

CENTRAL MASSACHUSETTS  
METROPOLITAN PLANNING ORGANIZATION



# Rutland: Route 122A (Main Street) Corridor Profile

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May 2026



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# 1.0 Introduction

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A Corridor Profile combines the information produced by the transportation Management Systems along a particular highway corridor, sometimes in multiple host communities, and analyzes performance-based data, suggests both operational and physical improvements, and often identifies candidate projects for further study.

Utilizing the range of data and analyses produced by the ongoing transportation Management Systems maintained by the staff of the Central Massachusetts Regional Planning Commission (CMRPC) and overseen by the Central Massachusetts Metropolitan Planning Organization (CMMPO), Corridor Profile efforts allow for comprehensive integration through the consideration of a broad range of key transportation planning factors.

Ultimately, a range of suggested improvement options are compiled for the consideration of the host communities and the Massachusetts Department of Transportation (MassDOT), Highway Division. When local consensus is achieved, proposed improvement projects supported by the community that are eligible for federal-aid funding have the potential to be selected by the CMMPO for programming in the annual Transportation Improvement Program (TIP) document.

As the Corridor Profile study series has evolved, it has become increasingly multi-modal and intermodal. The Management Systems have also served as the foundation for the full consideration of performance-based planning. Performance-based planning seeks to measure the value of investments made in the region's transportation infrastructure. US DOT's required national focus areas include reducing congestion, improving pavement, reducing vehicle crashes and, in the spirit of the state's Complete Streets Program, increasing the use of other modes such as transit, bicycling, and walking.

The Route 122A Corridor Profile includes the analysis and interpretation of Management System data, which includes the following:

**Traffic Counting:** Daily Automatic Traffic Recorder (ATR) counts and MassDOT Highway Division count data.

**Congestion Management Process (CMP):** Current Travel Time & Delay study along Route 122A; current peak-hour Turning Movement Counts (TMC) at focus intersections and associated Level of Service (LOS) analyses for intersections.

**Freight Planning:** Peak hour percentages of heavy vehicles utilizing the Route 122A focus intersections.

**Transportation Safety Planning Program:** In-depth vehicle crash research using crash data provided by MassDOT, utilizing a three-year history of reported crashes and subsequent analysis.

**Pavement Management System (PMS):** Observation of pavement surface distress and extent in the field along with subsequent analysis and calculated Overall Condition Index (OCI).

**Bridge Management System (BMS):** Bridge condition data available through MassDOT Highway Division; GIS-based inventory of major roadway drainage structures, such as culverts, as well as staff observations in the field using standardized condition assessment techniques.

## 1.1 Performance Management

Reaffirmed by the Bipartisan Infrastructure Law (BIL), the CMMPO is continuing the evolution of the development of performance-driven, multimodal TIP projects in the planning region. Performance Based Planning & Programming (PBP&P) is intended to improve public transparency, fiscal accountability, and investment decisions affecting the condition and performance of the nation's transportation system.

The CMMPO's established Performance Management program includes both federal transportation performance management requirements as well as the MPO's regionally customized measures. The goals and objectives are then integrated through a range of Federal Transportation Planning Emphasis Areas. The areas are safety, security, state of good repair, congestion, multimodality, sustainability, geographic equity, economic vitality, stormwater management & resiliency, and travel & tourism. Using the goals and objectives from these Emphasis Areas, a Performance Measures Scoresheet was created to assess both currently programmed as well as candidate future-year TIP projects to determine to what extent they address regional goals. Those projects that rank high most often provide substantive measurable outcomes for each goal and thus have an increased regional impact.

The findings from this Corridor Profile Report resulted in the compilation of a list of suggested improvement options. Ideally, these suggested improvements will support a TIP project that can positively influence regional performance. A table showing the integration of the suggested improvements and how each can realistically support the goals and objectives for the Federal Emphasis Areas are included in the Overall Findings chapter of this report.

## 1.2 Route 122A Corridor Profile: Rutland

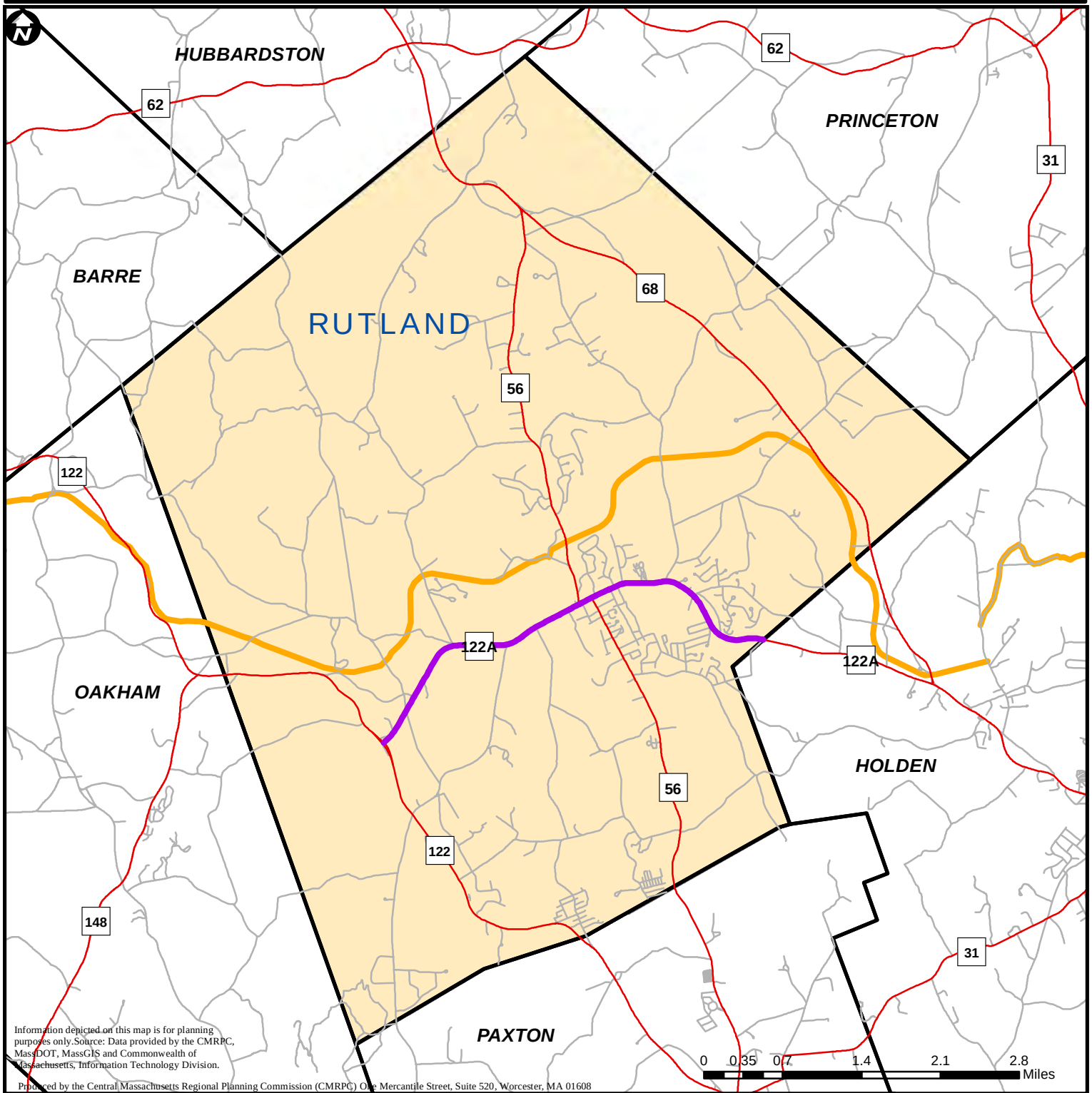
The Route 122A Corridor Profile was completed as part of CMRPC's Unified Planning Work Program (UPWP). Management Systems data was collected and analyzed to enable the town of Rutland to use the findings to support various improvements along the Route 122A corridor.

Route 122A is classified as an urban minor arterial between the Holden Town Line and Pleasantdale Street and a rural major collector between Pleasantdale Road and Route 122. The entire study corridor is also eligible for US DOT federal-aid improvement funding. The major goals of this Corridor Profile effort include improving safety, reducing congestion, preserving and improving pavement, maintaining drainage structures as well as improving the roadway to accommodate all users. The Route 122A study corridor is shown in **Figure 1** along with other significant features of the region's multi-modal transportation network, including long-distance trails.

The study limits of this Corridor Profile are between Route 122 and the Holden town line. Route 122A is known as Main Street for the entire length of the study corridor. Route 122A starts at Route 122 in the western area of Rutland and then continues southeasterly towards Holden, entering Worcester, Millbury, and Sutton, eventually ending at Route 122 in Grafton. Within Rutland's study area, Route 122A is a two-lane highway and accommodates a mix of commercial and residential land uses. Further, the Naquag Elementary School is located in the town center on the south side of Route 122A, just to the west of Route 56.

The study segment of Route 122A is 4.3 miles in length and is maintained by MassDOT. According to MassDOT's Roadway Inventory File (RIF), Route 122A has a right-of-way width of 60 feet.

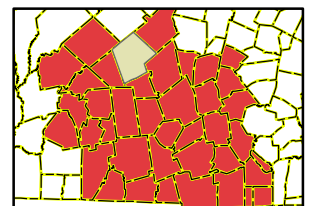
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 1: Corridor Profile Study Area**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- Mass Central Rail Trail



### 1.3 Corridor Profile Work Activities Defined in UPWP

This Corridor Profile effort has been completed as part of CMRPC's Unified Planning Work Program (UPWP). The following provides an overview of the major tasks that were included within the defined scope of the Route 122A Corridor Profile effort:

- CMRPC coordination on an entire range of Corridor Profile aspects including data collection and analysis.
- Vehicle crash analyses were completed using MassDOT-maintained vehicle crash data.
- Completion of an "Environmental Profile" for the entire Route 122A study corridor in the town of Rutland. This consists of GIS-based maps featuring overlays developed by the Massachusetts Department of Conservation & Recreation (DCR), the Massachusetts Department of Environmental Protection (DEP), the National Heritage & Endangered Species Program (NHESP), and flood zones.
- Range of suggested improvement options compiled for host community consideration.
- Preparation of report document, complete with color graphics and maps, along with accompanying Appendices.
- If needed, attend meetings with host communities included in the study.

### 1.4 Route 122A Observations & Existing Deficiencies

The following observations and existing deficiencies, also shown in **Figure 2**, were summarized for the length of the Route 122A study corridor:

#### Route 122A/Route 122 Intersection

- Very wide intersection. Route 122 provides two lanes in each direction.
- Observed Level of Service (LOS) was a "C" in the AM and "A" in the PM.
- Seven (7) total crashes documented between 2019-2021, third highest within the study corridor.

#### Route 122A/Fishermans Road Intersection

- Road used as a cut through between Route 122 and Route 122A, bypassing the Route 122/Route 122 intersection.
- Calculated Level of Service (LOS) was a "B" for both AM and PM.
- One (1) reported crash within the three-year study period.

#### Route 122A/Pleasantdale Road Intersection

- Pleasantdale Road is a popular travel route between Rutland and Spencer.
- Observed Level of Service (LOS) was a "B" in the AM and "A" in the PM.



- Two (2) total vehicle crashes within the three-year study period.

#### Route 122A/Kenwood Drive Intersection

- Observed Level of Service (LOS) was a “B” for both AM and PM.
- Two (2) reported total crashes within the three-year study period.

#### Route 122A/Route 56 (Pommogussett Road) Intersection

- Four-way intersection that includes Dunkin Donuts site drive.
- High peak travel period traffic volumes observed.
- Potential location for consideration of a modern roundabout or signalized traffic control.
- Calculated Level of Service (LOS) was a “F” for both AM and PM.
- Study location with the highest number of reported vehicle crashes with a total of fourteen (14).

#### Route 122A/Route 56 (Maple Avenue) Intersection

- High traffic volumes observed during both the AM & PM peak travel periods.
- Potential location for consideration of signalized control.
- Calculated Level of Service (LOS) was a “F” for both the AM and PM, indicative of lengthy vehicle delays.
- Second highest number of crashes with a total of eleven (11).

#### Route 122A/Glenwood Road Intersection

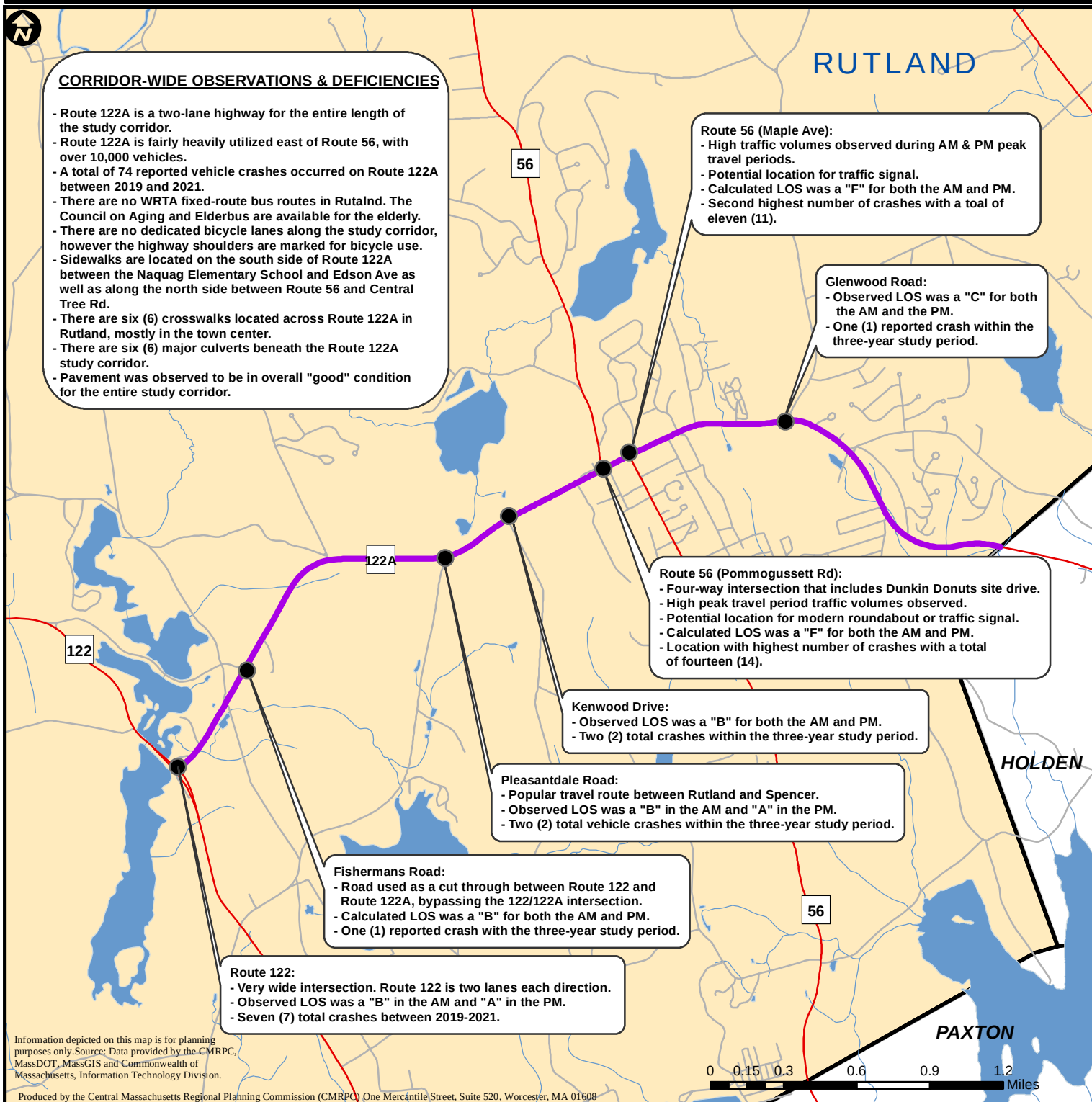
- Observed Level of Service (LOS) was a “C” for both AM and PM.
- Only one (1) reported crash within the three-year study period.

#### Corridor-Wide Observations & Deficiencies

- Route 122A is a two-lane highway for the entire length of the study corridor.
- Route 122A is fairly heavily utilized to the east of Route 56, accommodating over 10,000 vehicles on an average weekday.
- Daily traffic volumes include a significant number of observed large trucks, averaging approximately 20% on Route 122A. (classification data found in appendices with the ATR volume data)
- A total of 74 reported vehicle crashes occurred on Route 122A within the study area during the three-year period of 2019, 2020 and 2021.

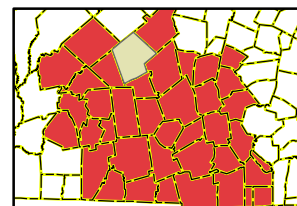
- There are no WRTA fixed-route bus routes in Rutland. Council on Aging (COA) and Elderbus transportation options are available for the elderly.
- There are no dedicated bicycle lanes along the study corridor, however the highway shoulders are marked for bicycle use.
- Sidewalks are located on the south side of Route 122A between the Naquag Elementary School and Edson Avenue as well as along the north side of Route 122A between Route 56 (Pommogusett Road) and Central Tree Road.
- There are six (6) crosswalks located across Route 122A in Rutland, mostly in the town center.
- There are six (6) major culverts crossing beneath the Route 122A study corridor.
- Pavement was observed to be in overall “good” condition for the entire study corridor.

# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 2: Observations & Deficiencies**

- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- Streams
- Water Bodies



## 2.0 Disadvantaged Populations Overview & Analysis

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This chapter gives an overview of the Route 122A study corridor in relation to disadvantaged populations and other data from the American Community Survey (ACS). As all populations should have access to the Route 122A study corridor, it is important to know which populations live along the corridor to allow for focused public outreach should any improvements be planned for implementation in the future.

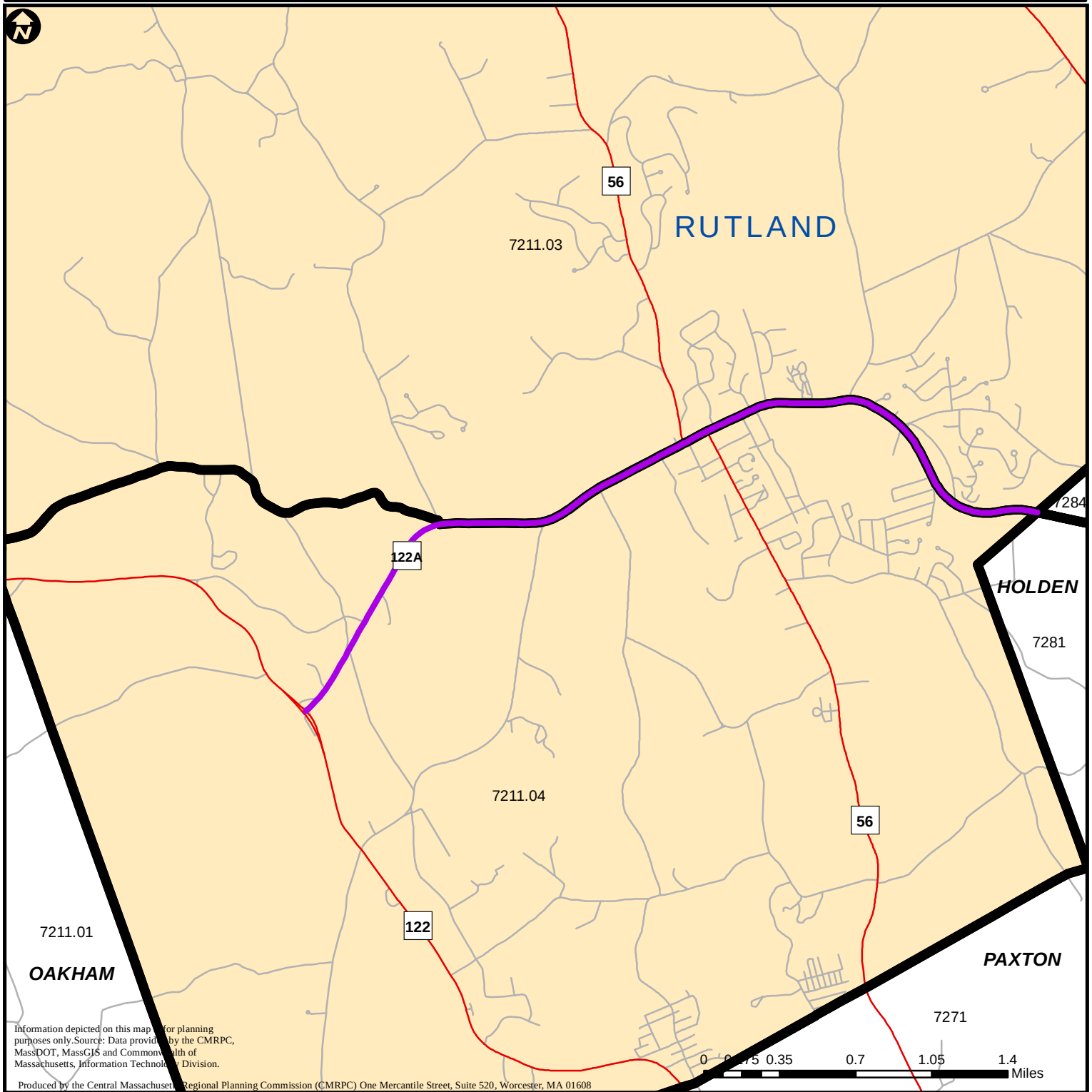
### 2.1 Route 122A Corridor Analysis

As for the disadvantaged populations, there are six types that are part of this analysis. They are:

- **Low Income:** Annual median household income.
- **Race & Ethnicity (nonwhite):** Percent of individuals that identify as Hispanic or Latino; Black or African American; American Indian or Alaska Native; Asian; Native Hawaiian or Other Pacific Islander; Some other race; or Two or more races and do not identify as White alone.
- **Limited English Proficiency (LEP):** Percent of households with LEP speaking members.
- **Car Ownership (zvhhs):** Percent of households without an available vehicle.
- **Disability:** Percent of households with one or more people with a disability.
- **Age (senior):** Percent of individuals aged 65 or older.

Using block group data, the most dominant disadvantaged populations within each Census Tract are shown in **Figure 3**. As the map shows, there are no dominant disadvantaged populations near Route 122A or within the entire town of Rutland for that matter.

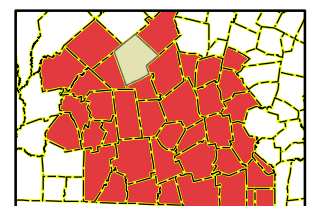
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 3: Disadvantaged Population Areas**



- Route 122A Corridor Profile
- CENSUS2020TRACTS
- Other Roads
- Interstate
- State Route
- US Highway
- MDF: disability
- MDF: income
- MDF: lep
- MDF: nonwhite
- MDF: senior
- MDF: zvh



In addition to the disadvantaged population areas shown previously in **Figure 3**, the map also includes the 2020 Census Tracts. Focusing on the two Census Tracts (7211.03 & 7211.04) that border the Route 122A study corridor, staff used available demographic data to complete an analysis. **Table 1** includes various demographics from the 2023 American Community Survey (ACS) data comparing the two Census Tracts bordering the Route 122A study corridor.

**Table 1 – American Community Survey (ACS) Census Tract Demographics**

| <b>Category</b>              | <b>Census Tract<br/>7211.03</b> | <b>Census Tract<br/>7211.04</b> |
|------------------------------|---------------------------------|---------------------------------|
| <b>Total Population</b>      | 5,735                           | 3,467                           |
| <b>Primary Language</b>      |                                 |                                 |
| English                      | 5,291                           | 3,043                           |
| Spanish                      | 74                              | 81                              |
| Indo/Europe                  | 62                              | 70                              |
| Asian/Pacific                | 54                              | 157                             |
| Other                        | 0                               | 0                               |
| <b>Commuting</b>             |                                 |                                 |
| Drove Alone                  | 68.6%                           | 84.7%                           |
| Carpooled                    | 9.9%                            | 6.3%                            |
| Public Trans                 | 0.5%                            | 0.0%                            |
| Walked                       | 0.0%                            | 0.0%                            |
| Other                        | 0.6%                            | 0.0%                            |
| At Home                      | 20.4%                           | 9.0%                            |
| <b>Travel Time to Work</b>   |                                 |                                 |
| <10 Minutes                  | 6.8%                            | 8.9%                            |
| 10-14 Minutes                | 8.4%                            | 2.6%                            |
| 15-19 Minutes                | 1.9%                            | 14.4%                           |
| 20-24 Minutes                | 12.9%                           | 15.9%                           |
| 25-29 Minutes                | 7.3%                            | 9.7%                            |
| 30-34 Minutes                | 18.6%                           | 13.3%                           |
| 35-44 Minutes                | 13.0%                           | 12.5%                           |
| 45-59 Minutes                | 14.7%                           | 12.0%                           |
| >=60 Minutes                 | 16.2%                           | 10.7%                           |
| <b>Disability Percentage</b> | 10.2%                           | 22.3%                           |
| <b>Median Age</b>            | 37.7                            | 45.6                            |

As shown in the table, the Census Tract with the highest population is 7211.03, with a total of 5,735 persons. The primary language for both Census Tracts is English and the highest commuting type is driving alone. Census Tract 7211.03 has over 20% working from home while Census Tract 7211.04 has 9% working from home. The travel time to work data shows that the highest percentage in Census Tract 7211.03 is 30 to 34 minutes, which is 18.6%. In Census Tract

7211.04, the highest percentage is 15.9%, which is a travel time between 20 and 24 minutes. Disability percentages range from 10% to 22% and the median age is between 37 to 45 years.

## **2.2 Performance Management**

The Performance Measure emphasis area related to this chapter is Geographic Equity and it is a regionally customized measure within the CMMPO. The goal of the Geographic Equity measure is to ensure that improvements are fairly distributed among all populations, communities, and subregions.

1. **Geographic Equity:** The first measure under Geographic Equity is to have an equitable distribution of TIP projects within the communities and the region. Any improvement projects that result from this Corridor Profile study will contribute to this measure for the North subregion, which includes the town of Rutland. It is also important that any future year roadway improvements provide benefit to all populations within the Route 122A study corridor.

The second measure is to increase the percentage of disadvantaged populations that can access fixed route transit. As there are no WRTA fixed-route bus routes that presently serve the Route 122A study corridor, this measure will not be affected.

## 3.0 Route 122A Environs

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### 3.1 Natural Environment

Major features of the natural environment were identified as part of the Route 122A Corridor Profile effort and were used to create Environmental Profile maps for the greater study area. Such maps are compiled to view major environmental systems beyond the focus roadway that have impacts on such concerns as drainage, water quality and wildlife migration. Further, most of the study area is located within the Chicopee River Watershed except for a small section between Glenwood Road and the Holden town line, which is within the Nashua River Watershed.

The following Environmental Profile Maps produced for the Route 122A Corridor Profile study include environmental features such as open space, wetlands, impaired waters, wellhead protection areas, vernal pools, and flood zones. Wetlands are areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year. Under the Clean Water Act, states, territories, and authorized tribes are required to develop lists of impaired waterways. These are waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop a Total Maximum Daily Load (TMDL) for these waters. A TMDL is the calculated limit of the maximum amount of pollutant that a waterbody can receive daily and still safely meet water quality standards. A wellhead protection area is that area of an aquifer which contributes water to a given well under the most severe pumping and recharge conditions that can be realistically anticipated. Vernal pools are small, shallow ponds characterized by lack of fish and by periods of dryness.

These maps of the study area showing major environmental features were compiled from the following key resources:

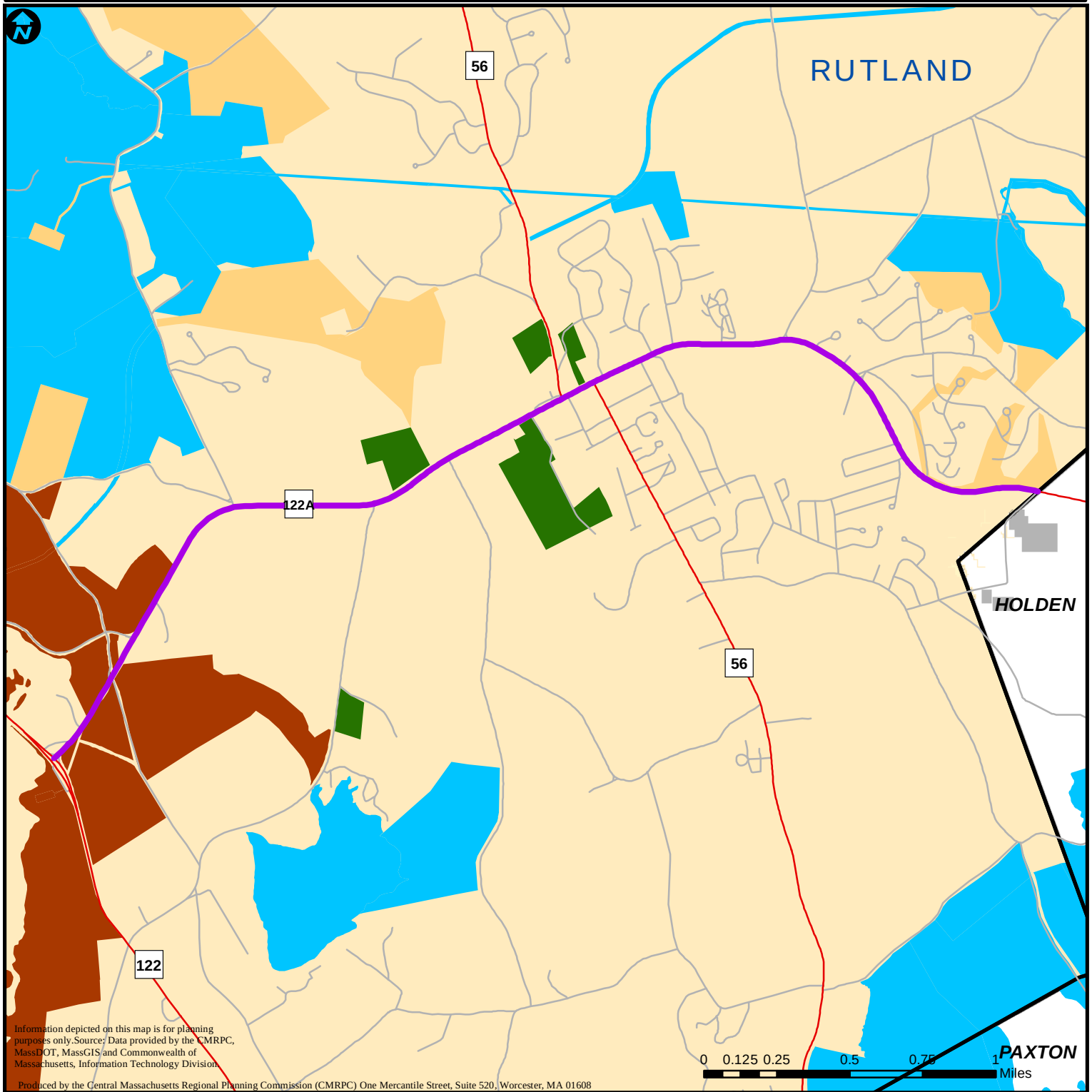
#### Department of Conservation and Recreation (DCR)

DCR manages state parks and oversees more than 450,000 acres throughout Massachusetts. The mission of the DCR is to protect, promote and enhance the state's wealth of natural, cultural, and recreational resources. The health and happiness of people across Massachusetts depends on the accessibility and quality of our natural resources, recreational facilities, and great historic landscapes. DCR continues to improve the vital connection between people and the environment. Using the DCR data, **Figure 4** includes the recreation, conservation, and water supply protection areas near the Route 122A study corridor. As shown, there is a large recreation/conservation at the west end of Route 122A. Additionally, there are a number of



recreation areas between Pleasantdale Road and Route 56 as well as two notable conservation areas near the Holden town line.

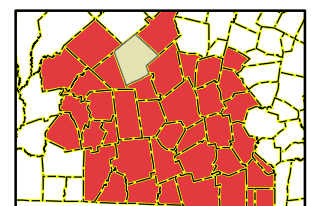
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 4: Open Space**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- Recreation/Conservation
- Conservation (Non Facility)
- Recreation (Facility Based)
- Water Supply Protection

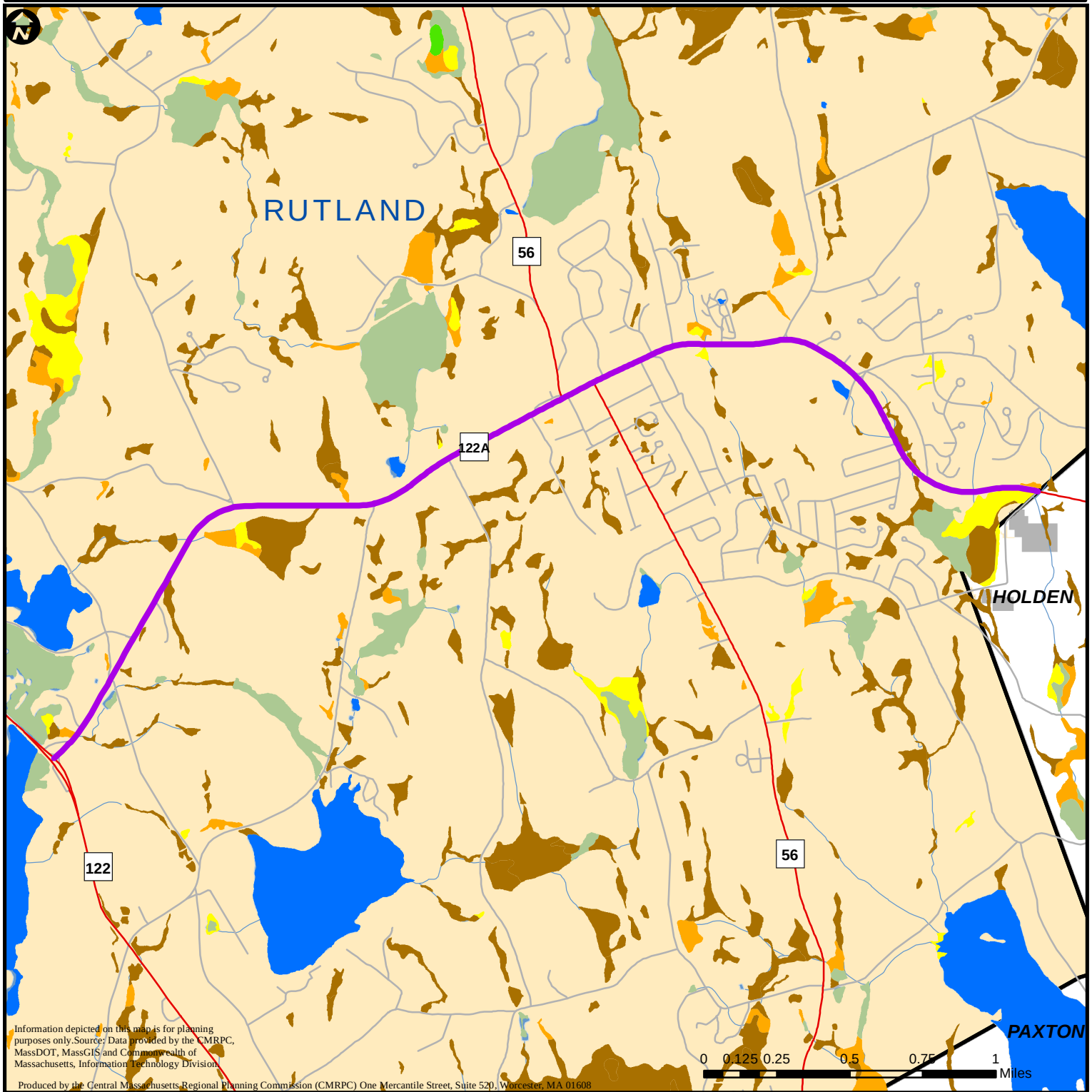


### Department of Environmental Protection (DEP)

MassDEP's mission is to protect and enhance the Commonwealth's natural resources – air, water, and land – to provide for the health, safety, and welfare of all people, and to ensure a clean and safe environment for future generations. In carrying out this mission, MassDEP commits to address and advance environmental equity for all people of the Commonwealth, provides meaningful opportunities for people to participate in agency decisions that affect their lives; and ensures a workforce that reflects the communities they serve.

The types of data from DEP include watersheds, wetlands, impaired waterbodies, and wellhead protection areas. As **Figure 5** shows, there are numerous wetlands along the entire Route 122A study corridor. **Figure 6** shows the impaired waterbodies and wellhead protection areas. As shown on the map, the closest impaired waterbody is Long Pond, located adjacent to the Route 122/Route 122A intersection. In addition, there are no wellhead protection areas near the study corridor.

