.3	17.4	18.6	13.0	24.7	3.2	
Queue Length 50th (ft)		70	0		17	47	147	0	181	0	
Queue Length 95th (ft)		#177	36		29	92	#321	3	#286	29	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		239	705		133	350	1756	391	1357	722	
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		0.69	0.29		0.33	0.50	0.48	0.00	0.57	0.21	

Intersection Summary

Cycle Length: 76

Actuated Cycle Length: 76

Offset: 15 (20%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

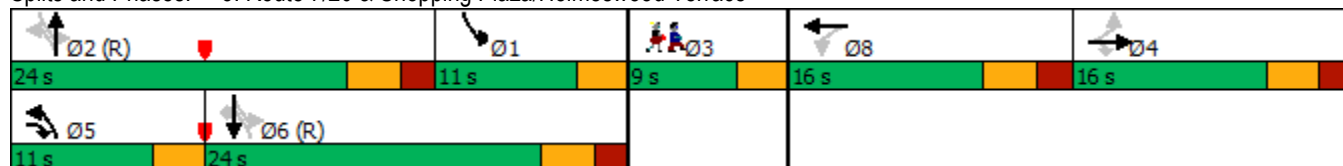
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 No-Build Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	5	179	17	6	3	169	793	18	1	748	148
Future Volume (vph)	139	5	179	17	6	3	169	793	18	1	748	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1583		1776		1770	3527		1770	3539	1583
Flt Permitted		0.70	1.00		0.45		0.19	1.00		0.25	1.00	1.00
Satd. Flow (perm)		1307	1583		834		351	3527		459	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.59	0.59	0.59	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	158	6	203	29	10	5	174	818	19	1	779	154
RTOR Reduction (vph)	0	0	145	0	5	0	0	2	0	0	0	104
Lane Group Flow (vph)	0	164	58	0	39	0	174	835	0	1	779	50
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Effective Green, g (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Actuated g/C Ratio		0.18	0.29		0.10		0.47	0.41		0.49	0.33	0.33
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		239	451		80		310	1438		252	1154	516
v/s Ratio Prot			0.01				0.06	c0.24		c0.00	c0.22	
v/s Ratio Perm		c0.13	0.02		c0.05		0.21			0.00		0.03
v/c Ratio		0.69	0.13		0.49		0.56	0.58		0.00	0.68	0.10
Uniform Delay, d1		29.0	20.1		32.6		13.4	17.5		15.4	22.1	17.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.9	0.1		4.7		2.3	1.7		0.0	3.2	0.4
Delay (s)		36.9	20.3		37.3		15.8	19.2		15.4	25.3	18.2
Level of Service		D	C		D		B	B		B	C	B
Approach Delay (s)		27.7			37.3			18.6			24.1	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			76.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			52.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Motel Drive N

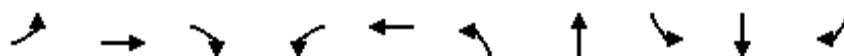
2029 No-Build Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	0	0	2	2	978	0	2	939	3
Future Volume (Veh/h)	0	0	2	0	0	2	2	978	0	2	939	3
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.96	0.96	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	4	2	1019	0	2	1021	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
None												
Median storage veh)												
Upstream signal (ft)												
503												
pX, platoon unblocked	0.81	0.81	0.81	0.81	0.81		0.81					
vC, conflicting volume	1544	2050	512	1542	2051	510	1024			1019		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1206	1829	0	1203	1831	510	566			1019		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	112	61	880	113	61	509	814			677		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	4	2	679	340	2	681	343				
Volume Left	0	0	2	0	0	2	0	0				
Volume Right	4	4	0	0	0	0	0	3				
cSH	880	509	814	1700	1700	677	1700	1700				
Volume to Capacity	0.00	0.01	0.00	0.40	0.20	0.00	0.40	0.20				
Queue Length 95th (ft)	0	1	0	0	0	0	0	0				
Control Delay (s)	9.1	12.1	9.4	0.0	0.0	10.3	0.0	0.0				
Lane LOS	A	B	A			B						
Approach Delay (s)	9.1	12.1	0.0			0.0						
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			37.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 Build Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations		↔	↔		↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	145	3	194	14	3	143	935	5	883	164	
Future Volume (vph)	145	3	194	14	3	143	935	5	883	164	
Lane Group Flow (vph)	0	185	243	0	31	163	1080	5	939	174	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	15.0	15.0	12.0	15.0	15.0	12.0	19.0	11.0	18.0	18.0	20.0
Total Split (%)	18.8%	18.8%	15.0%	18.8%	18.8%	15.0%	23.8%	13.8%	22.5%	22.5%	25%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.61	0.31		0.21	0.53	0.63	0.02	0.71	0.25	
Control Delay		41.1	4.0		29.0	19.9	22.6	16.0	30.8	5.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		41.1	4.0		29.0	19.9	22.6	16.0	30.8	5.9	
Queue Length 50th (ft)		80	0		11	28	137	1	165	0	
Queue Length 95th (ft)		#196	33		27	#112	#542	9	#478	51	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		305	795		183	324	1724	288	1314	699	
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		0.61	0.31		0.17	0.50	0.63	0.02	0.71	0.25	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

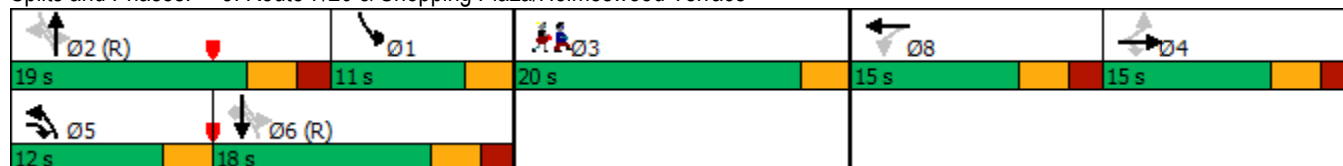
Natural Cycle: 100

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 Build Conditions

Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	3	194	14	3	6	143	935	15	5	883	164
Future Volume (vph)	145	3	194	14	3	6	143	935	15	5	883	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1583		1744		1770	3531		1770	3539	1583
Flt Permitted		0.71	1.00		0.77		0.15	1.00		0.14	1.00	1.00
Satd. Flow (perm)		1319	1583		1381		272	3531		253	3539	1583
Peak-hour factor, PHF	0.80	0.80	0.80	0.72	0.72	0.72	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	181	4	242	19	4	8	162	1062	17	5	939	174
RTOR Reduction (vph)	0	0	161	0	8	0	0	1	0	0	0	121
Lane Group Flow (vph)	0	185	82	0	23	0	163	1079	0	5	939	53
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Effective Green, g (s)		18.5	27.0		4.2		35.9	31.3		37.5	24.4	24.4
Actuated g/C Ratio		0.23	0.34		0.05		0.45	0.39		0.47	0.30	0.30
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		305	534		72		281	1381		148	1079	482
v/s Ratio Prot			0.02				0.06	c0.31		c0.00	c0.27	
v/s Ratio Perm		c0.14	0.04		c0.02		0.20			0.02		0.03
v/c Ratio		0.61	0.15		0.33		0.58	0.78		0.03	0.87	0.11
Uniform Delay, d1		27.5	18.5		36.5		16.2	21.3		22.7	26.3	20.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.4	0.1		2.6		3.0	4.5		0.1	9.6	0.5
Delay (s)		30.9	18.7		39.2		19.2	25.8		22.8	35.9	20.5
Level of Service		C	B		D		B	C		C	D	C
Approach Delay (s)		23.9			39.2			24.9			33.4	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			56.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Site Drive

2029 Build Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	8	0	12	3	1080	6	8	1082	1
Future Volume (Veh/h)	1	0	2	8	0	12	3	1080	6	8	1082	1
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.38	0.38	0.38	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	5	9	0	13	3	1213	7	9	1176	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												503
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	1820	2420	588	1834	2418	610	1177				1220	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1425	2226	0	1443	2222	610	566				1220	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	96	100	99	87	100	97	100				98	
cM capacity (veh/h)	69	31	812	68	31	437	750				567	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	8	22	3	809	411	9	784	393				
Volume Left	3	9	3	0	0	9	0	0				
Volume Right	5	13	0	0	7	0	0	1				
cSH	160	136	750	1700	1700	567	1700	1700				
Volume to Capacity	0.05	0.16	0.00	0.48	0.24	0.02	0.46	0.23				
Queue Length 95th (ft)	4	14	0	0	0	1	0	0				
Control Delay (s)	28.6	36.5	9.8	0.0	0.0	11.4	0.0	0.0				
Lane LOS	D	E	A				B					
Approach Delay (s)	28.6	36.5	0.0				0.1					
Approach LOS	D	E										
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				40.0%	ICU Level of Service				A			
Analysis Period (min)				15								

Queues

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 Build Conditions
Saturday Midday Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations											
Traffic Volume (vph)	139	5	179	17	6	169	803	1	757	148	
Future Volume (vph)	139	5	179	17	6	169	803	1	757	148	
Lane Group Flow (vph)	0	164	203	0	44	174	847	1	789	154	
Turn Type	Perm	NA	pm+ov	Perm	NA	custom	NA	custom	NA	Perm	
Protected Phases		4	5		8	5	2	1	6		3
Permitted Phases	4		4	8		2 6		2 6		6	
Detector Phase	4	4	5	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	10.0	1.0
Minimum Split (s)	11.0	11.0	8.0	11.0	11.0	8.0	15.0	8.0	15.0	15.0	29.0
Total Split (s)	16.0	16.0	11.0	16.0	16.0	11.0	24.0	11.0	24.0	24.0	9.0
Total Split (%)	21.1%	21.1%	14.5%	21.1%	21.1%	14.5%	31.6%	14.5%	31.6%	31.6%	12%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	3.0		5.0	3.0	5.0	3.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	None
v/c Ratio		0.69	0.29		0.38	0.52	0.48	0.00	0.58	0.21	
Control Delay		47.2	3.8		36.3	17.6	18.8	13.0	24.9	3.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		47.2	3.8		36.3	17.6	18.8	13.0	24.9	3.2	
Queue Length 50th (ft)		70	0		17	47	150	0	185	0	
Queue Length 95th (ft)		#177	36		29	92	#326	3	#291	29	
Internal Link Dist (ft)		137			144		423		222		
Turn Bay Length (ft)						155		145		135	
Base Capacity (vph)		239	705		133	346	1756	388	1357	722	
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		0.69	0.29		0.33	0.50	0.48	0.00	0.58	0.21	

Intersection Summary

Cycle Length: 76

Actuated Cycle Length: 76

Offset: 15 (20%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

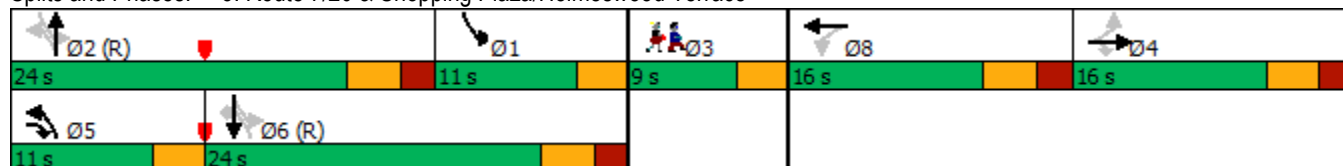
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 7/20 & Shopping Plaza/Holmeswood Terrace



HCM Signalized Intersection Capacity Analysis

3: Route 7/20 & Shopping Plaza/Holmeswood Terrace

2029 Build Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	5	179	17	6	3	169	803	18	1	757	148
Future Volume (vph)	139	5	179	17	6	3	169	803	18	1	757	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1583		1776		1770	3527		1770	3539	1583
Flt Permitted		0.70	1.00		0.45		0.18	1.00		0.24	1.00	1.00
Satd. Flow (perm)		1307	1583		834		342	3527		450	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.59	0.59	0.59	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	158	6	203	29	10	5	174	828	19	1	789	154
RTOR Reduction (vph)	0	0	145	0	5	0	0	2	0	0	0	104
Lane Group Flow (vph)	0	164	58	0	39	0	174	845	0	1	789	50
Turn Type	Perm	NA	pm+ov	Perm	NA		custom	NA		custom	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2 6			2 6		6
Actuated Green, G (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Effective Green, g (s)		13.9	21.7		7.3		35.6	31.0		37.2	24.8	24.8
Actuated g/C Ratio		0.18	0.29		0.10		0.47	0.41		0.49	0.33	0.33
Clearance Time (s)		5.0	3.0		5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)		239	451		80		306	1438		248	1154	516
v/s Ratio Prot			0.01				0.06	c0.24		c0.00	c0.22	
v/s Ratio Perm		c0.13	0.02		c0.05		0.21			0.00		0.03
v/c Ratio		0.69	0.13		0.49		0.57	0.59		0.00	0.68	0.10
Uniform Delay, d1		29.0	20.1		32.6		13.5	17.5		15.6	22.2	17.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.9	0.1		4.7		2.4	1.8		0.0	3.3	0.4
Delay (s)		36.9	20.3		37.3		15.9	19.3		15.6	25.5	18.2
Level of Service		D	C		D		B	B		B	C	B
Approach Delay (s)		27.7			37.3			18.7			24.3	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			76.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			52.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Route 7/20 & YC Drive N/Site Drive

2029 Build Conditions
Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	6	0	10	2	980	6	9	941	3
Future Volume (Veh/h)	0	0	2	6	0	10	2	980	6	9	941	3
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.50	0.50	0.50	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	7	0	11	2	1021	6	10	1023	3
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	0.81	0.81		0.81					
vC, conflicting volume	1570	2076	513	1564	2074	514	1026			1027		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1233	1858	0	1225	1856	514	561			1027		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	93	100	98	100			99		
cM capacity (veh/h)	104	58	878	107	58	506	814			672		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	18	2	681	346	10	682	344				
Volume Left	0	7	2	0	0	10	0	0				
Volume Right	4	11	0	0	6	0	0	3				
cSH	878	207	814	1700	1700	672	1700	1700				
Volume to Capacity	0.00	0.09	0.00	0.40	0.20	0.01	0.40	0.20				
Queue Length 95th (ft)	0	7	0	0	0	1	0	0				
Control Delay (s)	9.1	24.1	9.4	0.0	0.0	10.4	0.0	0.0				
Lane LOS	A	C	A			B						
Approach Delay (s)	9.1	24.1	0.0			0.1						
Approach LOS	A	C										
Intersection Summary												
Average Delay	0.3											
Intersection Capacity Utilization	40.4%			ICU Level of Service					A			
Analysis Period (min)	15											

Attachment D

Site Plans

LOCATED AT
474 PITTSFIELD ROAD
LENOX, MASSACHUSETTS



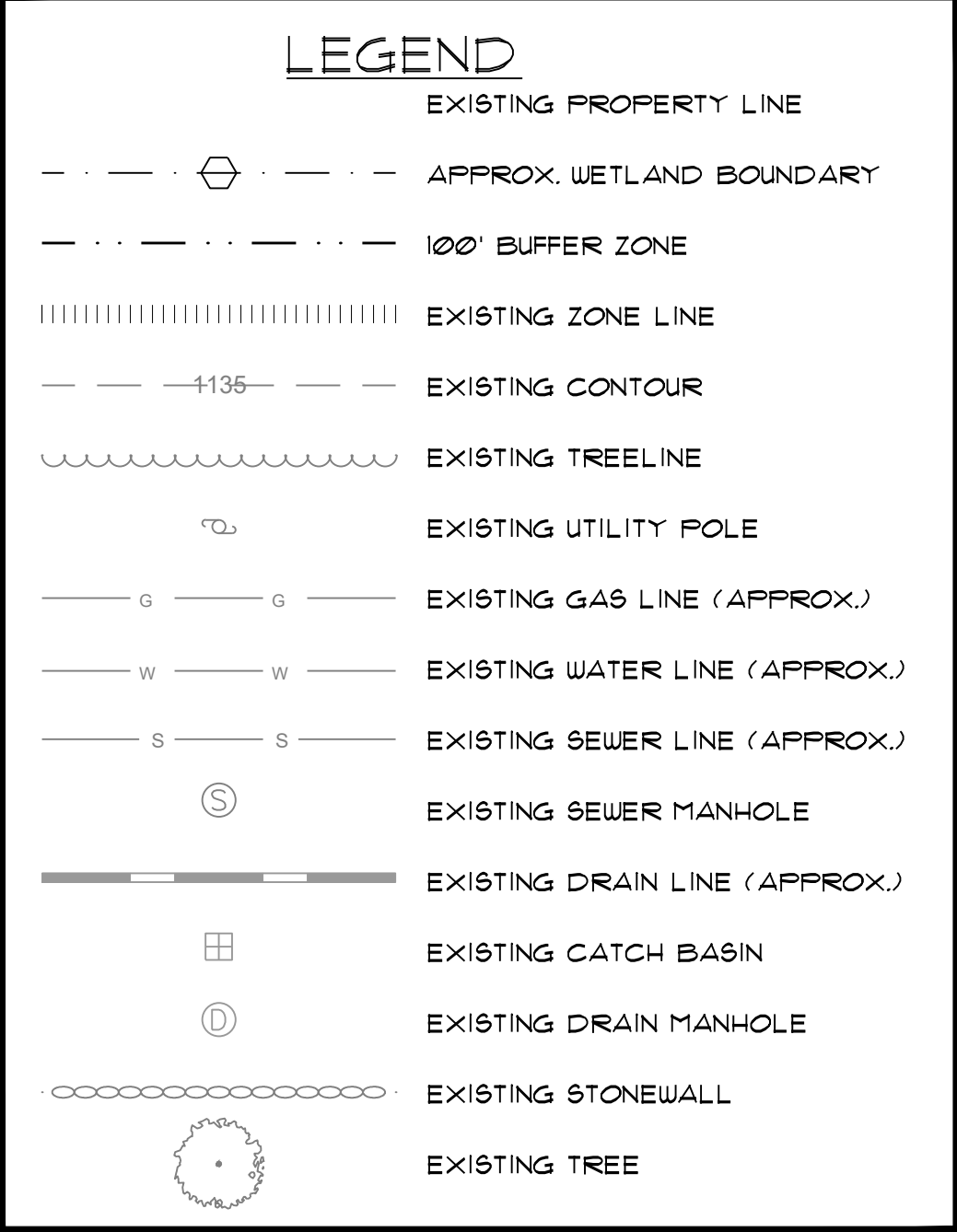
GRAPHIC SCALE

0 25 50 100

(IN FEET)

1 INCH = 50 FEET

DRAWN BY: AML	CHECKED BY: JMS II
ORIG. DATE: NOVEMBER 10, 2022	SHEET NO. 1
ISSUED FOR: PERMIT	OF
SCALE: AS NOTED	10



LOCATED AT:
4 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

PLAN DESCRIPTION:
EXISTING CONDITIONS PLAN

COMMONWEALTH OF MASSACHUSETTS
 JAMES M. SCALISE, II
 CIVIL
 No. 39863
 REGISTERED
 PROFESSIONAL ENGINEER

James M. Scalise II

JAMES M. SCALISE II
 SK DESIGN GROUP PRESIDENT
 LICENSE #39863
 PROFESSIONAL OF RECORD
 PHONE: 413-443-3537

[illegible]

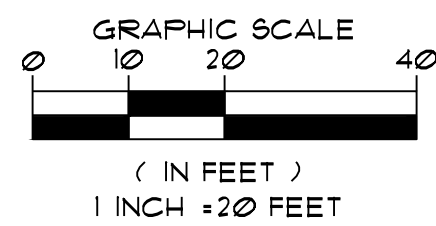
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(IN FEET)
1 INCH = 20 FEET

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Plotted On: Thursday, November 10, 2022 - 9:43am
User Name: aleprevost

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1 SITE PLAN
SCALE: 1"=20'

NOTE: ALL CONNECTIONS TO UTILITIES IN ROUTE 1
ARE SUBJECT TO MASSDOT APPROVAL.

DRAINAGE STRUCTURES:

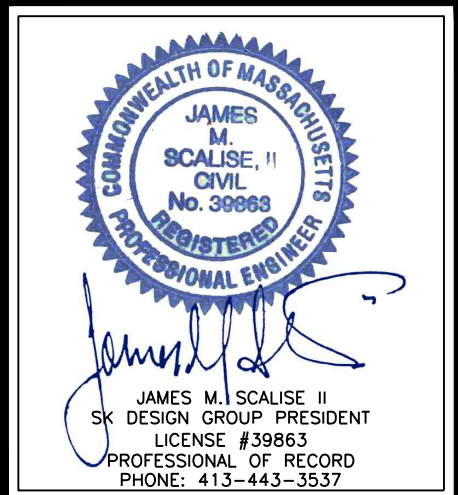
	RIM	INVERT
C.B. #1	1131.30	1121.50
C.B. #2	1130.50	1121.50
C.B. #3	1130.30	1126.00
C.B. #4	1128.50	1125.00
C.B. #5	1126.00	1125.50
C.B. #6	1126.00	1124.70
C.B. #7	1128.50	1124.50
C.B. #8	1132.20	1128.50
C.B. #9	1131.90	1128.30
DMH #1	1130.70	1127.00
DMH #2	1130.50	1125.00
DMH #3	1129.50	1123.00
SPECIAL DMH #4	1127.50	1119.00 (IN) 1119.50 (OUT)
DMH #5	1124.00	1119.00
DMH #6	1123.00	1118.00
DMH #7	1132.20	1127.50
DMH #8	1127.00	1124.50
SC #1	1128.00	1124.00 (IN) 1123.50 (OUT)
D.I. #1	1125.00	1121.00

LEGEND

- EXISTING PROPERTY LINE
- APPROX. WETLAND BOUNDARY
- EXISTING CONTOUR
- EXISTING TREELINE
- EXISTING DRAIN LINE (APPROX.)
- EXISTING CATCH BASIN
- EXISTING DRAIN MANHOLE
- PROPOSED FENCE
- PROPOSED GUARDRAIL
- PROPOSED LIMIT OF CLEARING
- PROPOSED CONTOUR (MINOR)
- PROPOSED CONTOUR (MAJOR)
- PROPOSED DRAIN
- PROPOSED CATCHBASIN
- PROPOSED DROP INLET
- PROPOSED DRAIN MANHOLE
- PROPOSED STORMCEPTOR
- PROPOSED SPOT GRADE

REVISION:

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AMIL	JMS II
ORIG. DATE:	SHEET NO.
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SK DESIGN GROUP PROJECT #:
220057