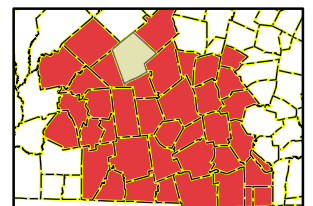
# RUTLAND ROUTE 122A CORRIDOR PROFILE



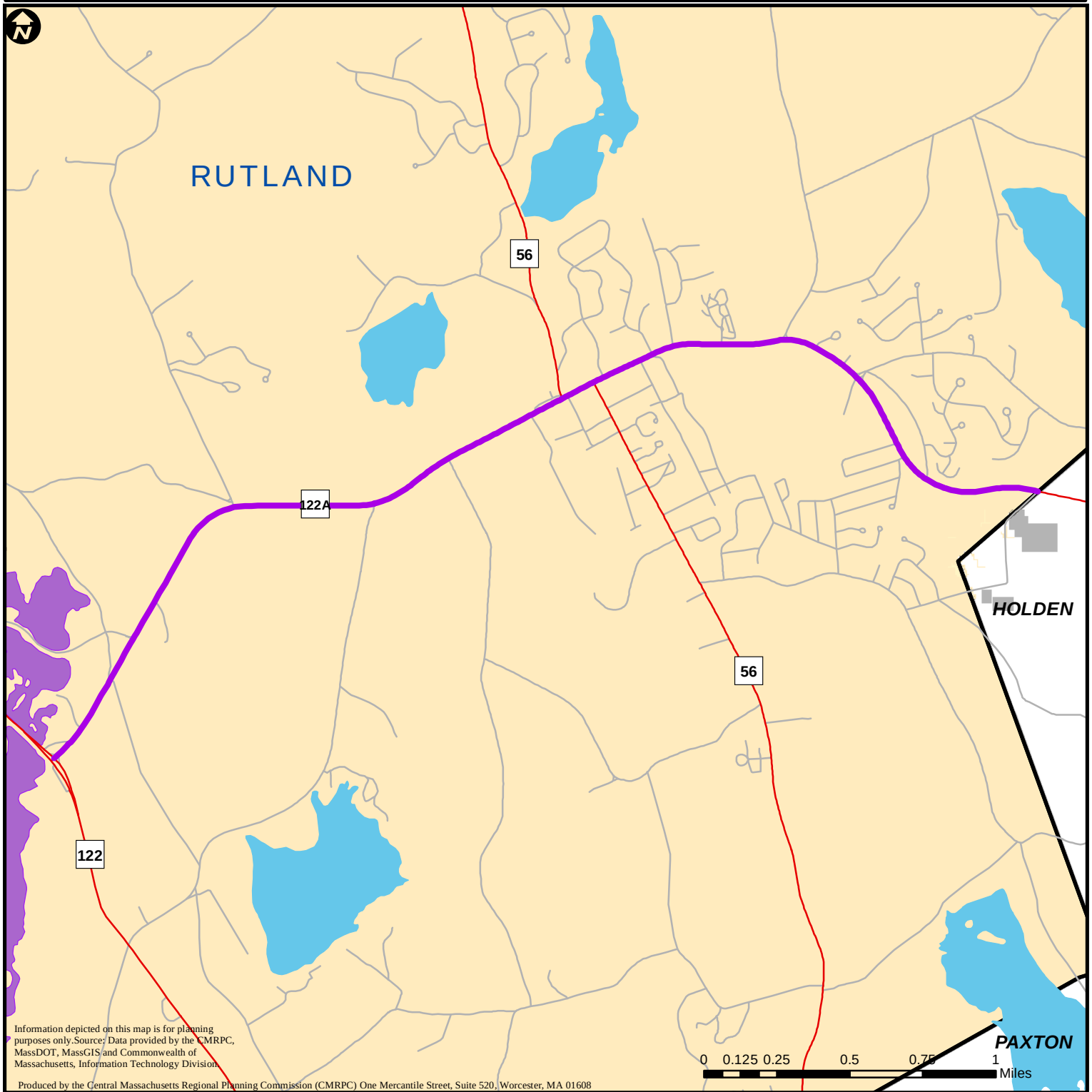
**Figure 5: Wetlands**



- |                             |               |
|-----------------------------|---------------|
| Route 122A Corridor Profile | OPEN WATER    |
| Other Roads                 | BOG           |
| Interstate                  | DEEP MARSH    |
| State Route                 | SHALLOW MARSH |
| US Highway                  | SHRUB SWAMP   |
| Water Bodies                | WOODED SWAMP  |
| Streams                     |               |



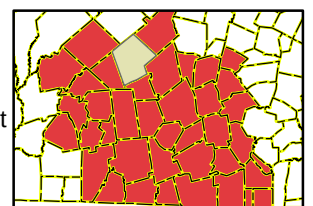
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 6: Impaired Waters & Wellhead Protection Areas**



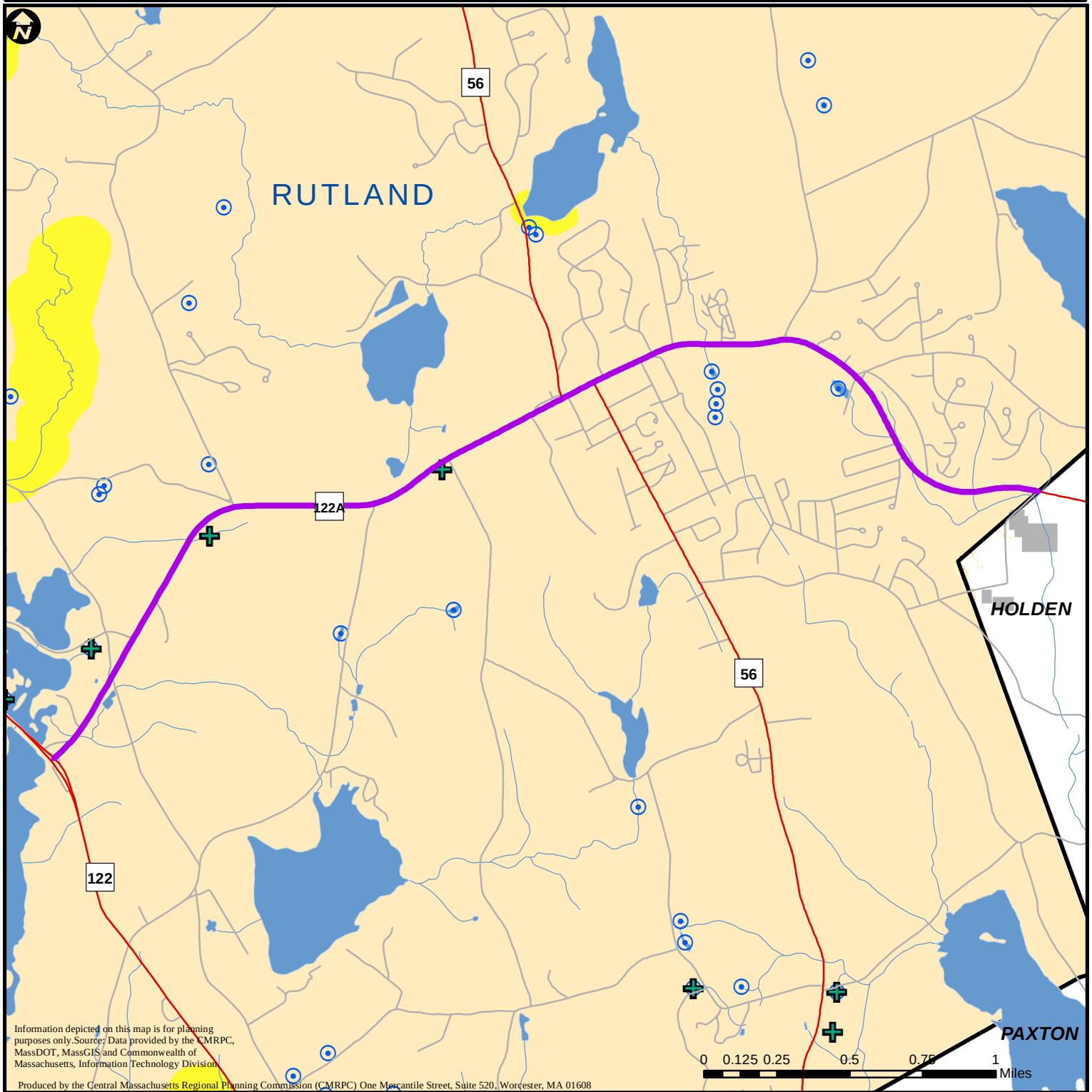
- |                             |                                      |
|-----------------------------|--------------------------------------|
| Route 122A Corridor Profile | Wellhead Protection Area             |
| Other Roads                 | Attaining Some Uses                  |
| Interstate                  | No Uses Assessed                     |
| State Route                 | A TMDL is Completed                  |
| US Highway                  | Impairment not Caused by a Pollutant |
|                             | Waters Requiring a TMDL              |



### National Heritage & Endangered Species Program (NHESP)

MassWildlife's NHESP is responsible for the conservation and protection of hundreds of species that are not hunted, fished, trapped, or commercially harvested in the state, as well as the protection of the natural communities that make up their habitats. Priority habitats of rare species can be either plants or animals. **Figure 7** includes the vernal pools and rare species habitats near the Route 122A study corridor. As the map shows, near the study corridor there are some certified vernal pools west of Route 56 along with a number of potential vernal pools east of Route 56. There are no rare species habitats identified near Route 122A.

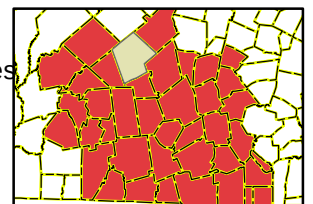
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 7: Vernal Pools & Rare Species Habitats**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- + NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- NHESP Priority Habitats of Rare Species
- Water Bodies
- Streams



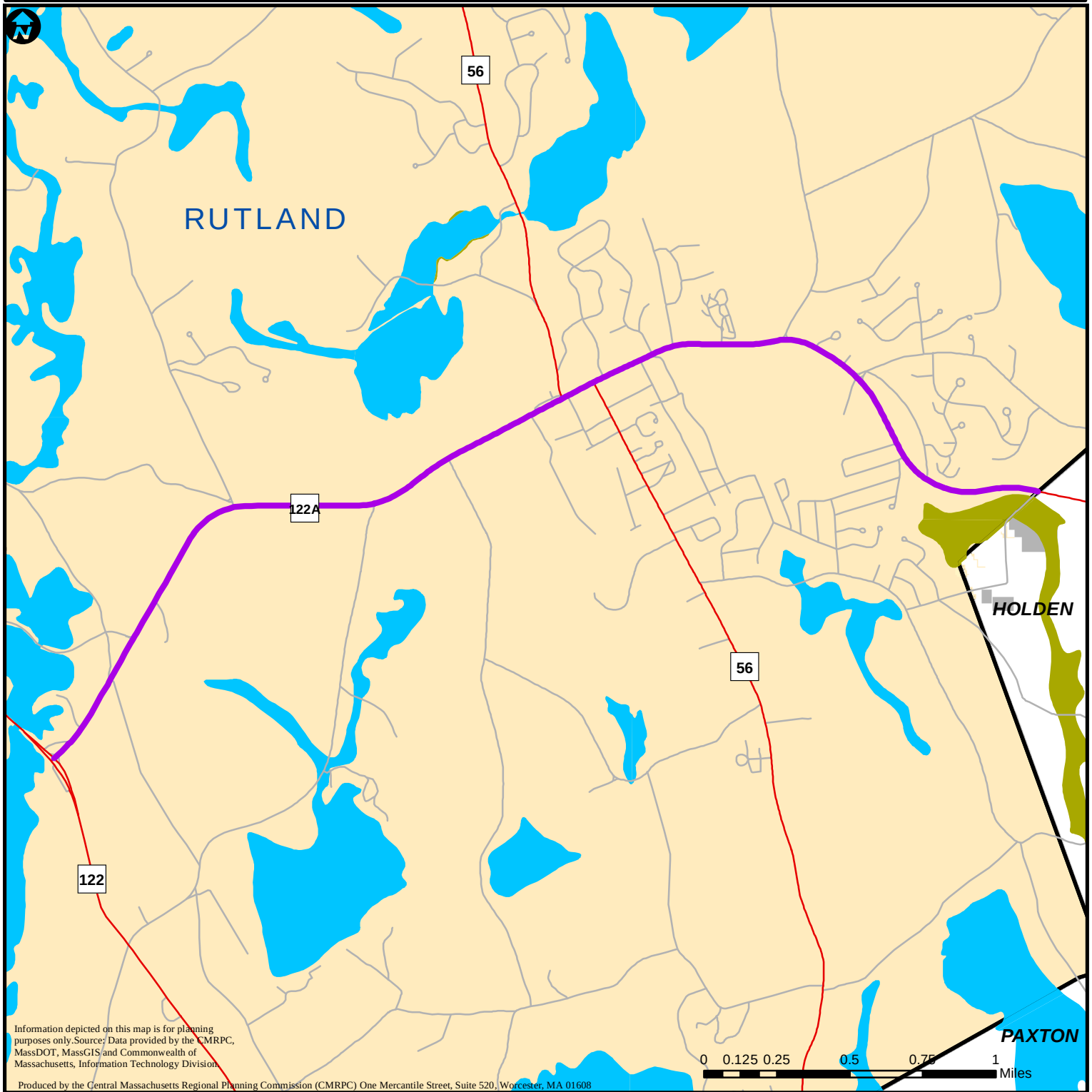
## Flood Zones

Created by the Federal Emergency Management Agency (FEMA) regarding National Flood Insurance Rates, **Figure 8** shows the 100 and 500-year flood zones near the Route 122A study corridor. The 100-year flood zone means that there is a one percent annual chance of a flood within that defined area. The 500-year flood zone means that there is a 0.2 percent annual chance of a flood. The closer something is to the flooding source (e.g., river, stream, pond, etc.), the greater the risk of flooding. As such, defined flood zones are used to calculate flood insurance rates for the homes and businesses within the zones.

As the map shows, there are some 100-year flood zones along the Route 122A study corridor west of Route 56. There is also a 500-year flood zone in vicinity of the Holden town line.

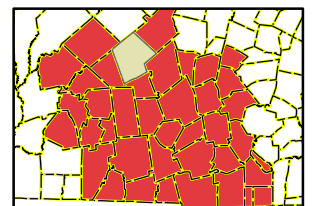


# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 8: Flood Zones**

- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- FEMA 100 Year Flood Zone
- FEMA 500 Year Flood Zone



### 3.2 Route 122A Major Drainage Structures

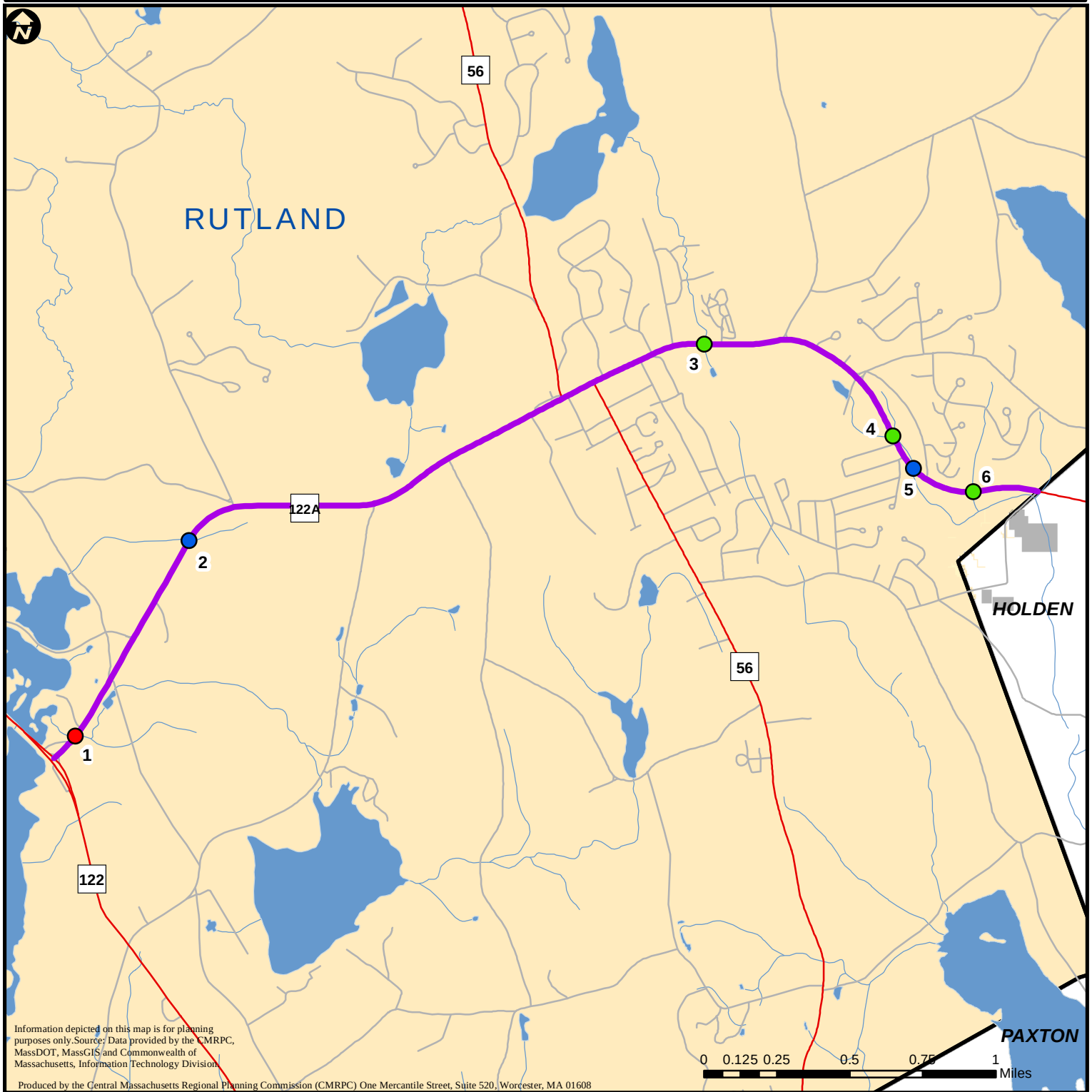
Major drainage structures, like culverts and small bridges, serve a vital role in the region's transportation network and ecological sustainability, providing the ability to maintain connections within watersheds, as well as protecting property and other infrastructure from floods and storm damage. In coordination with the Massachusetts Department of Environmental Restoration (MassDER) and the North Atlantic Aquatic Connectivity Collaborative (NAACC), a number of CMRPC staff have been trained to assess the condition and non-tidal aquatic passability of culverts based on the established Massachusetts Stream Crossing Standards. To date, over 4,700 culverts and small bridges (both tidal and non-tidal) across the Commonwealth have been assessed through the NAACC. These assessments have been used to support many projects that restore both tidal and non-tidal aquatic connectivity while also providing resiliency benefits.

The major drainage structures passing beneath Route 122A were identified through a GIS analysis. This mapping exercise allowed for the identification of major stream crossings along the length of the Route 122A study area in the town of Rutland. **Figure 9** shows the location and current barrier status of each identified drainage structure. As seen in the figure, the current barrier status is provided for each culvert based on the NAACC passability scores. The breakdown of these scores is shown in **Table 2**.

**Table 2**  
**NAACC Culvert Aquatic Passability Scoring**

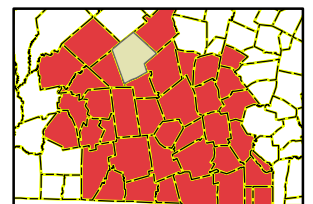
| <b>Aquatic Passability Score</b> | <b>Barrier Type</b>   |
|----------------------------------|-----------------------|
| 1.0                              | No Barrier            |
| 0.80 – 0.99                      | Insignificant Barrier |
| 0.60 – 0.79                      | Minor Barrier         |
| 0.40 – 0.59                      | Moderate Barrier      |
| 0.20 – 0.39                      | Significant Barrier   |
| 0.00 – 0.19                      | Severe Barrier        |

# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 9: Culverts**

- Culvert Assessment**
- Minor barrier
  - Moderate barrier
  - Severe barrier
- Route 122A Corridor Profile**
- Other Roads
  - Interstate
  - State Route
  - US Highway



In order to assess the six (6) identified drainage structures, staff conducted field visits and completed a NAACC Non-Tidal Aquatic Connectivity Survey Data Form for each structure. (The completed assessment forms are included in the Appendices.) **Table 3** summarizes key information for each of the major drainage structures surveyed in the field. This information includes the assigned map #, host community, structure materials, pipe diameter and length, NAACC passability score, and any additional observations.

There was a mix of observed conditions for the six structures along the Route 122A study corridor in Rutland. There are three structures (#3, #4 & #6) that are considered “minor” barriers. Next, there are two structures (#2 & #5) that are seen as “moderate” barriers. There is also one structure (#1) that was found to be a “severe” barrier. All the surveyed structures are concrete and structure #4, in addition to concrete, also has plastic components. Further, all structures are between 50’ and 115’ in length. Following the table, **Figure 10** displays photos taken in the field of the major drainage structures assessed along Route 122A.

**Table 3**  
**Route 122A**  
**Inventory of Major Drainage Structures**

| Assigned Map # | Host Community | Structure Materials | Approx. Pipe Size | Approx. Length | NAACC Passability Score | Additional Notes                                                                         |
|----------------|----------------|---------------------|-------------------|----------------|-------------------------|------------------------------------------------------------------------------------------|
| 1              | Rutland        | Concrete            | 5' x 5'           | 61'            | 0.155                   | Culvert located east of Route 122. There is a drop at the outlet and lots of vegetation. |
| 2              | Rutland        | Concrete            | 4' x 4'           | 75'            | 0.5                     | Culvert located west of Charnock Hill Rd and in a heavily wooded area.                   |
| 3              | Rutland        | Concrete            | 3' x 2'           | 114'           | 0.742                   | Culvert located at 148 Main St.                                                          |
| 4              | Rutland        | Plastic / Concrete  | 2' x 3' / 1' x 1' | 65'            | 0.674                   | Culvert located west of Anthony Dr.                                                      |
| 5              | Rutland        | Concrete            | 5' x 4'           | 108'           | 0.559                   | Culvert located just to west of Naquag St.                                               |
| 6              | Rutland        | Concrete            | 4' x 4'           | 50'            | 0.767                   | Culvert located east of Naquag St. Water not flowing through culvert, but underneath.    |



**Figure 10**  
Rutland  
Route 122A Major Drainage Structures Photos



**Culvert #1 – Inlet Side**



**Culvert #2 – Outlet Side**



**Culvert #3 –Inlet Side**



**Culvert #4 – Inlet Side**



**Culvert #5 – Inlet Side**



**Culvert #6 – Outlet Side**

Based on the observations made in the field, the following provides a brief listing of specific maintenance and suggested improvement options that target the inspected and assessed Route 122A drainage structures:

- Regularly inspect & clean.
- Clear trash, vegetation, branches and other blockages.
- Inspect for adverse wildlife activity, ex. animal nests, beaver dams.
- As appropriate, maintain passage for aquatic & land animals.
- Install safety fencing where needed.
- As necessary, institute a planned, prioritized reconstruction and replacement program.
- Consider assessing all culverts in the host community using the NAACC Non-Tidal Aquatic Connectivity protocol to determine their aquatic passability and condition.

The Massachusetts Division of Ecological Restoration (MassDER) has a Culvert Replacement Municipal Assistance Grant Program to replace undersized, perched, and/or degraded culverts located in areas of high ecological value. Information about this program can be found on the [MassDER Website](#). Awarded funds typically range from \$25,000 to \$400,000, depending on the project phase and the scope of work proposed. Eligible projects must be a culvert or bridge replacement along a public way, owned and maintained by the applying municipality, and must cross a natural freshwater, non-tidal river, or stream channel. The stream channel may be either intermittent or perennial and the project must meet the Massachusetts Stream Crossing Standards. As the culverts located along Route 122A in Rutland are owned by MassDOT they are not eligible for the MassDER program.

### **3.3 Performance Management**

The regional Performance Measure of Stormwater Management & Resiliency pertains to this chapter. The goal is to create a transportation network that is resilient to the impact of stormwater. For any new CMMPO Transportation Improvement Program (TIP) projects, it is important to consider the use of Green Infrastructure or Nature-Based Solutions to help manage stormwater. Also, where determined necessary, older culverts should be upgraded to new, modern structures that can adequately handle the heavy water flows from stronger storms with increasing frequency. A higher priority should be given to areas that are within a 100 or 500-year flood zone. By effectively applying such best-practice approaches, the goal of a stormwater resilient transportation network in the planning region is obtainable.



## 4.0 Congestion Management Process (CMP)

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Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet both state and local needs. The CMP is intended to progress these congestion management strategies into both the project funding and implementation stages.

The CMP, as defined in federal regulation, is intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. The process includes:

- Development of congestion management objectives.
- Establishment of measures of multimodal transportation system performance.
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion.
- Identification of congestion management strategies.
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy.
- Evaluation of the effectiveness of implemented strategies.

The Congestion Management System (CMS) was first introduced by the **Intermodal Surface Transportation Efficiency Act** (ISTEA) of 1991 and continued under the successor law, the **Transportation Equity Act for the 21<sup>st</sup> Century** (TEA-21). The CMS was intended to augment and support effective decision making as part of the overall metropolitan planning process. In 2006, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU) called for the CMS to evolve into a Congestion Management Process (CMP), with a greater focus on the implementation of operational improvements to the highway system to mitigate congestion. In 2012, the **Moving Ahead for Progress in the 21<sup>st</sup> Century Act** (MAP-21) called for the continuation of the CMP program while also requiring a transition to performance-based planning. This was reaffirmed by 2015's successor national legislation **Fixing America's Surface Transportation** (FAST) **Act**. Presently, the CMP continues as reflected in the requirements of the 2021 **Bipartisan Infrastructure Law** (BIL).

### 4.1 Daily Traffic Volumes

**Figure 11** lists locations along Route 122A in the town of Rutland where CMRPC placed Automatic Traffic Recorders (ATRs) to determine the daily volume of traffic. Counts were completed in both May 2024 and 2025, while local schools were in session. The ATRs were



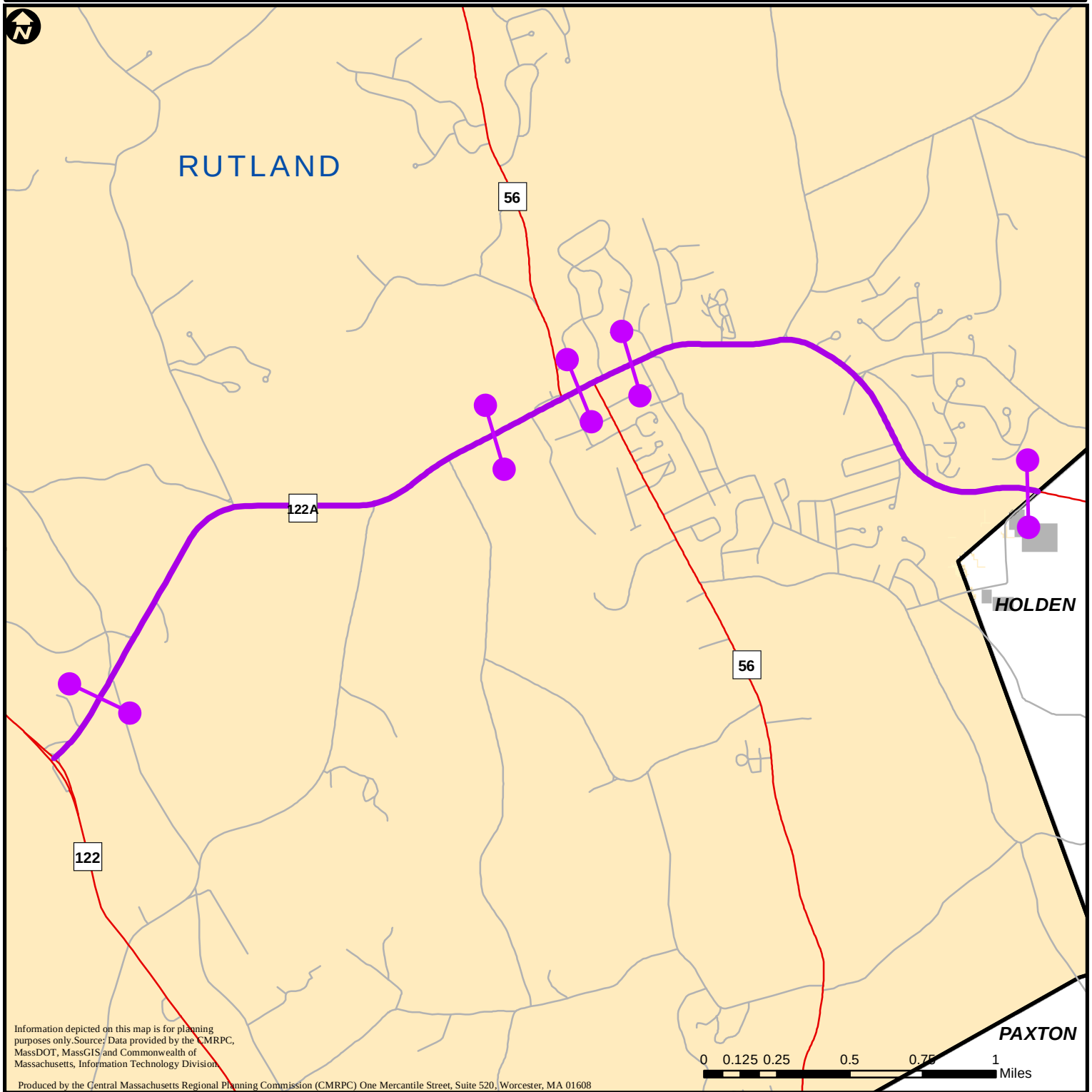
installed along Route 122A and left in place for at least 48 hours. There were five (5) count locations completed for this Corridor Profile. **Table 4** shows the traffic volume count results from each of the Route 122A ATR locations. As the data shows, the highest traffic volumes are between Route 56 and the Holden town line. The lowest volumes observed on Route 122A in Rutland are west of Pleasantdale Road.

**Table 4**  
**Route 122A Daily Traffic Volumes**

| ATR Location                                              | Date      | Volume* |
|-----------------------------------------------------------|-----------|---------|
| Route 122A east of Route 122                              | 5/30/2024 | 2,840   |
| Route 122A west of Route 56 (Pommogussett Rd)             | 5/21/2025 | 8,690   |
| Route 122A between Route 56 (Pommogussett Rd & Maple Ave) | 5/21/2025 | 10,885  |
| Route 122A east of Route 56 (Maple Ave)                   | 5/21/2025 | 12,225  |
| Route 122A at Holden Town Line                            | 5/21/2025 | 10,535  |

\*Vehicles Per Day (VPD)

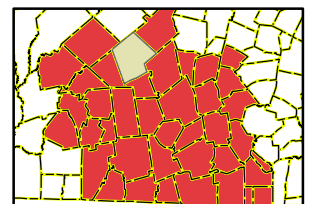
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 11: Traffic Count Locations**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway



## 4.2 Route 122A Travel Time and Delay Study

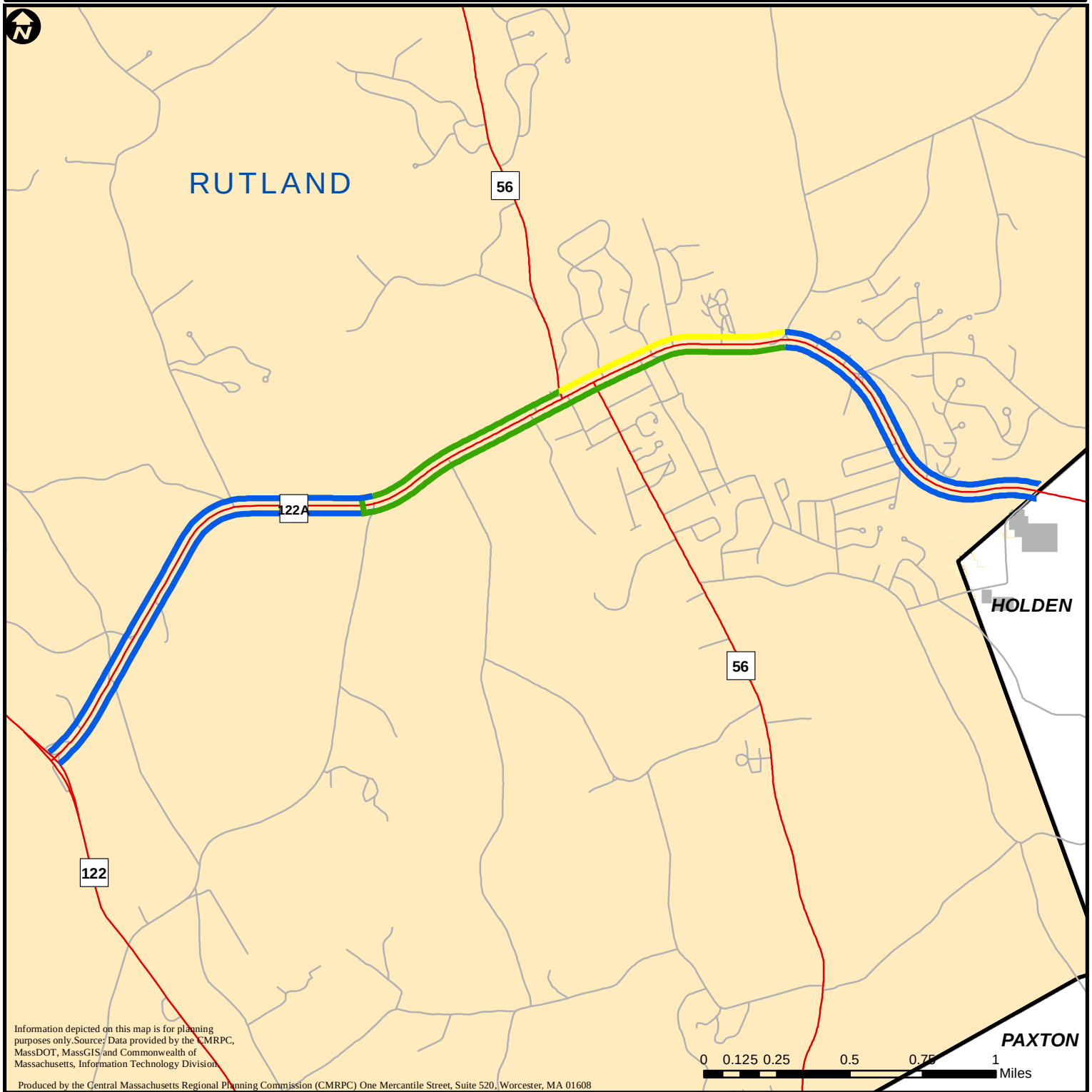
CMRPC staff conducted a travel time and delay study for this Corridor Profile effort. The travel time data was collected using a Global Positioning System (GPS) unit. The study occurred between 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. After the field data was collected, it was downloaded into the *TravTime* software (developed by Geo Stats) to analyze the data. As indicated in **Table 5**, it takes between 6.5 and 6.6 minutes to travel the length of Rutland’s Route 122A study segment during the AM peak period and between 5.9 and 6.0 minutes during the PM peak period. The “Congested Time” shown in the table is when observed vehicle speeds are either below 20 MPH or 60% of the posted speed limit.

**Table 5**  
**Route 122A Travel Time and Delay Study Results**

| Peak Period | Direction | Study Year | Distance  | Travel Time (average minutes) | Average Travel Speed | Congested Time (average minutes) |
|-------------|-----------|------------|-----------|-------------------------------|----------------------|----------------------------------|
| AM          | Eastbound | 2025       | 4.2 miles | 6.5                           | 38 mph               | 0.5                              |
| AM          | Westbound | 2025       | 4.2 miles | 6.6                           | 37 mph               | 0.9                              |
| PM          | Eastbound | 2025       | 4.2 miles | 5.9                           | 42 mph               | 0.2                              |
| PM          | Westbound | 2025       | 4.2 miles | 6.0                           | 41 mph               | 0.3                              |

**Figures 12 and 13** show average Route 122A travel speeds for each section of the study corridor obtained from the travel time and delay study completed in May 2025. According to the previous table, the average travel speed for the study corridor is between 37 MPH and 42 MPH. Staff established four (4) checkpoints so as to divide the Route 122A corridor into four (4) study segments. The following maps show the average travel speeds observed in both directions of travel for each defined segment. The slowest travel speeds in the AM peak period in the westbound direction are between Route 56 and Glenwood Road. In the eastbound direction, observed travel speeds are between 30 MPH and 49 MPH for the entire study corridor in Rutland. During the PM peak period, average travel speeds were consistently observed to be above 40 MPH for both the eastbound and westbound directions.

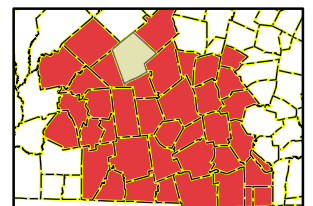
# RUTLAND ROUTE 122A CORRIDOR PROFILE



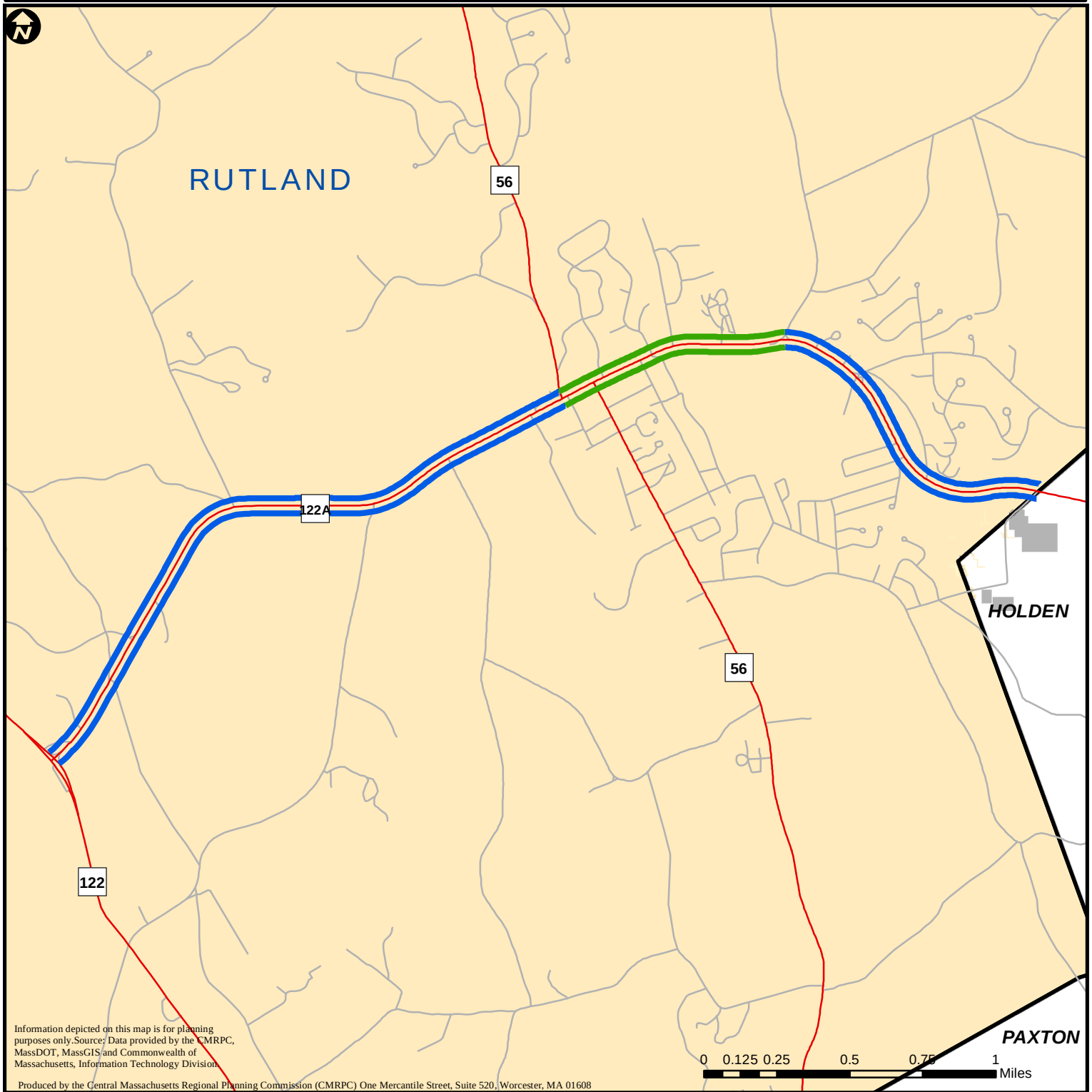
**Figure 12: AM Peak Period Average Travel Speeds**



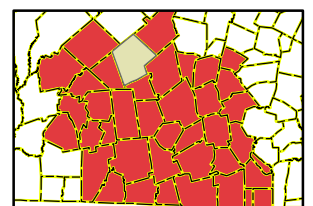
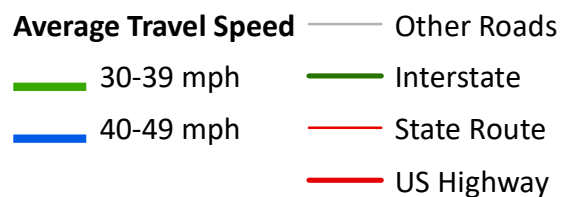
| Average Travel Speed                  |           | Other Roads                                     |
|---------------------------------------|-----------|-------------------------------------------------|
| <span style="color: yellow;">—</span> | 20-29 mph | <span style="color: green;">—</span> Interstate |
| <span style="color: green;">—</span>  | 30-39 mph | <span style="color: red;">—</span> State Route  |
| <span style="color: blue;">—</span>   | 40-49 mph | <span style="color: red;">—</span> US Highway   |



# RUTLAND ROUTE 122A CORRIDOR PROFILE



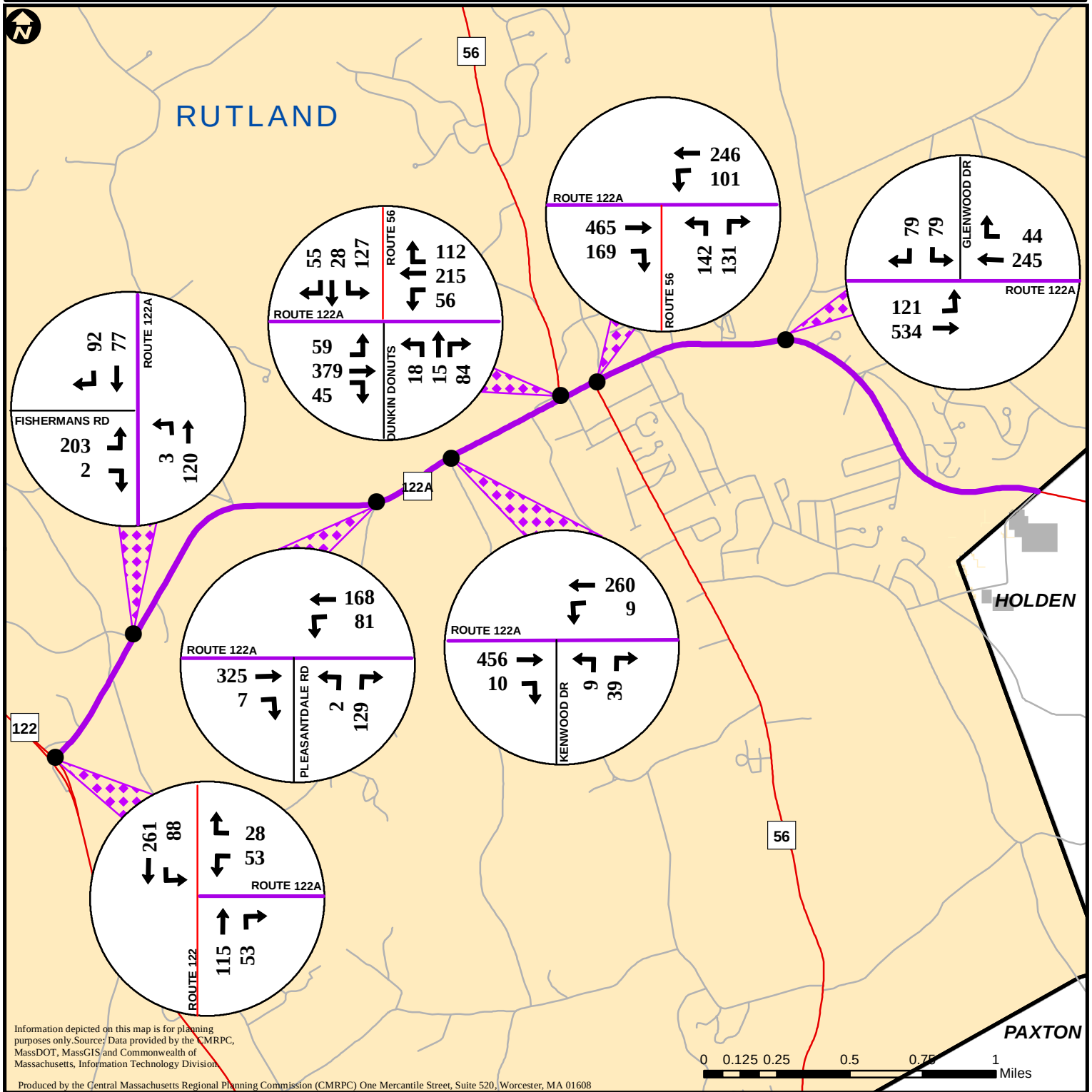
**Figure 13: PM Peak Period Average Travel Speeds**



### 4.3 Route 122A Intersections Existing Peak Hour Traffic Volumes & Level of Service (LOS) Analyses

CMRPC staff conducted Turning Movement Counts (TMCs) at seven (7) focus intersections for the Route 122A Corridor Profile effort. All counts were completed in 2025 during peak travel months while local schools were in session. When displaying these observed counts as a network, a “balancing” exercise was conducted to account for the typical addition and loss of traffic between adjacent study intersections (due to local streets, site drives serving major land uses, and other private driveways) as well as expected statistical variations encountered when TMCs are conducted on different weekdays. The observed turning volumes are shown in **Figure 14** and **Figure 15**, respectively, as existing AM and PM peak hour traffic flows. (All TMC datasheets are provided in the document’s Appendices).