GRADING & DRAINAGE PLAN

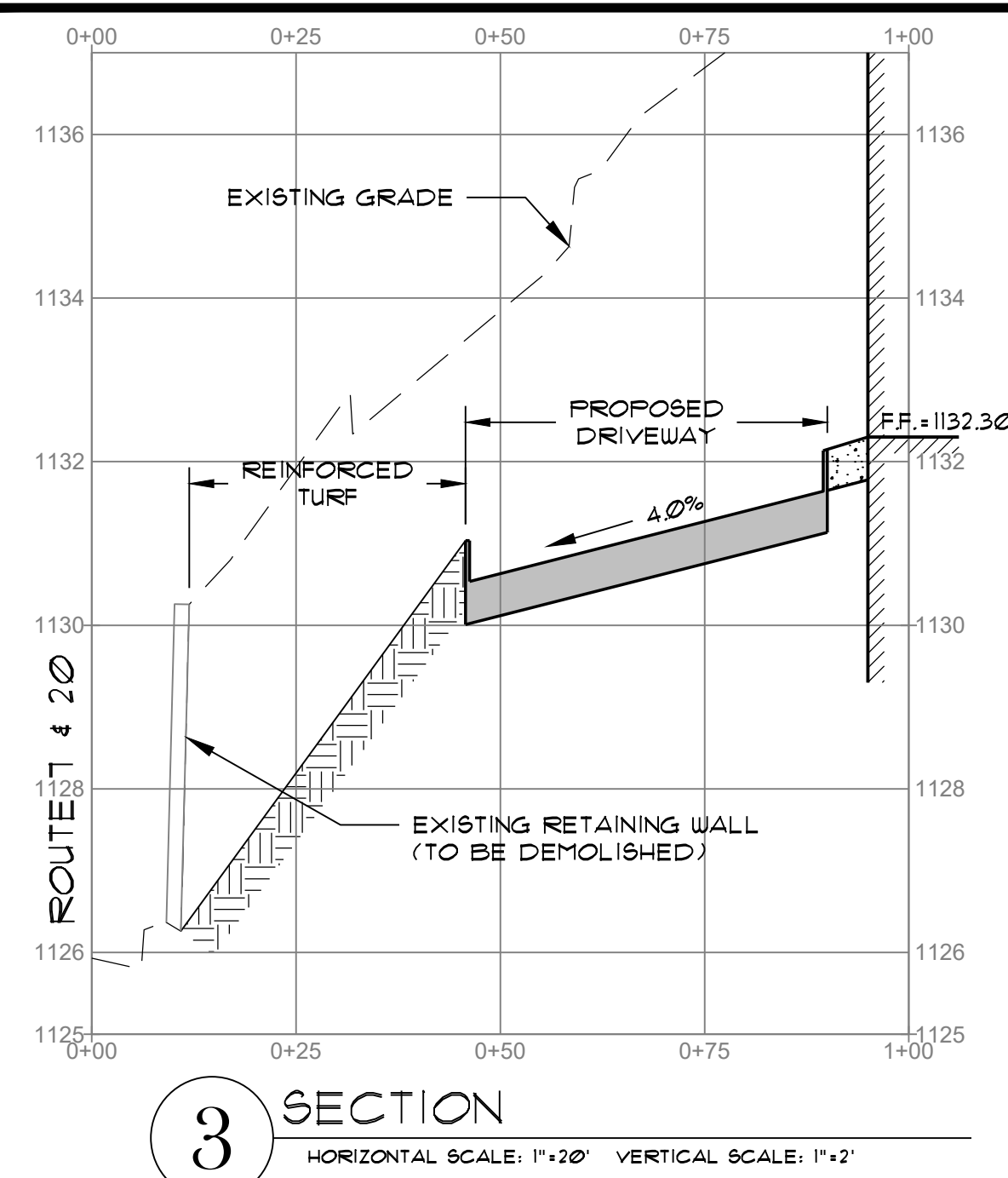
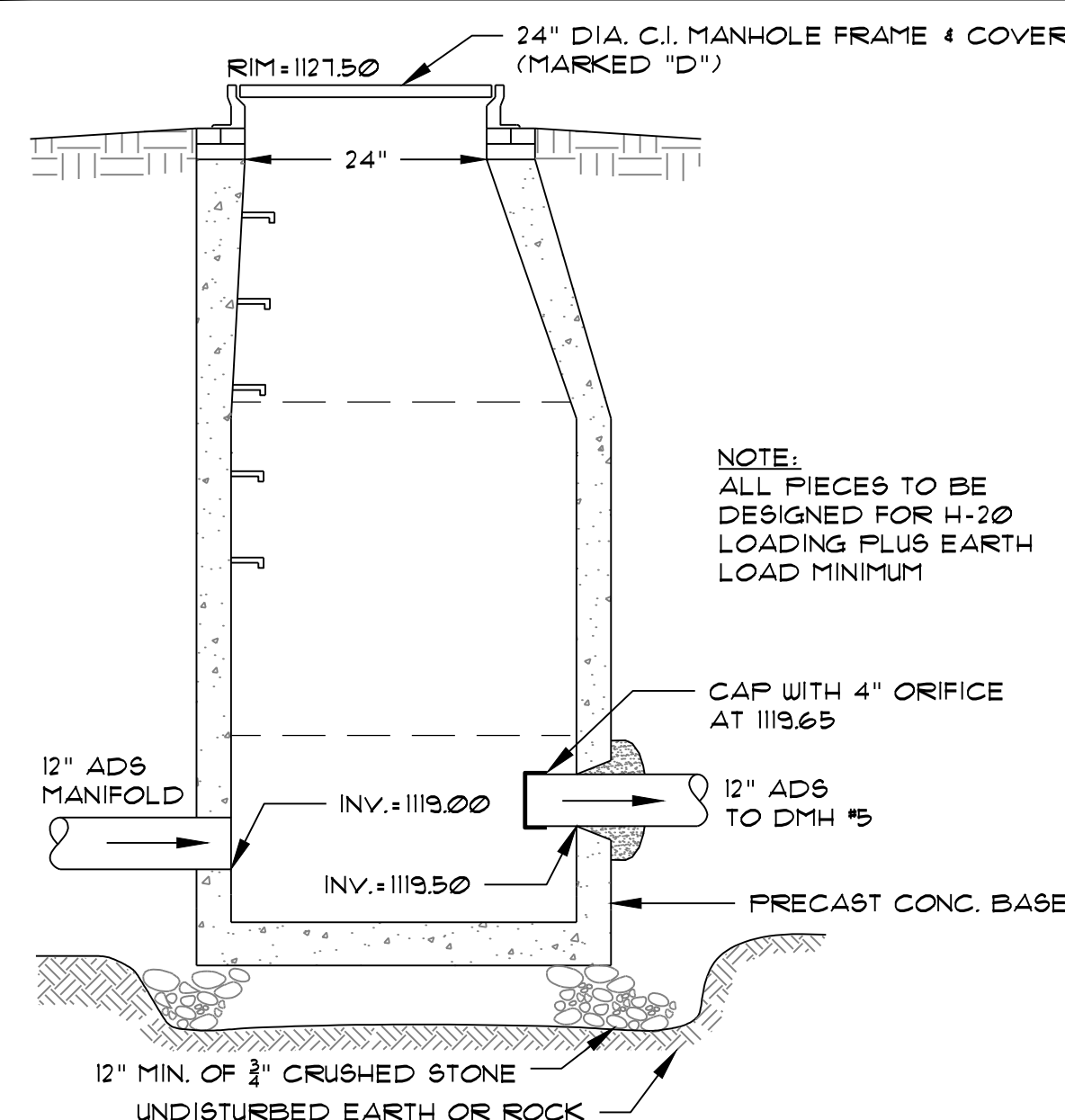
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Civil Engineers & Surveyors & Consultants
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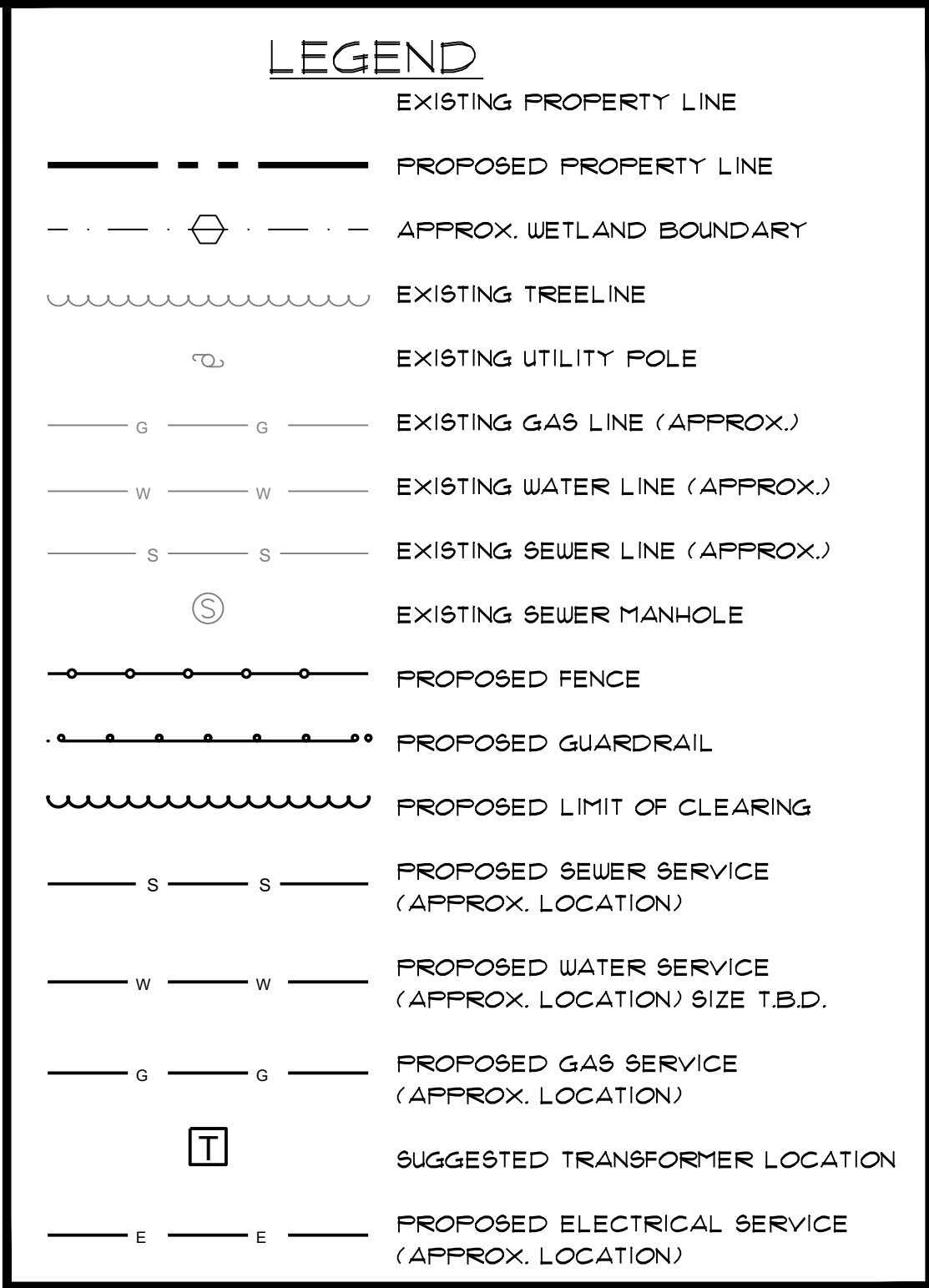
PLANS TO ACCOMPANY PERMIT APPLICATIONS

PREPARED FOR:

474 PITTSFIELD ROAD LLC

LOCATED AT:
**474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS**





474 PITTSFIELD ROAD LLC

474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

UTILITY PLAN

JAMES M. SCALISE II
SK DESIGN GROUP, PRESIDENT
LICENSE #39863
PROFESSIONAL OF RECORD
PHONE: 413-443-3537

REVISION:	

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ING. DATE: VENEMBER 10, 2022	JMS II
UED FOR: PERMIT	SHEET NO.
ALE: AS NOTED	5 OF 10

GRAPHIC SCALE

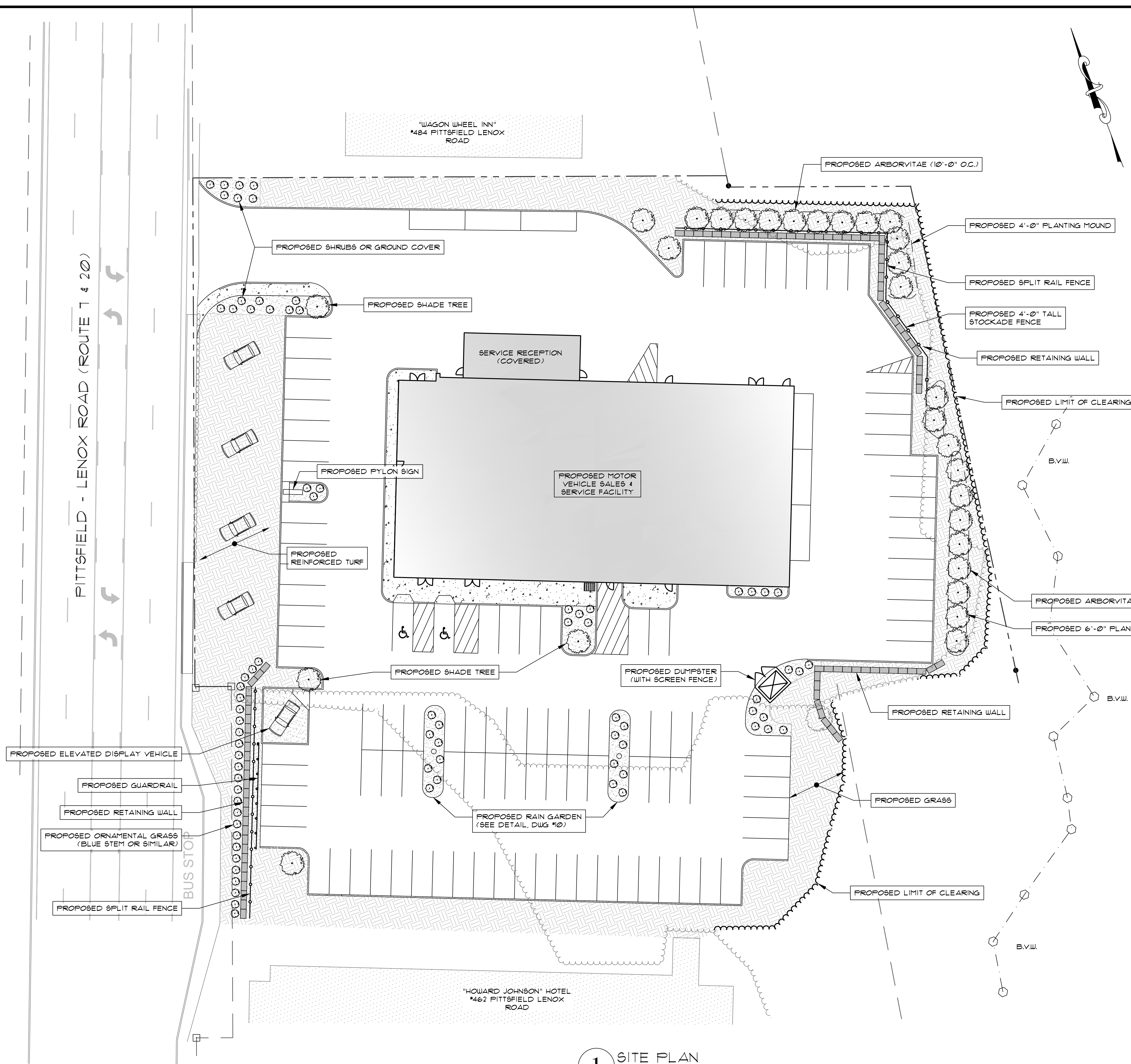


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1 INCH = 20 FEET

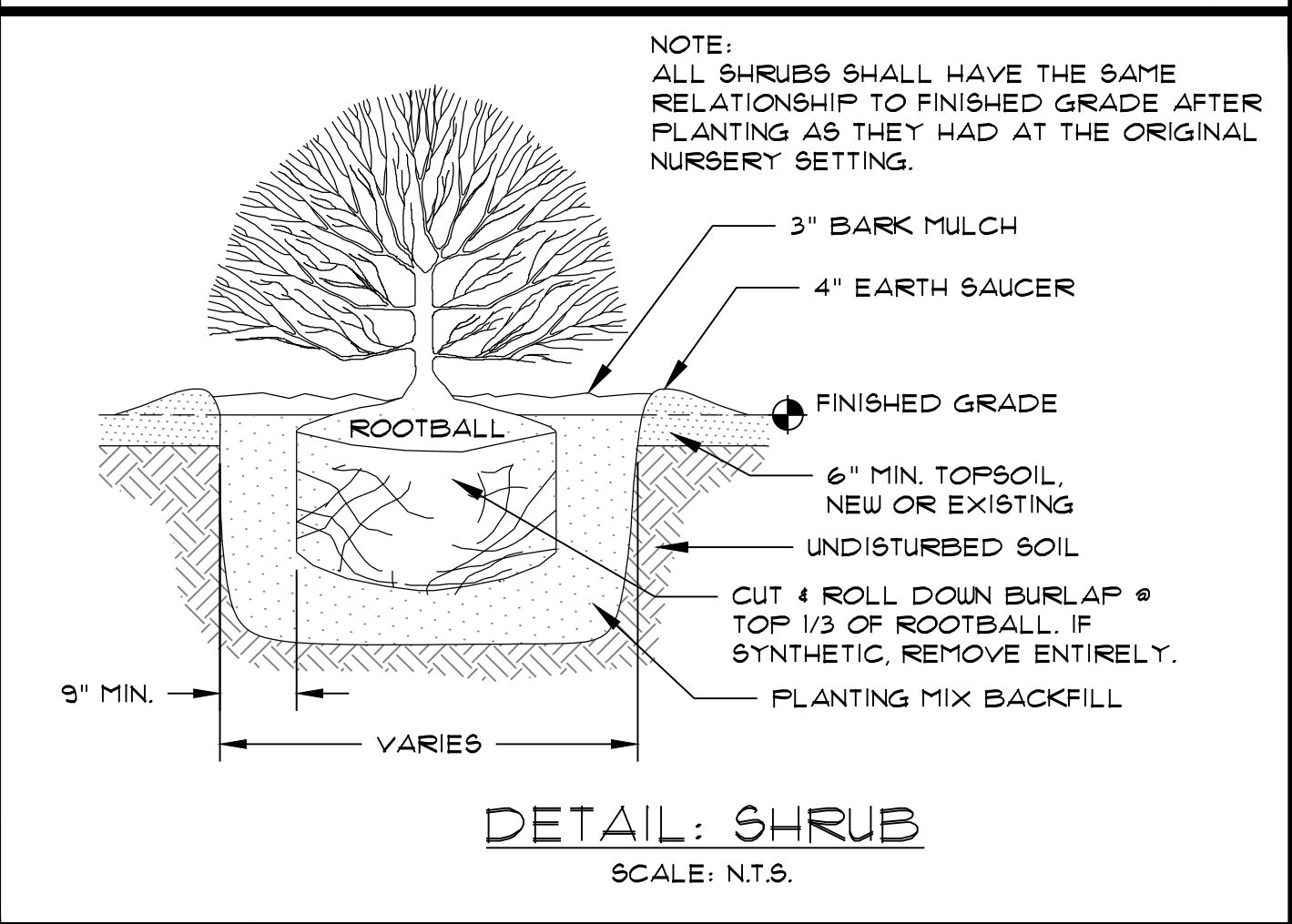
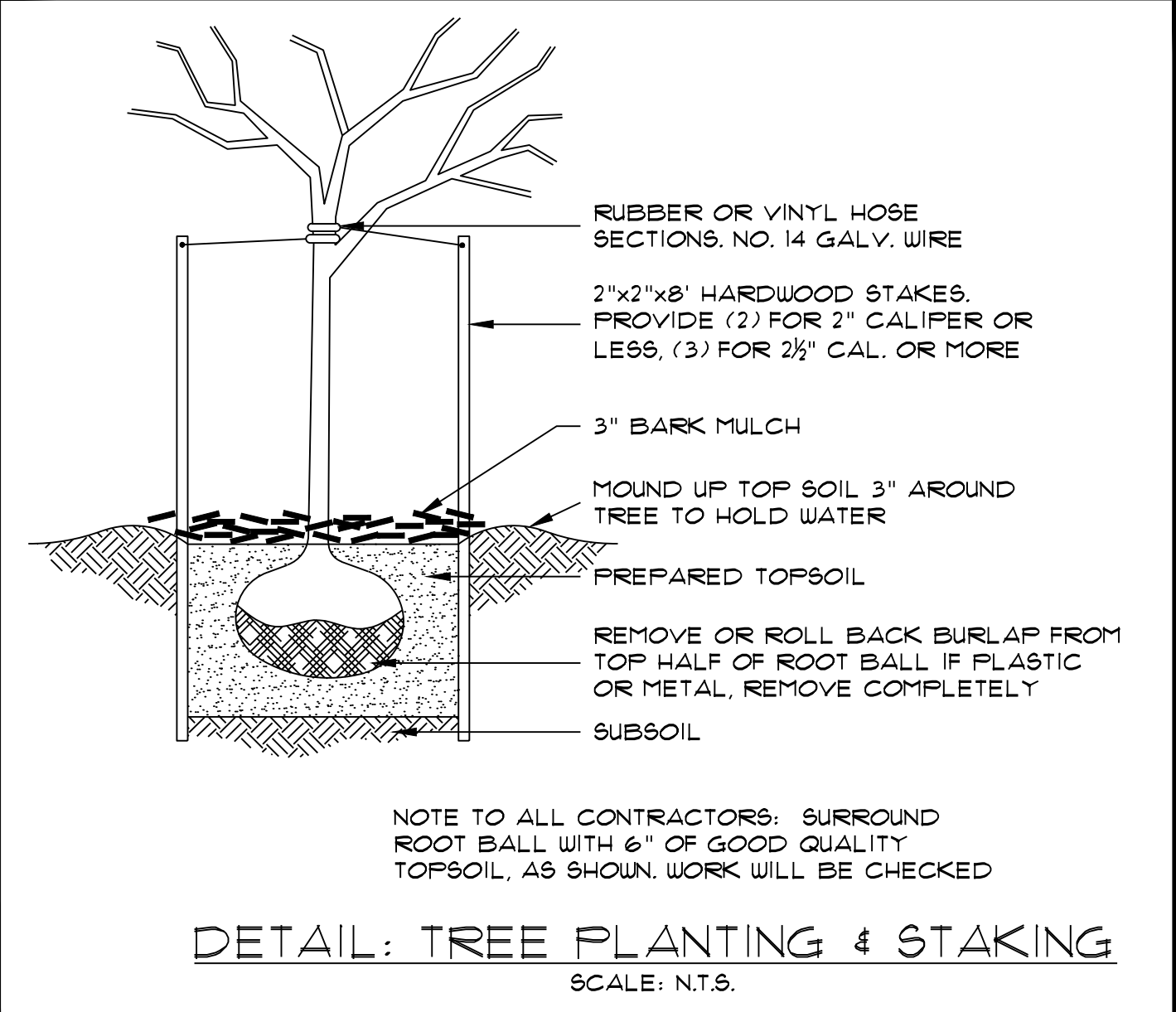
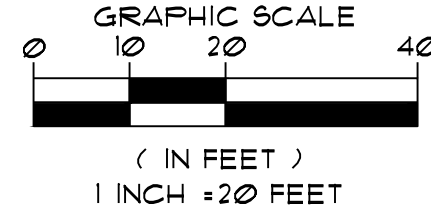
1 SITE PLAN

SCALE: 1"=20'

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Date: November 10, 2022 5:44am



1 SITE PLAN
SCALE: 1"=20'



LEGEND	
	EXISTING PROPERTY LINE
	PROPOSED PROPERTY LINE
	APPROXIMATE WETLAND BOUNDARY
	EXISTING TREELINE
	EXISTING UTILITY POLE
	EXISTING WALL
	EXISTING TREE
	PROPOSED LIMIT OF CLEARING
	PROPOSED TREE
	PROPOSED SHRUB
	PROPOSED SPLIT RAIL FENCE
	PROPOSED STOCKADE FENCE
	PROPOSED GUARDRAIL
	PROPOSED MULCH AREAS
	PROPOSED GRASS AREAS

THESE PLANS ARE FOR PERMITTING PURPOSES ONLY
NOT FOR CONSTRUCTION

PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR:
474 PITTSFIELD ROAD LLC
LOCATED AT:
**474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS**

Design Group, Inc.
Civil Engineers & Surveyors & Consultants
2 FERBROOK DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3537