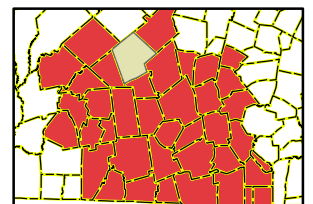
# RUTLAND ROUTE 122A CORRIDOR PROFILE



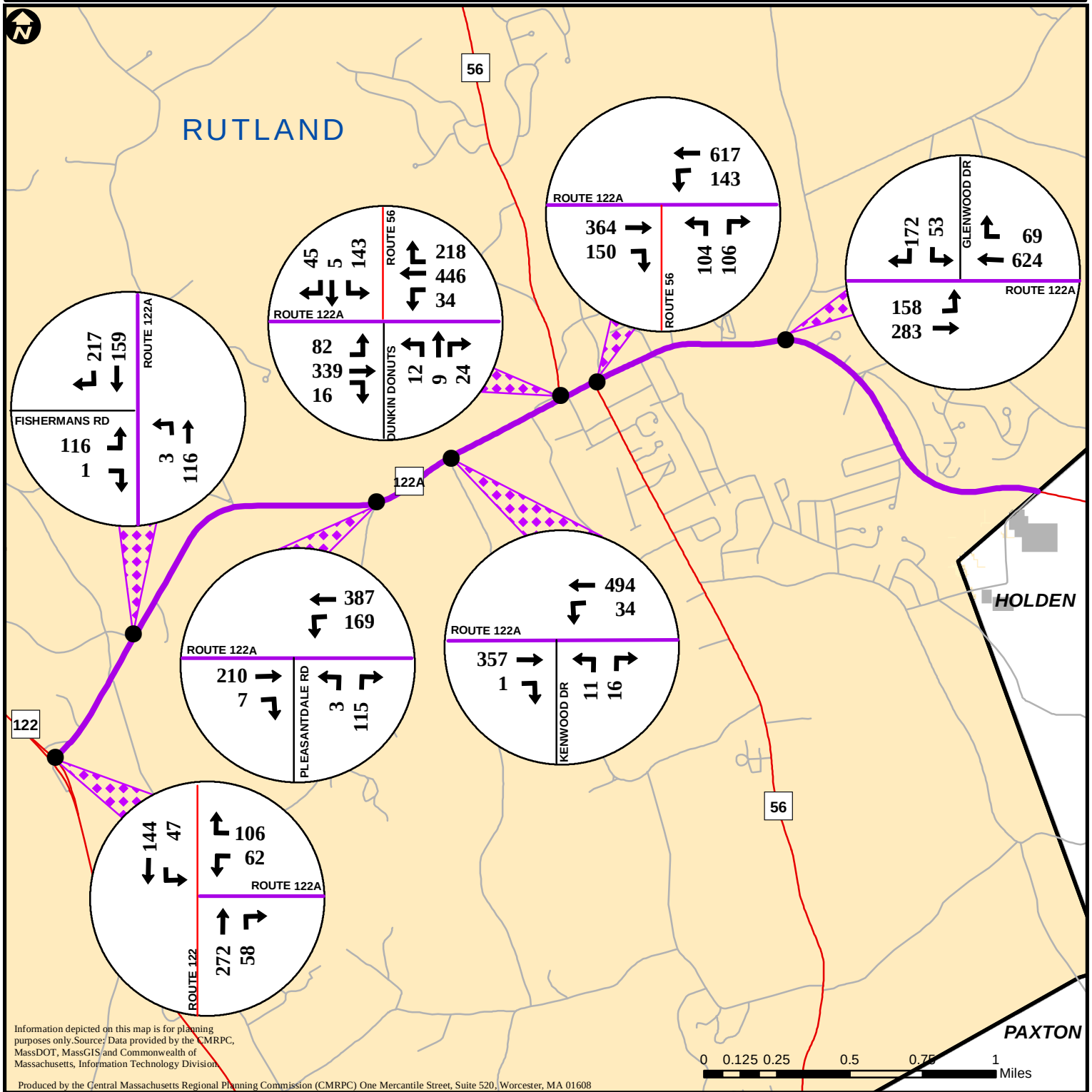
**Figure 14: AM Peak Hour Existing Traffic Flows**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway



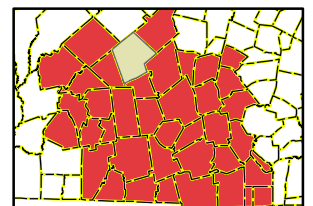
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 15: PM Peak Hour Existing Traffic Flows**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway





### Existing Peak Hour Level of Service (LOS) Analyses

Using the existing observed traffic volumes on Route 122A, a Level of Service (LOS) grade was calculated for each focus intersection. The LOS is calculated by using the Highway Capacity Software (HCS). The software calculates the amount of delay (in seconds) for each approach and the entire intersection. Using the estimated length of delay in seconds, a LOS grade between “A” and “F” is assigned. LOS “A” is indicative of free flow conditions while LOS “F” indicates highly congested conditions. All seven (7) study intersections are under “Stop” sign control and the delay and LOS are for the minor street approaches. **Table 6** lists the existing LOS for each Route 122A focus intersection. (The detailed LOS worksheets are provided in the document’s Appendices). Based on the calculated results, the following notable trends were observed:

- There are seven (7) study intersections included in the scope of the Route 122A Corridor Profile.
- Each Route 56 intersection experiences the most delay and, accordingly, exhibit the worst LOS, “F” in both the AM and PM peak periods. The Route 56 (Pommogussett Road) intersection has the highest calculated average delay with over 200 seconds of delay during the AM peak while approaching 300 seconds of delay during the PM peak travel period.
- The intersections with the lowest calculated delays are at Route 122, Fishermans Road, Pleasantdale Road, and Kenwood Drive. All four (4) of these intersections have less than 20 seconds of delay on the minor approaches for both the AM and PM.

**Table 6**  
**Route 122A Focus Intersections Existing LOS Summary**

| Community       | Route 122A Intersection                 | Intersection Level of Service Analysis Results |         |     |      |         |     |
|-----------------|-----------------------------------------|------------------------------------------------|---------|-----|------|---------|-----|
|                 |                                         | AM                                             |         |     | PM   |         |     |
|                 |                                         | V/C*                                           | Delay** | LOS | V/C* | Delay** | LOS |
| Unsignalized*** |                                         |                                                |         |     |      |         |     |
| Rutland         | Route 122A / Route 122                  | 0.26                                           | 17.9    | C   | 0.16 | 8.8     | A   |
|                 | Route 122A / Fishermans Rd              | 0.30                                           | 12.1    | B   | 0.21 | 12.6    | B   |
|                 | Route 122A / Pleasantdale Rd            | 0.20                                           | 11.4    | B   | 0.14 | 10.0    | A   |
|                 | Route 122A / Kenwood Dr                 | 0.09                                           | 12.5    | B   | 0.07 | 14.6    | B   |
|                 | Route 122A / Route 56 (Pommogussett Rd) | 1.25                                           | 200.7   | F   | 1.44 | 289.9   | F   |
|                 | Route 122A / Route 56 (Maple Ave)       | 1.01                                           | 95.5    | F   | 1.16 | 164.0   | F   |
|                 | Route 122A / Glenwood Rd                | 0.45                                           | 22.2    | C   | 0.50 | 20.4    | C   |

\*V(volume)/C(capacity) is for worst lane group; C is maximum flow under prevailing conditions

\*\*Delay in seconds

\*\*\*Stop Sign delay and LOS are for minor street approaches

#### 4.4 Percentage of Heavy Vehicles Utilizing Route 122A Focus Intersections

According to the Highway Capacity Manual (HCM), heavy vehicles are vehicles that have more than four tires touching the pavement. Trucks, buses, and recreational vehicles (RVs) are the three primary groups of heavy vehicles. Heavy vehicles often adversely affect traffic flows in two ways: 1) they are larger than passenger cars and occupy more roadway space and 2) they have inferior operating capabilities when compared to passenger cars, particularly with respect to acceleration, deceleration, and the ability to maintain speed on upgrades.

**Table 7** lists the percentage of heavy vehicles that were observed at each of the focus study intersections. Route 122A intersections in Rutland average 5.2% in the morning peak hour and 1.9% during the evening peak hour. In the AM, the highest heavy vehicle percentage observed was at Kenwood Drive with 8.0% and the lowest was at Glenwood Road with 2.9%. Similar to the AM, the highest percentages observed in the PM were at Kenwood Drive with 4.0% and the lowest were again at Glenwood Road with 0.5%. Further, staff observations in the field noted that school buses accounted for some of the heavy vehicle traffic, especially in the AM.

It should be noted that the heavy vehicle percentages shown in the table were observed on one random weekday. The percentages are, by nature, subject to variation due to sample size and temporary or permanent local conditions as well as other factors, such as prevailing weather. As such, the figures in the table should be used as a general indicator of trends and conditions only, as opposed to absolute statements of prevailing circumstance.

**Table 7**  
**Percentage of Heavy Vehicles Utilizing Route 122A Focus Intersections**

| <b>Study Intersection</b>               | <b>Date of Count</b> | <b>Morning<br/>Peak Hour<br/>%</b> | <b>Evening<br/>Peak Hour<br/>%</b> |
|-----------------------------------------|----------------------|------------------------------------|------------------------------------|
| Route 122A/Route 122                    | May 2025             | 3.7%                               | 1.3%                               |
| Route 122A/Fishermans Road              | May 2025             | 4.0%                               | 1.1%                               |
| Route 122A/Pleasantdale Road            | May 2025             | 5.6%                               | 1.0%                               |
| Route 122A/Kenwood Drive                | May 2025             | 8.0%                               | 4.0%                               |
| Route 122A/Route 56 (Pommogussett Road) | May 2025             | 7.0%                               | 3.6%                               |
| Route 122A/Route 56 (Maple Avenue)      | May 2025             | 5.0%                               | 1.5%                               |
| Route 122A/Glenwood Road                | May 2025             | 2.9%                               | 0.5%                               |
| <b>Peak Hour Averages:</b>              |                      | <b>5.2%</b>                        | <b>1.9%</b>                        |

## 4.5 Route 122A Intersections Projected 2035 Peak Hour Traffic Volumes & Level of Service (LOS) Analyses

As this is a planning document, meant to be used to suggest and help design improvements that may not be built or implemented for several years, it is typical to estimate or “project” future traffic conditions in the study area. Transportation changes and solutions are rarely made instantly, and pertinent area circumstances can change. As such, this is an attempt to modify current levels of traffic volume to reflect what might be anticipated in ten (10) years – reasonable lead time for planning purposes.

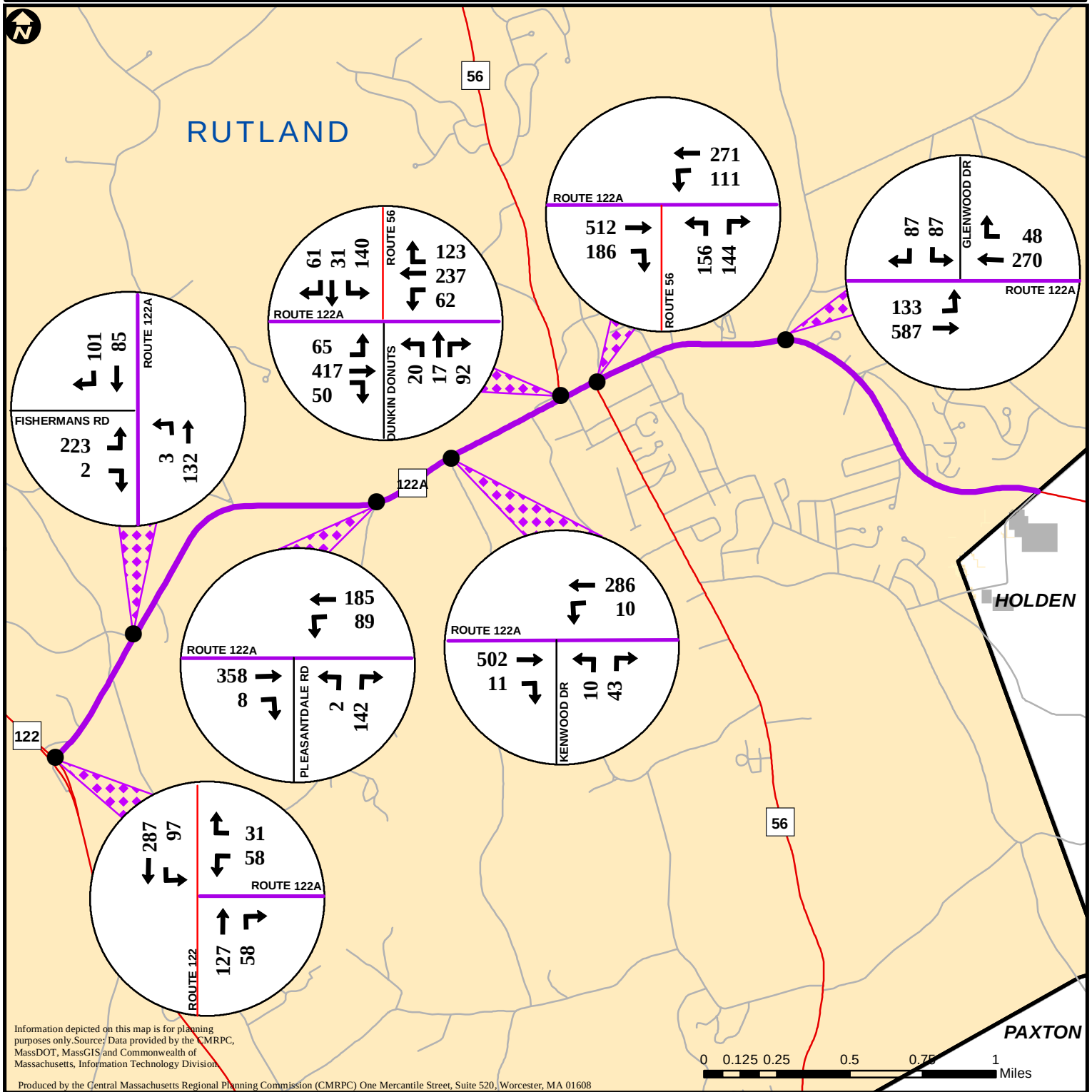
### Regional Travel Demand Forecast Model

The Regional Travel Demand Forecast Model is an advanced computer simulation of the region’s network of major highways and other modal networks, such as fixed route transit, that is maintained by the CMRPC transportation staff. It considers the greater region’s population, housing stock, and employment. For this Corridor Profile effort, anticipated overall growth in traffic volumes was estimated by the Model and used by staff to analyze potential future conditions.

This study looks ten years into the future by estimating year 2035 projected traffic increases. This allows for an assessment of potential future year operational conditions and, if necessary, the suggestion of potential improvement options for host community consideration. The Model currently projects approximately 1.0% per year growth over the next decade in the general Route 122A Corridor Profile study area. This results in about an overall 10% increase of Route 122A traffic volumes in the 10-year period between 2025 and 2035. This percentage increase, meant to account for both known and unknown growth, was applied to assess potential future year operational conditions.

The resulting 2035 traffic flow networks for the AM and PM peak hours were then analyzed to characterize likely future operating conditions. **Figure 16** and **Figure 17** illustrate the 10-year projections of the existing traffic volumes, again applying the calculated annual growth rate of 1.0% for the entire length of Route 122A study corridor in Rutland.

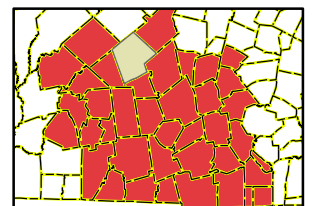
# RUTLAND ROUTE 122A CORRIDOR PROFILE



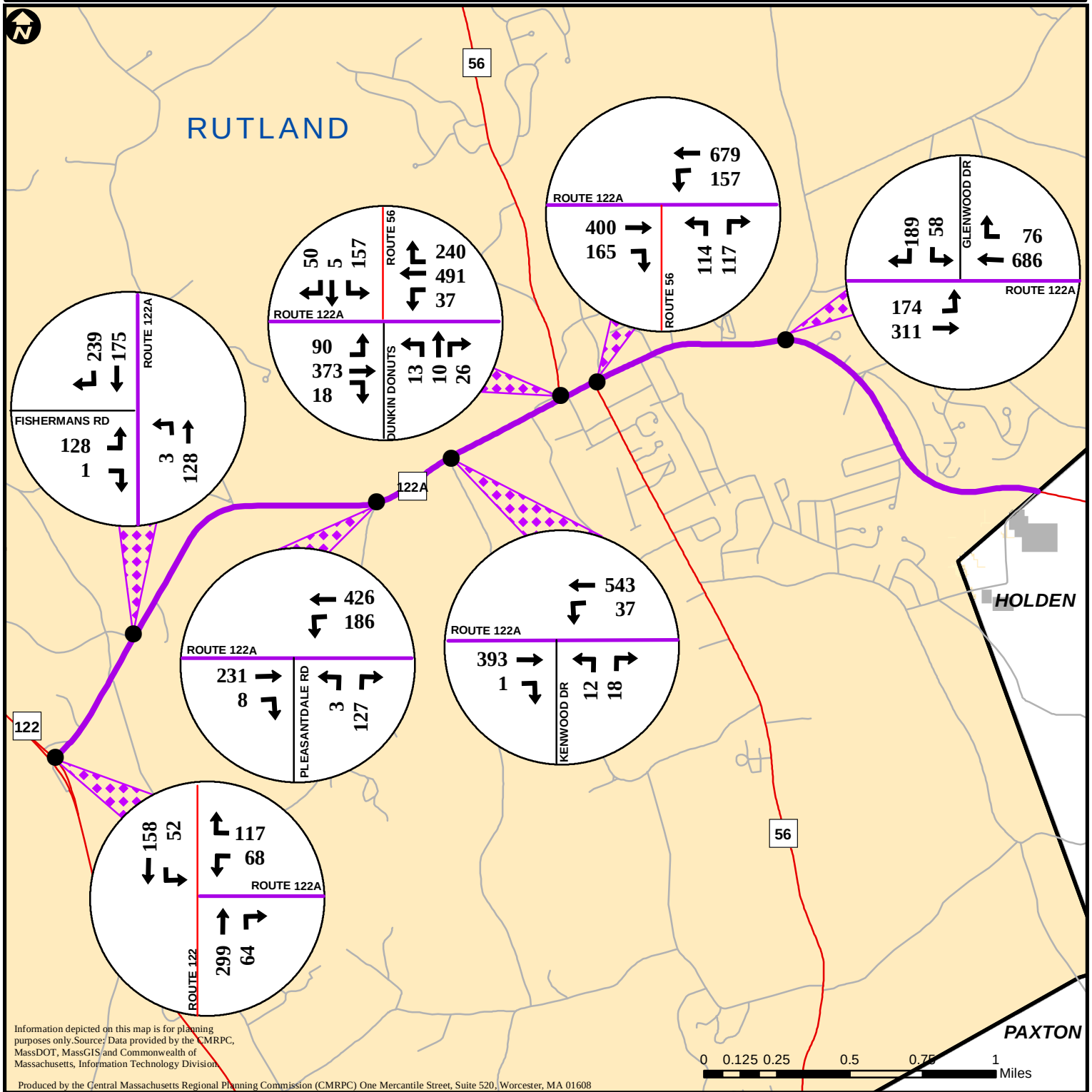
**Figure 16: AM Peak Hour Projected 2035 Traffic Flows**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway



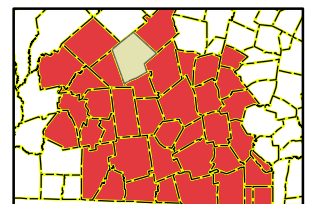
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 17: PM Peak Hour Projected 2035 Traffic Flows**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway



### **Route 122A Intersections Projected 2035 Peak Hour Level of Service (LOS) Analyses**

Using the projected future year 2035 traffic volumes anticipated on Route 122A, a Level of Service (LOS) grade was calculated for each focus intersection. The *Highway Capacity Software (HCS)* was again used to calculate the LOS, which includes the amount of delay (in seconds) for each approach and the entire intersection while also assigning a LOS grade between “A” and “F”. All seven (7) study intersections are under “Stop” sign control and the delay and LOS are for the minor street approaches. **Table 8** lists the projected 2035 LOS for each Route 122A focus intersection. (The completed LOS worksheets are provided in the document’s Appendices). Based on the calculated results, the following notable trends were observed:

- Encountered vehicle delays for the focus intersections at Route 122, Fishermans Road, Pleasantdale Road, and Kenwood Drive remained relatively the same as under existing 2025 conditions.
- For both Route 56 intersections, projected future year 2035 delays increased substantially – essentially doubling in average duration – during both the AM and PM peak periods when compared to existing conditions.
- Future year calculated delays at the Glenwood Road intersection increased by an average of 10 seconds while also degrading the LOS from a “C” to a “D”, again when compared to existing conditions.

**Table 8**  
**Route 122A Focus Intersections Projected 2035 LOS Summary**

| Community    | Route 122A Intersection                 | Intersection Level of Service Analysis Results |         |     |      |         |     |
|--------------|-----------------------------------------|------------------------------------------------|---------|-----|------|---------|-----|
|              |                                         | AM                                             |         |     | PM   |         |     |
|              |                                         | V/C*                                           | Delay** | LOS | V/C* | Delay** | LOS |
| Unsignalized |                                         |                                                |         |     |      |         |     |
| Rutland      | Route 122A / Route 122                  | 0.38                                           | 9.7     | A   | 0.23 | 9.7     | A   |
|              | Route 122A / Fishermans Rd              | 0.34                                           | 12.8    | B   | 0.24 | 13.4    | B   |
|              | Route 122A / Pleasantdale Rd            | 0.23                                           | 11.9    | B   | 0.16 | 10.3    | B   |
|              | Route 122A / Kenwood Dr                 | 0.11                                           | 13.2    | B   | 0.09 | 15.8    | C   |
|              | Route 122A / Route 56 (Pommogussett Rd) | 1.74                                           | 412.5   | F   | 2.02 | 554.9   | F   |

|  |                                         |      |       |   |      |       |   |
|--|-----------------------------------------|------|-------|---|------|-------|---|
|  | Route 122A /<br>Route 56 (Maple<br>Ave) | 1.30 | 200.1 | F | 1.61 | 356.5 | F |
|  | Route 122A /<br>Glenwood Rd             | 0.60 | 32.7  | D | 0.66 | 30.3  | D |

\*V(volume)/C(capacity) is for worst lane group; C is maximum flow under prevailing conditions

\*\*Delay in seconds

## 4.6 Performance Management

The Performance Measures related to the Congestion Management Process (CMP) are both the federal rule of System Performance & Air Quality (PM3) and the regionally customized measure of Economic Vitality which deals with access to jobs. The goal of the System Performance & Air Quality (PM3) measure is to achieve a significant reduction in congestion on the National Highway System (NHS). This rule has five measures that are linked to reliability, congestion, and emissions. The CMMPO continues to support the established five statewide targets regarding Level of Travel Time Reliability (LOTTR), Level of Truck Travel Time Reliability (TTTR), Percentage of Non-Single Occupancy Vehicle (SOV) Travel, Peak Hour Excessive Delay (PHED), and Total Reduction of On-Road Mobile Source Emissions. Further, as previously mentioned, the CMMPO's Economic Vitality measure deals with accessibility to jobs in the region.

1. **System Performance & Air Quality (PM3):** As for the measure of LOTTR, this study segment of Route 122A is not part of the NHS so any improvements to travel time reliability would not affect this performance measure but could potentially improve observed travel times.

The TTTR target only pertains to the Interstate System so, similarly, improvements on Route 122A will not affect this measure but could potentially improve truck travel times. Numerous heavy vehicles have been observed using the Route 122A study corridor. Based on 24-hour traffic volumes, about 20% heavy vehicles are using the study corridor on a daily basis.

For the non-SOV travel measure, creating other travel options (e.g. carpool, public transit, walking, bicycling, or telecommuting) through MassDOT's Complete Streets program or public outreach & awareness could perhaps contribute towards reaching the established target.

For the PHED measure, any improvements made to Route 122A and major intersecting roadways regarding the prior measures that would help reduce overall vehicle delay would also likely contribute positively towards this statewide target.

The Reduction of Emissions measure is related to Congestion Mitigation & Air Quality (CMAQ) projects, a TIP funding category, where such projects are intended to reduce



emissions. Examples of these types of projects include intersection improvements, bicycle & pedestrian improvements, and new transit services or buses. A series of standardized calculations indicating measurable emissions reductions are mandatory for all projects seeking CMAQ funding on the TIP. Currently, there are no CMAQ funded projects programmed on the TIP along Rutland's Route 122A study corridor.

2. **Economic Vitality:** This measure is used to improve accessibility to jobs in the region. The reliability of freight movement is similarly important. Since Route 122A appears to accommodate a significant volume of daily heavy vehicles, suggested roadway improvements would likely help freight movement as well as improve travel conditions for passenger vehicles as well as the bicycling & walking modes.

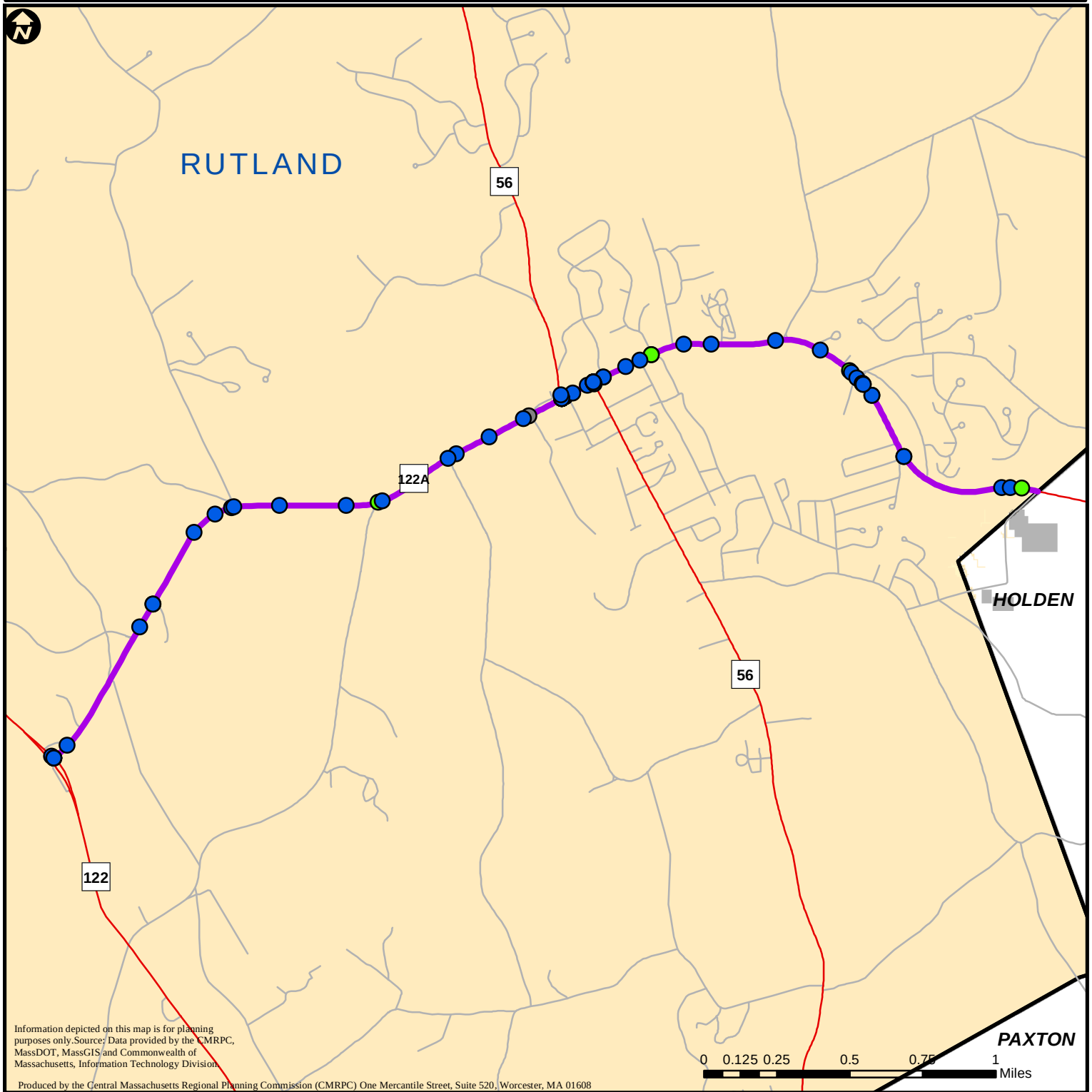
## 5.0 Safety Management System (SMS)

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For this Corridor Profile, CMRPC staff obtained crash data from the Massachusetts Department of Transportation (MassDOT) [IMPACT portal](#). The crash information used for this Corridor Profile is from the three-year period from 2019 to 2021. This chapter will discuss the results of this data analysis for Route 122A in the town of Rutland.

**Figure 18** shows the location of the reported crashes that occurred on the Route 122A corridor in Rutland between 2019 and 2021. The colored dots on the map indicate whether an incident was a fatal injury, non-fatal injury, or property damage-only type crash. Also, any Highway Safety Improvement Program (HSIP) eligible “crash clusters” would be shown on the map, however, there are currently none identified within the Route 122A study corridor. To be HSIP eligible, any clusters would need to be within the top 5% worst documented locations within each MPO. Such clusters are defined based on the number of crashes adjacent to one another within a defined radius that has a high incidence of crash severity. MassDOT has developed an automated procedure for processing, standardizing, matching, and aggregating by geographical location the crash data collected by the Registry of Motor Vehicles (RMV) branch. Geographic Information System (GIS) tools and procedures are used to determine the locations of vehicle crash clusters as well as bicycle crash clusters and pedestrian crash clusters.

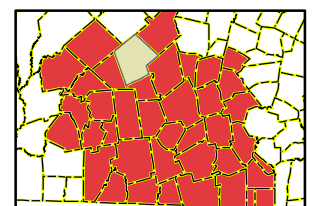
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 18: Crash Data (2019-2021)**



- |                                                                   |                                                          |
|-------------------------------------------------------------------|----------------------------------------------------------|
| <span style="color: purple;">—</span> Route 122A Corridor Profile | <b>Crash Severity</b>                                    |
| <span style="color: gray;">—</span> Other Roads                   | <span style="color: green;">●</span> Non-fatal injury    |
| <span style="color: green;">—</span> Interstate                   | <span style="color: blue;">●</span> Property damage only |
| <span style="color: red;">—</span> State Route                    | <span style="color: gray;">●</span> Unknown              |
| <span style="color: red;">—</span> US Highway                     |                                                          |



## 5.1 Route 122A Crash Analysis

MassDOT vehicle crash records for the town of Rutland were analyzed for the three-year period 2019 - 2021. All crashes along Route 122A from Route 122 to the Holden town line were tabulated. Also, incidents on minor streets that were close to or at Route 122A were also included. All important information from the crash reports was summarized and included in the various tables that follow.

There was a total of 74 reported study area crashes on Route 122A within the three-year analysis period. **Table 9** shows a summary of the crashes in which the details are shown in a variety of ways. Property damage-only crashes accounted for 89% of the total, while non-fatal injuries accounted for 9%. Angle crashes were the most prevalent with a total of 22, while single vehicle crashes were the next highest with a total of 18. The intersection with the most crashes was Route 122A/Route 56 (Pommogussett Road), with a total of 14. A Dunkin Donuts is also located at this intersection, across from the Route 56 approach. Often the case, most crashes happened on dry road conditions, in daylight, and in clear weather. The highest number of crashes occurred between 12 PM and 4 PM and the most crashes occurred during the months of January and November.

**Table 9**  
**Summary of Reported Crashes**  
**On Route 122A Corridor in the Town of Rutland**  
**January 1, 2019 - December 31, 2021**

| Crash Severity       |           |               |
|----------------------|-----------|---------------|
|                      | Number    | Percent       |
| Property Damage Only | 66        | 89.2%         |
| Non-Fatal Injury     | 7         | 9.5%          |
| Unknown              | 1         | 1.4%          |
| <b>Total</b>         | <b>74</b> | <b>100.0%</b> |

| Manner of Collision           |           |               |
|-------------------------------|-----------|---------------|
|                               | Number    | Percent       |
| Angle                         | 22        | 29.7%         |
| Rear-end                      | 16        | 21.6%         |
| Head On                       | 3         | 4.1%          |
| Sideswipe, opposity direction | 3         | 4.1%          |
| Sideswipe, same direction     | 9         | 12.2%         |
| Single vehicle crash          | 18        | 24.3%         |
| Unknown                       | 3         | 4.1%          |
| <b>Total</b>                  | <b>74</b> | <b>100.0%</b> |

| Type of Collision                         |           |               |
|-------------------------------------------|-----------|---------------|
|                                           | Number    | Percent       |
| Collision with a motor vehicle in traffic | 49        | 66.2%         |
| Collision with parked car                 | 4         | 5.4%          |
| Collision with curb/embankment            | 4         | 5.4%          |
| Collision with fixed object               | 6         | 8.1%          |
| Collision with animal                     | 7         | 9.5%          |
| Collision with pedestrian                 | 1         | 1.4%          |
| Other                                     | 3         | 4.1%          |
| <b>Total</b>                              | <b>74</b> | <b>100.0%</b> |

| Intersections with the highest number of crashes     |        |
|------------------------------------------------------|--------|
|                                                      | Number |
| Route 122A / Route 56 (Pommogussett Road)            | 14     |
| Route 122A / Route 56 (Maple Avenue)                 | 10     |
| Route 122A / Route 122                               | 7      |
| Route 122A / Beverly Hills Drive / Central Tree Road | 7      |

| Road Surface Condition |           |               |
|------------------------|-----------|---------------|
|                        | Number    | Percent       |
| Dry                    | 52        | 70.3%         |
| Wet                    | 13        | 17.6%         |
| Snow/Ice               | 8         | 10.8%         |
| Unknown                | 1         | 1.4%          |
| <b>Total</b>           | <b>74</b> | <b>100.0%</b> |

| Time of Day   |           |               |
|---------------|-----------|---------------|
|               | Number    | Percent       |
| Before 7 AM   | 8         | 10.8%         |
| 7 AM - 10 AM  | 16        | 21.6%         |
| 10 AM - 12 PM | 8         | 10.8%         |
| 12 PM - 4 PM  | 20        | 27.0%         |
| 4 PM - 6 PM   | 9         | 12.2%         |
| 6 PM - 9 PM   | 11        | 14.9%         |
| After 9 PM    | 2         | 2.7%          |
| <b>Total</b>  | <b>74</b> | <b>100.0%</b> |

| Light Conditions |           |               |
|------------------|-----------|---------------|
|                  | Number    | Percent       |
| Daylight         | 48        | 64.9%         |
| Dark             | 18        | 24.3%         |
| Dawn             | 4         | 5.4%          |
| Dusk             | 3         | 4.1%          |
| Unknown          | 1         | 1.4%          |
| <b>Total</b>     | <b>74</b> | <b>100.0%</b> |

| Weather Conditions |           |               |
|--------------------|-----------|---------------|
|                    | Number    | Percent       |
| Clear              | 46        | 62.2%         |
| Rain               | 11        | 14.9%         |
| Cloudy             | 10        | 13.5%         |
| Snow/Sleet         | 6         | 8.1%          |
| Unknown            | 1         | 1.4%          |
| <b>Total</b>       | <b>74</b> | <b>100.0%</b> |

| Month of the Year |           |               |
|-------------------|-----------|---------------|
|                   | Number    | Percent       |
| January           | 17        | 23.0%         |
| February          | 8         | 10.8%         |
| March             | 4         | 5.4%          |
| April             | 4         | 5.4%          |
| May               | 4         | 5.4%          |
| June              | 2         | 2.7%          |
| July              | 6         | 8.1%          |
| August            | 3         | 4.1%          |
| September         | 3         | 4.1%          |
| October           | 6         | 8.1%          |
| November          | 12        | 16.2%         |
| December          | 5         | 6.8%          |
| <b>Total</b>      | <b>74</b> | <b>100.0%</b> |

**Table 10** shows the collision type by study area location in the town of Rutland. The table lists the total number of reported crashes at each intersection and at other Route 122A locations (non-intersection crashes) and what type of crash occurred. There were 15 non-intersection crashes and 59 intersection crashes. There were also 22 angle crashes along the study corridor with most of this type occurring at intersections. One potential reason for the number of angle crashes along Route 122A is the high volume of left turning vehicles, whether turning in/out of a business or turning in/out of a minor street or driveway. Drivers often underestimate the speed and distance of oncoming vehicles (or become impatient when insufficient safe gaps occur) and turn in front of the oncoming vehicles, leaving them very little time to stop. Single vehicle crashes were the second highest type with a total of 18. The single vehicle crashes occurred from hitting streetlight or utility poles, guardrails, animals, or driving over the curbing. Additionally, there were 16 rear ends, 9 sideswipes, and 3 head on crashes that were documented. Rear ends often occur during congested roadway conditions and from driver inattention. Roadway surface conditions can also be a factor. Lastly, sideswipes normally occur on multi-lane roadways or the approach to a signalized intersection as vehicles attempt to change lanes.

**Table 10**  
**Collision Type by Location in Rutland, 2019-2021**

| Location                                | Total     | Type  |          |           |         |                      |         |
|-----------------------------------------|-----------|-------|----------|-----------|---------|----------------------|---------|
|                                         |           | Angle | Rear-End | Sideswipe | Head-On | Single Vehicle Crash | Unknown |
| Route 122A / Route 122                  | <b>7</b>  | 3     | -        | 1         | -       | 3                    | -       |
| Route 122A / Fishermans Rd              | <b>1</b>  | -     | -        | -         | -       | 1                    | -       |
| Route 122A / Charnock Hill Rd           | <b>3</b>  | -     | 1        | -         | -       | 2                    | -       |
| Route 122A / Pleasantdale Rd            | <b>2</b>  | -     | -        | 1         | -       | 1                    | -       |
| Route 122A / Kenwood Dr                 | <b>2</b>  | -     | 1        | -         | -       | 1                    | -       |
| Route 122A / Naquag School              | <b>2</b>  | -     | 1        | -         | -       | -                    | 1       |
| Route 122A / Route 56 (Pommogussett Rd) | <b>14</b> | 8     | 3        | 1         | 1       | 1                    | -       |
| Route 122A / Fairview Ave               | <b>1</b>  | -     | -        | -         | -       | -                    | 1       |
| Route 122A / Route 56 (Maple Ave)       | <b>10</b> | 2     | 3        | 3         | 1       | 1                    | -       |
| Route 122A / Prouty Ln                  | <b>2</b>  | 1     | 1        | -         | -       | -                    | -       |
| Route 122A / Edson Ave / Ten Rod Rd     | <b>3</b>  | 1     | -        | -         | -       | 2                    | -       |
| Route 122A / Watson Ln                  | <b>1</b>  | -     | -        | 1         | -       | -                    | -       |
| Route 122A / Glenwood Rd                | <b>1</b>  | -     | -        | 1         | -       | -                    | -       |
| Route 122A / Hawthorne Hill             | <b>1</b>  | -     | 1        | -         | -       | -                    | -       |

| Location                                        | Total     | Type      |           |           |          |                      |          |
|-------------------------------------------------|-----------|-----------|-----------|-----------|----------|----------------------|----------|
|                                                 |           | Angle     | Rear-End  | Sideswipe | Head-On  | Single Vehicle Crash | Unknown  |
| Route 122A / Beverly Hills Rd / Central Tree Rd | 7         | 5         | 2         | -         | -        | -                    | -        |
| Route 122A / Nancy Dr                           | 2         | 1         | -         | 1         | -        | -                    | -        |
| Other Route 122A Locations                      | 15        | 1         | 3         | 3         | 1        | 6                    | 1        |
| <b>Total</b>                                    | <b>74</b> | <b>22</b> | <b>16</b> | <b>12</b> | <b>3</b> | <b>18</b>            | <b>3</b> |

**Table 11** below shows the types of reported collisions that occurred and the severity. 66 of the 74 crashes caused property damage only while 7 resulted in non-fatal injuries. Angle crashes caused the most property damage with a total of 19 and rear-end crashes were second with a total of 16. Of the 7 crashes that caused a non-fatal injury, most were angle type and single vehicle crashes.