SK DESIGN GROUP PROJECT #:
220057

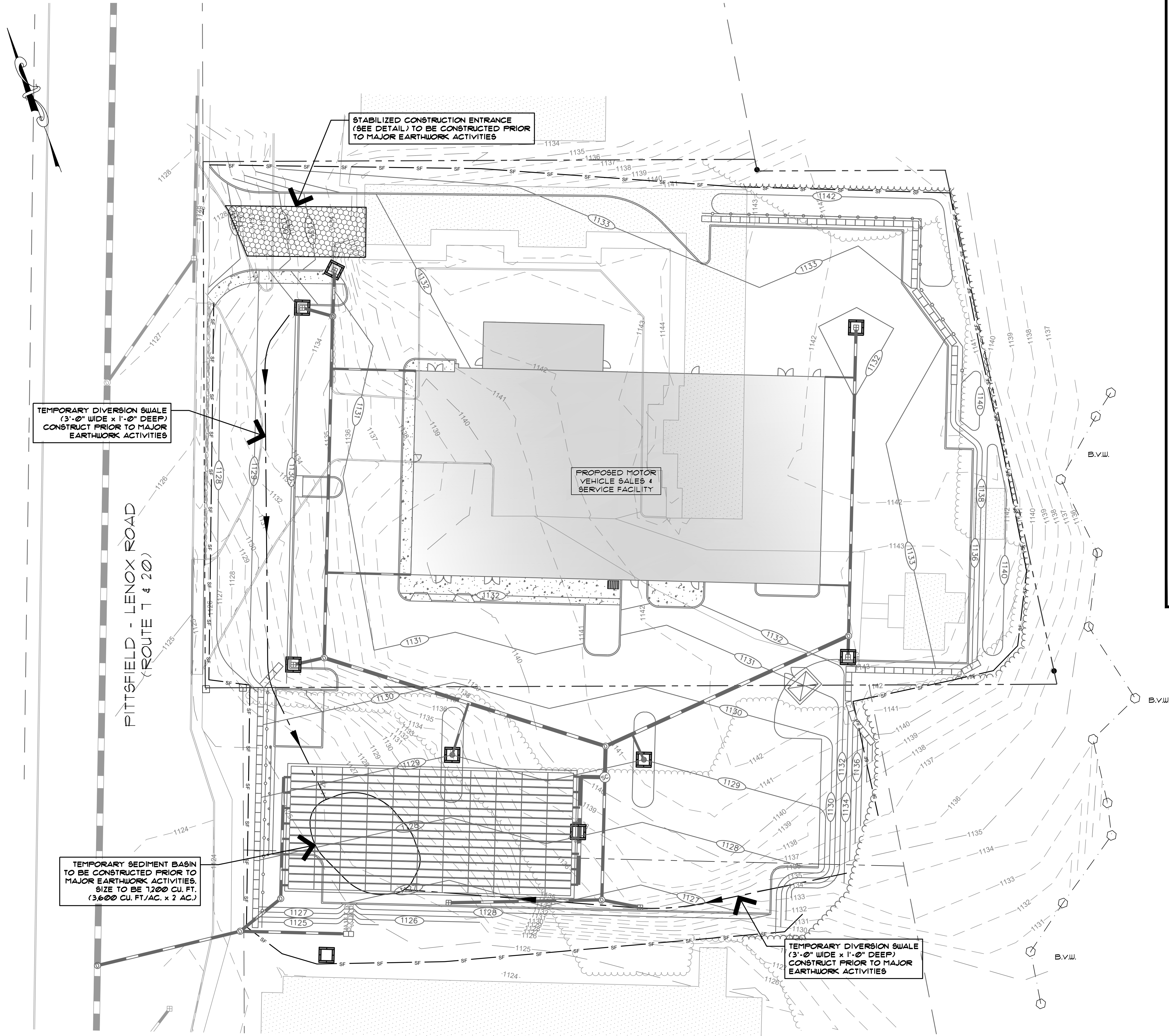
COMMONWEALTH OF MASSACHUSETTS
JAMES M. SCAUSE II
CIVIL
No. 39883
PROFESSIONAL ENGINEER

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AML	JMS II
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1 SITE PLAN
SCALE: 1"=20'

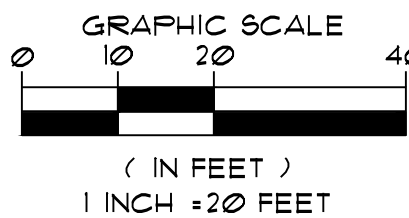


EROSION CONTROL NOTES

1. ALL EROSION CONTROL FENCES ARE TO BE INSTALLED AND FULLY OPERATIONAL PRIOR TO ANY CLEARING AND ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION UNTIL PERMANENT GROUND COVER IS ESTABLISHED & APPROVED.
2. ALL SLOPES SHALL BE SODDED, HYDRO-SEEDED OR APPLIED WITH GROUND COVER SPECIFIED AS SOON AS CONSTRUCTION PHASES PERMIT.
3. CONTRACTOR IS RESPONSIBLE FOR DAILY INSPECTIONS AND MAINTENANCE OF THE EROSION CONTROLS THROUGH CONSTRUCTION AND UNTIL ESTABLISHMENT OF PERMANENT GROUND COVER. SEDIMENT SHALL BE REMOVED AS NECESSARY TO INSURE EFFICIENT OPERATION OF THE FACILITIES DURING AND AFTER CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR MONITORING DOWNSIDE CONDITIONS THROUGHOUT THE CONSTRUCTION PERIOD AND CLEARING ANY DEBRIS AND SEDIMENT CAUSED BY THE CONSTRUCTION.
5. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER OR REGULATING AGENCIES.
6. THE SOIL EROSION SEDIMENT CONTROL PROCEDURES AND DETAILS AS SHOWN SHALL BE FOLLOWED AND INSTALLED IN A MANNER SO AS TO MINIMIZE EROSION OF THE DISTURBED AREAS AND PREVENT SEDIMENT FROM LEAVING THE SITE, OR ENTERING THE ADJACENT WETLANDS.
7. THE CONTRACTOR WILL BE REQUIRED TO INCORPORATE ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES INTO THE PROJECT AT THE EARLIEST PRACTICABLE TIME DURING CONSTRUCTION. THE EROSION CONTROL MEASURES DETAILED HEREON SHALL BE CONTINUED UNTIL THE PERMANENT DRAINAGE FACILITIES HAVE BEEN CONSTRUCTED AND UNTIL THE GRASS OR SURFACE TREATMENT ON SHOULDERS AND SLOPES ARE SUFFICIENTLY ESTABLISHED TO BE AN EFFECTIVE EROSION DETERRENT OR AS DIRECTED BY THE ENGINEER. THE SEDIMENT REMOVED FROM THE CONTROL STRUCTURES SHALL BE EVENLY DISTRIBUTED OUTSIDE CONSTRUCTION LIMITS AT A LOCATION ACCEPTABLE TO THE OWNER/ENGINEER.
8. ANY DISTURBED EARTH AREAS THAT SHALL BE IDLE FOR 30 DAYS OR LONGER, SHALL HAVE TEMPORARY GRASSING APPLIED.
9. PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT THE ENTRY TO THE SITE.
10. ALL LOAM STRIPPED FROM THE SITE SHALL BE STOCKPILED OFF SITE.
11. ADDITIONAL EROSION CONTROL DEVICES SHALL BE INSTALLED IMMEDIATELY AFTER GROUND DISTURBANCE OCCURS. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER & CON. COMM. IMMEDIATELY. IN NO CASE SHALL LESS EROSION CONTROLS THAN APPROVED BE PERMITTED.
12. ALL OPEN SWALES MUST BE STABILIZED W/ MULCH & SEED OR RIP-RAP IMMEDIATELY AFTER CONSTRUCTION.
13. AT THE TIME WHEN SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS TO BE ESTABLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER.
14. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, ANOTHER MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE TO BE EMPLOYED.
15. STRAW BALES SHALL BE REPLACED EVERY 3 MONTHS TO MAINTAIN THEIR EFFECTIVENESS.
16. CHEMICALS, FERTILIZERS, PESTICIDES, AND/OR HERBICIDES SHALL NOT BE USED ON SITE.
17. WATER SHALL BE USED TO MAINTAIN DUST CONTROL DURING CONSTRUCTION.

LEGEND

	EXISTING PROPERTY LINE
	PROPOSED PROPERTY LINE
	APPROX. WETLAND BOUNDARY
	EXISTING CONTOUR
	EXISTING TREELINE
	EXISTING UTILITY POLE
	EXISTING GAS LINE (APPROX.)
	EXISTING WATER LINE (APPROX.)
	EXISTING SEWER LINE (APPROX.)
	EXISTING SEWER MANHOLE
	EXISTING DRAIN LINE (APPROX.)
	EXISTING CATCH BASIN
	EXISTING DRAIN MANHOLE
	PROPOSED CONTOUR
	PROPOSED DRAIN
	PROPOSED CATCH BASIN
	PROPOSED LIMIT OF CLEARING
	PROPOSED SILT FENCE
	PROPOSED TEMPORARY DIVERSION SWALE
	PROPOSED SEDIMENT TRAP (UNTIL SITE IS STABILIZED)



PLANS TO ACCOMPANY PERMIT APPLICATIONS

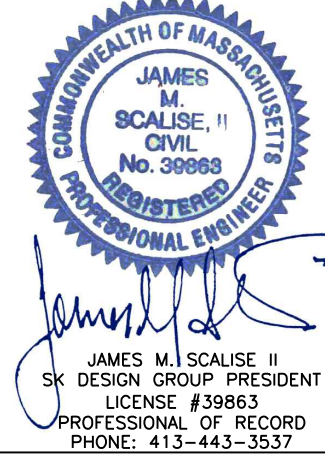
PREPARED FOR:

474 PITTSFIELD ROAD LLC

LOCATED AT:
474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers & Surveyors & Consultants
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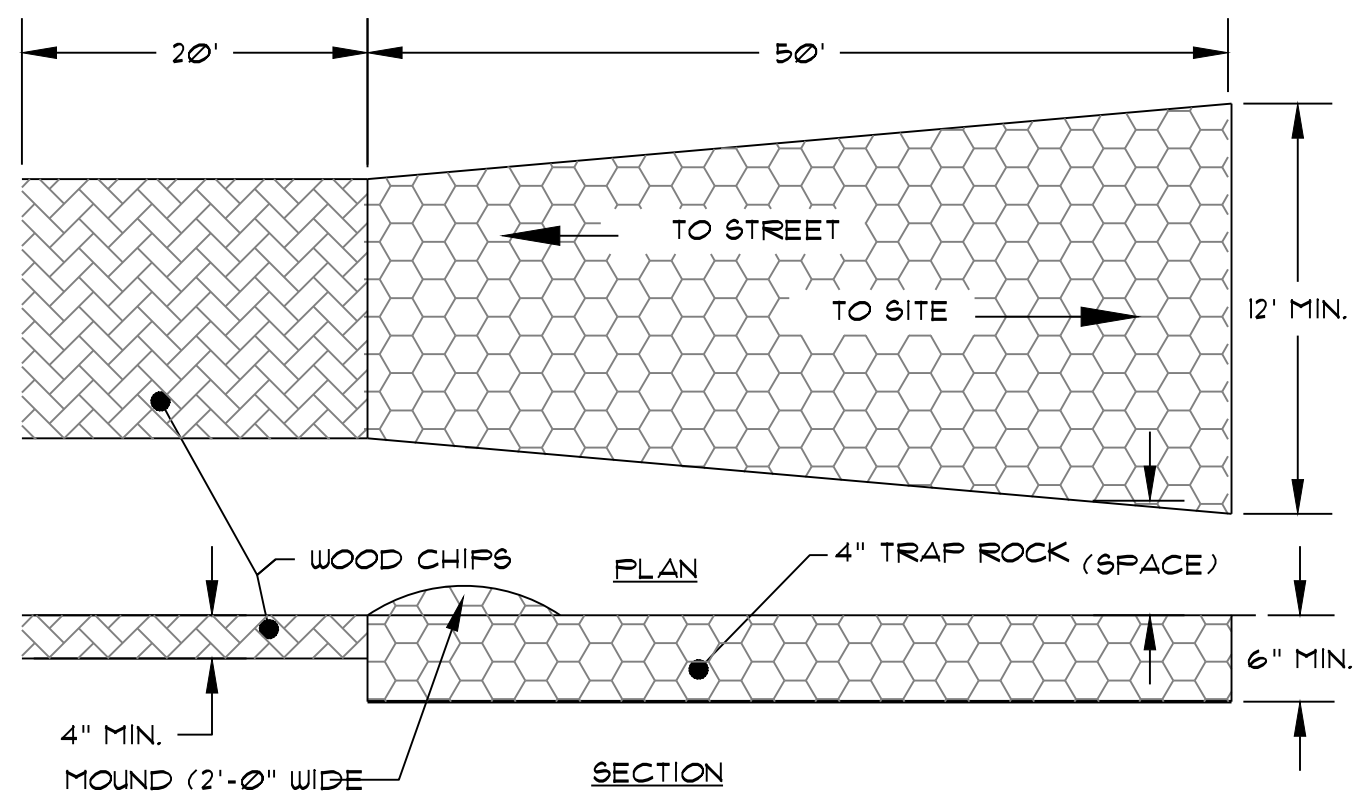
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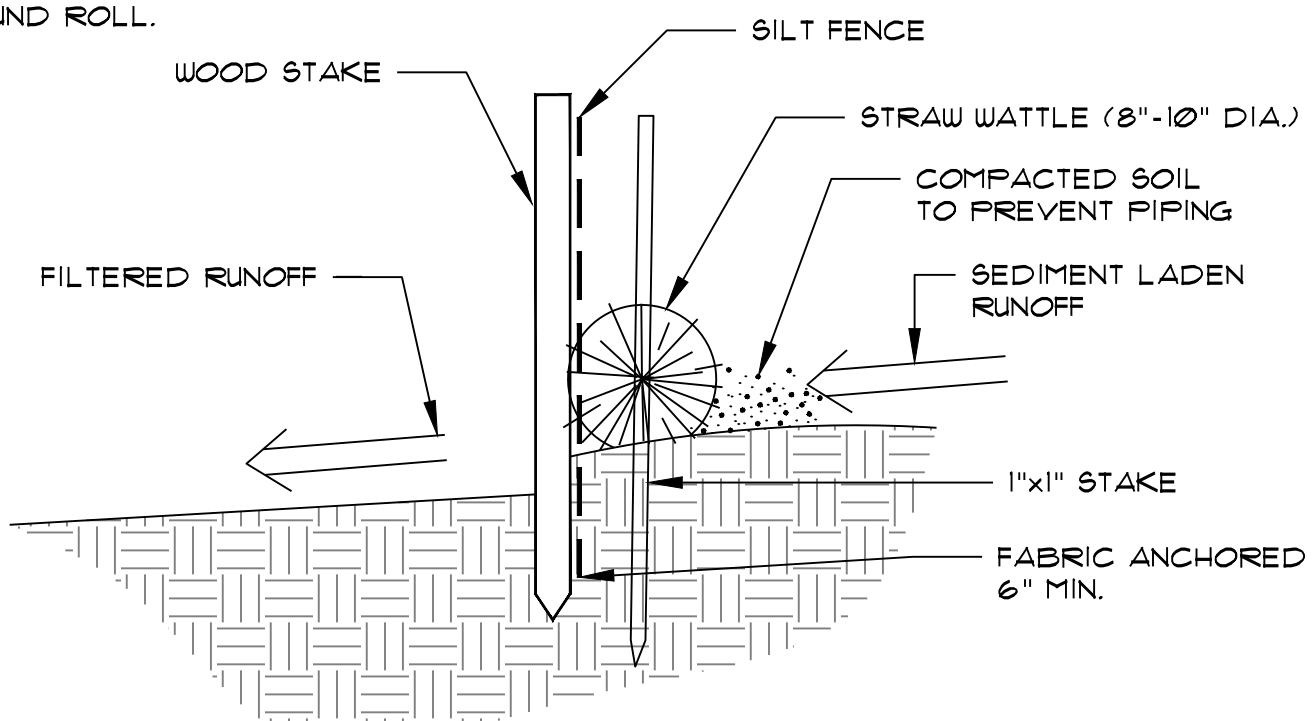
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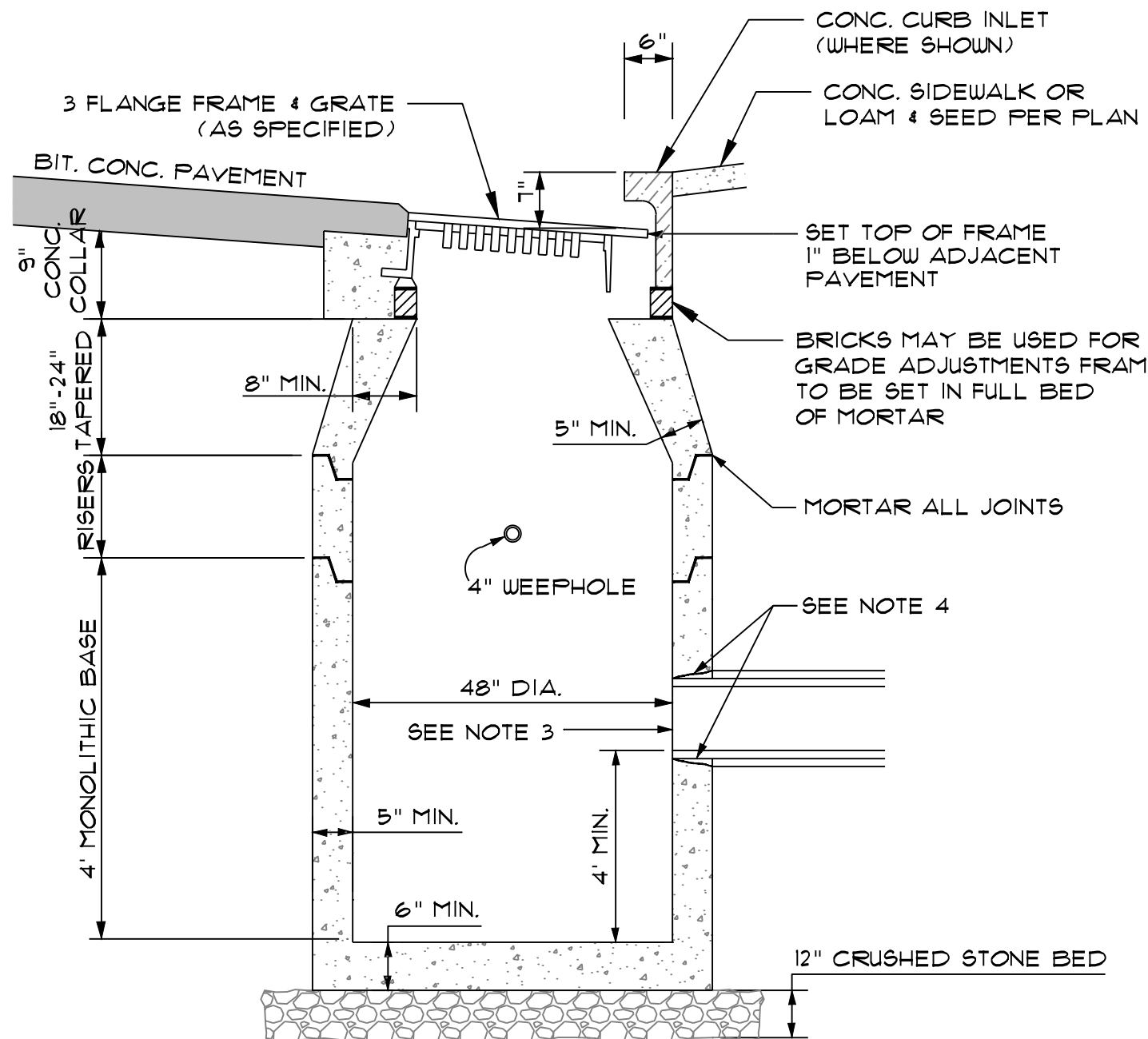
1
DETAIL: TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
SCALE: N.T.S.

NOTE:

1. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3'-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.

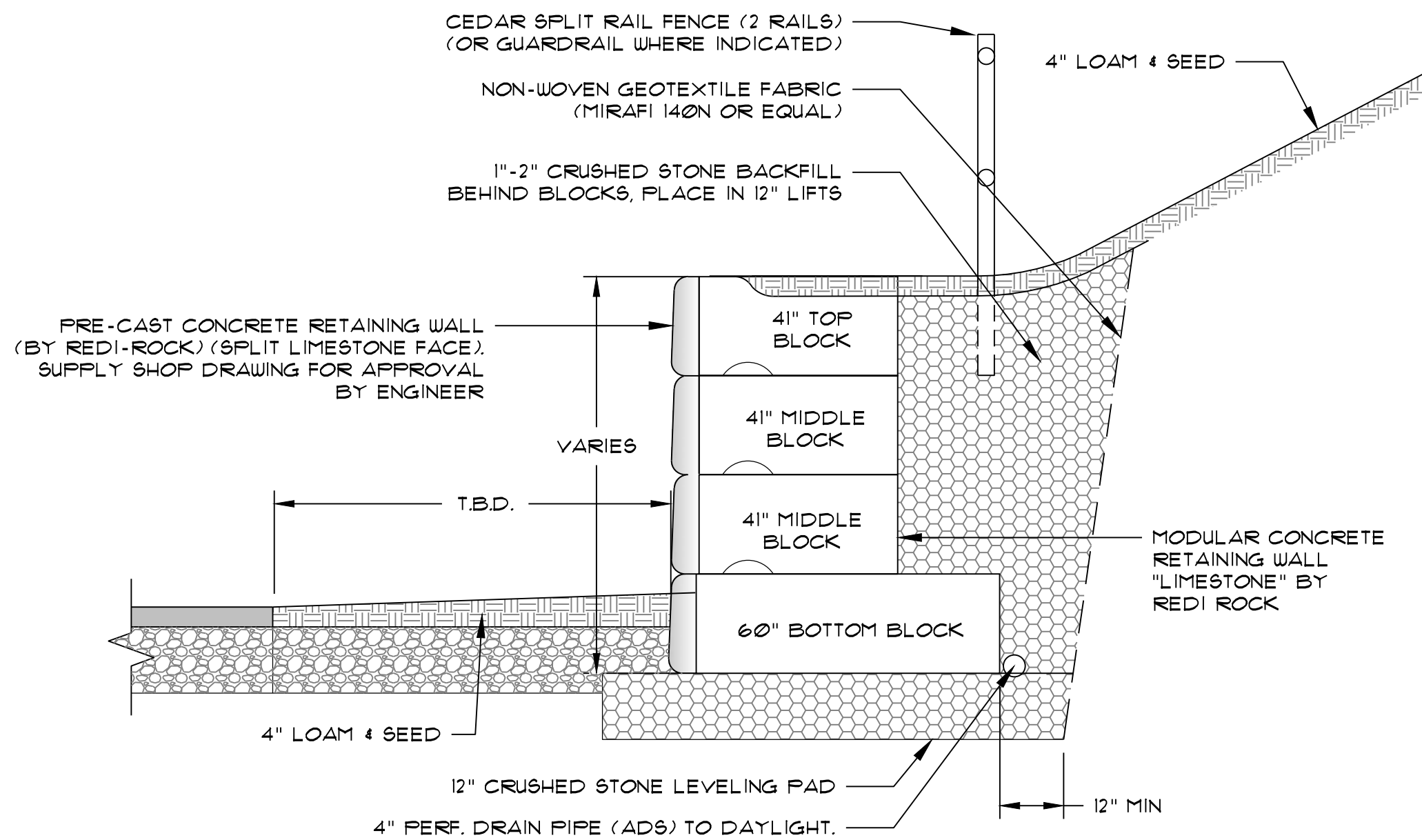


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DETAIL: STANDARD EROSION BARRIER
SCALE: N.T.S.