**Table 11**  
**Rutland Crashes by Severity and Type of Collision, 2019-2021**

| Type of Collision              | Severity     |                  |                      |          |
|--------------------------------|--------------|------------------|----------------------|----------|
|                                | Fatal Injury | Non-Fatal Injury | Property Damage Only | Unknown  |
| Angle                          | -            | 3                | 19                   | -        |
| Rear-end                       | -            | -                | 16                   | -        |
| Sideswipe                      | -            | 1                | 11                   | -        |
| Head-on                        | -            | -                | 3                    | -        |
| Single vehicle crash           | -            | 3                | 15                   | -        |
| Unknown                        | -            | -                | 2                    | 1        |
| <b>Total Number of Crashes</b> | <b>0</b>     | <b>7</b>         | <b>66</b>            | <b>1</b> |

## 5.2 Performance Management

The Performance Measures related to this chapter are Safety and Security. The first is Safety, in which the goal is to reduce the number and rate of fatal and serious injury crashes in the region for all types of vehicles. Non-motorized fatalities and serious injuries are also included. The second measure is Security, where the goal is to enhance transportation security coordination and preparedness regionwide.

1. **Safety:** In February 2025, the CMMPO chose to adopt the statewide Safety Performance Measure targets set by MassDOT for calendar year 2025. The objectives of the safety performance measures are to reduce the total number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), total number of serious injuries, rate of serious

injuries per 100 million VMT, and the total number of combined serious injuries and fatalities for non-motorized modes.

MassDOT has established a long-term target towards “Zero Deaths” and intends to continue establishing safety targets for the CMMPO to consider for future adoption each calendar year. For the Route 122A study corridor, any suggested safety improvements to reduce crashes would potentially help in reaching the statewide safety targets set forth by MassDOT.

2. **Security:** The objective of this measure is to enhance transportation security coordination and preparedness regionwide. One measurement is to identify the primary highway evacuation routes in the region. Accordingly, in a previous joint effort between the CMRPC and the Montachusett Regional Planning Commission (MRPC), a Central Region Homeland Security Evacuation Plan was completed in 2013. In this evacuation plan, numerous roadways within the central region were designated as either “primary” or “secondary” evacuation routes. Route 122A was designated as a primary evacuation route, so it is critical for this route to remain both safe and secure.

Another Security goal is for all communities in the CMRPC planning region to have a Hazard Mitigation Plan and/or Municipal Vulnerability Preparedness (MVP) Plan. These plans identify vulnerable or hazardous locations within the community. Rutland’s Hazard Mitigation Plan from 2019 noted snow drift hazards on Route 122A, west of Route 56, during the winter months. In 2020, an MVP Plan was completed for the host community by consultants Weston & Sampson, but did not note any specific hazards along Route 122A.



## 6.0 Pavement Management System (PMS)

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Pavement management is an asset management system designed to assist decision makers in determining the most cost-effective strategies to address poor or failing roadway conditions. In general, a successful Pavement Management System (PMS) defines a roadway network, identifies the condition of each segment of the network, develops a list of needed improvements, and balances those needs with the available resources of the party responsible for maintaining the defined roadway network. OPENGOV | Asset Management is software used by CMRPC in its pavement management program to assess overall pavement conditions and to assist in developing cost-effective strategies for addressing observed pavement distress.

For this Corridor Profile effort, pavement distress information was collected for the entirety of Route 122A in the town of Rutland. The pavement data was collected by conducting “windshield surveys.” A team of two CMRPC representatives inspected Route 122A, taking note of both the severity and extent of the following pavement distresses:

- Potholes
- Distortions
- Alligator Cracking
- Transverse and Longitudinal Cracking
- Block Cracking
- Rutting
- Bleeding/Polished Aggregate
- Surface Wear and Raveling
- Corrugations, Shoving, and Slippage

Based on the field-observed distresses, an Overall Condition Index (OCI) was calculated for each roadway segment surveyed. The OCI is used to rate each segment on a scale of 0 to 100. An OCI of 100 indicates optimal pavement conditions, usually a newly paved roadway segment. Conversely, a score of 0 indicates a roadway that has failed entirely and is likely impassable for an average passenger vehicle. Starting at a top index rating of 100, the OCI is calculated by subtracting a series of deduct values, each associated with the severity and extent of the various pavement distresses described above. OPENGOV’s deduct values are determined through a series of deduct curves, which were developed by pavement engineers using years of research on pavement performance. The resulting OCI is a quantified rating of pavement condition.

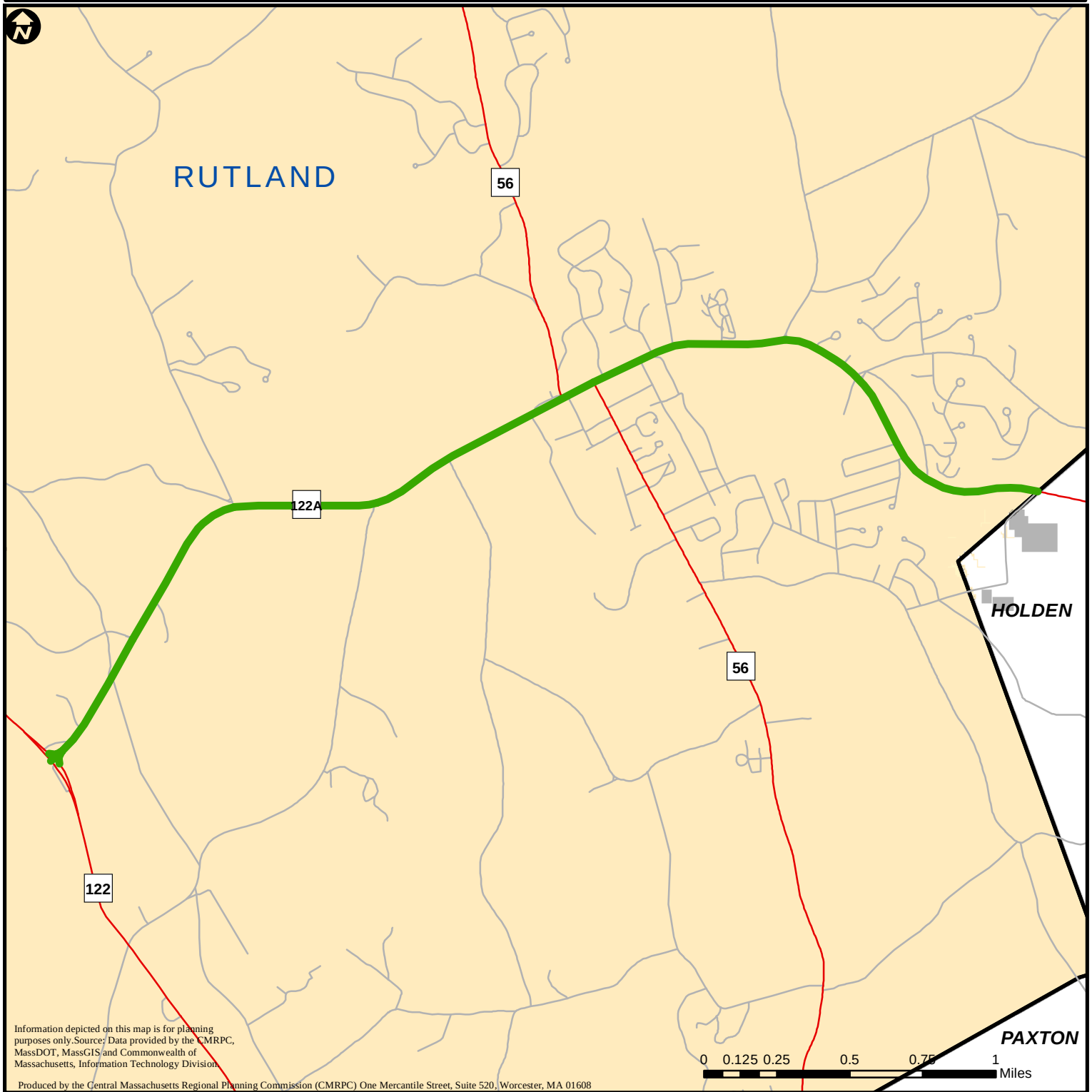
OPENGOV's Recommended Action category definitions are as follows:

- Do Nothing (Excellent Condition, OCI 100 – 88) – used when a road is in relatively perfect condition and prescribes no maintenance.
- Routine Maintenance (Good Condition, OCI 88 – 68) – used on roads in reasonably good condition to prevent deterioration from the normal effects of traffic and pavement age. This treatment category would include either crack sealing or local repair (pothole, depression, poorly constructed utility patching, etc.), or minor localized leveling.
- Preventative Maintenance (Fair Condition, OCI 68 – 48) – slightly greater response to more pronounced signs of age and wear. This includes crack sealing, full-depth patching, and minor leveling, as well as surface treatments such as chip seals, micro-surfacing, and thin overlays.
- Structural Improvement (Poor Condition, OCI 48 – 24) – when the pavement deteriorates beyond the need for surface maintenance applications, but the road base appears to be sound. These include structural overlays, shim and overlay, cold planing and overlay, and hot in-place recycling.
- Base Rehabilitation (Very Poor Condition, OCI 24 – 0) – represents roads that exhibit weakened pavement foundation base layers. Complete reconstruction and full depth reclamation are indicated.

Each Recommended Action category has an associated cost, which includes the design, materials, and labor to complete such action. OPENGOV's produced OCI Recommended Action categories suggest the type of remedial improvements necessary to bring a road segment to "Excellent" condition. As a roadway's OCI drops, the associated Recommended Action becomes more demanding, and the cost of repair increases. Therefore, the cost of "Routine Maintenance," which categorically falls under "Do Nothing," is only a fraction of the cost of "Base Rehabilitation," the most financially demanding Recommended Action category. For a practical example, the cost of applying crack seal to minor alligator cracking over a half mile segment of road is significantly less than the cost to fully reconstruct a half mile of impassable roadway. Therefore, it is prudent to conduct "Routine Maintenance" on a roadway to prevent the deterioration of the pavement.

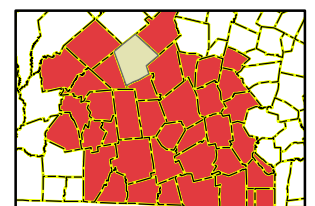
**Figure 19** displays the current pavement condition for Route 122A represented by Overall Condition Index (OCI) Recommended Action. Again, OPENGOV's produced OCI Recommended Action categories suggest the type of action necessary to bring a given roadway segment to "Excellent" condition.

# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 19: Pavement Condition**

- Very Poor
- Poor
- Fair
- Good
- Excellent



## 6.1 Route 122A Overall Condition Index (OCI)

The most recent pavement data for Route 122A in Rutland was collected in 2025. **Figure 19** shows that the entirety of the Route 122A study corridor is in “Good” condition. **Table 12** shows each assessed roadway segment, segment length, as well as the suggested plan activity for the segment to reach “Excellent” condition. The following are the distresses found in each of the seven segments.

- **Holden TL to Anthony Drive:** This segment is considered in “Good” condition. This segment contains a low severity of distortions, alligator cracking, transverse and longitudinal cracking, and surface wear. All pavement distresses are localized within the segment.
- **Anthony Drive to Glenwood Road:** This segment is considered in “Good” condition. This segment contains a low severity of distortions, transverse and longitudinal cracking, and surface wear. All pavement distresses are localized within the segment.
- **Glenwood Road to Maple Avenue (Route 56):** This segment is also considered in “Good” condition. This segment contains a low severity of distortions, alligator cracking, transverse and longitudinal cracking, rutting, and surface wear. All pavement distresses are localized within the segment.
- **Maple Avenue (Route 56) to Pleasantdale Road:** This segment is considered in “Good” condition. This segment contains a low severity of distortions, transverse and longitudinal cracking, rutting, and surface wear. All pavement distresses are localized within the segment.
- **Pleasantdale Road to Charnock Hill Road:** This segment is also considered in “Good” condition. This segment contains a low severity of alligator cracking, transverse and longitudinal cracking, and surface wear. All pavement distresses are localized within the segment.
- **Charnock Hill Road to Fishermans Road:** This segment is considered in “Good” condition. This segment contains a low severity of distortions, alligator cracking, transverse and longitudinal cracking, rutting, and surface wear. Most pavement distresses are localized except for surface wear to a low extent.
- **Fishermans Road to Route 122:** This segment is also considered in “Good” condition. This segment contains a low severity of distortions, alligator cracking, transverse and longitudinal cracking, rutting, and surface wear. Most pavement distresses are localized except for low extent surface wear.

**Table 12**  
**Route 122A Pavement Analysis Recommendations**

| Street     | From                 | To                   | Length  | Plan Activity       | OCI  |
|------------|----------------------|----------------------|---------|---------------------|------|
| Route 122A | Holden TL            | Anthony Dr           | 0.55 mi | Routine Maintenance | 84.4 |
| Route 122A | Anthony Dr           | Glenwood Rd          | 0.55 mi | Routine Maintenance | 87.2 |
| Route 122A | Glenwood Rd          | Route 56 (Maple Ave) | 0.68 mi | Routine Maintenance | 72.8 |
| Route 122A | Route 56 (Maple Ave) | Pleasantdale Rd      | 0.85 mi | Routine Maintenance | 76.4 |
| Route 122A | Pleasantdale Rd      | Charnock Hill Rd     | 0.48 mi | Routine Maintenance | 86.0 |
| Route 122A | Charnock Hill Rd     | Fishermans Rd        | 0.58 mi | Routine Maintenance | 72.8 |
| Route 122A | Fishermans Rd        | Route 122            | 0.60 mi | Routine Maintenance | 72.8 |

## 6.2 Performance Management

Regarding pavement, the Performance Measure is from the FHWA State of Good Repair (PM2) rule which is to have at least 30% of non-Interstate NHS pavement in good condition and have 5% or less of non-Interstate NHS pavement in poor condition. Additionally, the targets are 70% or higher for Interstate NHS pavement in good condition and 2% or lower for Interstate NHS pavement in poor condition. The Route 122A study corridor was observed to be in an overall “Good” condition, however this highway is neither an Interstate or part of the NHS. As such, any future improvements to the pavement condition would not support the established PM2 targets, although still improving the roadway.

## 7.0 Bridges

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### 7.1 Statewide Bridge Management System

MassDOT has a Bridge Inspection Management System (BIMS) that inventories the location and available inspection data for bridges in accordance with the National Bridge Inventory (NBI). The NBI is a national database maintained by the Federal Highway Administration (FHWA) that contains the type, condition, and inspection data for any bridge over 20 feet in length. As part of this program, these bridges are inspected on a biannual basis. The condition of bridges is evaluated in four major categories (deck, superstructure, substructure, and culvert) and ranked on a scale of 0-9. If any of these categories receive a ranking of 4 or less, they are considered “Structurally Deficient” (SD), meaning there is a need for further monitoring and/or repair. To date, complete inspections are only available for all NBI bridges in Massachusetts. Currently, inspection and inventory efforts are underway for all short span bridges and culverts in Massachusetts. The results of this effort are anticipated to be available when completed.

### 7.2 MassDOT Municipal Small Bridge Program

The MassDOT Municipal Small Bridge Program provides financial support to cities and towns for small bridge replacement, preservation, and rehabilitation projects. The program was first created through the 2016 Transportation Bond Bill and has been reauthorized in the 2021 Transportation Bond Bill. To be considered for funding, bridges must be on a local public way and must be on the [Bridges Web Application](#) with a recorded span between 10 and 20 feet. These bridges are not eligible for federal aid under existing bridge programs.

The program utilizes phased grants to municipalities to separately fund the design and construction of bridge projects. A Phase 1 grant is designated for the costs of bridge design and permitting. The designs of small bridges awarded a Phase 1 grant are supported by a MassDOT-led consultant team. MassDOT provides Phase 1 (design grant) awardees with direct MassDOT-led consultant support for the design of bridge improvements. Awarded municipalities can also work with design consultants outside of the MassDOT-led consultant team with permission from MassDOT, but will only receive up to \$150,000 and the municipality will be responsible for any costs above that amount. Meanwhile, a Phase 2 grant provides funding for the costs of construction up to \$1,000,000. These phased grants are intended to ensure that funds are spent efficiently between design and construction tasks. In order to apply for a Phase 2 construction grant, a municipality must demonstrate a final design completed by a MassDOT prequalified engineering firm (through a Phase 1 grant or other funding sources) and undergo a successful Chapter 85 review.

This program is 100% state funded. When a municipality utilizes MassDOT-led consultant support for a Phase 1 grant, no funds are provided directly to the municipality. Phase 2 construction grants are reimbursement-based, meaning that municipalities are reimbursed for approved expenses after the costs are incurred as they are responsible for the construction of the small bridge project award. MassDOT and a selected municipality will enter into a contractual agreement for approved projects awards to be completed.

Only municipal officials may apply, and official municipal [Grant Central](#) accounts must be used. As this grant is a competitive program, the application provides an opportunity for municipalities to provide details about various criteria, such as financial need, emergency closure, impacts, detour length if bridge was closed, first responders' response time, school bus routes delays, and accessibility accommodations. For more Information about the program and application deadlines can be found at the [Municipal Small Bridge Program webpage](#).

### **7.3 Route 122A Corridor Profile Bridges**

There are no bridges along the Route 122A study corridor. There are , however, six culverts under Route 122A, as discussed in Chapter 3.

### **7.4 Performance Management**

The Performance Measure related to this chapter is from the FHWA State of Good Repair (PM2) rule which is to maintain at least 16% of NHS bridges by deck area in good condition and to also have less than 12% of NHS bridges by deck area in poor condition. Since there are no bridges on the study corridor and Route 122A is not an NHS roadway, suggested roadway improvements will not affect this Performance Measure.

## 8.0 Public Transit (Public & Private)

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### 8.1 Regional and Profile Study Area Services

#### Worcester Regional Transit Authority

The Worcester Regional Transit Authority (WRTA) provides transit service for the City of Worcester and 36 additional communities within the Central Massachusetts area. Fixed-route bus service is provided within thirteen (13) communities, and flexible Community Shuttle service is available in six (6) communities.

Paratransit service is available to eligible individuals, including Americans with Disabilities Act (ADA) complementary paratransit service. ADA paratransit services operate within a 3/4-mile “buffer” surrounding the fixed-route service and is available during the corresponding fixed-route schedule. Non-ADA paratransit service is available for elders and people with disabilities, with service hours varying by community or eligibility. These services are generally provided by local Councils on Aging (COA), or other contractors, and are subsidized by the WRTA.

#### Ridesharing/Transportation Network Companies (TNCs)

In Massachusetts, rideshare companies such as Uber and Lyft are referred to as Transportation Network Companies (TNCs). Generally, ridesharing is commonly provided as a curb-to-curb on-demand ride service. Customers can order a ride through various providers using either a smartphone application or other online service. In turn, the operator provides the trip in a privately-owned vehicle. In Central Massachusetts, TNC services are available through both Uber and Lyft.

#### Taxicab and Other Providers

Yellow Cab and Red Cab taxicab companies also provide public transportation opportunities to and from Rutland. Further, other specialized transportation services are available to eligible individuals within the area, as discussed below.



## 8.2 Town of Rutland

### Existing WRTA Services

Currently, there is no WRTA fixed-route bus service or flexible Community Shuttle service within the town of Rutland. Since there is no fixed-route bus service, there is also no ADA complementary paratransit service available. However, non-ADA paratransit services are offered to all Rutland elders (age 60 and over) and people with disabilities on weekdays between 9:00 AM and 3:00 PM. Non-ADA paratransit services are provided by Elderbus and reservations must be made at least 48 hours in advance. In FY 2024 Elderbus provided 970 trips for Rutland and is projected to provide 1,067 trips in FY 2025. In addition to Elderbus, the Rutland COA also has a van to provide service and since September 2024 they have provided 325 trips. The COA van is funded by a MassDOT grant and is used for shopping, salon/barber appointments, banking, post office, medical appointments, and trips to the Senior Center.

### Future WRTA Outlook

The WRTA underwent a Comprehensive Service Analysis (CSA)/Regional Transit Plan of its entire fixed-route system conducted by consultant AECOM in 2021. It was initiated as the result of the WRTA's Memorandum of Understanding with MassDOT and was completed in March 2021. This Plan analyzed the WRTA's current system, identified gaps in service and unmet needs, thus helping to develop a strategic vision for the next five years. Specific needs identified included fare payment, website redesign, vehicle acquisition and cost efficiencies. Due to the timing of the COVID-19 pandemic, much attention was focused on restoring ridership and recovery. Only a limited number of the recommendations in the Plan have been brought to full implementation as bus ridership is currently fare free and will continue as such through June 2026.

A new Comprehensive Service Analysis is now underway, led by the WRTA with support from MassDOT. This initiative will assess the current fixed-route transit system, gather input from member communities, and help shape a long-term vision for improved service. This updated analysis is expected to be completed by Summer 2026. Although the host community of Rutland does not currently have fixed-route transit services, the WRTA is also planning a rebranding effort for the WRTA buses and bus stop signs during fiscal year 2026. Further, a bus stop sign replacement program is anticipated to begin in Spring 2026 and guidelines are also being developed for a bus stop study.

### Existing TNC Services

The transportation landscape in Massachusetts experienced widespread, multimodal changes in 2020 due to pandemic-related factors. Rideshare volume substantially declined across the entire state. In 2021, there were only about 12.5% more rideshare trips in Massachusetts than in 2020, and this modest recovery was not seen in all areas. In 2022, a broader recovery

occurred, with a 52% increase in rideshare trips statewide. Recovery continued in 2023 with an increase of 29.9%. Per the [2024 Rideshare Data Report](#), growth continued in 2024 with an increase of 15.4%. In Central Massachusetts, Worcester trip volume grew to 2.28 million in 2024, up 25.5% from 2023.

The Massachusetts Department of Public Utilities (DPU) releases trip count data on a yearly basis provided by Uber, Lyft, and other TNC providers. The TNCs provided approximately 78.7 million rides that started in Massachusetts in 2023 and in 2024 there were 90.9 million rides, an increase of 15.4%. In 2023, there were 2,536 trips that originated in Rutland and 3,738 trips in 2024. For trips going to Rutland there were 4,644 in 2023 and 5,405 in 2024. There were 204 trips in 2023 that started and ended in Rutland while there were 319 in 2024. In 2024, the average ride time in Massachusetts lasted 17.03 minutes and covered 6.14 miles at 21.53 miles per hour (MPH). For comparison, the average ride time in the town of Rutland lasted 26.94 minutes and covered 15.3 miles.

### 8.3 Performance Management

There are two Performance Measures related to this chapter, Multimodality and Geographic Equity. The Multimodality objective is to improve access to transit services and to increase ridership totals for the entire system and the Geographic Equity objective is to increase the magnitude of disadvantaged populations that intersect WRTA fixed-route bus service.

1. **Multimodality:** Currently, there is no fixed-route bus service, however the town of Rutland COA (through Elderbus) does provide service to the elderly and disabled. In the future, should the WRTA decide to expand their service area to include Route 122A in Rutland, it would help meet the CMMPO's regionally customized multimodality performance goal. Increasing the ridership totals for the Rutland COA would also help to meet this performance goal.
2. **Geographic Equity:** This measure seeks to ensure that all populations benefit from roadway improvements, WRTA service, and any other public transportation services. Currently, there are no disadvantaged populations identified within the Route 122A study area. As there are no disadvantaged populations reflected within the Census Tracts in Rutland, in this instance, new WRTA services or COA improvements would not help meet the CMMPO's regionally customized transit geographic equity goal.

## 9.0 Other Modes

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Traffic congestion, or traffic “jams”, occurs when demand for the highway infrastructure exceeds capacity. Because of recurring congestion, various state initiatives, design criteria revisions, funding opportunities and compacts have evolved the design parameters of both the planning region’s transportation and other physical infrastructure such that alternatives to driving alone are now available and highly encouraged. These other modes include bicycling, public transit (detailed in a separate chapter), and walking.

### 9.1 MassDOT Healthy Transportation Compact

The Transportation Reform Law (2009) established the Healthy Transportation Compact (HTC) which promotes improved public health through active transportation. Active transportation refers to bicycling, transit, and walking. The HTC is an interagency initiative co-chaired by the Commonwealth’s Secretary of Transportation and Secretary of Health & Human Services, including the Secretary of Energy & Environmental Affairs, MassDOT Highway Administrator, MassDOT Transit Administrator, the Commissioner of Public Health, and the Secretary of Housing & Economic Development. The HTC goals are to facilitate transportation decisions that balance the needs of all users, expand mobility, improve public health, support a cleaner environment and, in turn, create stronger communities. Overall, the intent is to adopt best practices to increase efficiency in achieving positive health outcomes through the coordination of land use, transportation, and public health policy.

Some of the programs and/or initiatives promoted by MassDOT and its partners that are currently in place, making the connection between health and transportation, are:

- Mass in Motion
- Safe Routes to School
- Healthy Transportation Policy Directive
- Healthy Transportation Engineering Directive
- Complete Streets

### 9.2 Healthy Transportation Policy Directive

MassDOT’s Healthy Transportation Policy Directive requires all state transportation projects to increase bicycling, transit, and walking options. This Directive is intended to promote multimodal access for all transportation customers. MassDOT has indicated that everyone in Massachusetts must be provided the opportunity to bike, take transit, or walk instead of driving alone in a motor vehicle.

All MassDOT facilities will consider adjacent land uses and, as applicable, be designed to include sidewalks of sufficient width, landscaping, street crossing opportunities and other features to enhance healthy transportation options. Safety audits will be conducted at vehicle crash cluster sites where incidents have occurred involving healthy-mode transportation users. MassDOT has also developed a Shared Use Path Planning and Design Guide to assist communities proposing shared use paths on or adjacent to former railroad right-of-way to accelerate the path design process. To view the guide, click on the following link [Shared Use Path Planning and Design Guide](#). The resources compiled in this guide help communities understand the process of planning, designing, funding, and constructing shared use paths.

### 9.3 Complete Streets

What is widely known as the “Complete Streets” approach was first included in MassDOT’s 2006 *Project Development and Design Guide*. Multimodal design guidelines are part of MassDOT’s current policy for Context Sensitive Design. In a Complete Streets approach, roadway projects need to accommodate all users, not only vehicular traffic. All highway projects shall, from the earliest design stages, provide safe access and connectivity for pedestrians and bicyclists. The Healthy Transportation Policy Directive expands on how, when and where these accommodations should be provided, including ADA design compliance. The *Complete Streets Initiative*, which requires roadway designs that accommodate all users, calls for bicycle & pedestrian accommodation as part of most highway projects, a major exception being limited access highways.

The state’s earlier 2014 Transportation Bond Bill authorized funding for the creation of the Complete Streets Funding Program. It offers Massachusetts municipalities incentives to adopt complete streets policies and practices. Under the [MassDOT Grants Central](#) website, the [Complete Streets Program](#) website is available to assist municipalities through the policy development, prioritization planning, and project approval steps of the application process.

The Program is divided into three Tiers. A community must accomplish the requirements for each Tier to be able to move onto the next.

- Tier 1 - Municipalities must develop and pass a Complete Streets policy, and a municipal representative must attend a MassDOT Complete Streets training.
- Tier 2 – Municipalities must develop a Complete Streets Prioritization Plan. MassDOT provides up to \$38,000 in technical assistance for the development if required by the municipality.
- Tier 3 – Municipalities are now eligible to submit an application for up to \$500,000 in construction funding to implement a project identified in their Prioritization Plan. As a note, municipalities are eligible to receive up to \$500,000 in any four fiscal year period.

Basically, a municipality may only receive one full \$500,000 grant, or several smaller grants during any four fiscal year timeline.

Between FY 2017 and FY 2025 over 300 Tier 3 construction project grants have been awarded across the Commonwealth totaling \$109.1 million. The town of Rutland's prioritization plan was approved by MassDOT in March 2018. The prioritization plan included two projects on Route 122A. The first project is for bicycle shoulders and signage between Naquag Street and the Holden town line while the second project is for new sidewalks between Rutland Heights Way and Charnock Hill Road. In FY 2022, Rutland was awarded \$399,983 to improve access and safety in the downtown area with sidewalk and crosswalk improvements as well as the installation of new bike racks at various locations near both student and senior oriented destinations.

#### **9.4   Bicycling in the Corridor**

Paved shoulders reduce passing conflicts between motor vehicles, bicyclists and pedestrians while also making the crossing pedestrians more visible. They also provide for stormwater discharge from outside the travel lanes, thus reducing hydroplaning, along with splash & spray to other following vehicles, bicyclists, and pedestrians. In rural areas, roadway shoulders often provide space for bicyclists to ride at their own pace. For safety purposes, shoulder widths should be at least five feet wide to accommodate bicyclists. Within the study corridor there are 2' – 6' shoulders on both sides of Route 122A. There are no dedicated bike lanes, however the shoulders are marked for bicycle use.

During 2025 the CMRPC staff completed an update to the Regional Bicycle Plan. The vision of the plan is for bicycling in Central Massachusetts to be a safe, comfortable, and convenient option for everyday travel. The plan will be used to identify opportunities for both encouraging and enhancing bicycle travel within the CMRPC region. The recommendations contained in the plan are intended to be used as a guide for local jurisdictions, enabling them to take advantage of these opportunities. The implementation of the recommendations will eventually provide for a comprehensive bicycle transportation network in the region that is focused on accessibility, mobility, and safety. For more information, follow this link to the Regional Bicycle Plan on the CMRPC website [2025 Regional Bicycle Plan](#). Within the plan, the Route 122A study corridor in Rutland is considered a "medium" priority.

As a supplement to the 2018 Regional Bicycle Plan, a [Bicycle Compatibility Index](#) (BCI) was created to serve as a guide to evaluate the capability of both urban & rural roadways to accommodate bicyclists. The BCI spotlights individual road segments as they pertain to the larger bicycle network. This includes identifying what infrastructure currently exists as well as an understanding of the viability of implementing bicycle facilities on a given roadway segment. The BCI provides insight to guide decision making with stakeholders and local officials

concerning projects along federal-aid eligible highways within the community. For the BCI, a rating or grading system is used to help stakeholders make the most informed decisions. Various criteria are used to determine the scoring of the roadway segments. The resulting scores allow for project prioritization, in turn targeting funding towards those projects that can best meet the goals of the community and/or region.

According to the BCI rating system, the Route 122A study corridor has a mix of ratings. The center of town between Route 56 and Glenwood Road is considered Class B while the remainder sections of Route 122A range between Class C and Class F. Class A or B ratings are typically welcoming to most types of riders, and these roadways are often characterized by low traffic volumes & speeds along with wider shoulders to accommodate riders. Class C ratings would be comfortable for more experienced riders and roadways that typically have higher speeds and traffic volumes, and narrow shoulders. Class D through F rated roadways are likely to have high traffic volumes and travel speeds with multiple traffic lanes. These conditions often provide limited capacity for bicycle accommodation while also requiring fairly extensive improvements to more fully support safe and comfortable bicycling facilities. Only highly confident riders would be comfortable utilizing these types of roadways.

## **9.5 Pedestrian Facilities and Activity in the Corridor**

As observed in the field, there are sidewalks on Route 122A between the Naquag Elementary School and Central Tree Road. The sidewalk on the southbound side ends at Edson Avenue while the sidewalk on the northbound side ends at Central Tree Road. In 2025, staff assessed the condition of both sidewalks and ADA ramps for the Route 122A Corridor Profile. The assessments revealed that all sidewalks are either in excellent or good condition. The ADA ramps were observed to be in excellent condition, however some do not have detectable warning panels for accessibility. Further, a number of ADA ramps were absent from where they should have been. Additionally, Route 122A has numerous crosswalks at strategic locations within the study corridor to allow pedestrians to cross the highway.

In 2018, CMRPC staff also completed a Regional Pedestrian Plan. This plan was intended to facilitate the expansion and upgrade of the pedestrian network in the region to encourage more walking trips and to also safely link important destinations to where people live. Further, the plan also documented the extensive pedestrian-related planning and project development work being conducted in the CMRPC communities. The recommendations within the plan are intended to be used as a guide for local jurisdictions in taking advantage of available opportunities. For more information, the plan can be found on the CMRPC website at [2018 Regional Pedestrian Plan](#).

Through the public input process, related meetings and stakeholder outreach, some major recommendations of the plan included connecting emerging residential development with

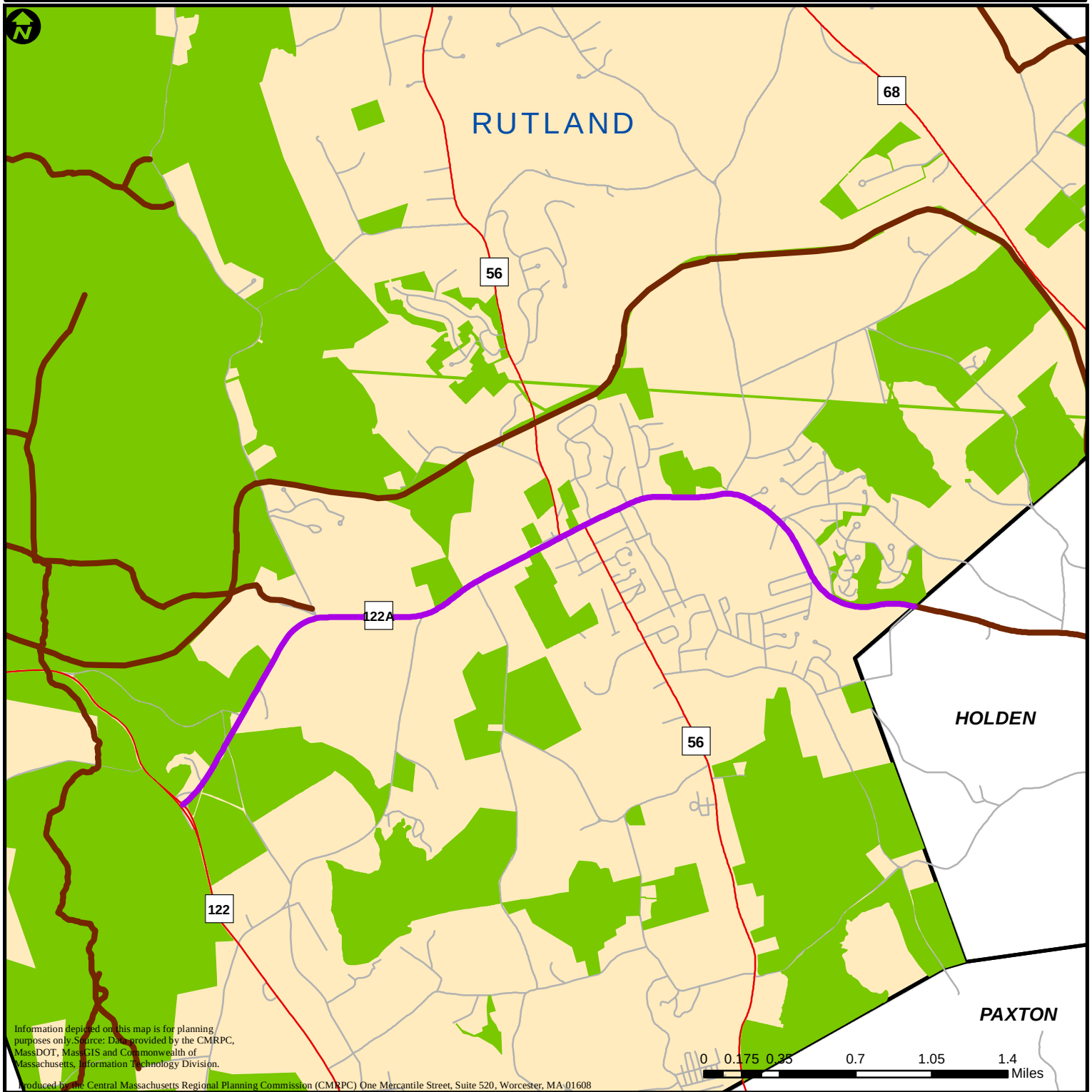
traditional village centers while also improving crosstown connectivity, an example being joining segments of already existing pathways and trails. Some priority recommendations for the host community of Rutland included participation in the Complete Streets funding program and partnering eligible K-8 grade schools with the MassDOT Safe Routes to School (SRTS) Program to increase safe biking and walking among students.

## **9.6 Regional Trails in the Corridor**

In addition to on-road facilities like sidewalks and marked bicycle lanes, regional trails are also used by hikers and bicyclists. During the winter, trails can also be used by cross-country skiers. These trails are often built on former railroad right-of-way as well as through forests, recreational areas, and parks. **Figure 20** features regional trails and open space areas in the town of Rutland that are in proximity to the study corridor. The open space layer is essentially public & private-owned recreational and conservation lands. These lands include, but are not limited to, town parks, commons, playing fields, school fields, golf courses, bike paths, scout camps, cemeteries, and fish & game clubs. As the map shows, there are two regional trails near the Route 122A study corridor. The trail located just north of Route 122A is the Mass Central Rail Trail, which, when complete, will cover a length of 104 miles from Northampton to Boston. As for open space, there is a large area near the western part of the study corridor, which is the Rutland State Park. There are also numerous small open space areas along the remainder of the study corridor.



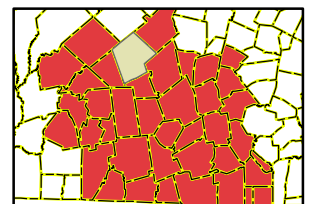
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 20: Regional Trails & Open Space**



- Route 122A Corridor Profile
- Regional Trails
- Open Space
- Other Roads
- Interstate
- State Route
- US Highway





## 9.7 Performance Management

The Performance Measures related to this chapter are 1) Multimodal, 2) Economic Vitality, and 3) Travel & Tourism. All three are regionally customized measures approved by the CMMPO. The goal of the Multimodal measure is to improve and/or expand transportation accessibility for all modes (bicycle, pedestrian, transit) in the region. The goal of the Economic Vitality measure is to make employment opportunities accessible and available, thus allowing for job expansion by improving bicycle, pedestrian, and transit networks near major employment centers. Next, the Travel & Tourism goal is to enhance the access, safety and effectiveness of the region's transportation network that serves places of touristic value.

1. **Multimodal:** The first measure under Multimodal is to increase the miles of sidewalks in good condition. Sidewalk conditions are rated on a scale of poor, fair, good and excellent. Any sidewalks within the good or excellent categories are included in this measure. The sidewalks along the Route 122A study corridor were observed to be in good or excellent condition. If new sidewalks were to be constructed where observed gaps exist, they would improve this measure since they would add to the miles in good or excellent condition.

The second measure is to increase the number of ADA ramps in good condition. ADA ramp conditions are rated on a scale of good, poor, and no ramp. Any ramp observed in poor condition, when improved, will help towards the goal of this measure. New ramps will also help with this measure.

The third measure is to increase bicycle facility miles in the region. Bicycle facilities include shared use paths, bike lanes, separated bike lanes, and bicycle/pedestrian priority roadways. Route 122A currently has bicycle facilities along the entire length of the study corridor thus already contributing to this measure.

2. **Economic Vitality:** The measure is to improve the accessibility to jobs using all modes in the region. By improving accessibility on the roadway for all modes, people can drive, walk, and ride a bicycle for a greater distance with reduced congestion. As more travel options become increasingly available, there exists the potential for fewer vehicles on the roadway network.
3. **Travel & Tourism:** The goal of this emphasis area is to enhance the access and safety of the transportation network that serves tourist areas. Enhancing and improving the Route 122A corridor could refine access to the Rutland State Park and the nearby regional trails, including the growing Mass Central Rail Trail.

## 10.0 Overall Corridor Profile Findings

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This Corridor Profile effort considers the results of all Management System and environmental analyses and, in conjunction with local public processes, selects those improvement options viewed as feasible for the host community. Based on all the analysis completed and discussed previously, this section of the study summarizes the Corridor Profile findings for both intersections and roadway segments as well as applicable Performance Measures related to the Route 122A corridor.