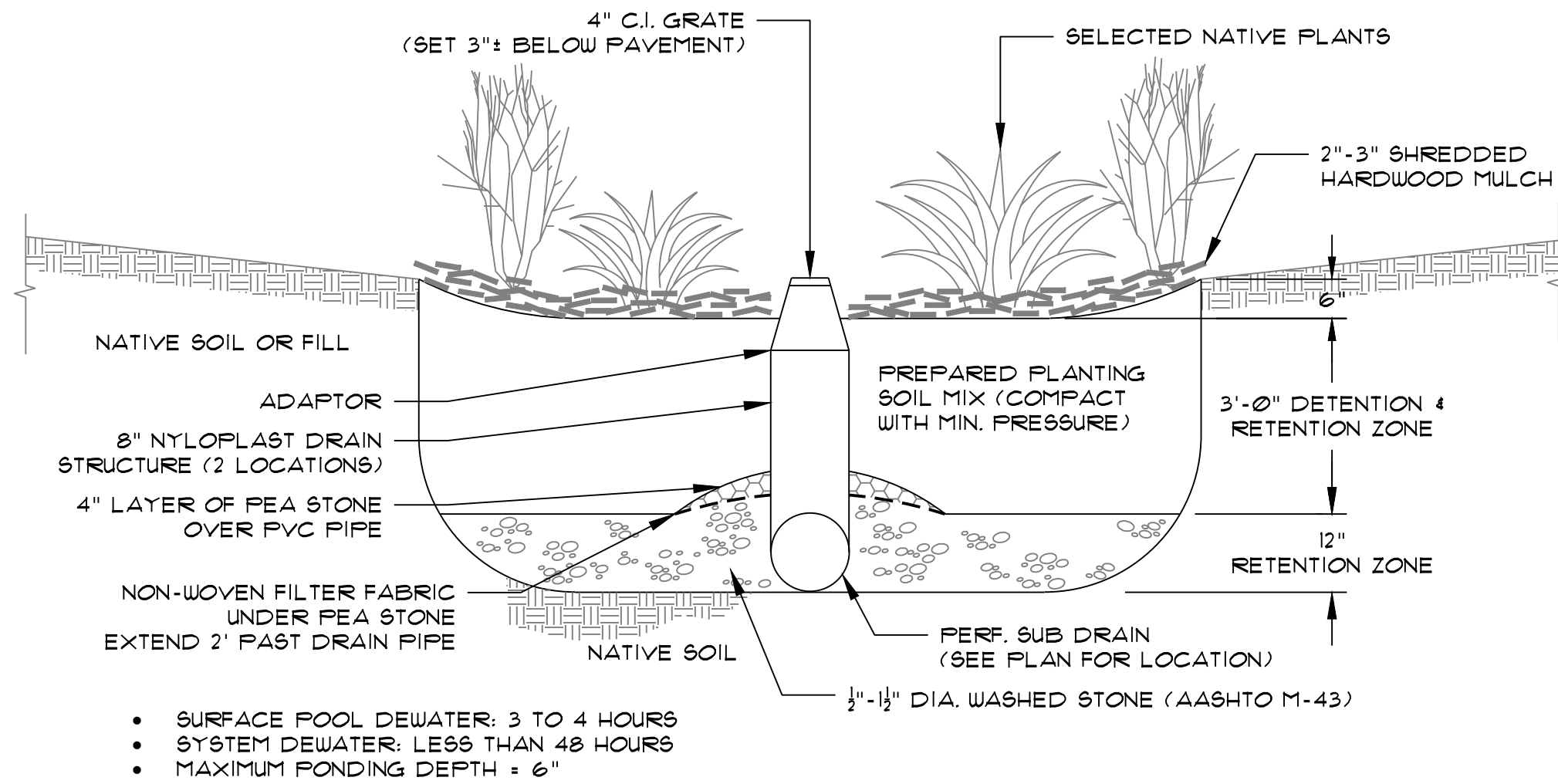
NOTES:
1. FOR EXTRA DEPTH CATCH BASINS, USE RISER SECTIONS 1' TO 4' HEIGHT AS REQ'D. FOR SHALL CATCH BASINS, SUBSTITUTE SLAB TOP FOR TAPER TOP.
2. FACE OF PIPE FLUSH, OR NOT TO PROJECT MORE THAN 4" FROM FACE OF WALL ALONG CENTERLINE OF PIPE.
3. CONNECTION TO BE MORTARED COLLAR OR RUBBER BOOT. SEE SPECIFICATIONS

3
DETAIL: DEEP SUMP CATCH BASIN
SCALE: N.T.S.

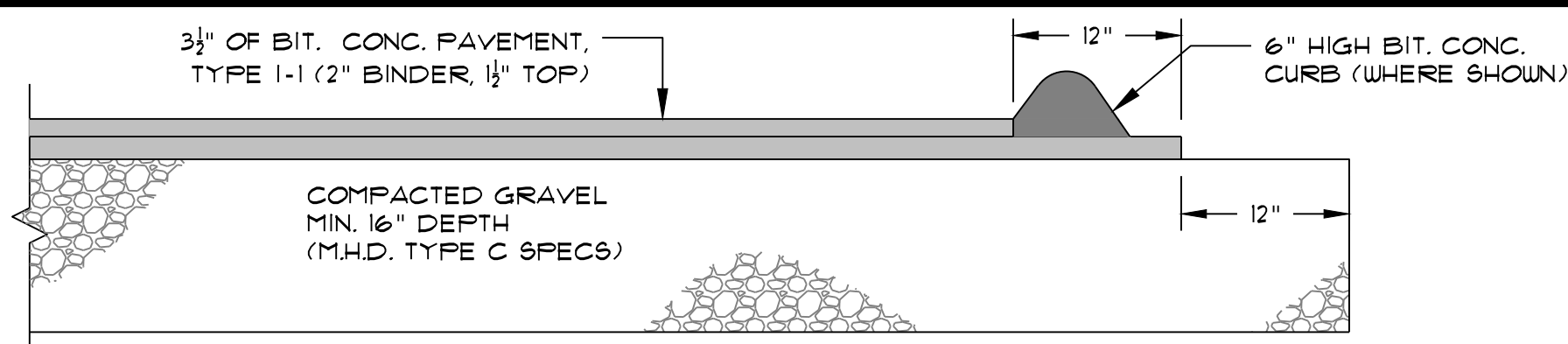


4
DETAIL: MODULAR CONC. RETAINING WALL
SCALE: 1"=2'

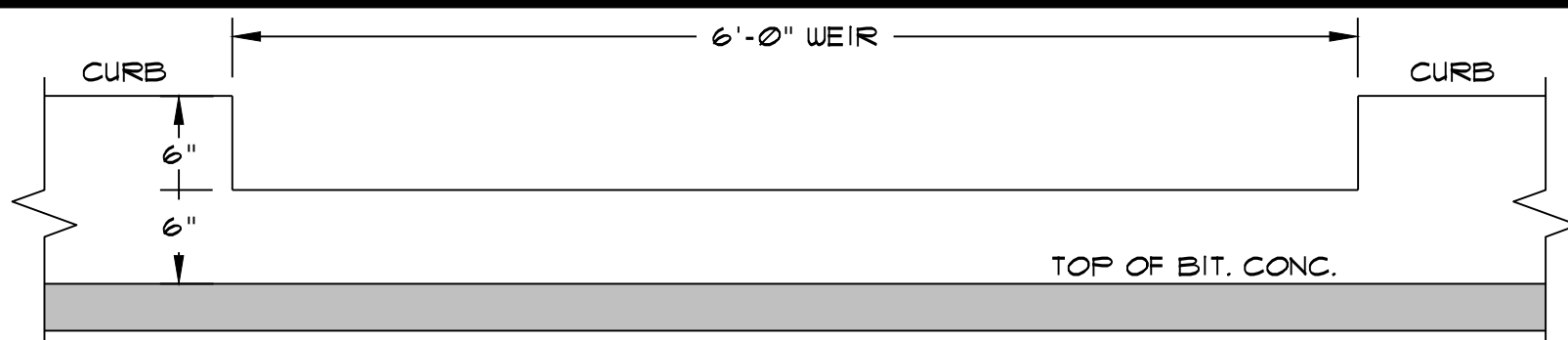
PLANTING SOIL MIX:
• 40% SAND, 20-30% TOPSOIL, 30-40% COMPOST
• CLEAN SAND MEETING AASHTO M-6 OR ASTM C-33.
• TOPSOIL IS SANDY LOAM, LOAMY SAND, OR LOAM (USDA TEXTURE TRIANGLE)
• MAXIMUM CLAY CONTENT LESS THAN 5%
• PH RANGE 5.5 - 6.5
• UNIFORM MIX FREE OF STONES, ROOTS, ETC. GREATER THAN 2 INCHES



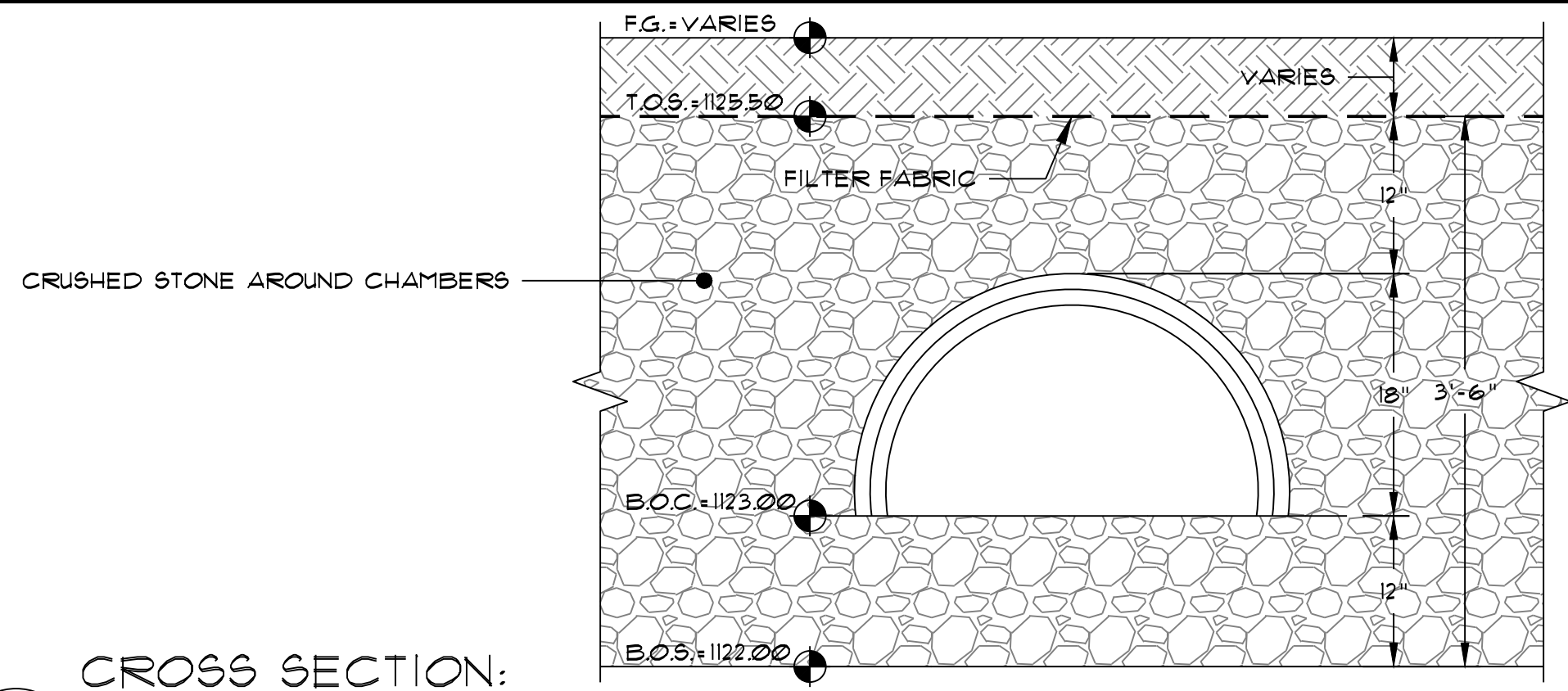
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DETAIL: TYPICAL RAIN GARDEN
SCALE: N.T.S.