### 10.1 Route 122A Intersections

**Table 13** summarizes the findings for intersections. It includes study intersection locations, disadvantaged populations, environmental considerations adjacent to Route 122A, calculated intersection Level of Service (LOS), the percentage of heavy vehicles during the morning & evening peak hour travel periods, number of documented vehicle crashes, the availability of public transit and other considerations.

The following observations for Route 122A are based on the table:

- Disadvantaged populations were included in the equity analysis conducted for the Route 122A Corridor Profile. The data shows that there are two Census Tracts that intersect Route 122A in Rutland. Accordingly, there are no Block Groups within the two Census Tracts that contain disadvantaged population based on the thresholds used by the CMMPO.
- All focus intersections are in the Chicopee River Watershed except the Glenwood Road intersection, which is within the Nashua River Watershed. Most intersections have nearby recreational areas and wetlands. There are also impaired waters and flood zones near the Route 122 intersection as well as vernal pools near Fishermans Road and Kenwood Drive.
- The intersections with the longest delays are both Route 56 intersections. Both intersections have an LOS of “F” during the AM and PM peak periods. The remaining focus intersections have an LOS of “A”, “B”, or “C”.
- Normally, heavy vehicles travel at slower speeds than passenger cars. As such, the heavier the vehicles using the roadway, the more likely travel times are slower. The percentage of heavy vehicles using the Route 122A intersections, as is typically the case in the region, was higher during the morning peak hour than during the evening peak hour. Often local trucking activities follow a 7:00 AM to 3:00 PM shift, leading to a decrease in activity during the evening peak. The Kenwood Drive intersection had both the highest morning (8.1%) and evening (4.0%) heavy vehicle percentages.

- MassDOT crash data from 2019-2021 was used for this Corridor Profile. There was a total of 37 crashes at the seven (7) focus intersections within the Route 122A study corridor over the three-year period. The intersection that had the highest number of reported crashes was Route 56 (Pommogussett Road), with a total of 14. The next highest crash location was Route 56 (Maple Avenue) with 10 over the three year analysis period. There are currently no Highway Safety Improvement Program (HSIP) identified crash clusters along the Route 122A study corridor.
- The WRTA does not provide fixed-route bus service in Rutland. Non-ADA paratransit services are provided by the Rutland Council on Aging (COA) and Elderbus.
- Route 122A at Route 122 is a large, channelized intersection. Fishermans Road is a bypass or cut through road between Route 122 and Route 122A. Pleasantdale Road is a prevalent travel route to and from the town of Spencer. As observed in the field, it is difficult for vehicles to turn left from both Route 56 intersections in the town center. Glenwood Road provides a connection to Wachusett Street and Route 68.

**Table 13**  
**Rutland**  
**Route 122A Focus Intersections:**  
**Overall Corridor Profile Findings**

| Study Intersection Location          | Disadvantaged Populations Analysis | Environmental Consultation Analysis                                              | Level-of-Service (LOS) | Freight Movement Heavy Vehicle % | Safety Analysis* | Public Transit                                                                                              | Other Considerations                                                                            |
|--------------------------------------|------------------------------------|----------------------------------------------------------------------------------|------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Route 122A / Route 122               | None                               | Nearby recreation/conservation area, wetlands, impaired waters, and flood zones. | AM = C<br>PM = A       | AM = 3.7%<br>PM = 1.3%           | 7                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Large channelized intersection.                                                                 |
| Route 122A / Fishermans Road         | None                               | Nearby recreation/conservation area, wetlands, and vernal pools.                 | AM = B<br>PM = B       | AM = 4.0%<br>PM = 1.1%           | 1                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Cut through road between Route 122 and Route 122A, avoiding the Route 122/122A intersection.    |
| Route 122A / Pleasantdale Road       | None                               | Nearby recreation area and wetlands.                                             | AM = B<br>PM = A       | AM = 5.6%<br>PM = 1.0%           | 2                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Cut through road between Route 122 and Route 122A. Popular route traveling to and from Spencer. |
| Route 122A / Kenwood Drive           | None                               | Nearby recreation area, wetlands, and vernal pools.                              | AM = B<br>PM = B       | AM = 8.1%<br>PM = 4.0%           | 2                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Kenwood Drive connects to Route 56, south of the center.                                        |
| Route 122A / Route 56 (Pommogussett) | None                               | Nearby recreation area.                                                          | AM = F<br>PM = F       | AM = 7.0%<br>PM = 3.6%           | 14               | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Difficult left turns from Route 56 & Dunkin Donuts site drive during peak travel periods.       |
| Route 122A / Route 56 (Maple)        | None                               | Nearby recreation area.                                                          | AM = F<br>PM = F       | AM = 5.0%<br>PM = 1.5%           | 10               | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Difficult left turns from Route 56 during peak travel periods.                                  |
| Route 122A / Glenwood Road           | None                               | Nearby wetlands.                                                                 | AM = C<br>PM = C       | AM = 2.9%<br>PM = 0.5%           | 1                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Glenwood Road provides connection to Wachusett Street and Route 68.                             |

\*Total number of crashes (2019-2021)

## 10.2 Route 122A Roadway Segments

The Corridor Profile findings for Route 122A roadway segments are summarized in **Table 14**. Similar to the previous intersection table, the roadway segment table lists each Route 122A study segment, disadvantaged populations, environmental considerations adjacent to Route 122A and beyond, the daily percentage of heavy vehicles, number of documented vehicle crashes, the field-observed condition of the paved roadway surface, any bridges or culverts, the availability of public transit and other considerations.

Based on the information summarized in the table, the following observations are provided:

- Disadvantaged populations were included in the equity analysis conducted for the Route 122A Corridor Profile. The data shows that there are two Census Tracts that intersect Route 122A in Rutland. Accordingly, there are no Block Groups within the two Census Tracts that contain disadvantaged population based on the thresholds used by the CMMPO.
- Most of the study corridor is situated within the Chicopee River Watershed except east of the Glenwood Road intersection, which is within the Nashua River Watershed. Most roadway segments have nearby recreational areas, vernal pools, and wetlands. There are also flood zones at both ends of the Route 122A study corridor.
- Using data obtained through the ongoing traffic count program maintained by CMRPC, staff were able to determine the heavy vehicle percentages along Route 122A for a 24-hour period. The data listed in the table is the daily percentage of heavy vehicles traveling along the focus roadway segments. Depending on roadway segment, the percentage of daily heavy vehicles ranges between 19.6% and 24.8% (data provided in the appendices).
- From 2019 to 2021 there were 37 reported roadway segment vehicle crashes on Route 122A within the study area. Most of the crashes (16) occurred between Glenwood Road and the Holden town line. The next highest number of crashes (8) occurred between both Fishermans Road & Pleasantdale Road and Route 56 (Maple Avenue) & Glenwood Road.
- Roadway pavement condition along Route 122A in Rutland is based on a calculated “Overall Condition Index” (OCI) which is derived from the pavement distresses (cracking, distortions, etc.) observed in the field. The OCI scale ranges from 100, indicative of a new roadway, down to zero, where total failure of the paved surface is evident. As can be seen in the table, some study segments have two pavement condition scores. This is because the established pavement segments are not the same as the CP study roadway segments. The table shows the Route 122A study corridor pavement is entirely in “good” condition.

- There are no bridges along the Route 122A study corridor. However, there are six (6) culverts below Route 122A. There is one (1) culvert located within three different roadway segments; Route 122 to Fishermans Road, Fishermans Road to Pleasantdale Road, and Route 56 (Maple Avenue) to Glenwood Road. The remaining three (3) culverts are located between Glenwood Road and the Holden town line.
- Like the intersection findings table, the WRTA does not provide fixed-route bus service in Rutland. Non-ADA paratransit services are provided by the Rutland Council on Aging (COA) and Elderbus.
- Route 122A is a two-lane roadway for the entire study corridor. The shoulders along Route 122A are marked for bicycle use. There is sidewalk on the south side of Route 122A between Kenwood Drive and Route 56 (Pommogussett Road) and on both sides of Route 122A between Route 56 and Glenwood Road. Additionally, a sidewalk exists only on the north side of the highway between Glenwood Road and Central Tree Road.

**Table 14**  
**Rutland**  
**Route 122A Roadway Segments:**  
**Overall Corridor Profile Findings**

| Route 122A Roadway Segments                 | Disadvantaged Populations Analysis | Environmental Consultation Analysis                                            | Freight Movement Daily % of Heavy Vehicles | Safety Analysis* | Pavement Condition**                                                                 | Bridges / Culverts  | Public Transit                                                                                              | Other Considerations                                                                                                                    |
|---------------------------------------------|------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------|------------------|--------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| Route 122 to Fishermans Road                | None                               | Nearby recreation/conservation areas, wetlands, vernal pools, and flood zones. | 20.6%                                      | 0                | OCI = 72.8 (Good)<br>Routine Maintenance                                             | Culvert #1          | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use.                                                                                 |
| Fishermans Road to Pleasantdale Road        | None                               | Nearby recreation/conservation areas, wetlands, and vernal pools.              | 20.6%                                      | 8                | OCI = 86.0 (Good)<br>Routine Maintenance<br>OCI = 72.8 (Good)<br>Routine Maintenance | Culvert #2          | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use.                                                                                 |
| Pleasantdale Road to Kenwood Drive          | None                               | Nearby recreation area, wetlands, and vernal pools.                            | 19.9%                                      | 0                | OCI = 76.4 (Good)<br>Routine Maintenance                                             | None                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use.                                                                                 |
| Kenwood Drive to Route 56 (Pommogussett)    | None                               | Nearby recreation area and wetlands.                                           | 19.9%                                      | 3                | OCI = 76.4 (Good)<br>Routine Maintenance                                             | None                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use. Sidewalk located on south side of Route 122A.                                   |
| Route 56 (Pommogussett) to Route 56 (Maple) | None                               | Nearby recreation area.                                                        | 24.8%                                      | 2                | OCI = 76.4 (Good)<br>Routine Maintenance                                             | None                | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use. Sidewalks located on both sides of Route 122A.                                  |
| Route 56 (Maple) to Glenwood Road           | None                               | Nearby wetlands, and potential vernal pools.                                   | 21.1%                                      | 8                | OCI = 72.8 (Good)<br>Routine Maintenance                                             | Culvert #3          | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use. Sidewalks located on both sides of Route 122A.                                  |
| Glenwood Road to Holden TL                  | None                               | Nearby conservation areas, wetlands, potential vernal pools, and flood zones.  | 19.6%                                      | 16               | OCI = 84.4 (Good)<br>Routine Maintenance<br>OCI = 87.2 (Good)<br>Routine Maintenance | Culverts #4, #5, #6 | No WRTA fixed-route bus service available. Non-ADA paratransit services provided by Rutland COA & Elderbus. | Two-lane roadway with shoulders marked for bicycle use. Sidewalks located only on northside of Route 122A, ending at Central Tree Road. |

\*Total number of crashes (2019-2021)

\*\*OCI = Overall Condition Index, Ranging From 0 - 100

### 10.3 Performance Management

**Table 15** shows the integration of the Route 122A Corridor Profile findings as they relate to performance management. This table lists numerous federal transportation planning emphasis areas and the associated report chapter in which they are discussed. The performance objectives for each of the emphasis areas are also listed in the table. As can be realized, there are multiple performance areas that are included in more than one chapter. The “corridor context” column describes how the Route 122A corridor relates to each of the performance areas and associated objective. Further, the last two columns initially list the observed deficiencies on Route 122A followed by what type of suggested corridor improvements could likely assist in obtaining the planning region’s overall performance objectives.



| Associated Chapter | Performance Area             | Performance Objective                                                                                                                                                                                                                                                                                  | Corridor Context                                                                                                                                                                                                                                                  | Observed Deficiencies                                                                                                                                                                                                                                                                                                                  | Suggested Improvement and Regional Impact                                                                                                                                                                                                                                                                                               |
|--------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chapter 5          | SAFETY                       | Reduce the number and rate of fatal & serious injury crashes in the region for all types of vehicles. Also includes non-motorized fatalities and serious injuries. (PM1)                                                                                                                               | Route 122A is a major route from Route 122 in Rutland to Route 122 in Grafton. Safety improvements could reduce vehicle crashes that involve injuries and fatalities along the roadway.                                                                           | A total of 74 crashes occurred in the host community of Rutland along the Route 122A study corridor between 2019 and 2021. Of those crashes, only 7 caused a non-fatal injury and there were zero fatalities.                                                                                                                          | Improve intersections with a high number of crashes such as both Route 122A and Route 56 locations. Improve roadway geometry, pavement markings, and signage, if needed to reduce the number of crashes. Consider modern roundabout or traffic signal at these intersections.                                                           |
| Chapter 5          | SECURITY                     | Enhance the transportation security coordination and preparedness regionwide.                                                                                                                                                                                                                          | Route 122A is considered a primary evacuation route and it is important for the roadway to be safe and secure. Hazard Mitigation Plans and/or Municipal Vulnerability Plans (MVP) are developed to identify vulnerable or hazardous locations within a community. | Rutland's Hazard Mitigation Plan identified snow drift hazards on Route 122A, east of Route 56, during the winter months.                                                                                                                                                                                                              | Maintain the Route 122A corridor in good condition as it is a evacuation route within the region. Clear any snow drifts on Route 122A during the winter months as needed.                                                                                                                                                               |
| Chapters 6 & 7     | STATE OF GOOD REPAIR         | Maintain the highway infrastructure asset system in a state of good repair (PM2): <b>6)</b> Increase % of pavement in good condition and reduce % of pavement in poor condition. <b>7)</b> Increase % of bridges by deck area in good condition and reduce % of bridge by deck area in poor condition. | <b>6)</b> Pavement conditions found along the study corridor are in good condition. <b>7)</b> There are no bridges along the Route 122A study corridor.                                                                                                           | <b>6)</b> The entirety of Route 122A has pavement currently in good condition. <b>7)</b> There are no bridges on Route 122A in the study corridor.                                                                                                                                                                                     | <b>6)</b> Continue to maintain the pavement on Route 122A in good condition. <b>7)</b> As there are no bridges on Route 122A in the study corridor, there is no need for improvements.                                                                                                                                                  |
| Chapter 4          | CONGESTION                   | To achieve a significant reduction in congestion on the National Highway System (NHS). Travel time reliability, non-SOV travel, peak hour excessive delay, and emissions reduction are the focus of this Performance Measure (PM3).                                                                    | Route 122A is a major route from Route 122 in Rutland to the City of Worcester. Route 122A is used by both passenger vehicles and heavy trucks.                                                                                                                   | Most focus intersections have a LOS of "A" or "B", but both Route 56 intersections have a LOS of "F". Average travel speeds are between 35 mph and 45 mph. Minimal congestion along the study corridor; fairly high volumes in the town center and the eastern section of Route 122A, with an average of over 10,000 vehicles per day. | Seek to encourage other travel options through the Complete Streets program. Consider modern roundabout or traffic signal at both Route 56 intersections.                                                                                                                                                                               |
| Chapters 8 & 9     | MULTIMODALITY                | Improve and/or expand transportation accessibility for all modes (bicycle, pedestrian, transit) in the region.                                                                                                                                                                                         | <b>8)</b> Currently, there is no WRTA fixed-route bus service in Rutland. <b>9)</b> Pedestrian and bicycle accommodations do exist along the corridor.                                                                                                            | <b>8)</b> There is no WRTA fixed-route bus service in Rutland. <b>9)</b> Sidewalks do not exist on the entire study corridor. There are no dedicated bicycle lanes but the shoulders are marked for bicycle use.                                                                                                                       | <b>8)</b> Look into the feasibility of WRTA transit services serving Rutland. <b>9)</b> Where needed, construct new sidewalks and ADA ramps where none currently exist. If needed, consider dedicated bicycle lanes to improve safety for bicyclists. Potentially use the Complete Streets program to fund these types of improvements. |
| Chapters 2 & 8     | GEOGRAPHIC EQUITY            | Achieve geographic and population equity across the region. Also, increase disadvantaged populations that intersect WRTA fixed-route bus service and also ensure all subregions benefit from TIP projects.                                                                                             | <b>2)</b> There are no identified disadvantaged populations near the Route 122A study corridor. <b>8)</b> There is no WRTA fixed-route service along Route 122A in Rutland.                                                                                       | See observed deficiencies identified within the other performance areas.                                                                                                                                                                                                                                                               | <b>2)</b> Route 122A improvement projects should consider the benefits and burdens of all populations in the project area. <b>8)</b> Consider transit services for the study corridor. Improve pedestrian and bicycle infrastructure along the Route 122A corridor where needed.                                                        |
| Chapters 4 & 9     | ECONOMIC VITALITY            | To improve the accessibility to jobs in the CMMPO region for all modes and also including reliable freight movement.                                                                                                                                                                                   | <b>4)</b> Route 122A has a high percentage of heavy trucks. <b>9)</b> Numerous businesses along the study corridor and nearby streets being accessed by various modes.                                                                                            | <b>4)</b> There is about 20% daily trucks using the study corridor. <b>9)</b> There are no dedicated bicycle lanes but the shoulders are marked for bicycle use. Sidewalks do exist but only for a portion of the entire corridor.                                                                                                     | <b>4)</b> Consider modern roundabout or traffic signal at both Route 56 intersections. <b>9)</b> Consider using the Complete Streets program to improve the roadway for all users.                                                                                                                                                      |
| Chapter 3          | STORMWATER MGMT & RESILIENCY | Create a transportation network that is resilient to the impacts of stormwater.                                                                                                                                                                                                                        | There are six (6) culverts located along Route 122A within the study area.                                                                                                                                                                                        | One of the culverts has a severe barrier while two other culverts have a moderate barrier. There are also two flood zones near the Route 122A study corridor.                                                                                                                                                                          | Upgrade/replace culverts that have moderate or severe barriers. Also, consider Green Infrastructure or Nature-Based Solutions for other potential improvements within the study corridor.                                                                                                                                               |
| Chapter-9          | TRAVEL & TOURISM             | To enhance the access, safety and effectiveness of the region's transportation network that serves places of touristic value.                                                                                                                                                                          | Rutland State Park and the Mass Central Rail Trail nearby Route 122A study corridor.                                                                                                                                                                              | Minimal tourist areas beside the Rutland State Park and Mass Central Rail Trail.                                                                                                                                                                                                                                                       | Install or improve standardized wayfinding signs to recreation areas and popular tourist attractions such as the Rutland State Park and Mass Central Rail Trail. Improve roadways near and around these local tourist attractions/recreation areas.                                                                                     |

Table 15 - Integrating Corridor Profile Findings with Performance Management

## 11.0 Suggested Improvement Options

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CMRPC provides a broad range of suggested improvement options within each finalized Corridor Profile effort. Depending on identified host community needs, some suggestions are targeted for specific locations while others can be applied to the entire length of the study corridor. In addition, staff will typically meet with officials in each community included in the Corridor Profile scope to discuss and incorporate their ideas for proposed improvements based on local knowledge. Some improvements can be implemented on a short-term basis while others are aimed at the future, perhaps 5 to 10 years from the present.

For reference purposes, listed below are some of the short-term improvement options that were suggested in previously completed Corridor Profiles which can be used at specific intersections or along an entire corridor. These suggestions have included:

- Check the traffic signal timing & phasing of signalized intersections.
- Maintain all traffic control signals, signs, and pavement markings.
- Selectively trim any overgrown vegetation that is obstructing the sight lines of vehicles, signs, or traffic signals.
- Maintain pavement surfaces in good condition.
- Maintain bridges, culverts, and other roadside drainage structures and features.
- Install new or improve existing guide signs for nearby sites of touristic value.
- Consider access management techniques, such as curb cut consolidation and shared site access.
- Incorporate additional signage for safety purposes, such as yellow diamond warning signs.
- Enhance pedestrian and bicyclist safety corridor-wide, with a focus at high-use locations.
- Reconfigure marked travel lanes at an intersection where appropriate and feasible allowing for exclusive turning lanes.
- Use streetscaping for both beautification and nature-based drainage purposes.

Additionally, the following suggested improvements included into prior Corridor Profile efforts were intended more for either the mid-term or long-term time frames. These types of improvements will likely cost more and take longer to implement or construct. Each have been suggested on a community-by-community basis and can generally be used for multiple locations. These suggestions have included:

- Realignment of intersection approaches.
- The installation of a modern roundabout as an alternative to signalized traffic control where appropriate and feasible. It should be noted that MassDOT typically requires

the 8-hour warrant to be met for signals. Also, there are impacts associated with both signals and roundabouts that need to be considered.

- Widen roadways where additional shoulder width, travel or turning lanes are determined necessary.
- Incorporate Intelligent Transportation Systems (ITS) components into the roadway network, such as dynamic messaging signs or, for pedestrians, Rectangular Rapid-Flashing Beacons (RRFB).
- Install overhead highway lighting where deemed necessary.
- Utilize a “Complete Streets” approach, designing for all roadway users.
- Coordinate nearby successive traffic signals where appropriate and feasible.
- Install new traffic signals or modernize/update existing signal equipment.
- Utilize traffic calming measures along densely settled sections of a roadway, as appropriate and feasible.

Reaffirmed by the Infrastructure Investment and Jobs Act (IIJA), the CMMPO is continuing the development of performance-driven, multimodal TIP projects. Performance Based Planning & Programming (PBP&P) is intended to improve public transparency, fiscal accountability, and investment decisions affecting the condition and performance of the multimodal transportation system.

The CMMPO’s Performance Management program includes numerous goals and objectives across the range of federal transportation planning emphasis areas. Each established goal and objective has corresponding performance metrics that are monitored. Progress towards the established goals is measured and reported annually. A Performance Measures Scoresheet was created to assess both current and future year TIP projects, helping to determine to what extent regional goals have been addressed. TIP projects that rank high are often projects that provide substantive measurable outcomes for each goal, thus having increased regional impact.

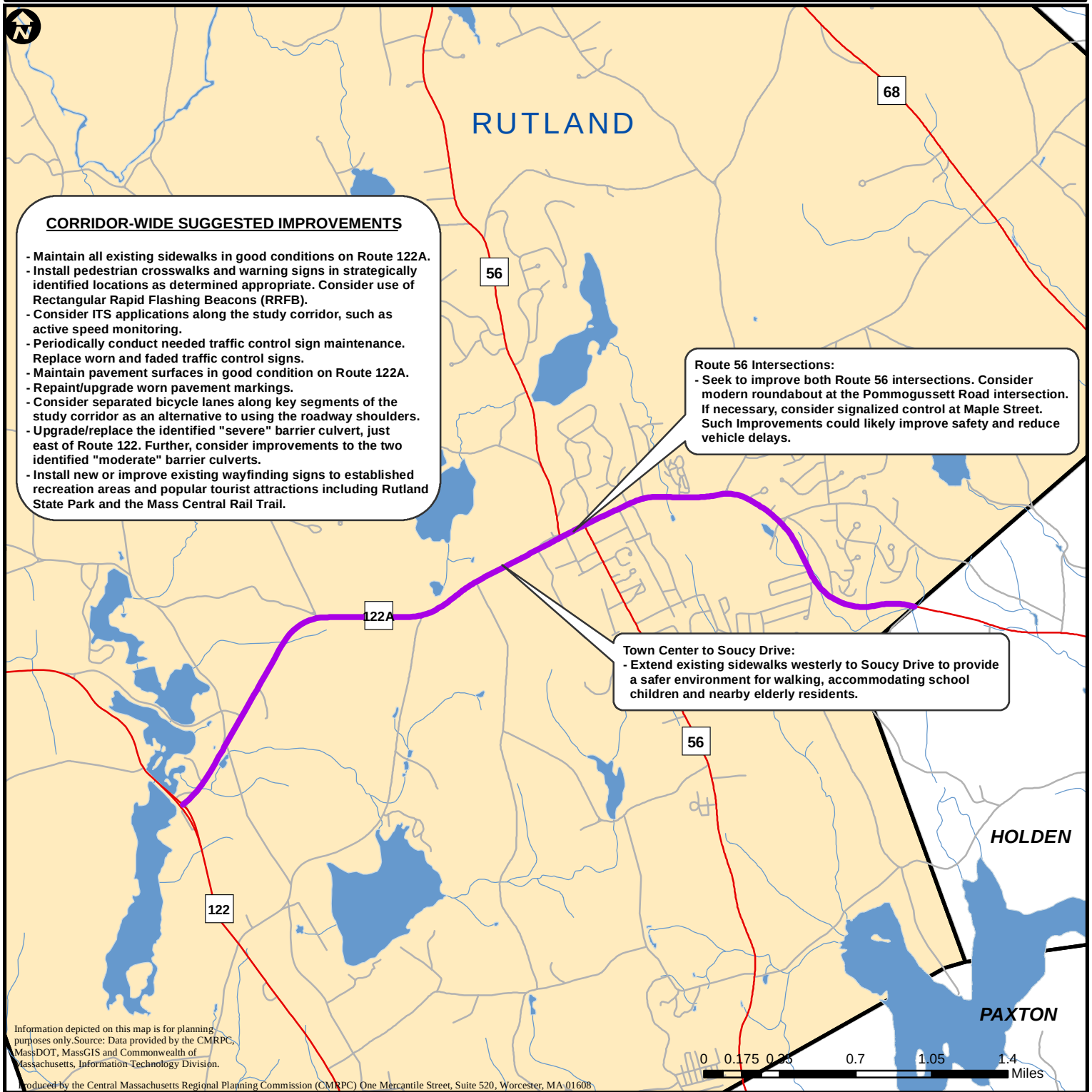
This Corridor Profile report includes a range of suggested improvement options for both MassDOT and host community consideration. Entirely maintained by MassDOT, Route 122A is federal-aid eligible. As such, many of the suggested improvement options could be incorporated into a potential future candidate TIP project that has the likelihood of producing higher Performance Management scores. Higher scores may increase the probability of CMMPO programming. In addition to the TIP, the MassWorks Infrastructure Program could also serve as a potential funding source for some of the improvements suggested for Route 122A. Click on the [MassWorks Program](#) for more information.

## 11.1 Route 122A Suggested Improvement Options

The following suggested improvement options, meant to address general overall deficiencies observed along the Route 122A study corridor, have been compiled for MassDOT and town of Rutland consideration. These improvement options are also shown in **Figure 21**.

- Seek to improve both Route 122A intersections with Route 56. At Pommogussett Road, consider the installation of a modern roundabout. If necessary, signalized control could be considered at Maple Street, largely due to the constrained right-of-way. Such improvements could likely result in improved safety and reduced vehicle delay, especially during the morning and evening peak hour flow periods. MassDOT would recommend using the Intersection Control Evaluation (ICE) process to determine appropriate traffic control for each intersection. It should be noted that for signalization to be considered, traffic signal warrant must be met.
- Extend existing sidewalks westerly to Kenwood Drive, which also accommodates Soucy Drive, to provide a safer environment for walking, accommodating school children and nearby elderly residents. Further, maintain all existing sidewalks in good condition throughout the Route 122A study corridor.
- Install pedestrian crosswalks in strategically identified locations as determined appropriate. Install necessary accompanying warning signs. Consider use of Rectangular Rapid-Flashing Beacons (RRFB), particularly in the town center area.
- Consider ITS applications along the study corridor, such as active speed monitoring, currently in use in other communities in the region. Speed feedback signs are best used in certain applications such as school zones and/or speed transition zones.
- Periodically conduct needed traffic control sign maintenance. Replace worn and faded traffic control signs to ensure nighttime reflectivity.
- Maintain pavement surfaces in good condition throughout the Route 122A study corridor.
- Repaint/upgrade worn pavement markings to enhance travel lane and crosswalk delineation through increased reflectivity.
- Consider physically separated bicycle lanes, either at the roadway or sidewalk level, within the town center as an alternative to the roadway shoulders.
- Upgrade/replace the culvert that was determined to act as a “severe” barrier to natural stream flow, just east of Route 122. Further, consider improvements to the two (2) identified culverts that pose “moderate” barriers to natural stream flow.
- Install new or improve existing wayfinding signs to established recreation areas and popular tourist attractions including Rutland State Park and the Mass Central Rail Trail.

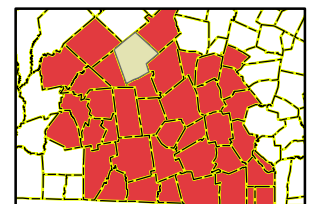
# RUTLAND ROUTE 122A CORRIDOR PROFILE



**Figure 21: Suggested Improvements**



- Route 122A Corridor Profile
- Other Roads
- Interstate
- State Route
- US Highway
- Water Bodies
- Streams



## Appendix A: Route 122A Culvert Assessment Forms

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Appendix A includes the assessment forms that CMRPC staff used to collect culvert data along Route 122A in the town of Rutland. An assessment form is available for the six (6) culverts that were surveyed.



# NAACC Culvert Survey Form



## Crossing Data

### General Information

**Crossing Code:** xy4235927971987847

**Date Observed:** August 7, 2025

**Lead Observer:** Ryan Hurley

**Town:** Rutland

**Stream:** Tributary to Long Pond

**Road:** Main Street

**Road Type:** Paved

**Latitude:** 42.359279

**Longitude:** -71.987847

**Location Description:** In wooded area near "Welcome to Rutland" sign

### Crossing Information

**Crossing Type:** Multiple culvert

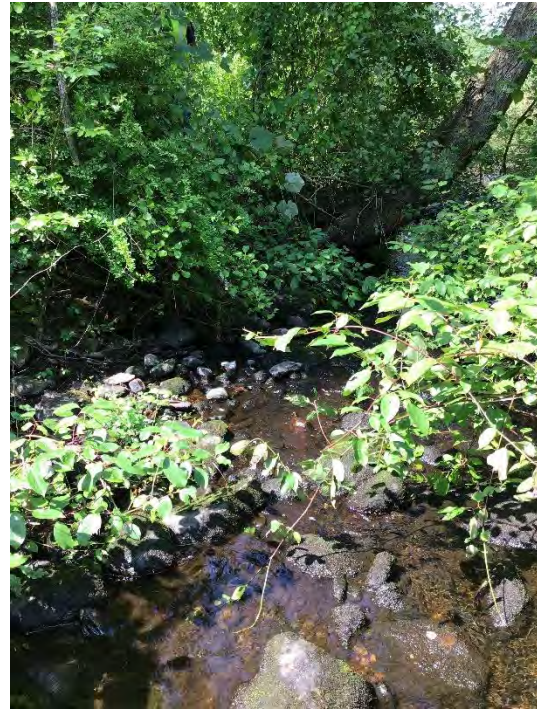
**Number of Culverts/Bridges:** 2

**Inlet Image:**



**Outlet Image:**



**Upstream Image:****Downstream Image:****Flow Condition:** Typical Low**Crossing Condition:** Ok**Tidal Site:** No**Alignment:** Flow aligned**Road Fill Height:** 4'**Bankfull Width:****Confidence (bankfull):****Constriction:** Moderate**Tailwater Scour Pool:** Large**Crossing Comments:** Drop at outlet, lots of vegetation, drainage pipe at outlet

## Structure 1

**Structure Material:** Concrete

### Outlet Data

**Outlet Shape:** 2**Outlet Armoring:** None**Outlet Grade:** Free fall**Outlet Width:** 4.9**Outlet Height:** 4.9**Outlet Substrate/Water Width:**  
1.5**Outlet Water Depth:** 0.1**Outlet Drop to Water  
Surface:** 1.1**Outlet Drop to Stream  
Bottom:** 2.8**Abutment Height:****Structure Length:** 61

### Inlet Data

**Inlet Shape:** 2**Inlet Type:** Headwalls and  
wingwalls**Inlet Grade:** At stream grade**Inlet Width:** 6**Inlet Height:** 5.7



|                                            |                                                 |
|--------------------------------------------|-------------------------------------------------|
| <b>Inlet Substrate/Water Width:</b><br>1.9 | <b>Inlet Water Depth:</b> 0.4                   |
| <b>Additional Conditions</b>               |                                                 |
| <b>Slope %:</b>                            | <b>Slope Confidence:</b>                        |
| <b>Internal Structures:</b> None           | <b>Structure Substrate Matches Stream:</b> None |
| <b>Structure Substrate Type:</b><br>None   | <b>Structure Substrate Coverage:</b> None       |
| <b>Physical Barrier:</b> None              | <b>Severity:</b> None                           |
| <b>Water Depth Matches Stream:</b> Yes     | <b>Water Velocity Matches Stream:</b> Yes       |
| <b>Dry Passage Through Structure:</b> No   | <b>Height Above Dry Passage:</b>                |
| <b>Comments:</b>                           |                                                 |

## Structure 2

|                                  |                                          |                                   |
|----------------------------------|------------------------------------------|-----------------------------------|
| Structure Material: Concrete     |                                          |                                   |
| Outlet Data                      |                                          |                                   |
| Outlet Shape: 2                  | Outlet Armoring: None                    | Outlet Grade: Free fall           |
| Outlet Width: 5                  | Outlet Height: 5                         | Outlet Substrate/Water Width: 1.5 |
| Outlet Water Depth: 0.2          | Outlet Drop to Water Surface: 1.1        | Outlet Drop to Stream Bottom: 2.8 |
| Abutment Height:                 | Structure Length: 61                     |                                   |
| Inlet Data                       |                                          |                                   |
| Inlet Shape: 2                   | Inlet Type: Headwalls and wingwalls      | Inlet Grade: At stream grade      |
| Inlet Width: 6.2                 | Inlet Height: 6                          |                                   |
| Inlet Substrate/Water Width: 1.9 | Inlet Water Depth: 0.1                   |                                   |
| Additional Conditions            |                                          |                                   |
| Slope %:                         | Slope Confidence:                        |                                   |
| Internal Structures: None        | Structure Substrate Matches Stream: None |                                   |
| Structure Substrate Type: None   | Structure Substrate Coverage: None       |                                   |
| Physical Barrier: None           | Severity: None                           |                                   |
| Water Depth Matches Stream: Yes  | Water Velocity Matches Stream: Yes       |                                   |

|                                          |                                  |
|------------------------------------------|----------------------------------|
| <b>Dry Passage Through Structure:</b> No | <b>Height Above Dry Passage:</b> |
| <b>Comments:</b>                         |                                  |

# NAACC Culvert Survey Form



## Crossing Data

### General Information

**Crossing Code:** xy4236900971980303

**Date Observed:** August 7, 2025

**Lead Observer:** Ryan Hurley

**Town:** Rutland

**Stream:** Tributary to Long Pond

**Road:** Main Street

**Road Type:** Paved

**Latitude:** 42.369009

**Longitude:** -71.980303

**Location Description:** In heavily wooded area

### Crossing Information

**Crossing Type:** Culvert

**Number of Culverts/Bridges:** 1

**Inlet Image:**



**Outlet Image:**



|                                                                                   |                               |                                                                                    |  |
|-----------------------------------------------------------------------------------|-------------------------------|------------------------------------------------------------------------------------|--|
| <b>Upstream Image:</b>                                                            |                               | <b>Downstream Image:</b>                                                           |  |
|  |                               |  |  |
| <b>Flow Condition:</b> Typical low                                                | <b>Crossing Condition:</b> Ok | <b>Tidal Site:</b> No                                                              |  |
| <b>Alignment:</b> Flow aligned                                                    | <b>Road Fill Height:</b> 15’  | <b>Bankfull Width:</b>                                                             |  |
| <b>Confidence (bankfull):</b>                                                     | <b>Constriction:</b> Moderate |                                                                                    |  |
| <b>Tailwater Scour Pool:</b> Small                                                |                               |                                                                                    |  |
| <b>Crossing Comments:</b> Drainage pipe near the outlet                           |                               |                                                                                    |  |

## Structure 1

|                                  |                                          |                                   |
|----------------------------------|------------------------------------------|-----------------------------------|
| Structure Material: Concrete     |                                          |                                   |
| Outlet Data                      |                                          |                                   |
| Outlet Shape: 2                  | Outlet Armoring: None                    | Outlet Grade: Free Fall           |
| Outlet Width: 3.8                | Outlet Height: 3.5                       | Outlet Substrate/Water Width: 0.8 |
| Outlet Water Depth: 0.1          | Outlet Drop to Water Surface: 0.5        | Outlet Drop to Stream Bottom: 0.8 |
| Abutment Height:                 | Structure Length: 75'                    |                                   |
| Inlet Data                       |                                          |                                   |
| Inlet Shape: 2                   | Inlet Type: Headwalls and wingwalls      | Inlet Grade: At stream grade      |
| Inlet Width: 3.8                 | Inlet Height: 3.8                        |                                   |
| Inlet Substrate/Water Width: 1.4 | Inlet Water Depth: 0.4                   |                                   |
| Additional Conditions            |                                          |                                   |
| Slope %:                         | Slope Confidence:                        |                                   |
| Internal Structures: None        | Structure Substrate Matches Stream: None |                                   |
| Structure Substrate Type: None   | Structure Substrate Coverage: None       |                                   |

|                                          |                                           |                                  |
|------------------------------------------|-------------------------------------------|----------------------------------|
| <b>Physical Barrier:</b> None            | <b>Severity:</b> None                     |                                  |
| <b>Water Depth Matches Stream:</b> Yes   | <b>Water Velocity Matches Stream:</b> Yes |                                  |
| <b>Dry Passage Through Structure:</b> No |                                           | <b>Height Above Dry Passage:</b> |
| <b>Comments:</b>                         |                                           |                                  |

# NAACC Culvert Survey Form



## Crossing Data

| General Information                                                |                                       |                                       |
|--------------------------------------------------------------------|---------------------------------------|---------------------------------------|
| <b>Crossing Code:</b> xy4237890171945899                           |                                       |                                       |
| <b>Date Observed:</b> 6/7/2019                                     | <b>Lead Observer:</b> Martha Morgan   | <b>Town:</b> Rutland                  |
| <b>Stream:</b> Unnamed tributary to Moulton Pond                   | <b>Road:</b> Main Street (Route 122a) | <b>Road Type:</b> Paved               |
| <b>Latitude:</b> 42.378901                                         |                                       | <b>Longitude:</b> -71.945899          |
| <b>Location Description:</b> 148 Main Street                       |                                       |                                       |
| Crossing Information                                               |                                       |                                       |
| <b>Crossing Type:</b> Culvert                                      |                                       | <b>Number of Culverts/Bridges:</b> 1  |
| <b>Inlet Image:</b> (see folder)                                   |                                       | <b>Outlet Image:</b> (see folder)     |
| <b>Upstream Image:</b> (see folder)                                |                                       | <b>Downstream Image:</b> (see folder) |
| <b>Flow Condition:</b> Moderate                                    | <b>Crossing Condition:</b> Poor       | <b>Tidal Site:</b> No                 |
| <b>Alignment:</b> Flow-aligned                                     | <b>Road Fill Height:</b> 3'           | <b>Bankfull Width:</b> 6.7'           |
| <b>Confidence (bankfull):</b><br>Low/estimated                     | <b>Constriction:</b> Severe           |                                       |
| <b>Tailwater Scour Pool:</b> Small                                 |                                       |                                       |
| <b>Crossing Comments:</b> Bankfull estimated from USGS Streamstats |                                       |                                       |

## Structure 1

| Structure Material: Concrete       |                                        |                                                     |
|------------------------------------|----------------------------------------|-----------------------------------------------------|
| Outlet Data                        |                                        |                                                     |
| <b>Outlet Shape:</b> Round culvert | <b>Outlet Armoring:</b> None           | <b>Outlet Grade:</b><br>Clogged/collapsed/submerged |
| <b>Outlet Width:</b> 2.9'          | <b>Outlet Height:</b> 2'               | <b>Outlet Substrate/Water Width:</b><br>2.9'        |
| <b>Outlet Water Depth:</b> 2'      | <b>Outlet Drop to Water Surface:</b> 0 | <b>Outlet Drop to Stream Bottom:</b> 0              |
| <b>Abutment Height:</b>            | <b>Structure Length:</b> 114'          |                                                     |

| Inlet Data                                                                            |                                                       |                                     |
|---------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------|
| <b>Inlet Shape:</b> Round culvert                                                     | <b>Inlet Type:</b> Headwalls and wingwalls            | <b>Inlet Grade:</b> At stream grade |
| <b>Inlet Width:</b> 2.9'                                                              | <b>Inlet Height:</b> 1.8'                             |                                     |
| <b>Inlet Substrate/Water Width:</b> 0.9'                                              | <b>Inlet Water Depth:</b> 0.15'                       |                                     |
| Additional Conditions                                                                 |                                                       |                                     |
| <b>Slope %:</b> No data                                                               | <b>Slope Confidence:</b> No data                      |                                     |
| <b>Internal Structures:</b> None                                                      | <b>Structure Substrate Matches Stream:</b> Comparable |                                     |
| <b>Structure Substrate Type:</b><br>Sand                                              | <b>Structure Substrate Coverage:</b> 100%             |                                     |
| <b>Physical Barrier:</b> Fencing                                                      | <b>Severity:</b> Moderate                             |                                     |
| <b>Water Depth Matches Stream:</b> Yes                                                | <b>Water Velocity Matches Stream:</b> Yes             |                                     |
| <b>Dry Passage Through Structure:</b> No                                              | <b>Height Above Dry Passage:</b> 0                    |                                     |
| <b>Comments:</b> 3" fencing at inlet. Outlet submerged. Outlet measurements estimated |                                                       |                                     |

# NAACC Culvert Survey Form



## Crossing Data

| General Information                                                                                                               |                                         |                                       |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|
| <b>Crossing Code:</b> xy4237437871933218                                                                                          |                                         |                                       |
| <b>Date Observed:</b> 4/27/2025                                                                                                   | <b>Lead Observer:</b><br>Ryan Hennrikus | <b>Town:</b> Rutland                  |
| <b>Stream:</b> Unknown                                                                                                            | <b>Road:</b> Main Street (Route 122A)   | <b>Road Type:</b> Paved               |
| <b>Latitude:</b><br>42.374378                                                                                                     |                                         | <b>Longitude:</b><br>-71.9332         |
| <b>Location Description:</b><br>A busy road with a neighborhood upstream of the crossing and a woodlot downstream.                |                                         |                                       |
| Crossing Information                                                                                                              |                                         |                                       |
| <b>Crossing Type:</b><br>Multiple Culvert                                                                                         |                                         | <b>Number of Culverts/Bridges:</b> 2  |
| <b>Inlet Image:</b> (see folder)                                                                                                  |                                         | <b>Outlet Image:</b> (see folder)     |
| <b>Upstream Image:</b> (see folder)                                                                                               |                                         | <b>Downstream Image:</b> (see folder) |
| <b>Flow Condition:</b><br>Typical low-flow                                                                                        | <b>Crossing Condition:</b> Poor         | <b>Tidal Site:</b> No                 |
| <b>Alignment:</b> Skewed (>45 degrees)                                                                                            | <b>Road Fill Height:</b> 5.8            | <b>Bankfull Width:</b> 6.3            |
| <b>Confidence (bankfull):</b><br>Low/estimated                                                                                    | <b>Constriction:</b> n/a                |                                       |
| <b>Tailwater Scour Pool:</b> n/a                                                                                                  |                                         |                                       |
| <b>Crossing Comments:</b><br>The outlets are significantly further apart than the inlets. The outlet of cell 2 is also submerged. |                                         |                                       |

## Structure 1

| <b>Structure Material:</b><br>Plastic |                              |                                             |
|---------------------------------------|------------------------------|---------------------------------------------|
| Outlet Data                           |                              |                                             |
| <b>Outlet Shape:</b> Round culvert    | <b>Outlet Armoring:</b> None | <b>Outlet Grade:</b> At stream grade        |
| <b>Outlet Width:</b> 2.8              | <b>Outlet Height:</b> 2      | <b>Outlet Substrate/Water Width:</b><br>2.8 |



|                                                                                               |                                          |                                 |
|-----------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------|
| Outlet Water Depth: 0.7                                                                       | Outlet Drop to Water Surface: 0          | Outlet Drop to Stream Bottom: 0 |
| Abutment Height:                                                                              | Structure Length: 62.5                   |                                 |
| Inlet Data                                                                                    |                                          |                                 |
| Inlet Shape: Round culvert                                                                    | Inlet Type: Headwall                     | Inlet Grade: At stream grade    |
| Inlet Width: 3                                                                                | Inlet Height: 3                          |                                 |
| Inlet Substrate/Water Width: 2.8                                                              | Inlet Water Depth: 0.7                   |                                 |
| Additional Conditions                                                                         |                                          |                                 |
| Slope %:                                                                                      | Slope Confidence:                        |                                 |
| Internal Structures: None                                                                     | Structure Substrate Matches Stream: None |                                 |
| Structure Substrate Type: None                                                                | Structure Substrate Coverage: 0          |                                 |
| Physical Barrier: None                                                                        | Severity: 0                              |                                 |
| Water Depth Matches Stream: Yes                                                               | Water Velocity Matches Stream: Yes       |                                 |
| Dry Passage Through Structure: No                                                             |                                          | Height Above Dry Passage:       |
| Comments:                                                                                     |                                          |                                 |
| The structure is poorly aligned with the stream both upstream and downstream of the crossing. |                                          |                                 |

## Structure 2

|                                |                                    |                                           |
|--------------------------------|------------------------------------|-------------------------------------------|
| Structure Material: Concrete   |                                    |                                           |
| Outlet Data                    |                                    |                                           |
| Outlet Shape: Round culvert    | Outlet Armoring: None              | Outlet Grade: Clogged/collapsed/submerged |
| Outlet Width: 1                | Outlet Height: 1                   | Outlet Substrate/Water Width: 1           |
| Outlet Water Depth: 1          | Outlet Drop to Water Surface: 0    | Outlet Drop to Stream Bottom: 0           |
| Abutment Height:               | Structure Length: 65.1             |                                           |
| Inlet Data                     |                                    |                                           |
| Inlet Shape: Round culvert     | Inlet Type: Headwall and wingwalls | Inlet Grade: At stream grade              |
| Inlet Width: 1                 | Inlet Height: 1                    |                                           |
| Inlet Substrate/Water Width: 1 | Inlet Water Depth: 0.4             |                                           |

| Additional Conditions                                                                                                    |  |                                                 |
|--------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------|
| <b>Slope %:</b>                                                                                                          |  | <b>Slope Confidence:</b>                        |
| <b>Internal Structures:</b>                                                                                              |  | <b>Structure Substrate Matches Stream:</b> None |
| <b>Structure Substrate Type:</b> None                                                                                    |  | <b>Structure Substrate Coverage:</b> None       |
| <b>Physical Barrier:</b> None                                                                                            |  | <b>Severity:</b> None                           |
| <b>Water Depth Matches Stream:</b><br>No shallower                                                                       |  | <b>Water Velocity Matches Stream:</b> no faster |
| <b>Dry Passage Through Structure:</b> No                                                                                 |  | <b>Height Above Dry Passage:</b>                |
| <b>Comments:</b><br>The outlets are significantly further apart than the inlets. The outlet of cell 2 is also submerged. |  |                                                 |

# NAACC Culvert Survey Form



## Crossing Data

### General Information

**Crossing Code:** xy4237277771931845

**Date Observed:** July 16, 2025

**Lead Observer:** Ryan Hurley

**Town:** Rutland

**Stream:** Worcester Brook

**Road:** Main Street

**Road Type:** Paved

**Latitude:** 42.372777

**Longitude:** -71.931845

**Location Description:** In wooded area near telephone pole #9

### Crossing Information

**Crossing Type:** Culvert

**Number of Culverts/Bridges:** 1

**Inlet Image:**



**Outlet Image:**



**Upstream Image:****Downstream Image:****Flow Condition:** Typical low**Crossing Condition:** Ok**Tidal Site:** No**Alignment:** Flow aligned**Road Fill Height:** 8**Bankfull Width:****Confidence (bankfull):****Constriction:** Spans only bankfull/active channel**Tailwater Scour Pool:** Large**Crossing Comments:** n/a

## Structure 1

**Structure Material:** Concrete

### Outlet Data

|                                |                                        |                                          |
|--------------------------------|----------------------------------------|------------------------------------------|
| <b>Outlet Shape:</b> 1         | <b>Outlet Armoring:</b> Not extensive  | <b>Outlet Grade:</b> At stream grade     |
| <b>Outlet Width:</b> 5         | <b>Outlet Height:</b> 4.4              | <b>Outlet Substrate/Water Width:</b> 2.5 |
| <b>Outlet Water Depth:</b> 0.3 | <b>Outlet Drop to Water Surface:</b> 0 | <b>Outlet Drop to Stream Bottom:</b> 0   |
| <b>Abutment Height:</b>        | <b>Structure Length:</b> 108           |                                          |

### Inlet Data

|                       |                                            |                             |
|-----------------------|--------------------------------------------|-----------------------------|
| <b>Inlet Shape:</b> 1 | <b>Inlet Type:</b> Headwalls and wingwalls | <b>Inlet Grade:</b> Perched |
|-----------------------|--------------------------------------------|-----------------------------|

|                                                 |                                                 |  |
|-------------------------------------------------|-------------------------------------------------|--|
| <b>Inlet Width:</b> 4.9                         | <b>Inlet Height:</b> 5.1                        |  |
| <b>Inlet Substrate/Water Width:</b><br>2        | <b>Inlet Water Depth:</b> 0.2                   |  |
| <b>Additional Conditions</b>                    |                                                 |  |
| <b>Slope %:</b>                                 | <b>Slope Confidence:</b>                        |  |
| <b>Internal Structures:</b> None                | <b>Structure Substrate Matches Stream:</b> None |  |
| <b>Structure Substrate Type:</b><br>None        | <b>Structure Substrate Coverage:</b> None       |  |
| <b>Physical Barrier:</b> None                   | <b>Severity:</b> None                           |  |
| <b>Water Depth Matches Stream:</b> No shallower | <b>Water Velocity Matches Stream:</b> Yes       |  |
| <b>Dry Passage Through Structure:</b> No        | <b>Height Above Dry Passage:</b>                |  |
| <b>Comments:</b> none                           |                                                 |  |



# NAACC Culvert Survey Form



## Crossing Data

| General Information                                                                                        |                                   |                                                                                                              |
|------------------------------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------|
| <b>Crossing Code:</b> xy4237164771927820                                                                   |                                   |                                                                                                              |
| <b>Date Observed:</b> August 7, 2025                                                                       | <b>Lead Observer:</b> Ryan Hurley | <b>Town:</b> Rutland                                                                                         |
| <b>Stream:</b> Tributary to Worcester Brook                                                                | <b>Road:</b> Main Street          | <b>Road Type:</b> Paved                                                                                      |
| <b>Latitude:</b> 42.371647                                                                                 |                                   | <b>Longitude:</b> -71.927820                                                                                 |
| <b>Location Description:</b> In a wooded area near the town line                                           |                                   |                                                                                                              |
| Crossing Information                                                                                       |                                   |                                                                                                              |
| <b>Crossing Type:</b> Culvert                                                                              |                                   | <b>Number of Culverts/Bridges:</b> 1                                                                         |
| <b>Inlet Image:</b><br> |                                   | <b>Outlet Image:</b><br> |

|                                                                                             |                                                         |                                                                                    |  |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------|--|
| <b>Upstream Image:</b>                                                                      |                                                         | <b>Downstream Image:</b>                                                           |  |
|            |                                                         |  |  |
| <b>Flow Condition:</b> Typical Low                                                          | <b>Crossing Condition:</b> Ok                           | <b>Tidal Site:</b> No                                                              |  |
| <b>Alignment:</b> Flow Aligned                                                              | <b>Road Fill Height:</b> 5'                             | <b>Bankfull Width:</b>                                                             |  |
| <b>Confidence (bankfull):</b>                                                               | <b>Constriction:</b> Spans only bankfull/active channel |                                                                                    |  |
| <b>Tailwater Scour Pool:</b> None                                                           |                                                         |                                                                                    |  |
| <b>Crossing Comments:</b> Water not flowing through culvert, but flowing underneath culvert |                                                         |                                                                                    |  |

## Structure 1

|                                  |                                                |                                   |
|----------------------------------|------------------------------------------------|-----------------------------------|
| Structure Material: Concrete     |                                                |                                   |
| Outlet Data                      |                                                |                                   |
| Outlet Shape: 1                  | Outlet Armoring: None                          | Outlet Grade: Unknown             |
| Outlet Width: 4'                 | Outlet Height: 3.6'                            | Outlet Substrate/Water Width: 4'  |
| Outlet Water Depth: 0            | Outlet Drop to Water Surface: 0.2              | Outlet Drop to Stream Bottom: 0.5 |
| Abutment Height:                 | Structure Length: 50'                          |                                   |
| Inlet Data                       |                                                |                                   |
| Inlet Shape: 1                   | Inlet Type: Headwalls and wingwalls            | Inlet Grade: At stream grade      |
| Inlet Width: 3.7'                | Inlet Height: 3.8'                             |                                   |
| Inlet Substrate/Water Width: 0.7 | Inlet Water Depth: 0.1                         |                                   |
| Additional Conditions            |                                                |                                   |
| Slope %:                         | Slope Confidence:                              |                                   |
| Internal Structures: None        | Structure Substrate Matches Stream: Comparable |                                   |
| Structure Substrate Type: Silt   | Structure Substrate Coverage: 25%              |                                   |

|                                                  |                                           |                                  |
|--------------------------------------------------|-------------------------------------------|----------------------------------|
| <b>Physical Barrier:</b><br>Debris/sediment/rock | <b>Severity:</b> Minor                    |                                  |
| <b>Water Depth Matches Stream:</b> No shallower  | <b>Water Velocity Matches Stream:</b> Yes |                                  |
| <b>Dry Passage Through Structure:</b> No         |                                           | <b>Height Above Dry Passage:</b> |
| <b>Comments:</b> None                            |                                           |                                  |



## Appendix B: Route 122A Traffic Counts

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Appendix B includes the results from the five (5) traffic counts completed on Route 122A in the town of Rutland. The data shows the 60-minute volumes and functional class for each direction at each traffic count location.

Town : Rutland  
 Street : Route 122A  
 Location : East of Route 122

Site: 2024278

Weekly Volume

| Interval            | Mon<br>5/27/2024 |    | Tue<br>5/28/2024 |    | Wed<br>5/29/2024 |          | Thu<br>5/30/2024 |         | Fri<br>5/31/2024 |         | Sat<br>6/1/2024 |    | Sun<br>6/2/2024 |    | Mon - Fri<br>Average |         | Weekly Average |         |
|---------------------|------------------|----|------------------|----|------------------|----------|------------------|---------|------------------|---------|-----------------|----|-----------------|----|----------------------|---------|----------------|---------|
| Start               | WB               | EB | WB               | EB | WB               | EB       | WB               | EB      | WB               | EB      | WB              | EB | WB              | EB | WB                   | EB      | WB             | EB      |
| 12:00 AM            | -                | -  | -                | -  | -                | -        | 3                | 4       | 3                | 3       | -               | -  | -               | -  | 3.0                  | 3.5     | 3.0            | 3.5     |
| 1:00 AM             | -                | -  | -                | -  | -                | -        | 3                | 2       | 7                | 2       | -               | -  | -               | -  | 5.0                  | 2.0     | 5.0            | 2.0     |
| 2:00 AM             | -                | -  | -                | -  | -                | -        | 0                | 2       | 1                | 1       | -               | -  | -               | -  | 0.5                  | 1.5     | 0.5            | 1.5     |
| 3:00 AM             | -                | -  | -                | -  | -                | -        | 1                | 4       | 4                | 6       | -               | -  | -               | -  | 2.5                  | 5.0     | 2.5            | 5.0     |
| 4:00 AM             | -                | -  | -                | -  | -                | -        | 2                | 8       | 1                | 8       | -               | -  | -               | -  | 1.5                  | 8.0     | 1.5            | 8.0     |
| 5:00 AM             | -                | -  | -                | -  | -                | -        | 22               | 28      | 19               | 30      | -               | -  | -               | -  | 20.5                 | 29.0    | 20.5           | 29.0    |
| 6:00 AM             | -                | -  | -                | -  | -                | -        | 41               | 121     | 50               | 113     | -               | -  | -               | -  | 45.5                 | 117.0   | 45.5           | 117.0   |
| 7:00 AM             | -                | -  | -                | -  | -                | -        | 68               | 121     | 76               | 105     | -               | -  | -               | -  | 72.0                 | 113.0   | 72.0           | 113.0   |
| 8:00 AM             | -                | -  | -                | -  | -                | -        | 62               | 121     | 68               | 119     | -               | -  | -               | -  | 65.0                 | 120.0   | 65.0           | 120.0   |
| 9:00 AM             | -                | -  | -                | -  | -                | -        | 62               | 71      | 91               | 71      | -               | -  | -               | -  | 76.5                 | 71.0    | 76.5           | 71.0    |
| 10:00 AM            | -                | -  | -                | -  | -                | -        | 69               | 65      | 71               | 72      | -               | -  | -               | -  | 70.0                 | 68.5    | 70.0           | 68.5    |
| 11:00 AM            | -                | -  | -                | -  | 92               | 61       | 134              | 108     | -                | -       | -               | -  | -               | -  | 113.0                | 84.5    | 113.0          | 84.5    |
| 12:00 PM            | -                | -  | -                | -  | 93               | 79       | 87               | 80      | -                | -       | -               | -  | -               | -  | 90.0                 | 79.5    | 90.0           | 79.5    |
| 1:00 PM             | -                | -  | -                | -  | 85               | 84       | 62               | 89      | -                | -       | -               | -  | -               | -  | 73.5                 | 86.5    | 73.5           | 86.5    |
| 2:00 PM             | -                | -  | -                | -  | 95               | 90       | 93               | 76      | -                | -       | -               | -  | -               | -  | 94.0                 | 83.0    | 94.0           | 83.0    |
| 3:00 PM             | -                | -  | -                | -  | 145              | 92       | 133              | 110     | -                | -       | -               | -  | -               | -  | 139.0                | 101.0   | 139.0          | 101.0   |
| 4:00 PM             | -                | -  | -                | -  | 158              | 101      | 176              | 74      | -                | -       | -               | -  | -               | -  | 167.0                | 87.5    | 167.0          | 87.5    |
| 5:00 PM             | -                | -  | -                | -  | 147              | 94       | 136              | 90      | -                | -       | -               | -  | -               | -  | 141.5                | 92.0    | 141.5          | 92.0    |
| 6:00 PM             | -                | -  | -                | -  | 124              | 94       | 88               | 69      | -                | -       | -               | -  | -               | -  | 106.0                | 81.5    | 106.0          | 81.5    |
| 7:00 PM             | -                | -  | -                | -  | 83               | 60       | 69               | 69      | -                | -       | -               | -  | -               | -  | 76.0                 | 64.5    | 76.0           | 64.5    |
| 8:00 PM             | -                | -  | -                | -  | 65               | 44       | 58               | 37      | -                | -       | -               | -  | -               | -  | 61.5                 | 40.5    | 61.5           | 40.5    |
| 9:00 PM             | -                | -  | -                | -  | 25               | 32       | 30               | 29      | -                | -       | -               | -  | -               | -  | 27.5                 | 30.5    | 27.5           | 30.5    |
| 10:00 PM            | -                | -  | -                | -  | 13               | 17       | 19               | 18      | -                | -       | -               | -  | -               | -  | 16.0                 | 17.5    | 16.0           | 17.5    |
| 11:00 PM            | -                | -  | -                | -  | 7                | 6        | 13               | 11      | -                | -       | -               | -  | -               | -  | 10.0                 | 8.5     | 10.0           | 8.5     |
| Totals              | 0                | 0  | 0                | 0  | 1132             | 854      | 1431             | 1407    | 391              | 530     | 0               | 0  | 0               | 0  | 1477.0               | 1395.5  | 1477.0         | 1395.5  |
| Combined            | 0                |    | 0                |    | 1986             |          | 2838             |         | 921              |         | 0               |    | 0               |    | 2872.5               |         | 2872.5         |         |
| Split (%)           | -                | -  | -                | -  | 57.0             | 43.0     | 50.4             | 49.6    | 42.5             | 57.5    | -               | -  | -               | -  | 51.4                 | 48.6    | 51.4           | 48.6    |
| <b>Peak Hours</b>   |                  |    |                  |    |                  |          |                  |         |                  |         |                 |    |                 |    |                      |         |                |         |
| 12:00 AM - 12:00 PM | -                | -  | -                | -  | 11:00 AM         | 11:00 AM | 11:00 AM         | 6:00 AM | 9:00 AM          | 8:00 AM | -               | -  | -               | -  | 11:00 AM             | 8:00 AM | 11:00 AM       | 8:00 AM |
| Volume              | -                | -  | -                | -  | 92               | 61       | 134              | 121     | 91               | 119     | -               | -  | -               | -  | 113.0                | 120.0   | 113.0          | 120.0   |
| 12:00 PM - 12:00 AM | -                | -  | -                | -  | 4:00 PM          | 4:00 PM  | 4:00 PM          | 3:00 PM | -                | -       | -               | -  | -               | -  | 4:00 PM              | 3:00 PM | 4:00 PM        | 3:00 PM |
| Volume              | -                | -  | -                | -  | 158              | 101      | 176              | 110     | -                | -       | -               | -  | -               | -  | 167.0                | 101.0   | 167.0          | 101.0   |

Town : Rutland  
 Street : Route 122A  
 Location : East of Route 122

Site: 2024278  
 5/30/2024  
 Thursday

Daily Classification

Combined Channels

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|----------------|-------|-------------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|------------|
| 12:00 AM       | 7     | 2           | 3               | 1           | 0     | 0             | 0             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 0          |
| 1:00 AM        | 5     | 0           | 2               | 1           | 1     | 0             | 0             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 0          |
| 2:00 AM        | 2     | 0           | 2               | 0           | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 3:00 AM        | 5     | 0           | 3               | 0           | 0     | 1             | 0             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 0          |
| 4:00 AM        | 10    | 0           | 4               | 2           | 0     | 4             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 5:00 AM        | 50    | 2           | 29              | 6           | 1     | 11            | 0             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 0          |
| 6:00 AM        | 162   | 0           | 84              | 41          | 3     | 27            | 1             | 0             | 3              | 2             | 1              | 0             | 0            | 0             | 0          |
| 7:00 AM        | 189   | 2           | 103             | 44          | 6     | 28            | 0             | 0             | 1              | 5             | 0              | 0             | 0            | 0             | 0          |
| 8:00 AM        | 183   | 0           | 104             | 45          | 4     | 22            | 3             | 1             | 2              | 1             | 1              | 0             | 0            | 0             | 0          |
| 9:00 AM        | 133   | 0           | 63              | 25          | 2     | 31            | 1             | 1             | 2              | 8             | 0              | 0             | 0            | 0             | 0          |
| 10:00 AM       | 134   | 0           | 74              | 29          | 2     | 19            | 4             | 1             | 2              | 3             | 0              | 0             | 0            | 0             | 0          |
| 11:00 AM       | 242   | 1           | 142             | 51          | 4     | 33            | 2             | 0             | 6              | 3             | 0              | 0             | 0            | 0             | 0          |
| 12:00 PM       | 167   | 1           | 89              | 36          | 2     | 29            | 1             | 0             | 2              | 7             | 0              | 0             | 0            | 0             | 0          |
| 1:00 PM        | 151   | 0           | 66              | 40          | 4     | 38            | 1             | 0             | 0              | 2             | 0              | 0             | 0            | 0             | 0          |
| 2:00 PM        | 169   | 5           | 84              | 36          | 6     | 27            | 0             | 0             | 6              | 5             | 0              | 0             | 0            | 0             | 0          |
| 3:00 PM        | 243   | 1           | 143             | 50          | 4     | 37            | 2             | 0             | 3              | 3             | 0              | 0             | 0            | 0             | 0          |
| 4:00 PM        | 250   | 0           | 155             | 54          | 3     | 35            | 1             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 0          |
| 5:00 PM        | 226   | 1           | 142             | 43          | 0     | 39            | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 0          |
| 6:00 PM        | 157   | 0           | 106             | 33          | 3     | 13            | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 0          |
| 7:00 PM        | 138   | 0           | 87              | 32          | 0     | 18            | 0             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 0          |
| 8:00 PM        | 95    | 0           | 60              | 19          | 0     | 14            | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 0          |
| 9:00 PM        | 59    | 0           | 43              | 12          | 0     | 4             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 10:00 PM       | 37    | 1           | 29              | 5           | 0     | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 11:00 PM       | 24    | 0           | 15              | 3           | 1     | 5             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| Total          | 2838  | 16          | 1632            | 608         | 46    | 437           | 16            | 3             | 33             | 45            | 2              | 0             | 0            | 0             | 0          |
| %              |       | 0.6         | 57.5            | 21.4        | 1.6   | 15.4          | 0.6           | 0.1           | 1.2            | 1.6           | 0.1            | 0.0           | 0.0          | 0.0           | 0.0        |

Town : Rutland  
 Street : Route 122A  
 Location : West of Route 56

Site: 2025263

Weekly Volume

| Interval            | Mon<br>5/19/2025 |    | Tue<br>5/20/2025 |         | Wed<br>5/21/2025 |         | Thu<br>5/22/2025 |         | Fri<br>5/23/2025 |          | Sat<br>5/24/2025 |          | Sun<br>5/25/2025 |          | Mon - Fri<br>Average |          | Weekly Average |          |
|---------------------|------------------|----|------------------|---------|------------------|---------|------------------|---------|------------------|----------|------------------|----------|------------------|----------|----------------------|----------|----------------|----------|
| Start               | EB               | WB | EB               | WB      | EB               | WB      | EB               | WB      | EB               | WB       | EB               | WB       | EB               | WB       | EB                   | WB       | EB             | WB       |
| 12:00 AM            | -                | -  | -                | -       | 8                | 15      | 9                | 14      | 13               | 13       | 12               | 22       | 19               | 23       | 10.0                 | 14.0     | 12.2           | 17.4     |
| 1:00 AM             | -                | -  | -                | -       | 6                | 4       | 6                | 4       | 9                | 7        | 8                | 15       | 9                | 12       | 7.0                  | 5.0      | 7.6            | 8.4      |
| 2:00 AM             | -                | -  | -                | -       | 8                | 6       | 8                | 3       | 4                | 6        | 2                | 9        | 5                | 3        | 6.7                  | 5.0      | 5.4            | 5.4      |
| 3:00 AM             | -                | -  | -                | -       | 23               | 5       | 18               | 5       | 18               | 8        | 3                | 4        | 8                | 4        | 19.7                 | 6.0      | 14.0           | 5.2      |
| 4:00 AM             | -                | -  | -                | -       | 52               | 19      | 53               | 10      | 54               | 9        | 18               | 6        | 7                | 7        | 53.0                 | 12.7     | 36.8           | 10.2     |
| 5:00 AM             | -                | -  | -                | -       | 196              | 51      | 157              | 45      | 151              | 45       | 36               | 25       | 41               | 18       | 168.0                | 47.0     | 116.2          | 36.8     |
| 6:00 AM             | -                | -  | -                | -       | 385              | 158     | 343              | 126     | 323              | 146      | 76               | 43       | 84               | 41       | 350.3                | 143.3    | 242.2          | 102.8    |
| 7:00 AM             | -                | -  | -                | -       | 435              | 208     | 381              | 166     | 369              | 156      | 159              | 117      | 114              | 97       | 395.0                | 176.7    | 291.6          | 148.8    |
| 8:00 AM             | -                | -  | -                | -       | 380              | 218     | 335              | 231     | 358              | 224      | 213              | 161      | 146              | 138      | 357.7                | 224.3    | 286.4          | 194.4    |
| 9:00 AM             | -                | -  | -                | -       | 229              | 225     | 252              | 211     | 281              | 215      | 232              | 211      | 210              | 200      | 254.0                | 217.0    | 240.8          | 212.4    |
| 10:00 AM            | -                | -  | -                | -       | 236              | 212     | 224              | 213     | 245              | 234      | 269              | 265      | 248              | 228      | 235.0                | 219.7    | 244.4          | 230.4    |
| 11:00 AM            | -                | -  | -                | -       | 233              | 219     | 175              | 231     | 251              | 292      | 266              | 289      | 220              | 302      | 219.7                | 247.3    | 229.0          | 266.6    |
| 12:00 PM            | -                | -  | -                | -       | 235              | 231     | 185              | 211     | 233              | 267      | 260              | 282      | 245              | 294      | 217.7                | 236.3    | 231.6          | 257.0    |
| 1:00 PM             | -                | -  | -                | -       | 239              | 220     | 212              | 233     | 266              | 299      | 292              | 270      | 226              | 272      | 239.0                | 250.7    | 247.0          | 258.8    |
| 2:00 PM             | -                | -  | 233              | 295     | 278              | 334     | 228              | 284     | 271              | 377      | 264              | 284      | 223              | 250      | 252.5                | 322.5    | 249.5          | 304.0    |
| 3:00 PM             | -                | -  | 252              | 444     | 262              | 416     | 272              | 418     | 285              | 477      | 213              | 276      | 235              | 313      | 267.8                | 438.8    | 253.2          | 390.7    |
| 4:00 PM             | -                | -  | 274              | 483     | 281              | 508     | 203              | 451     | 320              | 468      | 229              | 280      | 258              | 234      | 269.5                | 477.5    | 260.8          | 404.0    |
| 5:00 PM             | -                | -  | 256              | 416     | 281              | 454     | 205              | 379     | 290              | 413      | 233              | 226      | 232              | 246      | 258.0                | 415.5    | 249.5          | 355.7    |
| 6:00 PM             | -                | -  | 172              | 270     | 213              | 264     | 168              | 227     | 171              | 285      | 204              | 217      | 227              | 186      | 181.0                | 261.5    | 192.5          | 241.5    |
| 7:00 PM             | -                | -  | 155              | 195     | 147              | 245     | 105              | 172     | 144              | 220      | 160              | 192      | 157              | 142      | 137.8                | 208.0    | 144.7          | 194.3    |
| 8:00 PM             | -                | -  | 100              | 126     | 88               | 147     | 82               | 111     | 106              | 122      | 116              | 147      | 135              | 101      | 94.0                 | 126.5    | 104.5          | 125.7    |
| 9:00 PM             | -                | -  | 50               | 84      | 62               | 105     | 51               | 73      | 79               | 112      | 81               | 91       | 88               | 79       | 60.5                 | 93.5     | 68.5           | 90.7     |
| 10:00 PM            | -                | -  | 28               | 43      | 46               | 43      | 37               | 54      | 64               | 52       | 73               | 57       | 53               | 45       | 43.8                 | 48.0     | 50.2           | 49.0     |
| 11:00 PM            | -                | -  | 14               | 37      | 24               | 35      | 16               | 30      | 18               | 51       | 25               | 34       | 33               | 39       | 18.0                 | 38.3     | 21.7           | 37.7     |
| Totals              | 0                | 0  | 1534             | 2393    | 4347             | 4342    | 3725             | 3902    | 4323             | 4498     | 3444             | 3523     | 3223             | 3274     | 4115.4               | 4235.0   | 3800.2         | 3947.8   |
| Combined            | 0                |    | 3927             |         | 8689             |         | 7627             |         | 8821             |          | 6967             |          | 6497             |          | 8350.4               |          | 7748.0         |          |
| Split (%)           | -                | -  | 39.1             | 60.9    | 50.0             | 50.0    | 48.8             | 51.2    | 49.0             | 51.0     | 49.4             | 50.6     | 49.6             | 50.4     | 49.3                 | 50.7     | 49.0           | 51.0     |
| <b>Peak Hours</b>   |                  |    |                  |         |                  |         |                  |         |                  |          |                  |          |                  |          |                      |          |                |          |
| 12:00 AM - 12:00 PM | -                | -  | -                | -       | 7:00 AM          | 9:00 AM | 7:00 AM          | 8:00 AM | 7:00 AM          | 11:00 AM | 10:00 AM         | 11:00 AM | 10:00 AM         | 11:00 AM | 7:00 AM              | 11:00 AM | 7:00 AM        | 11:00 AM |
| Volume              | -                | -  | -                | -       | 435              | 225     | 381              | 231     | 369              | 292      | 269              | 289      | 248              | 302      | 395.0                | 247.3    | 291.6          | 266.6    |
| 12:00 PM - 12:00 AM | -                | -  | 4:00 PM          | 4:00 PM | 4:00 PM          | 4:00 PM | 3:00 PM          | 4:00 PM | 4:00 PM          | 3:00 PM  | 1:00 PM          | 2:00 PM  | 4:00 PM          | 3:00 PM  | 4:00 PM              | 4:00 PM  | 4:00 PM        | 4:00 PM  |
| Volume              | -                | -  | 274              | 483     | 281              | 508     | 272              | 451     | 320              | 477      | 292              | 284      | 258              | 313      | 269.5                | 477.5    | 260.8          | 404.0    |

Town : Rutland  
 Street : Route 122A  
 Location : West of Route 56

Site: 2025263  
 5/21/2025  
 Wednesday

### Daily Classification

#### Combined Channels

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|----------------|-------|-------------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|------------|
| 12:00 AM       | 23    | 0           | 17              | 2           | 1     | 3             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 1:00 AM        | 10    | 0           | 6               | 4           | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 2:00 AM        | 14    | 0           | 11              | 3           | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 3:00 AM        | 28    | 0           | 11              | 6           | 1     | 7             | 0             | 0             | 1              | 2             | 0              | 0             | 0            | 0             | 0          |
| 4:00 AM        | 71    | 0           | 43              | 16          | 3     | 7             | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 0          |
| 5:00 AM        | 247   | 2           | 136             | 65          | 3     | 34            | 1             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 0          |
| 6:00 AM        | 543   | 4           | 292             | 123         | 20    | 86            | 2             | 0             | 12             | 2             | 1              | 1             | 0            | 0             | 0          |
| 7:00 AM        | 643   | 5           | 359             | 128         | 23    | 94            | 7             | 3             | 19             | 1             | 1              | 3             | 0            | 0             | 0          |
| 8:00 AM        | 598   | 5           | 341             | 128         | 20    | 72            | 7             | 7             | 10             | 7             | 1              | 0             | 0            | 0             | 0          |
| 9:00 AM        | 454   | 5           | 242             | 97          | 12    | 60            | 7             | 8             | 16             | 6             | 1              | 0             | 0            | 0             | 0          |
| 10:00 AM       | 448   | 3           | 249             | 98          | 12    | 50            | 12            | 7             | 11             | 6             | 0              | 0             | 0            | 0             | 0          |
| 11:00 AM       | 452   | 4           | 256             | 90          | 14    | 55            | 10            | 5             | 9              | 7             | 1              | 1             | 0            | 0             | 0          |
| 12:00 PM       | 466   | 5           | 281             | 98          | 11    | 49            | 1             | 7             | 9              | 4             | 1              | 0             | 0            | 0             | 0          |
| 1:00 PM        | 459   | 6           | 247             | 106         | 19    | 54            | 5             | 3             | 13             | 5             | 1              | 0             | 0            | 0             | 0          |
| 2:00 PM        | 612   | 5           | 328             | 145         | 20    | 79            | 9             | 6             | 10             | 8             | 0              | 2             | 0            | 0             | 0          |
| 3:00 PM        | 678   | 4           | 390             | 138         | 29    | 82            | 8             | 2             | 14             | 8             | 0              | 3             | 0            | 0             | 0          |
| 4:00 PM        | 789   | 7           | 449             | 177         | 30    | 94            | 4             | 0             | 20             | 1             | 0              | 7             | 0            | 0             | 0          |
| 5:00 PM        | 735   | 9           | 457             | 153         | 14    | 85            | 0             | 0             | 13             | 0             | 0              | 4             | 0            | 0             | 0          |
| 6:00 PM        | 477   | 1           | 298             | 88          | 6     | 78            | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 0          |
| 7:00 PM        | 392   | 5           | 257             | 73          | 2     | 52            | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 0          |
| 8:00 PM        | 235   | 1           | 151             | 58          | 2     | 21            | 1             | 0             | 0              | 0             | 1              | 0             | 0            | 0             | 0          |
| 9:00 PM        | 167   | 0           | 111             | 32          | 1     | 20            | 0             | 0             | 0              | 3             | 0              | 0             | 0            | 0             | 0          |
| 10:00 PM       | 89    | 0           | 65              | 14          | 0     | 9             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 0          |
| 11:00 PM       | 59    | 0           | 42              | 9           | 1     | 7             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| Total          | 8689  | 71          | 5039            | 1851        | 244   | 1098          | 74            | 48            | 175            | 60            | 8              | 21            | 0            | 0             | 0          |
| %              |       | 0.8         | 58.0            | 21.3        | 2.8   | 12.6          | 0.9           | 0.6           | 2.0            | 0.7           | 0.1            | 0.2           | 0.0          | 0.0           | 0.0        |

Town : Rutland  
 Street : Route 122A  
 Location : Btwn Route 56 (Maple Ave and Pommogussett Rd)

Site: 2025272

Weekly Volume

| Interval            | Mon<br>5/19/2025 |    | Tue<br>5/20/2025 |         | Wed<br>5/21/2025 |          | Thu<br>5/22/2025 |         | Fri<br>5/23/2025 |          | Sat<br>5/24/2025 |          | Sun<br>5/25/2025 |          | Mon - Fri<br>Average |          | Weekly Average |          |
|---------------------|------------------|----|------------------|---------|------------------|----------|------------------|---------|------------------|----------|------------------|----------|------------------|----------|----------------------|----------|----------------|----------|
| Start               | EB               | WB | EB               | WB      | EB               | WB       | EB               | WB      | EB               | WB       | EB               | WB       | EB               | WB       | EB                   | WB       | EB             | WB       |
| 12:00 AM            | -                | -  | -                | -       | 7                | 15       | 9                | 24      | 11               | 22       | 21               | 30       | 17               | 19       | 9.0                  | 20.3     | 13.0           | 22.0     |
| 1:00 AM             | -                | -  | -                | -       | 11               | 7        | 7                | 8       | 7                | 10       | 10               | 18       | 11               | 18       | 8.3                  | 8.3      | 9.2            | 12.2     |
| 2:00 AM             | -                | -  | -                | -       | 10               | 8        | 18               | 7       | 5                | 5        | 9                | 8        | 7                | 7        | 11.0                 | 6.7      | 9.8            | 7.0      |
| 3:00 AM             | -                | -  | -                | -       | 25               | 8        | 21               | 6       | 20               | 9        | 6                | 5        | 7                | 4        | 22.0                 | 7.7      | 15.8           | 6.4      |
| 4:00 AM             | -                | -  | -                | -       | 68               | 21       | 65               | 10      | 63               | 13       | 17               | 5        | 10               | 8        | 65.3                 | 14.7     | 44.6           | 11.4     |
| 5:00 AM             | -                | -  | -                | -       | 273              | 52       | 223              | 40      | 208              | 37       | 49               | 23       | 35               | 15       | 234.7                | 43.0     | 157.6          | 33.4     |
| 6:00 AM             | -                | -  | -                | -       | 533              | 137      | 464              | 136     | 453              | 125      | 130              | 50       | 110              | 46       | 483.3                | 132.7    | 338.0          | 98.8     |
| 7:00 AM             | -                | -  | -                | -       | 585              | 216      | 560              | 203     | 548              | 165      | 241              | 86       | 151              | 123      | 564.3                | 194.7    | 417.0          | 158.6    |
| 8:00 AM             | -                | -  | -                | -       | 587              | 182      | 559              | 223     | 525              | 210      | 348              | 140      | 258              | 115      | 557.0                | 205.0    | 455.4          | 174.0    |
| 9:00 AM             | -                | -  | -                | -       | 364              | 223      | 407              | 229     | 438              | 216      | 362              | 175      | 322              | 145      | 403.0                | 222.7    | 378.6          | 197.6    |
| 10:00 AM            | -                | -  | -                | -       | 332              | 240      | 349              | 195     | 382              | 213      | 419              | 164      | 370              | 124      | 354.3                | 216.0    | 370.4          | 187.2    |
| 11:00 AM            | -                | -  | -                | -       | 316              | 257      | 290              | 212     | 385              | 230      | 386              | 254      | 370              | 180      | 330.3                | 233.0    | 349.4          | 226.6    |
| 12:00 PM            | -                | -  | -                | -       | 358              | 256      | 302              | 233     | 367              | 257      | 356              | 207      | 360              | 170      | 342.3                | 248.7    | 348.6          | 224.6    |
| 1:00 PM             | -                | -  | -                | -       | 331              | 294      | 297              | 220     | 407              | 225      | 355              | 296      | 330              | 164      | 345.0                | 246.3    | 344.0          | 239.8    |
| 2:00 PM             | -                | -  | 361              | 270     | 453              | 314      | 351              | 267     | 397              | 275      | 334              | 252      | 295              | 172      | 390.5                | 281.5    | 365.2          | 258.3    |
| 3:00 PM             | -                | -  | 496              | 321     | 453              | 341      | 441              | 388     | 460              | 311      | 313              | 209      | 319              | 182      | 462.5                | 340.3    | 413.7          | 292.0    |
| 4:00 PM             | -                | -  | 405              | 435     | 394              | 470      | 348              | 456     | 444              | 342      | 330              | 193      | 307              | 120      | 397.8                | 425.8    | 371.3          | 336.0    |
| 5:00 PM             | -                | -  | 379              | 422     | 380              | 428      | 310              | 448     | 362              | 391      | 314              | 162      | 306              | 148      | 357.8                | 422.3    | 341.8          | 333.2    |
| 6:00 PM             | -                | -  | 268              | 315     | 299              | 321      | 242              | 279     | 218              | 352      | 261              | 154      | 289              | 126      | 256.8                | 316.8    | 262.8          | 257.8    |
| 7:00 PM             | -                | -  | 231              | 272     | 220              | 311      | 153              | 212     | 200              | 309      | 197              | 153      | 206              | 119      | 201.0                | 276.0    | 201.2          | 229.3    |
| 8:00 PM             | -                | -  | 144              | 192     | 118              | 206      | 100              | 185     | 140              | 165      | 142              | 131      | 160              | 89       | 125.5                | 187.0    | 134.0          | 161.3    |
| 9:00 PM             | -                | -  | 102              | 118     | 87               | 156      | 65               | 121     | 115              | 127      | 91               | 95       | 110              | 74       | 92.3                 | 130.5    | 95.0           | 115.2    |
| 10:00 PM            | -                | -  | 40               | 68      | 57               | 77       | 54               | 77      | 80               | 68       | 91               | 72       | 73               | 51       | 57.8                 | 72.5     | 65.8           | 68.8     |
| 11:00 PM            | -                | -  | 31               | 49      | 40               | 43       | 40               | 46      | 46               | 56       | 43               | 43       | 51               | 37       | 39.3                 | 48.5     | 41.8           | 45.7     |
| Totals              | 0                | 0  | 2457             | 2462    | 6301             | 4583     | 5675             | 4225    | 6281             | 4133     | 4825             | 2925     | 4474             | 2256     | 6111.0               | 4300.7   | 5544.1         | 3697.3   |
| Combined            | 0                |    | 4919             |         | 10884            |          | 9900             |         | 10414            |          | 7750             |          | 6730             |          | 10411.7              |          | 9241.3         |          |
| Split (%)           | -                | -  | 49.9             | 50.1    | 57.9             | 42.1     | 57.3             | 42.7    | 60.3             | 39.7     | 62.3             | 37.7     | 66.5             | 33.5     | 58.7                 | 41.3     | 60.0           | 40.0     |
| <b>Peak Hours</b>   |                  |    |                  |         |                  |          |                  |         |                  |          |                  |          |                  |          |                      |          |                |          |
| 12:00 AM - 12:00 PM | -                | -  | -                | -       | 8:00 AM          | 11:00 AM | 7:00 AM          | 9:00 AM | 7:00 AM          | 11:00 AM | 10:00 AM         | 11:00 AM | 10:00 AM         | 11:00 AM | 7:00 AM              | 11:00 AM | 8:00 AM        | 11:00 AM |
| Volume              | -                | -  | -                | -       | 587              | 257      | 560              | 229     | 548              | 230      | 419              | 254      | 370              | 180      | 564.3                | 233.0    | 455.4          | 226.6    |
| 12:00 PM - 12:00 AM | -                | -  | 3:00 PM          | 4:00 PM | 2:00 PM          | 4:00 PM  | 3:00 PM          | 4:00 PM | 3:00 PM          | 5:00 PM  | 12:00 PM         | 1:00 PM  | 12:00 PM         | 3:00 PM  | 3:00 PM              | 4:00 PM  | 3:00 PM        | 4:00 PM  |
| Volume              | -                | -  | 496              | 435     | 453              | 470      | 441              | 456     | 460              | 391      | 356              | 296      | 360              | 182      | 462.5                | 425.8    | 413.7          | 336.0    |