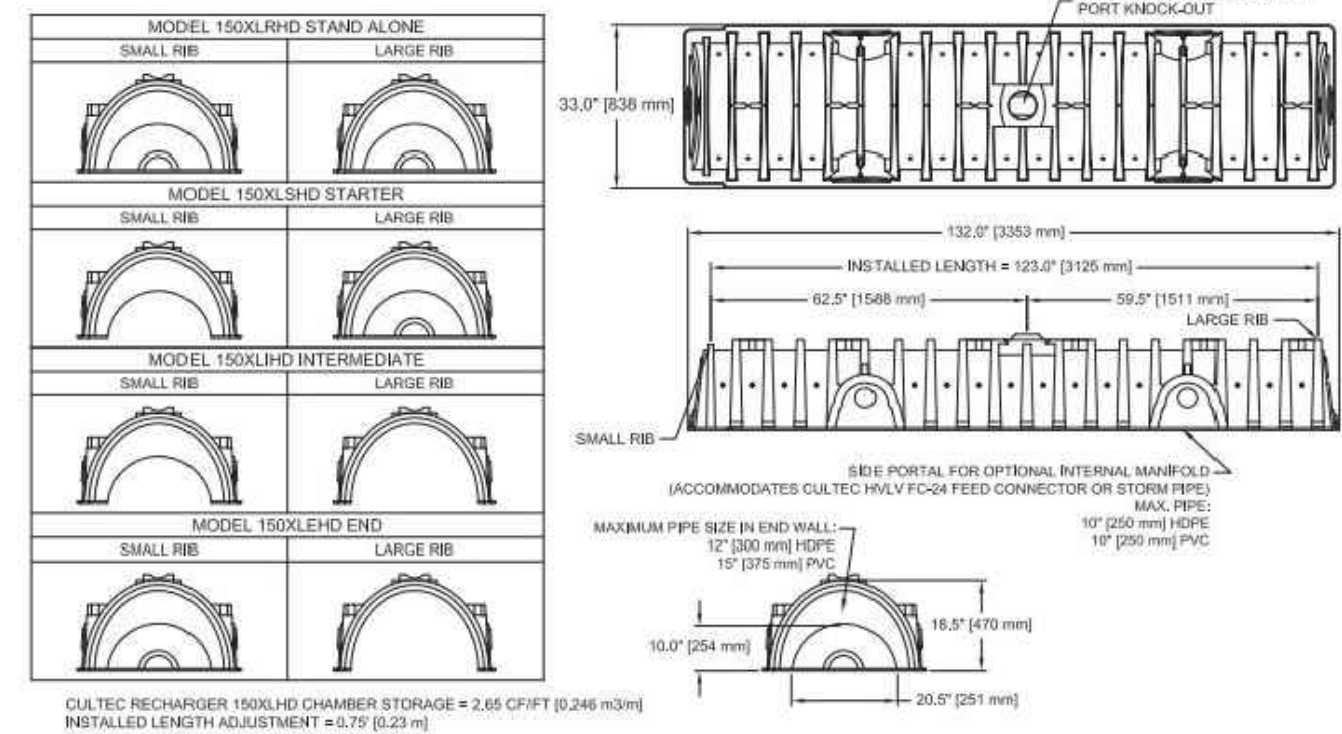
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DETAIL: TYPICAL PARKING LOT
SCALE: N.T.S.



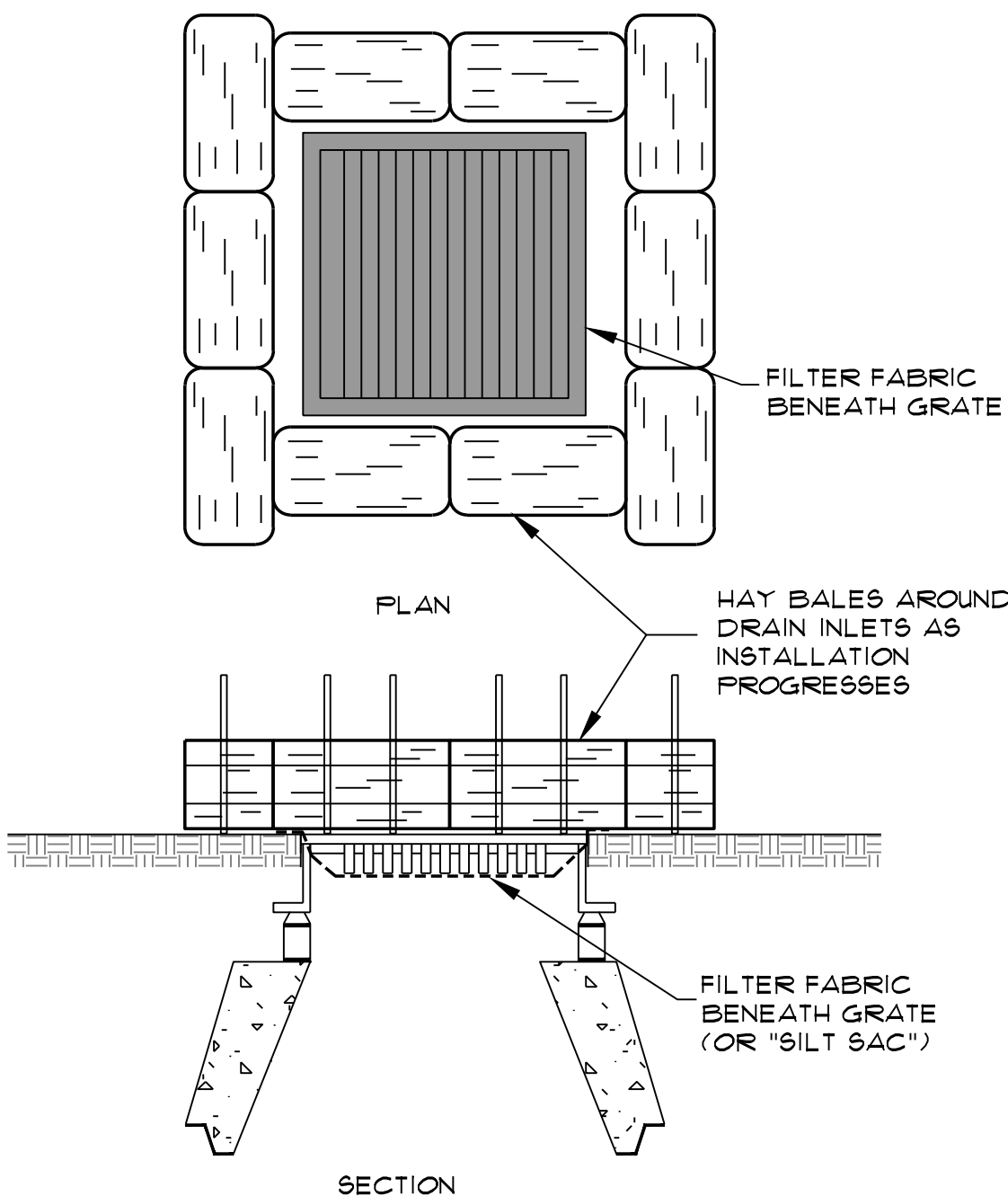
11
DETAIL: EMERGENCY OVERFLOW SWALE
SCALE: N.T.S.



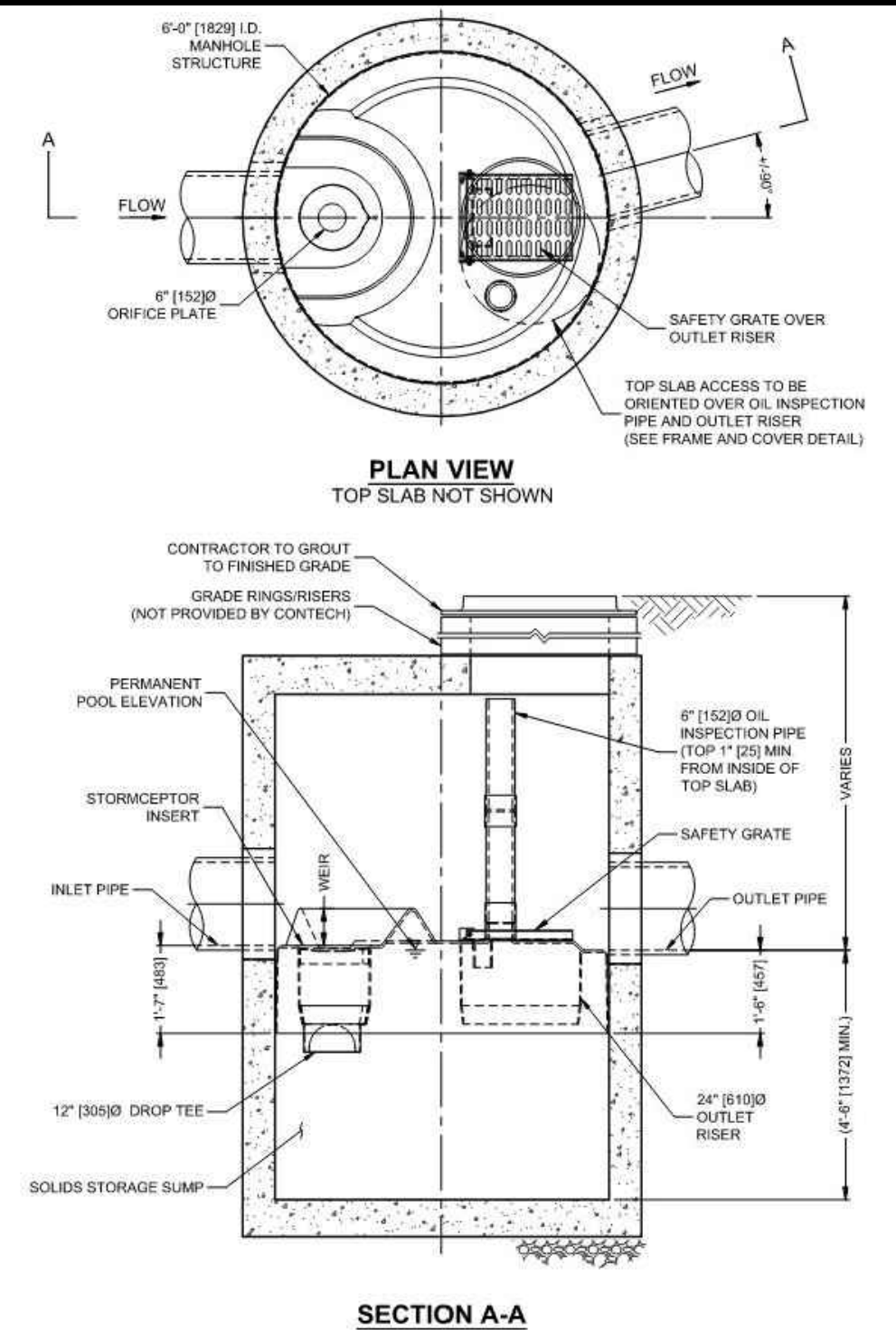
7
CROSS SECTION: UNDERGROUND STORMWATER STORAGE
SCALE: 1"=4'



8
DETAIL: CHAMBERS (CULTEC R-150XLHD)
SCALE: 1"=4'



9
DETAIL: SEDIMENT TRAP
SCALE: N.T.S.



10
DETAIL: STORMCEPTOR STC900
SCALE: N.T.S.

THESE PLANS ARE FOR PERMITTING PURPOSES ONLY
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PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR:

474 PITTSFIELD ROAD LLC

LOCATED AT:
474 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers & Surveyors & Consultants
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SK DESIGN GROUP PROJECT #:
220057

COMMONWEALTH OF MASSACHUSETTS
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REVISION:

DRAWN BY: AMI
CHECKED BY: JMS II
ORIG. DATE: NOVEMBER 10, 2022
SHEET NO. 10
ISSUED FOR: PERMIT
SCALE: AS NOTED
OF 10

Attachment E

Stormwater Analysis (separate booklet)