Town : Rutland  
 Street : Route 122A  
 Location : Btwn Route 56 (Maple Ave and Pommogussett Rd)

Site: 2025272  
 5/21/2025  
 Wednesday

Daily Classification

Combined Channels

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|----------------|-------|-------------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|------------|
| 12:00 AM       | 22    | 0           | 16              | 3           | 1     | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 1:00 AM        | 18    | 0           | 10              | 6           | 0     | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 2:00 AM        | 18    | 0           | 13              | 2           | 0     | 3             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 3:00 AM        | 33    | 0           | 14              | 8           | 0     | 9             | 0             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 0          |
| 4:00 AM        | 89    | 0           | 58              | 13          | 2     | 13            | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 0          |
| 5:00 AM        | 325   | 2           | 190             | 74          | 2     | 49            | 3             | 0             | 4              | 1             | 0              | 0             | 0            | 0             | 0          |
| 6:00 AM        | 670   | 15          | 350             | 132         | 35    | 109           | 11            | 0             | 16             | 1             | 0              | 1             | 0            | 0             | 0          |
| 7:00 AM        | 801   | 30          | 409             | 146         | 77    | 95            | 6             | 2             | 29             | 2             | 1              | 4             | 0            | 0             | 0          |
| 8:00 AM        | 769   | 15          | 377             | 140         | 95    | 93            | 8             | 1             | 34             | 3             | 0              | 3             | 0            | 0             | 0          |
| 9:00 AM        | 587   | 11          | 287             | 123         | 48    | 78            | 7             | 4             | 24             | 5             | 0              | 0             | 0            | 0             | 0          |
| 10:00 AM       | 572   | 4           | 307             | 122         | 24    | 76            | 12            | 5             | 17             | 5             | 0              | 0             | 0            | 0             | 0          |
| 11:00 AM       | 573   | 11          | 335             | 85          | 24    | 78            | 13            | 5             | 16             | 5             | 0              | 1             | 0            | 0             | 0          |
| 12:00 PM       | 614   | 10          | 350             | 117         | 34    | 65            | 5             | 8             | 15             | 8             | 0              | 2             | 0            | 0             | 0          |
| 1:00 PM        | 625   | 10          | 332             | 122         | 47    | 83            | 5             | 3             | 18             | 4             | 0              | 1             | 0            | 0             | 0          |
| 2:00 PM        | 767   | 19          | 390             | 147         | 64    | 90            | 8             | 6             | 32             | 7             | 0              | 3             | 0            | 1             | 0          |
| 3:00 PM        | 794   | 23          | 367             | 148         | 105   | 89            | 6             | 1             | 39             | 8             | 0              | 7             | 0            | 1             | 0          |
| 4:00 PM        | 864   | 18          | 414             | 170         | 101   | 98            | 6             | 1             | 44             | 3             | 0              | 7             | 2            | 0             | 0          |
| 5:00 PM        | 808   | 17          | 463             | 133         | 52    | 99            | 1             | 0             | 31             | 1             | 0              | 11            | 0            | 0             | 0          |
| 6:00 PM        | 620   | 7           | 392             | 87          | 24    | 96            | 0             | 0             | 12             | 0             | 0              | 2             | 0            | 0             | 0          |
| 7:00 PM        | 531   | 5           | 342             | 91          | 10    | 77            | 1             | 0             | 4              | 1             | 0              | 0             | 0            | 0             | 0          |
| 8:00 PM        | 324   | 1           | 224             | 58          | 2     | 37            | 0             | 0             | 1              | 0             | 1              | 0             | 0            | 0             | 0          |
| 9:00 PM        | 243   | 1           | 160             | 49          | 1     | 29            | 0             | 0             | 1              | 2             | 0              | 0             | 0            | 0             | 0          |
| 10:00 PM       | 134   | 0           | 103             | 17          | 0     | 13            | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 0          |
| 11:00 PM       | 83    | 0           | 64              | 10          | 1     | 8             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| Total          | 10884 | 199         | 5967            | 2003        | 749   | 1391          | 92            | 36            | 342            | 57            | 2              | 42            | 2            | 2             | 0          |
| %              |       | 1.8         | 54.8            | 18.4        | 6.9   | 12.8          | 0.8           | 0.3           | 3.1            | 0.5           | 0.0            | 0.4           | 0.0          | 0.0           | 0.0        |

Town : Rutland  
 Street : Route 122A  
 Location : East of Route 56

Site: 2025262

Weekly Volume

| Interval               | Mon<br>5/19/2025 |    | Tue<br>5/20/2025 |         | Wed<br>5/21/2025 |         | Thu<br>5/22/2025 |          | Fri<br>5/23/2025 |          | Sat<br>5/24/2025 |          | Sun<br>5/25/2025 |          | Mon - Fri<br>Average |          | Weekly Average |          |
|------------------------|------------------|----|------------------|---------|------------------|---------|------------------|----------|------------------|----------|------------------|----------|------------------|----------|----------------------|----------|----------------|----------|
| Start                  | EB               | WB | EB               | WB      | EB               | WB      | EB               | WB       | EB               | WB       | EB               | WB       | EB               | WB       | EB                   | WB       | EB             | WB       |
| 12:00 AM               | -                | -  | -                | -       | 8                | 16      | 12               | 25       | 13               | 23       | 21               | 39       | 15               | 29       | 11.0                 | 21.3     | 13.8           | 26.4     |
| 1:00 AM                | -                | -  | -                | -       | 10               | 6       | 7                | 10       | 8                | 11       | 12               | 24       | 13               | 16       | 8.3                  | 9.0      | 10.0           | 13.4     |
| 2:00 AM                | -                | -  | -                | -       | 9                | 10      | 19               | 8        | 7                | 6        | 10               | 15       | 8                | 10       | 11.7                 | 8.0      | 10.6           | 9.8      |
| 3:00 AM                | -                | -  | -                | -       | 32               | 7       | 25               | 6        | 24               | 8        | 7                | 7        | 11               | 6        | 27.0                 | 7.0      | 19.8           | 6.8      |
| 4:00 AM                | -                | -  | -                | -       | 84               | 15      | 86               | 8        | 86               | 10       | 20               | 8        | 11               | 7        | 85.3                 | 11.0     | 57.4           | 9.6      |
| 5:00 AM                | -                | -  | -                | -       | 271              | 64      | 247              | 37       | 225              | 45       | 52               | 33       | 45               | 20       | 247.7                | 48.7     | 168.0          | 39.8     |
| 6:00 AM                | -                | -  | -                | -       | 572              | 157     | 505              | 140      | 459              | 147      | 135              | 62       | 101              | 46       | 512.0                | 148.0    | 354.4          | 110.4    |
| 7:00 AM                | -                | -  | -                | -       | 574              | 325     | 524              | 238      | 542              | 258      | 234              | 119      | 140              | 105      | 546.7                | 273.7    | 402.8          | 209.0    |
| 8:00 AM                | -                | -  | -                | -       | 615              | 267     | 501              | 301      | 516              | 297      | 328              | 182      | 235              | 133      | 544.0                | 288.3    | 439.0          | 236.0    |
| 9:00 AM                | -                | -  | -                | -       | 400              | 325     | 404              | 274      | 413              | 331      | 327              | 274      | 336              | 203      | 405.7                | 310.0    | 376.0          | 281.4    |
| 10:00 AM               | -                | -  | -                | -       | 328              | 306     | 334              | 258      | 392              | 304      | 405              | 308      | 340              | 282      | 351.3                | 289.3    | 359.8          | 291.6    |
| 11:00 AM               | -                | -  | -                | -       | 343              | 304     | 303              | 308      | 392              | 351      | 405              | 323      | 337              | 317      | 346.0                | 321.0    | 356.0          | 320.6    |
| 12:00 PM               | -                | -  | -                | -       | 359              | 322     | 293              | 317      | 381              | 381      | 371              | 308      | 366              | 325      | 344.3                | 340.0    | 354.0          | 330.6    |
| 1:00 PM                | -                | -  | 362              | 301     | 312              | 391     | 319              | 326      | 401              | 409      | 376              | 355      | 317              | 334      | 348.5                | 356.8    | 347.8          | 352.7    |
| 2:00 PM                | -                | -  | 341              | 439     | 353              | 460     | 319              | 394      | 375              | 496      | 346              | 351      | 307              | 313      | 347.0                | 447.3    | 340.2          | 408.8    |
| 3:00 PM                | -                | -  | 415              | 558     | 379              | 588     | 390              | 556      | 436              | 536      | 328              | 362      | 305              | 361      | 405.0                | 559.5    | 375.5          | 493.5    |
| 4:00 PM                | -                | -  | 340              | 683     | 379              | 603     | 343              | 540      | 358              | 588      | 295              | 337      | 291              | 255      | 355.0                | 603.5    | 334.3          | 501.0    |
| 5:00 PM                | -                | -  | 318              | 601     | 336              | 605     | 287              | 480      | 341              | 503      | 295              | 268      | 273              | 325      | 320.5                | 547.3    | 308.3          | 463.7    |
| 6:00 PM                | -                | -  | 263              | 410     | 289              | 373     | 253              | 306      | 253              | 395      | 244              | 277      | 264              | 244      | 264.5                | 371.0    | 261.0          | 334.2    |
| 7:00 PM                | -                | -  | 212              | 310     | 217              | 348     | 154              | 268      | 205              | 276      | 170              | 251      | 177              | 215      | 197.0                | 300.5    | 189.2          | 278.0    |
| 8:00 PM                | -                | -  | 144              | 219     | 119              | 246     | 98               | 200      | 144              | 187      | 118              | 209      | 156              | 169      | 126.3                | 213.0    | 129.8          | 205.0    |
| 9:00 PM                | -                | -  | 83               | 144     | 92               | 178     | 66               | 121      | 101              | 149      | 88               | 129      | 101              | 114      | 85.5                 | 148.0    | 88.5           | 139.2    |
| 10:00 PM               | -                | -  | 45               | 68      | 52               | 81      | 51               | 81       | 74               | 90       | 94               | 94       | 54               | 82       | 55.5                 | 80.0     | 61.7           | 82.7     |
| 11:00 PM               | -                | -  | 21               | 52      | 42               | 54      | 32               | 49       | 41               | 76       | 42               | 72       | 44               | 59       | 34.0                 | 57.8     | 37.0           | 60.3     |
| Totals                 | 0                | 0  | 2544             | 3785    | 6175             | 6051    | 5572             | 5251     | 6187             | 5877     | 4723             | 4407     | 4247             | 3970     | 5979.8               | 5759.8   | 5394.9         | 5204.4   |
| Combined               | 0                |    | 6329             |         | 12226            |         | 10823            |          | 12064            |          | 9130             |          | 8217             |          | 11739.6              |          | 10599.3        |          |
| Split (%)              | -                | -  | 40.2             | 59.8    | 50.5             | 49.5    | 51.5             | 48.5     | 51.3             | 48.7     | 51.7             | 48.3     | 51.7             | 48.3     | 50.9                 | 49.1     | 50.9           | 49.1     |
| <b>Peak Hours</b>      |                  |    |                  |         |                  |         |                  |          |                  |          |                  |          |                  |          |                      |          |                |          |
| 12:00 AM -<br>12:00 PM | -                | -  | -                | -       | 8:00 AM          | 7:00 AM | 7:00 AM          | 11:00 AM | 7:00 AM          | 11:00 AM | 10:00 AM         | 11:00 AM | 10:00 AM         | 11:00 AM | 7:00 AM              | 11:00 AM | 8:00 AM        | 11:00 AM |
| Volume                 | -                | -  | -                | -       | 615              | 325     | 524              | 308      | 542              | 351      | 405              | 323      | 340              | 317      | 546.7                | 321.0    | 439.0          | 320.6    |
| 12:00 PM -<br>12:00 AM | -                | -  | 3:00 PM          | 4:00 PM | 3:00 PM          | 5:00 PM | 3:00 PM          | 3:00 PM  | 3:00 PM          | 4:00 PM  | 1:00 PM          | 3:00 PM  | 12:00 PM         | 3:00 PM  | 3:00 PM              | 4:00 PM  | 3:00 PM        | 4:00 PM  |
| Volume                 | -                | -  | 415              | 683     | 379              | 605     | 390              | 556      | 436              | 588      | 376              | 362      | 366              | 361      | 405.0                | 603.5    | 375.5          | 501.0    |



Town : Rutland  
 Street : Route 122A  
 Location : East of Route 56

Site: 2025262  
 5/21/2025  
 Wednesday

Daily Classification

Combined Channels

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|----------------|-------|-------------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|------------|
| 12:00 AM       | 24    | 0           | 17              | 4           | 1     | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 1:00 AM        | 16    | 0           | 10              | 6           | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 2:00 AM        | 19    | 0           | 13              | 3           | 0     | 3             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 3:00 AM        | 39    | 0           | 18              | 11          | 1     | 8             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 0          |
| 4:00 AM        | 99    | 0           | 61              | 23          | 1     | 12            | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 0          |
| 5:00 AM        | 335   | 0           | 194             | 78          | 2     | 48            | 3             | 1             | 8              | 1             | 0              | 0             | 0            | 0             | 0          |
| 6:00 AM        | 729   | 4           | 422             | 151         | 16    | 107           | 11            | 0             | 11             | 2             | 0              | 5             | 0            | 0             | 0          |
| 7:00 AM        | 899   | 11          | 483             | 173         | 44    | 132           | 7             | 2             | 36             | 3             | 1              | 7             | 0            | 0             | 0          |
| 8:00 AM        | 882   | 13          | 496             | 171         | 39    | 118           | 6             | 5             | 25             | 4             | 0              | 5             | 0            | 0             | 0          |
| 9:00 AM        | 725   | 4           | 403             | 168         | 20    | 81            | 9             | 7             | 24             | 9             | 0              | 0             | 0            | 0             | 0          |
| 10:00 AM       | 634   | 12          | 349             | 133         | 21    | 83            | 13            | 4             | 13             | 4             | 0              | 2             | 0            | 0             | 0          |
| 11:00 AM       | 647   | 5           | 388             | 123         | 10    | 86            | 11            | 6             | 9              | 7             | 1              | 1             | 0            | 0             | 0          |
| 12:00 PM       | 681   | 4           | 419             | 127         | 13    | 84            | 4             | 7             | 14             | 5             | 1              | 2             | 0            | 1             | 0          |
| 1:00 PM        | 703   | 6           | 390             | 139         | 35    | 93            | 4             | 4             | 23             | 5             | 1              | 3             | 0            | 0             | 0          |
| 2:00 PM        | 813   | 12          | 442             | 147         | 43    | 102           | 9             | 11            | 31             | 4             | 0              | 12            | 0            | 0             | 0          |
| 3:00 PM        | 967   | 21          | 488             | 192         | 78    | 123           | 5             | 3             | 37             | 4             | 0              | 15            | 1            | 0             | 0          |
| 4:00 PM        | 982   | 17          | 543             | 191         | 51    | 129           | 3             | 1             | 25             | 3             | 0              | 19            | 0            | 0             | 0          |
| 5:00 PM        | 941   | 7           | 576             | 162         | 28    | 126           | 1             | 0             | 29             | 0             | 0              | 12            | 0            | 0             | 0          |
| 6:00 PM        | 662   | 5           | 445             | 95          | 12    | 91            | 0             | 0             | 13             | 1             | 0              | 0             | 0            | 0             | 0          |
| 7:00 PM        | 565   | 4           | 372             | 113         | 8     | 62            | 0             | 0             | 5              | 0             | 0              | 1             | 0            | 0             | 0          |
| 8:00 PM        | 365   | 0           | 246             | 79          | 2     | 36            | 0             | 0             | 1              | 0             | 1              | 0             | 0            | 0             | 0          |
| 9:00 PM        | 270   | 0           | 188             | 47          | 2     | 30            | 0             | 0             | 0              | 3             | 0              | 0             | 0            | 0             | 0          |
| 10:00 PM       | 133   | 0           | 103             | 16          | 0     | 14            | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 11:00 PM       | 96    | 0           | 75              | 16          | 1     | 4             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| Total          | 12226 | 125         | 7141            | 2368        | 428   | 1574          | 86            | 51            | 307            | 55            | 5              | 84            | 1            | 1             | 0          |
| %              |       | 1.0         | 58.4            | 19.4        | 3.5   | 12.9          | 0.7           | 0.4           | 2.5            | 0.4           | 0.0            | 0.7           | 0.0          | 0.0           | 0.0        |

Town : Rutland  
 Street : Route 122A  
 Location : Holden Town Line

Site: 2025259

Weekly Volume

| Interval<br>Start | Mon<br>5/19/2025 |         | Tue<br>5/20/2025 |         | Wed<br>5/21/2025 |         | Thu<br>5/22/2025 |         | Fri<br>5/23/2025 |         | Sat<br>5/24/2025 |         | Sun<br>5/25/2025 |         | Mon - Fri<br>Average |         | Weekly Average |         |
|-------------------|------------------|---------|------------------|---------|------------------|---------|------------------|---------|------------------|---------|------------------|---------|------------------|---------|----------------------|---------|----------------|---------|
|                   | Channel          | Channel | Channel          | Channel | Channel          | Channel | Channel          | Channel | Channel          | Channel | Channel          | Channel | Channel          | Channel | Channel              | Channel | Channel        | Channel |
|                   | 1                | 2       | 1                | 2       | 1                | 2       | 1                | 2       | 1                | 2       | 1                | 2       | 1                | 2       | 1                    | 2       | 1              | 2       |
| 12:00 AM          | -                | -       | -                | -       | 23               | 5       | 23               | 10      | 29               | 11      | 37               | 18      | 28               | 11      | 25.0                 | 8.7     | 28.0           | 11.0    |
| 1:00 AM           | -                | -       | -                | -       | 10               | 10      | 11               | 4       | 9                | 8       | 26               | 7       | 17               | 9       | 10.0                 | 7.3     | 14.6           | 7.6     |
| 2:00 AM           | -                | -       | -                | -       | 10               | 9       | 8                | 18      | 10               | 7       | 14               | 9       | 12               | 8       | 9.3                  | 11.3    | 10.8           | 10.2    |
| 3:00 AM           | -                | -       | -                | -       | 7                | 33      | 7                | 28      | 9                | 29      | 6                | 7       | 8                | 13      | 7.7                  | 30.0    | 7.4            | 22.0    |
| 4:00 AM           | -                | -       | -                | -       | 7                | 92      | 4                | 90      | 4                | 89      | 8                | 20      | 3                | 9       | 5.0                  | 90.3    | 5.2            | 60.0    |
| 5:00 AM           | -                | -       | -                | -       | 35               | 297     | 25               | 259     | 30               | 238     | 18               | 54      | 12               | 47      | 30.0                 | 264.7   | 24.0           | 179.0   |
| 6:00 AM           | -                | -       | -                | -       | 97               | 519     | 81               | 520     | 85               | 492     | 36               | 136     | 25               | 95      | 87.7                 | 510.3   | 64.8           | 352.4   |
| 7:00 AM           | -                | -       | -                | -       | 198              | 625     | 161              | 560     | 196              | 494     | 73               | 205     | 60               | 122     | 185.0                | 559.7   | 137.6          | 401.2   |
| 8:00 AM           | -                | -       | -                | -       | 204              | 459     | 192              | 425     | 221              | 421     | 125              | 323     | 106              | 212     | 205.7                | 435.0   | 169.6          | 368.0   |
| 9:00 AM           | -                | -       | -                | -       | 228              | 353     | 203              | 367     | 219              | 397     | 187              | 295     | 161              | 312     | 216.7                | 372.3   | 199.6          | 344.8   |
| 10:00 AM          | -                | -       | -                | -       | 230              | 281     | 263              | 262     | 263              | 291     | 225              | 362     | 210              | 291     | 252.0                | 278.0   | 238.2          | 297.4   |
| 11:00 AM          | -                | -       | -                | -       | 249              | 333     | 262              | 282     | 319              | 347     | 301              | 360     | 243              | 318     | 276.7                | 320.7   | 274.8          | 328.0   |
| 12:00 PM          | -                | -       | 324              | 298     | 289              | 314     | 281              | 253     | 304              | 321     | 285              | 339     | 272              | 325     | 299.5                | 296.5   | 292.5          | 308.3   |
| 1:00 PM           | -                | -       | 261              | 296     | 302              | 301     | 293              | 291     | 389              | 330     | 336              | 298     | 306              | 263     | 311.3                | 304.5   | 314.5          | 296.5   |
| 2:00 PM           | -                | -       | 448              | 273     | 402              | 303     | 400              | 248     | 463              | 265     | 332              | 272     | 285              | 240     | 428.3                | 272.3   | 388.3          | 266.8   |
| 3:00 PM           | -                | -       | 485              | 310     | 533              | 258     | 498              | 278     | 492              | 329     | 306              | 251     | 303              | 227     | 502.0                | 293.8   | 436.2          | 275.5   |
| 4:00 PM           | -                | -       | 579              | 259     | 576              | 281     | 518              | 258     | 552              | 306     | 296              | 263     | 233              | 258     | 556.3                | 276.0   | 459.0          | 270.8   |
| 5:00 PM           | -                | -       | 527              | 251     | 510              | 276     | 441              | 285     | 462              | 284     | 266              | 243     | 285              | 214     | 485.0                | 274.0   | 415.2          | 258.8   |
| 6:00 PM           | -                | -       | 367              | 215     | 361              | 212     | 337              | 191     | 344              | 192     | 223              | 210     | 217              | 212     | 352.3                | 202.5   | 308.2          | 205.3   |
| 7:00 PM           | -                | -       | 308              | 146     | 327              | 146     | 261              | 110     | 291              | 161     | 212              | 154     | 203              | 134     | 296.8                | 140.8   | 267.0          | 141.8   |
| 8:00 PM           | -                | -       | 233              | 100     | 248              | 87      | 210              | 77      | 191              | 104     | 195              | 106     | 159              | 114     | 220.5                | 92.0    | 206.0          | 98.0    |
| 9:00 PM           | -                | -       | 150              | 62      | 207              | 57      | 152              | 51      | 178              | 70      | 131              | 72      | 115              | 82      | 171.8                | 60.0    | 155.5          | 65.7    |
| 10:00 PM          | -                | -       | 90               | 43      | 99               | 40      | 93               | 40      | 97               | 62      | 102              | 77      | 74               | 54      | 94.8                 | 46.3    | 92.5           | 52.7    |
| 11:00 PM          | -                | -       | 57               | 22      | 66               | 26      | 59               | 30      | 88               | 35      | 80               | 34      | 67               | 43      | 67.5                 | 28.3    | 69.5           | 31.7    |
| Totals            | 0                | 0       | 3829             | 2275    | 5218             | 5317    | 4783             | 4937    | 5245             | 5283    | 3820             | 4115    | 3404             | 3613    | 5096.4               | 5175.1  | 4578.9         | 4653.6  |
| Combined          | 0                |         | 6104             |         | 10535            |         | 9720             |         | 10528            |         | 7935             |         | 7017             |         | 10271.5              |         | 9232.5         |         |
| Split (%)         | -                | -       | 62.7             | 37.3    | 49.5             | 50.5    | 49.2             | 50.8    | 49.8             | 50.2    | 48.1             | 51.9    | 48.5             | 51.5    | 49.6                 | 50.4    | 49.6           | 50.4    |

**Peak Hours**

|                        |   |   |         |         |          |          |          |         |          |         |          |          |          |          |          |         |          |          |
|------------------------|---|---|---------|---------|----------|----------|----------|---------|----------|---------|----------|----------|----------|----------|----------|---------|----------|----------|
| 12:00 AM -<br>12:00 PM | - | - | -       | -       | 11:00 AM | 7:00 AM  | 10:00 AM | 7:00 AM | 11:00 AM | 7:00 AM | 11:00 AM | 10:00 AM | 11:00 AM | 11:00 AM | 11:00 AM | 7:00 AM | 11:00 AM | 7:00 AM  |
| Volume                 | - | - | -       | -       | 249      | 625      | 263      | 560     | 319      | 494     | 301      | 362      | 243      | 318      | 276.7    | 559.7   | 274.8    | 401.2    |
| 12:00 PM -<br>12:00 AM | - | - | 4:00 PM | 3:00 PM | 4:00 PM  | 12:00 PM | 4:00 PM  | 1:00 PM | 4:00 PM  | 1:00 PM | 1:00 PM  | 12:00 PM | 1:00 PM  | 12:00 PM | 4:00 PM  | 1:00 PM | 4:00 PM  | 12:00 PM |
| Volume                 | - | - | 579     | 310     | 576      | 314      | 518      | 291     | 552      | 330     | 336      | 339      | 306      | 325      | 556.3    | 304.5   | 459.0    | 308.3    |

Town : Rutland  
 Street : Route 122A  
 Location : Holden Town Line

Site: 2025259  
 5/21/2025  
 Wednesday

### Daily Classification

#### Combined Channels

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|----------------|-------|-------------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|------------|
| 12:00 AM       | 28    | 0           | 22              | 4           | 1     | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 1:00 AM        | 20    | 0           | 13              | 7           | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 2:00 AM        | 19    | 0           | 14              | 3           | 0     | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 3:00 AM        | 40    | 0           | 19              | 13          | 0     | 8             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 4:00 AM        | 99    | 0           | 67              | 21          | 1     | 7             | 0             | 0             | 2              | 1             | 0              | 0             | 0            | 0             | 0          |
| 5:00 AM        | 332   | 1           | 201             | 89          | 1     | 28            | 3             | 0             | 9              | 0             | 0              | 0             | 0            | 0             | 0          |
| 6:00 AM        | 616   | 1           | 363             | 132         | 16    | 76            | 6             | 0             | 17             | 1             | 0              | 4             | 0            | 0             | 0          |
| 7:00 AM        | 823   | 4           | 492             | 134         | 48    | 101           | 8             | 0             | 27             | 1             | 0              | 7             | 1            | 0             | 0          |
| 8:00 AM        | 663   | 10          | 404             | 112         | 31    | 70            | 4             | 0             | 21             | 2             | 0              | 9             | 0            | 0             | 0          |
| 9:00 AM        | 581   | 6           | 348             | 124         | 18    | 54            | 7             | 1             | 17             | 6             | 0              | 0             | 0            | 0             | 0          |
| 10:00 AM       | 511   | 6           | 296             | 103         | 19    | 55            | 9             | 0             | 19             | 2             | 0              | 2             | 0            | 0             | 0          |
| 11:00 AM       | 582   | 4           | 346             | 115         | 18    | 65            | 13            | 0             | 11             | 7             | 0              | 3             | 0            | 0             | 0          |
| 12:00 PM       | 603   | 5           | 379             | 108         | 17    | 55            | 5             | 2             | 18             | 5             | 1              | 8             | 0            | 0             | 0          |
| 1:00 PM        | 603   | 3           | 346             | 119         | 35    | 59            | 4             | 2             | 30             | 3             | 0              | 2             | 0            | 0             | 0          |
| 2:00 PM        | 705   | 6           | 398             | 129         | 34    | 81            | 9             | 0             | 31             | 3             | 0              | 12            | 0            | 2             | 0          |
| 3:00 PM        | 791   | 11          | 442             | 147         | 41    | 92            | 5             | 2             | 39             | 5             | 0              | 6             | 1            | 0             | 0          |
| 4:00 PM        | 857   | 16          | 479             | 172         | 41    | 96            | 1             | 0             | 42             | 0             | 0              | 9             | 0            | 1             | 0          |
| 5:00 PM        | 786   | 16          | 474             | 140         | 27    | 89            | 0             | 0             | 29             | 0             | 0              | 11            | 0            | 0             | 0          |
| 6:00 PM        | 573   | 6           | 370             | 85          | 24    | 62            | 2             | 0             | 20             | 0             | 0              | 4             | 0            | 0             | 0          |
| 7:00 PM        | 473   | 2           | 316             | 83          | 12    | 51            | 0             | 0             | 7              | 0             | 0              | 1             | 0            | 1             | 0          |
| 8:00 PM        | 335   | 2           | 223             | 77          | 2     | 25            | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 0          |
| 9:00 PM        | 264   | 2           | 183             | 49          | 6     | 22            | 0             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 0          |
| 10:00 PM       | 139   | 0           | 107             | 16          | 3     | 13            | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| 11:00 PM       | 92    | 0           | 73              | 15          | 1     | 3             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0          |
| Total          | 10535 | 101         | 6375            | 1997        | 396   | 1115          | 76            | 7             | 346            | 37            | 1              | 78            | 2            | 4             | 0          |
| %              |       | 1.0         | 60.5            | 19.0        | 3.8   | 10.6          | 0.7           | 0.1           | 3.3            | 0.4           | 0.0            | 0.7           | 0.0          | 0.0           | 0.0        |

## Appendix C: Route 122A Turning Movement Counts (TMCs) and Level of Service (LOS) Analyses

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Appendix C includes the results from the seven (7) TMCs completed on Route 122A in the town of Rutland. The results contain the full 4-hour count, the AM and PM peak hour data diagram, and the current and projected LOS results calculated by the Highway Capacity Software (HCS).

# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/29/2025

LOCATION: Route 122A / Route 122

DAY OF WEEK: Thursday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period |   |   |   |            | Route 122A WB |   |    |            | Route 122 NB |     |     |            | Route 122 SB |     |   |    | Total | Peak |
|-------------|---|---|---|------------|---------------|---|----|------------|--------------|-----|-----|------------|--------------|-----|---|----|-------|------|
|             | L | S | R | HV         | L             | S | R  | HV         | L            | S   | R   | HV         | L            | S   | R | HV |       |      |
| 7:00 - 7:15 |   |   |   |            | 9             |   | 5  | 0          |              | 28  | 10  | 3          | 24           | 62  |   | 2  | 138   |      |
| 7:15 - 7:30 |   |   |   |            | 15            |   | 7  | 0          |              | 19  | 14  | 1          | 16           | 74  |   | 1  | 145   |      |
| 7:30 - 7:45 |   |   |   |            | 12            |   | 9  | 4          |              | 42  | 20  | 3          | 25           | 72  |   | 1  | 180   |      |
| 7:45 - 8:00 |   |   |   |            | 17            |   | 7  | 1          |              | 26  | 9   | 0          | 23           | 53  |   | 6  | 135   | 598  |
| 8:00 - 8:15 |   |   |   |            | 9             |   | 12 | 0          |              | 27  | 9   | 1          | 14           | 54  |   | 4  | 125   | 585  |
| 8:15 - 8:30 |   |   |   |            | 5             |   | 12 | 4          |              | 37  | 11  | 2          | 15           | 50  |   | 0  | 130   | 570  |
| 8:30 - 8:45 |   |   |   |            | 8             |   | 7  | 2          |              | 27  | 20  | 3          | 13           | 46  |   | 1  | 121   | 511  |
| 8:45 - 9:00 |   |   |   |            | 9             |   | 4  | 0          |              | 25  | 13  | 0          | 25           | 47  |   | 3  | 123   | 499  |
| TOTAL       | 0 | 0 | 0 | 0          | 84            | 0 | 63 | 11         | 0            | 231 | 106 | 13         | 155          | 458 | 0 | 18 | 1097  |      |
| EBPct 0.0   |   |   |   | WBPct 13.5 |               |   |    | NBPct 28.1 |              |     |     | SBPct 58.4 |              |     |   |    |       |      |

Peak Sums: 0 0 0 0 53 0 28 5 0 115 53 7 88 261 0 10 598

Total Trucks 22 TrkPct 3.68 PHF 0.83

| Time Period |   |   |   |            | Route 122A WB |   |     |            | Route 122 NB |     |    |            | Route 122 SB |     |   |    | Total | Peak |
|-------------|---|---|---|------------|---------------|---|-----|------------|--------------|-----|----|------------|--------------|-----|---|----|-------|------|
|             | L | S | R | HV         | L             | S | R   | HV         | L            | S   | R  | HV         | L            | S   | R | HV |       |      |
| 4:00 - 4:15 |   |   |   |            | 12            |   | 16  | 2          |              | 59  | 15 | 0          | 13           | 41  |   | 1  | 156   |      |
| 4:15 - 4:30 |   |   |   |            | 18            |   | 28  | 1          |              | 68  | 15 | 2          | 13           | 33  |   | 0  | 175   |      |
| 4:30 - 4:45 |   |   |   |            | 10            |   | 23  | 1          |              | 71  | 15 | 0          | 12           | 33  |   | 1  | 164   |      |
| 4:45 - 5:00 |   |   |   |            | 18            |   | 33  | 1          |              | 70  | 13 | 1          | 15           | 38  |   | 1  | 187   | 682  |
| 5:00 - 5:15 |   |   |   |            | 16            |   | 22  | 1          |              | 63  | 15 | 0          | 7            | 40  |   | 0  | 163   | 689  |
| 5:15 - 5:30 |   |   |   |            | 11            |   | 19  | 0          |              | 66  | 8  | 0          | 14           | 49  |   | 2  | 167   | 681  |
| 5:30 - 5:45 |   |   |   |            | 15            |   | 18  | 0          |              | 58  | 8  | 0          | 11           | 30  |   | 1  | 140   | 657  |
| 5:45 - 6:00 |   |   |   |            | 5             |   | 18  | 0          |              | 55  | 5  | 1          | 9            | 36  |   | 0  | 128   | 598  |
| TOTAL       | 0 | 0 | 0 | 0          | 105           | 0 | 177 | 6          | 0            | 510 | 94 | 4          | 94           | 300 | 0 | 6  | 1280  |      |
| EBPct 0.0   |   |   |   | WBPct 24.4 |               |   |     | NBPct 47.9 |              |     |    | SBPct 27.7 |              |     |   |    |       |      |

Peak Sums: 0 0 0 0 62 0 106 4 0 272 58 3 47 144 0 2 689

Total Trucks 9 TrkPct 1.31 PHF 0.92

# CMRPC

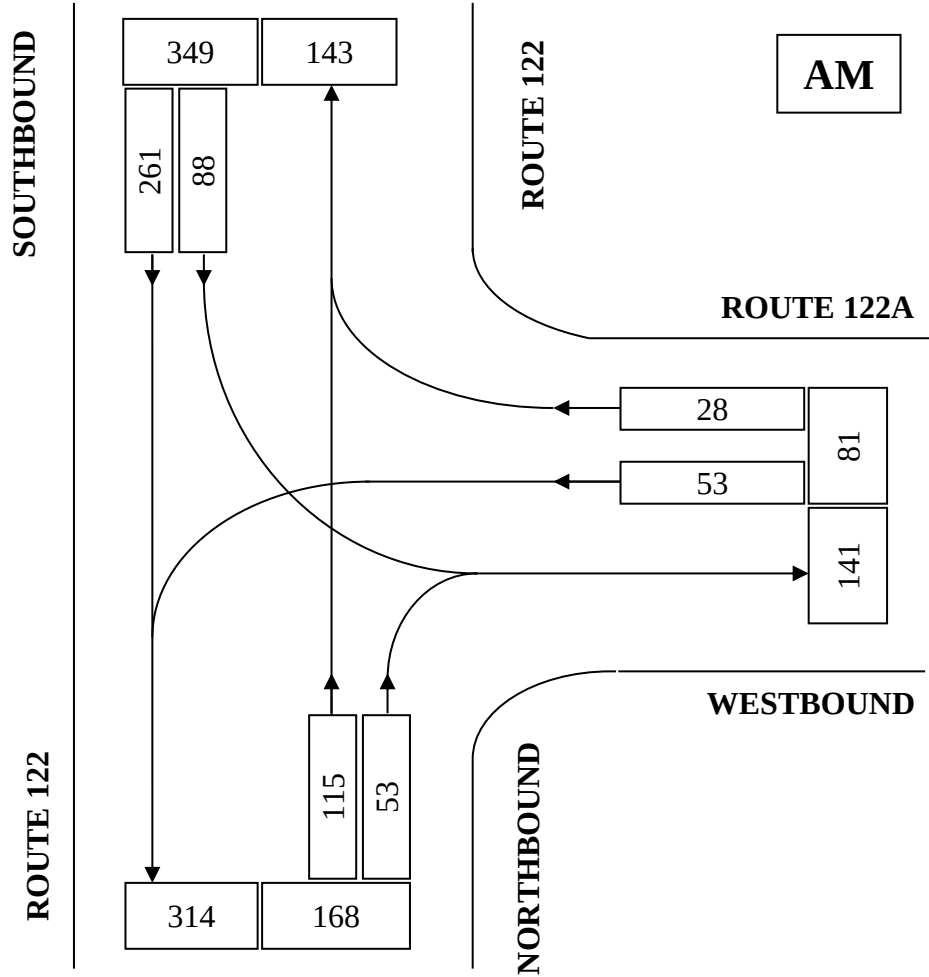
## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland

DATE: 5/29/2025

DAY OF WEEK: Thursday

INTERSECTION: Route 122A / Route 122



| STREET        | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT                |
|---------------|------------------|-----------------|------------------------------|
| Route 122A WB | 81               | 13.5%           | 7:00 - 8:00 AM               |
| Route 122 NB  | 168              | 28.1%           | PHF = .83                    |
| Route 122 SB  | 349              | 58.4%           | <b>VEHICLES COUNTED</b>      |
|               |                  |                 | <b>ALL VEHICLES:</b> 598     |
|               |                  |                 | <b>TRUCKS:</b> 22            |
|               |                  |                 | <b>PERCENT TRUCKS:</b> 3.68% |
| <b>TOTAL</b>  | 598              | 100.00%         |                              |

# CMRPC

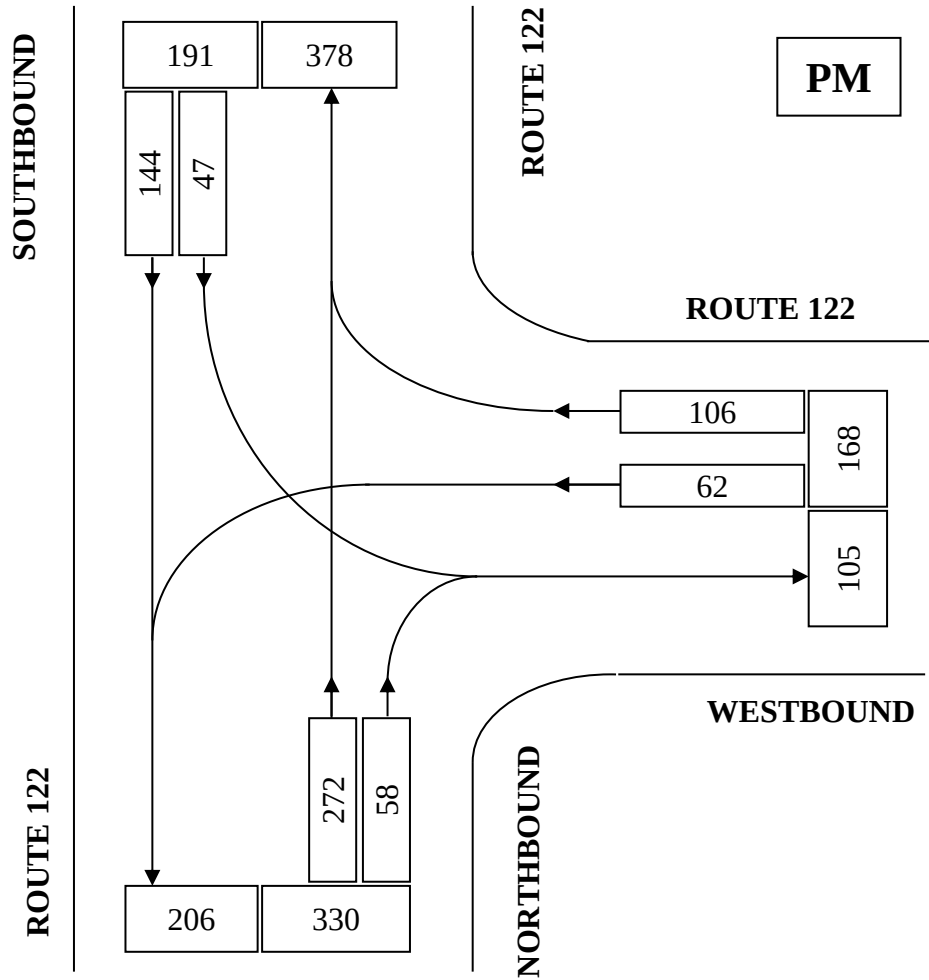
## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland

DATE: 5/29/2025

DAY OF WEEK: Thursday

INTERSECTION: Route 122A / Route 122

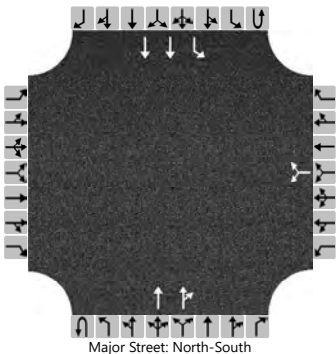


| STREET        | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|---------------|------------------|-----------------|-----------------------|
| Route 122A WB | 168              | 24.4%           | 4:15 - 5:15 PM        |
| Route 122 NB  | 330              | 47.9%           | PHF = .92             |
| Route 122 SB  | 191              | 27.7%           | VEHICLES COUNTED      |
|               |                  |                 | ALL VEHICLES: 689     |
|               |                  |                 | TRUCKS: 9             |
|               |                  |                 | PERCENT TRUCKS: 1.31% |
| <b>TOTAL</b>  | 689              | 100.00%         |                       |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                      |
|--------------------------|----------------|----------------------------|----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 122 |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland              |
| Date Performed           | 5/29/25        | East/West Street           | Route 122A           |
| Analysis Year            | 2025           | North/South Street         | Route 122            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.83                 |
| Intersection Orientation | North-South    | Analysis Time Period (hrs) | 0.25                 |
| Project Description      |                |                            |                      |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound   |    |    |    | Westbound |    |    |    | Northbound |   |     |    | Southbound |     |   |   |
|----------------------------|-------------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|-----|---|---|
| Movement                   | U           | L  | T  | R  | U         | L  | T  | R  | U          | L | T   | R  | U          | L   | T | R |
| Priority                   |             | 10 | 11 | 12 |           | 7  | 8  | 9  | 1U         | 1 | 2   | 3  | 4U         | 4   | 5 | 6 |
| Number of Lanes            |             | 0  | 0  | 0  |           | 0  | 1  | 0  | 0          | 0 | 2   | 0  | 0          | 1   | 2 | 0 |
| Configuration              |             |    |    |    |           |    | LR |    |            |   | T   | TR |            | L   | T |   |
| Volume (veh/h)             |             |    |    |    |           | 53 |    | 28 |            |   | 115 | 53 | 88         | 261 | 0 |   |
| Percent Heavy Vehicles (%) |             |    |    |    |           | 4  |    | 4  |            |   |     |    | 4          | 4   |   |   |
| Proportion Time Blocked    |             |    |    |    |           |    |    |    |            |   |     |    |            |     |   |   |
| Percent Grade (%)          |             |    |    |    | 0         |    |    |    |            |   |     |    |            |     |   |   |
| Right Turn Channelized     |             |    |    |    |           |    |    |    |            |   |     |    |            |     |   |   |
| Median Type   Storage      | Left + Thru |    |    |    |           |    |    |    | 5          |   |     |    |            |     |   |   |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |      |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  |  | 6.9  |  |  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.88 |  | 6.98 |  |  |  |  | 6.48 | 4.18 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.54 |  | 3.34 |  |  |  |  | 2.54 | 2.24 |  |  |

Delay, Queue Length, and Level of Service

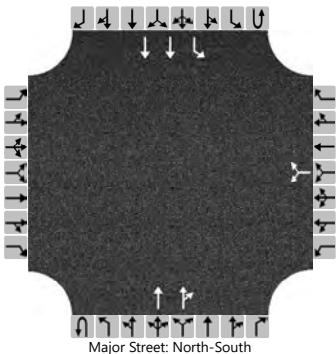
|                                         |  |  |  |  |      |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 98   |  |  |  |  |  |  |     | 420  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 377  |  |  |  |  |  |  |     | 1249 |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.26 |  |  |  |  |  |  |     | 0.34 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 1.0  |  |  |  |  |  |  |     | 1.5  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |      | 25.8 |  |  |  |  |  |  |     | 38.7 |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 17.9 |  |  |  |  |  |  |     | 9.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | C    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 17.9 |      |  |  |  |  |  |  | 9.3 |      |  |  |
| Approach LOS                            |  |  |  |  | C    |      |  |  |  |  |  |  | A   |      |  |  |



HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                      |
|--------------------------|----------------|----------------------------|----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 122 |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland              |
| Date Performed           | 5/29/25        | East/West Street           | Route 122A           |
| Analysis Year            | 2025           | North/South Street         | Route 122            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.92                 |
| Intersection Orientation | North-South    | Analysis Time Period (hrs) | 0.25                 |
| Project Description      |                |                            |                      |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound   |    |    |    | Westbound |    |    |     | Northbound |   |     |    | Southbound |     |   |   |
|----------------------------|-------------|----|----|----|-----------|----|----|-----|------------|---|-----|----|------------|-----|---|---|
| Movement                   | U           | L  | T  | R  | U         | L  | T  | R   | U          | L | T   | R  | U          | L   | T | R |
| Priority                   |             | 10 | 11 | 12 |           | 7  | 8  | 9   | 1U         | 1 | 2   | 3  | 4U         | 4   | 5 | 6 |
| Number of Lanes            |             | 0  | 0  | 0  |           | 0  | 1  | 0   | 0          | 0 | 2   | 0  | 0          | 1   | 2 | 0 |
| Configuration              |             |    |    |    |           |    | LR |     |            |   | T   | TR |            | L   | T |   |
| Volume (veh/h)             |             |    |    |    |           | 62 |    | 106 |            |   | 272 | 58 | 47         | 144 | 0 |   |
| Percent Heavy Vehicles (%) |             |    |    |    |           | 1  |    | 1   |            |   |     |    | 1          | 1   |   |   |
| Proportion Time Blocked    |             |    |    |    |           |    |    |     |            |   |     |    |            |     |   |   |
| Percent Grade (%)          |             |    |    |    | 0         |    |    |     |            |   |     |    |            |     |   |   |
| Right Turn Channelized     |             |    |    |    |           |    |    |     |            |   |     |    |            |     |   |   |
| Median Type   Storage      | Left + Thru |    |    |    |           |    |    |     | 5          |   |     |    |            |     |   |   |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |      |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  |  | 6.9  |  |  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.82 |  | 6.92 |  |  |  |  | 6.42 | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.51 |  | 3.31 |  |  |  |  | 2.51 | 2.21 |  |  |

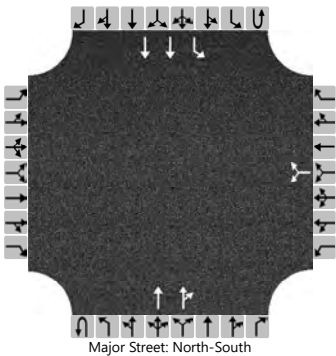
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 183  |  |  |  |  |  |  |     | 208  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1123 |  |  |  |  |  |  |     | 1042 |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.16 |  |  |  |  |  |  |     | 0.20 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.6  |  |  |  |  |  |  |     | 0.7  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 15.1 |  |  |  |  |  |  |     | 17.6 |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.8  |  |  |  |  |  |  |     | 9.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 8.8 |      |  |  |  |  |  |  | 9.3 |      |  |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |  | A   |      |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                      |
|--------------------------|----------------|----------------------------|----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 122 |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland              |
| Date Performed           | 5/29/25        | East/West Street           | Route 122A           |
| Analysis Year            | 2025           | North/South Street         | Route 122            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.83                 |
| Intersection Orientation | North-South    | Analysis Time Period (hrs) | 0.25                 |
| Project Description      | Projected 2035 |                            |                      |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound   |    |    |    | Westbound |    |    |    | Northbound |   |     |    | Southbound |     |   |   |
|----------------------------|-------------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|-----|---|---|
| Movement                   | U           | L  | T  | R  | U         | L  | T  | R  | U          | L | T   | R  | U          | L   | T | R |
| Priority                   |             | 10 | 11 | 12 |           | 7  | 8  | 9  | 1U         | 1 | 2   | 3  | 4U         | 4   | 5 | 6 |
| Number of Lanes            |             | 0  | 0  | 0  |           | 0  | 1  | 0  | 0          | 0 | 2   | 0  | 0          | 1   | 2 | 0 |
| Configuration              |             |    |    |    |           |    | LR |    |            |   | T   | TR |            | L   | T |   |
| Volume (veh/h)             |             |    |    |    |           | 58 |    | 31 |            |   | 127 | 58 | 97         | 287 | 0 |   |
| Percent Heavy Vehicles (%) |             |    |    |    |           | 4  |    | 4  |            |   |     |    | 4          | 4   |   |   |
| Proportion Time Blocked    |             |    |    |    |           |    |    |    |            |   |     |    |            |     |   |   |
| Percent Grade (%)          |             |    |    |    | 0         |    |    |    |            |   |     |    |            |     |   |   |
| Right Turn Channelized     |             |    |    |    |           |    |    |    |            |   |     |    |            |     |   |   |
| Median Type   Storage      | Left + Thru |    |    |    |           |    |    |    | 5          |   |     |    |            |     |   |   |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |      |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  |  | 6.9  |  |  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.88 |  | 6.98 |  |  |  |  | 6.48 | 4.18 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.54 |  | 3.34 |  |  |  |  | 2.54 | 2.24 |  |  |

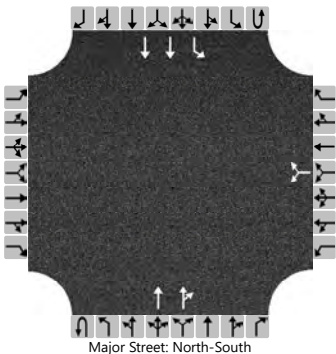
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 107  |  |  |  |  |  |  |     | 463  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 320  |  |  |  |  |  |  |     | 1221 |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.34 |  |  |  |  |  |  |     | 0.38 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 1.4  |  |  |  |  |  |  |     | 1.8  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |      | 36.1 |  |  |  |  |  |  |     | 46.4 |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 21.8 |  |  |  |  |  |  |     | 9.7  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | C    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 21.8 |      |  |  |  |  |  |  | 9.7 |      |  |  |
| Approach LOS                            |  |  |  |  | C    |      |  |  |  |  |  |  | A   |      |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                      |
|--------------------------|----------------|----------------------------|----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 122 |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland              |
| Date Performed           | 5/29/25        | East/West Street           | Route 122A           |
| Analysis Year            | 2025           | North/South Street         | Route 122            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.92                 |
| Intersection Orientation | North-South    | Analysis Time Period (hrs) | 0.25                 |
| Project Description      | Projected 2035 |                            |                      |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound   |    |    |    | Westbound |    |    |     | Northbound |   |     |    | Southbound |     |   |   |
|----------------------------|-------------|----|----|----|-----------|----|----|-----|------------|---|-----|----|------------|-----|---|---|
| Movement                   | U           | L  | T  | R  | U         | L  | T  | R   | U          | L | T   | R  | U          | L   | T | R |
| Priority                   |             | 10 | 11 | 12 |           | 7  | 8  | 9   | 1U         | 1 | 2   | 3  | 4U         | 4   | 5 | 6 |
| Number of Lanes            |             | 0  | 0  | 0  |           | 0  | 1  | 0   | 0          | 0 | 2   | 0  | 0          | 1   | 2 | 0 |
| Configuration              |             |    |    |    |           |    | LR |     |            |   | T   | TR |            | L   | T |   |
| Volume (veh/h)             |             |    |    |    |           | 38 |    | 117 |            |   | 299 | 64 | 52         | 158 | 0 |   |
| Percent Heavy Vehicles (%) |             |    |    |    |           | 1  |    | 1   |            |   |     |    | 1          | 1   |   |   |
| Proportion Time Blocked    |             |    |    |    |           |    |    |     |            |   |     |    |            |     |   |   |
| Percent Grade (%)          |             |    |    |    | 0         |    |    |     |            |   |     |    |            |     |   |   |
| Right Turn Channelized     |             |    |    |    |           |    |    |     |            |   |     |    |            |     |   |   |
| Median Type   Storage      | Left + Thru |    |    |    |           |    |    |     | 5          |   |     |    |            |     |   |   |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |      |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  |  | 6.9  |  |  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.82 |  | 6.92 |  |  |  |  | 6.42 | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.51 |  | 3.31 |  |  |  |  | 2.51 | 2.21 |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 168  |  |  |  |  |  |  |     | 228  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1050 |  |  |  |  |  |  |     | 994  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.16 |  |  |  |  |  |  |     | 0.23 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.6  |  |  |  |  |  |  |     | 0.9  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 15.1 |  |  |  |  |  |  |     | 22.7 |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.1  |  |  |  |  |  |  |     | 9.7  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 9.1 |      |  |  |  |  |  |  | 9.7 |      |  |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |  | A   |      |  |  |

# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/21/2025

LOCATION: Route 122A / Fishermans Road

DAY OF WEEK: Wednesday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |     |   |            | Route 122A WB |     |     |           |   |   |   |            | Fishermans Rd SB |   |   |    | Total | Peak |
|-------------|---------------|-----|---|------------|---------------|-----|-----|-----------|---|---|---|------------|------------------|---|---|----|-------|------|
|             | L             | S   | R | HV         | L             | S   | R   | HV        | L | S | R | HV         | L                | S | R | HV |       |      |
| 7:00 - 7:15 | 0             | 35  |   | 0          |               | 13  | 23  | 3         |   |   |   |            | 51               |   | 1 | 0  | 123   |      |
| 7:15 - 7:30 | 0             | 29  |   | 1          |               | 20  | 18  | 2         |   |   |   |            | 55               |   | 0 | 0  | 122   |      |
| 7:30 - 7:45 | 1             | 27  |   | 2          |               | 16  | 22  | 3         |   |   |   |            | 52               |   | 0 | 0  | 118   |      |
| 7:45 - 8:00 | 2             | 29  |   | 2          |               | 28  | 29  | 6         |   |   |   |            | 45               |   | 1 | 1  | 134   | 497  |
| 8:00 - 8:15 | 0             | 24  |   | 1          |               | 26  | 23  | 5         |   |   |   |            | 45               |   | 0 | 0  | 118   | 492  |
| 8:15 - 8:30 | 1             | 32  |   | 3          |               | 23  | 21  | 6         |   |   |   |            | 32               |   | 0 | 0  | 109   | 479  |
| 8:30 - 8:45 | 2             | 29  |   | 2          |               | 15  | 14  | 0         |   |   |   |            | 24               |   | 1 | 1  | 85    | 446  |
| 8:45 - 9:00 | 0             | 29  |   | 4          |               | 24  | 24  | 1         |   |   |   |            | 43               |   | 1 | 0  | 121   | 433  |
| TOTAL       | 6             | 234 | 0 | 15         | 0             | 165 | 174 | 26        | 0 | 0 | 0 | 0          | 347              | 0 | 4 | 2  | 930   |      |
| EBPct 24.7  |               |     |   | WBPct 34.0 |               |     |     | NBPct 0.0 |   |   |   | SBPct 41.2 |                  |   |   |    |       |      |

Peak Sums: 3 120 0 5 0 77 92 14 0 0 0 0 203 0 2 1 497  
 Total Trucks 20 TrkPct 4.02 PHF 0.93

| Time Period | Route 122A EB |     |   |            | Route 122A WB |     |     |           |   |   |   |            | Fishermans Rd SB |   |   |    | Total | Peak |
|-------------|---------------|-----|---|------------|---------------|-----|-----|-----------|---|---|---|------------|------------------|---|---|----|-------|------|
|             | L             | S   | R | HV         | L             | S   | R   | HV        | L | S | R | HV         | L                | S | R | HV |       |      |
| 4:00 - 4:15 | 0             | 25  |   | 2          |               | 36  | 59  | 3         |   |   |   |            | 25               |   | 0 | 0  | 145   |      |
| 4:15 - 4:30 | 2             | 36  |   | 2          |               | 39  | 49  | 2         |   |   |   |            | 28               |   | 0 | 0  | 154   |      |
| 4:30 - 4:45 | 0             | 32  |   | 2          |               | 31  | 57  | 1         |   |   |   |            | 29               |   | 1 | 0  | 150   |      |
| 4:45 - 5:00 | 0             | 26  |   | 0          |               | 40  | 49  | 0         |   |   |   |            | 31               |   | 0 | 0  | 146   | 595  |
| 5:00 - 5:15 | 1             | 22  |   | 0          |               | 49  | 62  | 0         |   |   |   |            | 28               |   | 0 | 0  | 162   | 612  |
| 5:15 - 5:30 | 0             | 32  |   | 0          |               | 36  | 62  | 0         |   |   |   |            | 20               |   | 2 | 0  | 152   | 610  |
| 5:30 - 5:45 | 1             | 21  |   | 0          |               | 30  | 57  | 0         |   |   |   |            | 24               |   | 2 | 0  | 135   | 595  |
| 5:45 - 6:00 | 1             | 20  |   | 1          |               | 39  | 50  | 0         |   |   |   |            | 28               |   | 0 | 0  | 138   | 587  |
| TOTAL       | 5             | 214 | 0 | 7          | 0             | 300 | 445 | 6         | 0 | 0 | 0 | 0          | 213              | 0 | 5 | 0  | 1182  |      |
| EBPct 19.4  |               |     |   | WBPct 61.4 |               |     |     | NBPct 0.0 |   |   |   | SBPct 19.1 |                  |   |   |    |       |      |

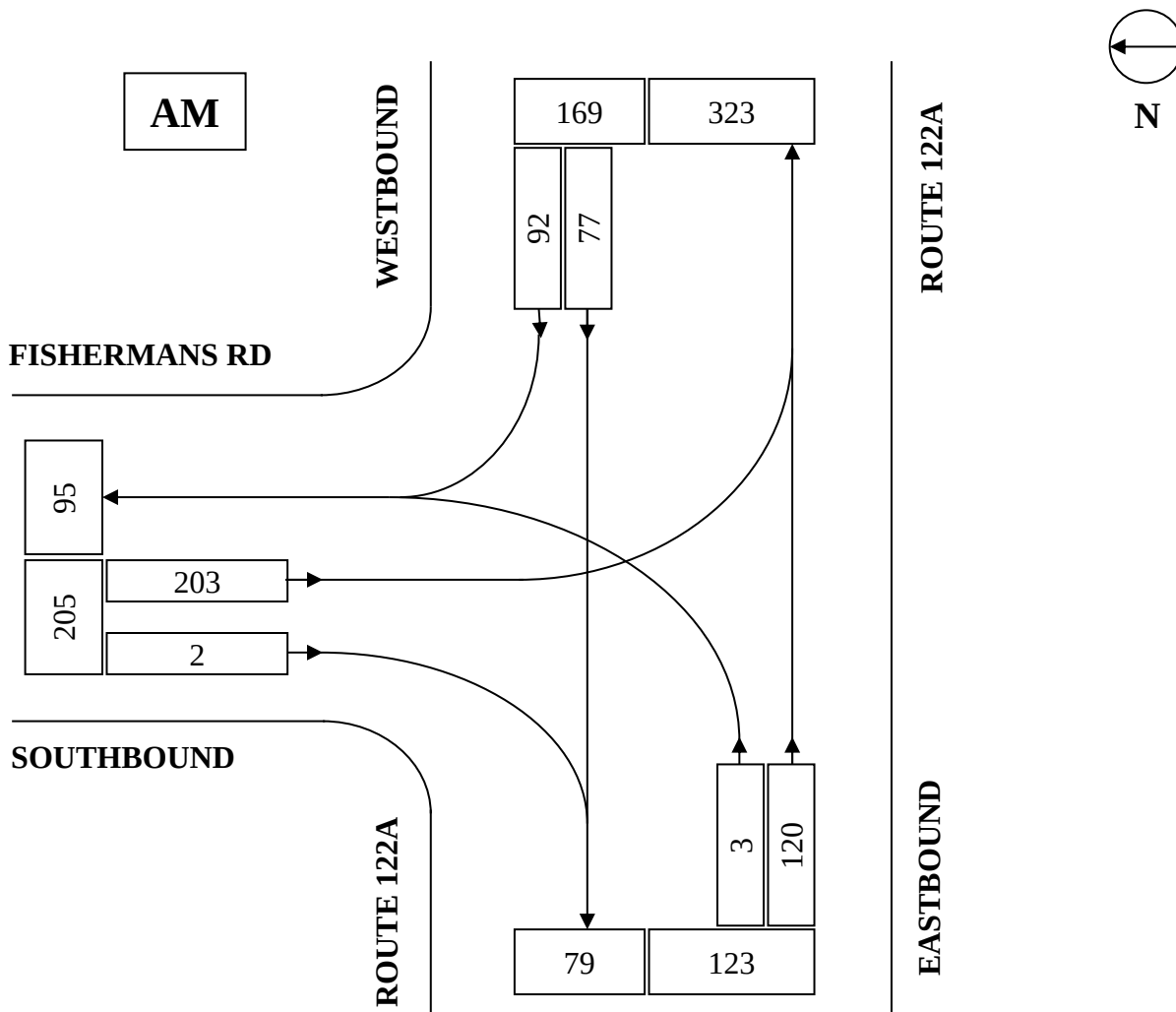
Peak Sums: 3 116 0 4 0 159 217 3 0 0 0 0 116 0 1 0 612  
 Total Trucks 7 TrkPct 1.14 PHF 0.94

## CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

**CITY:** Rutland                      **DATE:** 5/21/25    **DAY OF WEEK:** Wednesday

**INTERSECTION:** Route 122 / Fishermans Road

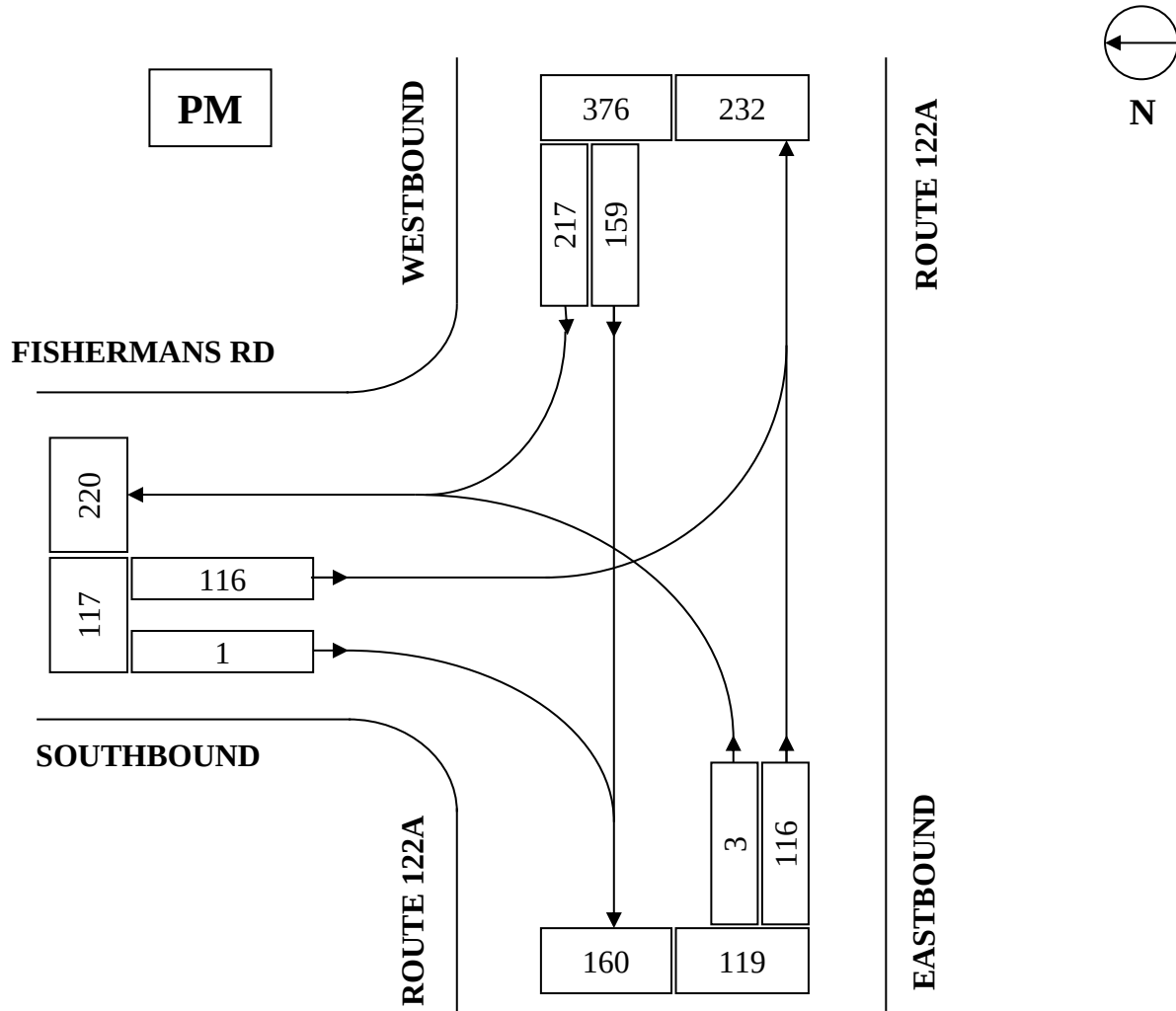


| STREET           | ENTERING<br>VOLUMES | PERCENT<br>OF FLOW | TIME OF COUNT         |
|------------------|---------------------|--------------------|-----------------------|
|                  |                     |                    | 7:00 - 8:00 AM        |
| Route 122A EB    | 123                 | 24.7%              |                       |
|                  |                     |                    | PHF = .93             |
| Route 122A WB    | 169                 | 34.1%              |                       |
|                  |                     |                    | VEHICLES COUNTED      |
| Fishermans Rd SB | 205                 | 41.2%              |                       |
|                  |                     |                    | ALL VEHICLES: 497     |
| TOTAL            | 497                 | 100.0%             | TRUCKS: 20            |
|                  |                     |                    | PERCENT TRUCKS: 4.02% |

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/21/25 DAY OF WEEK: Wednesday  
 INTERSECTION: Route 122A / Fishermans Road

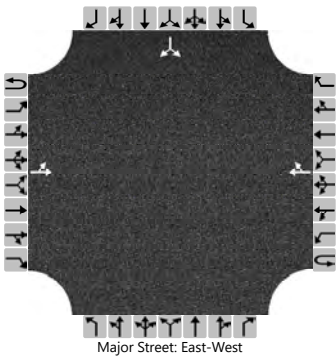


| STREET           | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT                |
|------------------|------------------|-----------------|------------------------------|
| Route 122A EB    | 119              | 19.4%           | 4:15 - 5:15 PM               |
| Route 122A WB    | 376              | 61.4%           | PHF = .94                    |
| Fishermans Rd SB | 117              | 19.2%           | <b>VEHICLES COUNTED</b>      |
| <b>TOTAL</b>     | 612              | 100.0%          | <b>ALL VEHICLES:</b> 612     |
|                  |                  |                 | <b>TRUCKS:</b> 7             |
|                  |                  |                 | <b>PERCENT TRUCKS:</b> 1.14% |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                          |
|--------------------------|----------------|----------------------------|--------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Fishermans Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                  |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A               |
| Analysis Year            | 2025           | North/South Street         | Fishermans Rd            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.93                     |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                     |
| Project Description      |                |                            |                          |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |     |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|----|------------|---|---|---|------------|-----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R  | U          | L | T | R | U          | L   | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10  | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0   | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR |            |   |   |   |            |     | LR |    |
| Volume (veh/h)             |           | 3  | 120 |   |           |   | 77 | 92 |            |   |   |   |            | 203 |    | 2  |
| Percent Heavy Vehicles (%) |           | 4  |     |   |           |   |    |    |            |   |   |   |            | 1   |    | 1  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |    |            |   |   |   |            |     |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |    |            |   |   |   | 0          |     |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |    |            |   |   |   |            |     |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |    |            |   |   |   |            |     |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.14 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.24 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

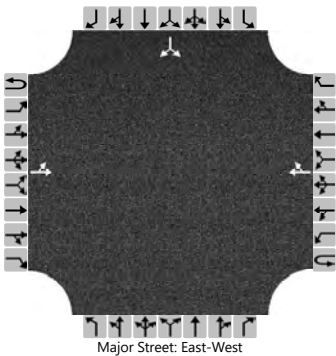
Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |     |  |  |  |  |  |  |  |  |  |      |  | 220  |  |
| Capacity, c (veh/h)                     |     | 1382 |     |  |  |  |  |  |  |  |  |  |      |  | 729  |  |
| v/c Ratio                               |     | 0.00 |     |  |  |  |  |  |  |  |  |  |      |  | 0.30 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 1.3  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 32.8 |  |
| Control Delay (s/veh)                   |     | 7.6  | 0.0 |  |  |  |  |  |  |  |  |  |      |  | 12.1 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |     |  |  |  |  |  |  |  |  |  | 12.1 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | B    |  |      |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                          |
|--------------------------|----------------|----------------------------|--------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Fishermans Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                  |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A               |
| Analysis Year            | 2025           | North/South Street         | Fishermans Rd            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.94                     |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                     |
| Project Description      |                |                            |                          |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |     | Northbound |   |   |   | Southbound |     |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|-----|------------|---|---|---|------------|-----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R   | U          | L | T | R | U          | L   | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6   |            | 7 | 8 | 9 |            | 10  | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0   |            | 0 | 0 | 0 |            | 0   | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR  |            |   |   |   |            |     | LR |    |
| Volume (veh/h)             |           | 3  | 116 |   |           |   | 159 | 217 |            |   |   |   |            | 116 |    | 1  |
| Percent Heavy Vehicles (%) |           | 1  |     |   |           |   |     |     |            |   |   |   |            | 1   |    | 1  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |     |            |   |   |   | 0          |     |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.11 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.21 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

Delay, Queue Length, and Level of Service

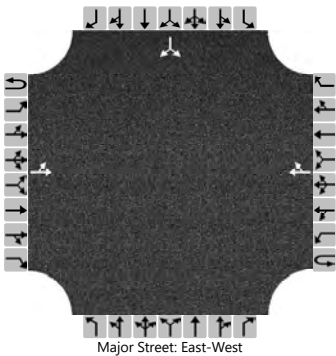
|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |     |  |  |  |  |  |  |  |  |  |      |  | 124  |  |
| Capacity, c (veh/h)                     |     | 1164 |     |  |  |  |  |  |  |  |  |  |      |  | 600  |  |
| v/c Ratio                               |     | 0.00 |     |  |  |  |  |  |  |  |  |  |      |  | 0.21 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 0.8  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 20.2 |  |
| Control Delay (s/veh)                   |     | 8.1  | 0.0 |  |  |  |  |  |  |  |  |  |      |  | 12.6 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |     |  |  |  |  |  |  |  |  |  | 12.6 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | B    |  |      |  |



HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                          |
|--------------------------|----------------|----------------------------|--------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Fishermans Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                  |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A               |
| Analysis Year            | 2025           | North/South Street         | Fishermans Rd            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.93                     |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                     |
| Project Description      | Projected 2035 |                            |                          |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |     | Northbound |   |   |   | Southbound |     |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|-----|------------|---|---|---|------------|-----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R   | U          | L | T | R | U          | L   | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6   |            | 7 | 8 | 9 |            | 10  | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0   |            | 0 | 0 | 0 |            | 0   | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR  |            |   |   |   |            |     | LR |    |
| Volume (veh/h)             |           | 3  | 132 |   |           |   | 85 | 101 |            |   |   |   |            | 223 |    | 2  |
| Percent Heavy Vehicles (%) |           | 4  |     |   |           |   |    |     |            |   |   |   |            | 1   |    | 1  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |     |            |   |   |   |            |     |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |     |            |   |   |   | 0          |     |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |     |            |   |   |   |            |     |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |     |            |   |   |   |            |     |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.14 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.24 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

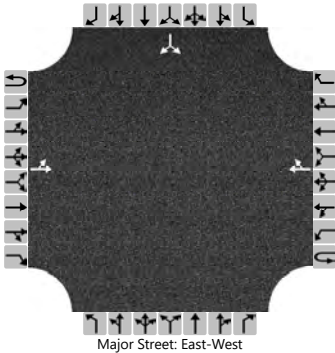
Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |     |  |  |  |  |  |  |  |  |  |      |  | 242  |  |
| Capacity, c (veh/h)                     |     | 1360 |     |  |  |  |  |  |  |  |  |  |      |  | 703  |  |
| v/c Ratio                               |     | 0.00 |     |  |  |  |  |  |  |  |  |  |      |  | 0.34 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 1.5  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 37.8 |  |
| Control Delay (s/veh)                   |     | 7.7  | 0.0 |  |  |  |  |  |  |  |  |  |      |  | 12.8 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |     |  |  |  |  |  |  |  |  |  | 12.8 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | B    |  |      |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                          |
|--------------------------|----------------|----------------------------|--------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Fishermans Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                  |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A               |
| Analysis Year            | 2025           | North/South Street         | Fishermans Rd            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.94                     |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                     |
| Project Description      | Projected 2035 |                            |                          |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |     | Northbound |   |   |   | Southbound |     |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|-----|------------|---|---|---|------------|-----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R   | U          | L | T | R | U          | L   | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6   |            | 7 | 8 | 9 |            | 10  | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0   |            | 0 | 0 | 0 |            | 0   | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR  |            |   |   |   |            |     | LR |    |
| Volume (veh/h)             |           | 3  | 128 |   |           |   | 175 | 239 |            |   |   |   |            | 128 |    | 1  |
| Percent Heavy Vehicles (%) |           | 1  |     |   |           |   |     |     |            |   |   |   |            | 1   |    | 1  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |     |            |   |   |   | 0          |     |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |     |            |   |   |   |            |     |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.11 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.21 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |     |  |  |  |  |  |  |  |  |  |      |  | 137  |  |
| Capacity, c (veh/h)                     |     | 1125 |     |  |  |  |  |  |  |  |  |  |      |  | 567  |  |
| v/c Ratio                               |     | 0.00 |     |  |  |  |  |  |  |  |  |  |      |  | 0.24 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 0.9  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 0.0  |     |  |  |  |  |  |  |  |  |  |      |  | 22.7 |  |
| Control Delay (s/veh)                   |     | 8.2  | 0.0 |  |  |  |  |  |  |  |  |  |      |  | 13.4 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |     |  |  |  |  |  |  |  |  |  | 13.4 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/21/2025

LOCATION: Route 122A / Pleasantdale Road

DAY OF WEEK: Wednesday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |     |   |            | Route 122A WB |     |   |            | Pleasantdale Rd NB |   |     |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|---|------------|---------------|-----|---|------------|--------------------|---|-----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R | HV         | L             | S   | R | HV         | L                  | S | R   | HV        | L | S | R | HV |       |      |
| 7:00 - 7:15 |               | 83  | 0 | 0          | 24            | 28  |   | 4          | 0                  |   | 22  | 2         |   |   |   |    | 157   |      |
| 7:15 - 7:30 |               | 81  | 2 | 0          | 17            | 32  |   | 5          | 0                  |   | 33  | 1         |   |   |   |    | 165   |      |
| 7:30 - 7:45 |               | 83  | 2 | 3          | 17            | 39  |   | 5          | 0                  |   | 38  | 2         |   |   |   |    | 179   |      |
| 7:45 - 8:00 |               | 90  | 1 | 2          | 25            | 46  |   | 8          | 2                  |   | 26  | 1         |   |   |   |    | 190   | 691  |
| 8:00 - 8:15 |               | 71  | 2 | 3          | 22            | 51  |   | 8          | 0                  |   | 32  | 2         |   |   |   |    | 178   | 712  |
| 8:15 - 8:30 |               | 57  | 0 | 2          | 17            | 39  |   | 9          | 0                  |   | 19  | 0         |   |   |   |    | 132   | 679  |
| 8:30 - 8:45 |               | 72  | 0 | 5          | 22            | 25  |   | 3          | 0                  |   | 23  | 1         |   |   |   |    | 142   | 642  |
| 8:45 - 9:00 |               | 76  | 1 | 3          | 25            | 41  |   | 5          | 1                  |   | 37  | 2         |   |   |   |    | 181   | 633  |
| TOTAL       | 0             | 613 | 8 | 18         | 169           | 301 | 0 | 47         | 3                  | 0 | 230 | 11        | 0 | 0 | 0 | 0  | 1324  |      |
| EBPct 46.6  |               |     |   | WBPct 35.0 |               |     |   | NBPct 18.4 |                    |   |     | SBPct 0.0 |   |   |   |    |       |      |

Peak Sums: 0 325 7 8 81 168 0 26 2 0 129 6 0 0 0 0 712  
 Total Trucks 40 TrkPct 5.62 PHF 0.94

| Time Period | Route 122A EB |     |   |            | Route 122A WB |     |   |            | Pleasantdale Rd NB |   |     |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|---|------------|---------------|-----|---|------------|--------------------|---|-----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R | HV         | L             | S   | R | HV         | L                  | S | R   | HV        | L | S | R | HV |       |      |
| 4:00 - 4:15 |               | 53  | 1 | 4          | 50            | 92  |   | 7          | 1                  |   | 24  | 1         |   |   |   |    | 221   |      |
| 4:15 - 4:30 |               | 52  | 1 | 2          | 52            | 90  |   | 2          | 1                  |   | 25  | 0         |   |   |   |    | 221   |      |
| 4:30 - 4:45 |               | 51  | 2 | 1          | 45            | 88  |   | 2          | 1                  |   | 37  | 0         |   |   |   |    | 224   |      |
| 4:45 - 5:00 |               | 60  | 2 | 1          | 44            | 89  |   | 1          | 0                  |   | 22  | 0         |   |   |   |    | 217   | 883  |
| 5:00 - 5:15 |               | 47  | 2 | 0          | 28            | 120 |   | 0          | 1                  |   | 31  | 0         |   |   |   |    | 229   | 891  |
| 5:15 - 5:30 |               | 42  | 1 | 0          | 40            | 95  |   | 0          | 1                  |   | 29  | 0         |   |   |   |    | 208   | 878  |
| 5:30 - 5:45 |               | 54  | 0 | 0          | 37            | 89  |   | 0          | 0                  |   | 23  | 0         |   |   |   |    | 203   | 857  |
| 5:45 - 6:00 |               | 45  | 0 | 1          | 32            | 78  |   | 0          | 1                  |   | 19  | 0         |   |   |   |    | 175   | 815  |
| TOTAL       | 0             | 404 | 9 | 9          | 328           | 741 | 0 | 12         | 6                  | 0 | 210 | 1         | 0 | 0 | 0 | 0  | 1698  |      |
| EBPct 24.4  |               |     |   | WBPct 62.4 |               |     |   | NBPct 13.2 |                    |   |     | SBPct 0.0 |   |   |   |    |       |      |

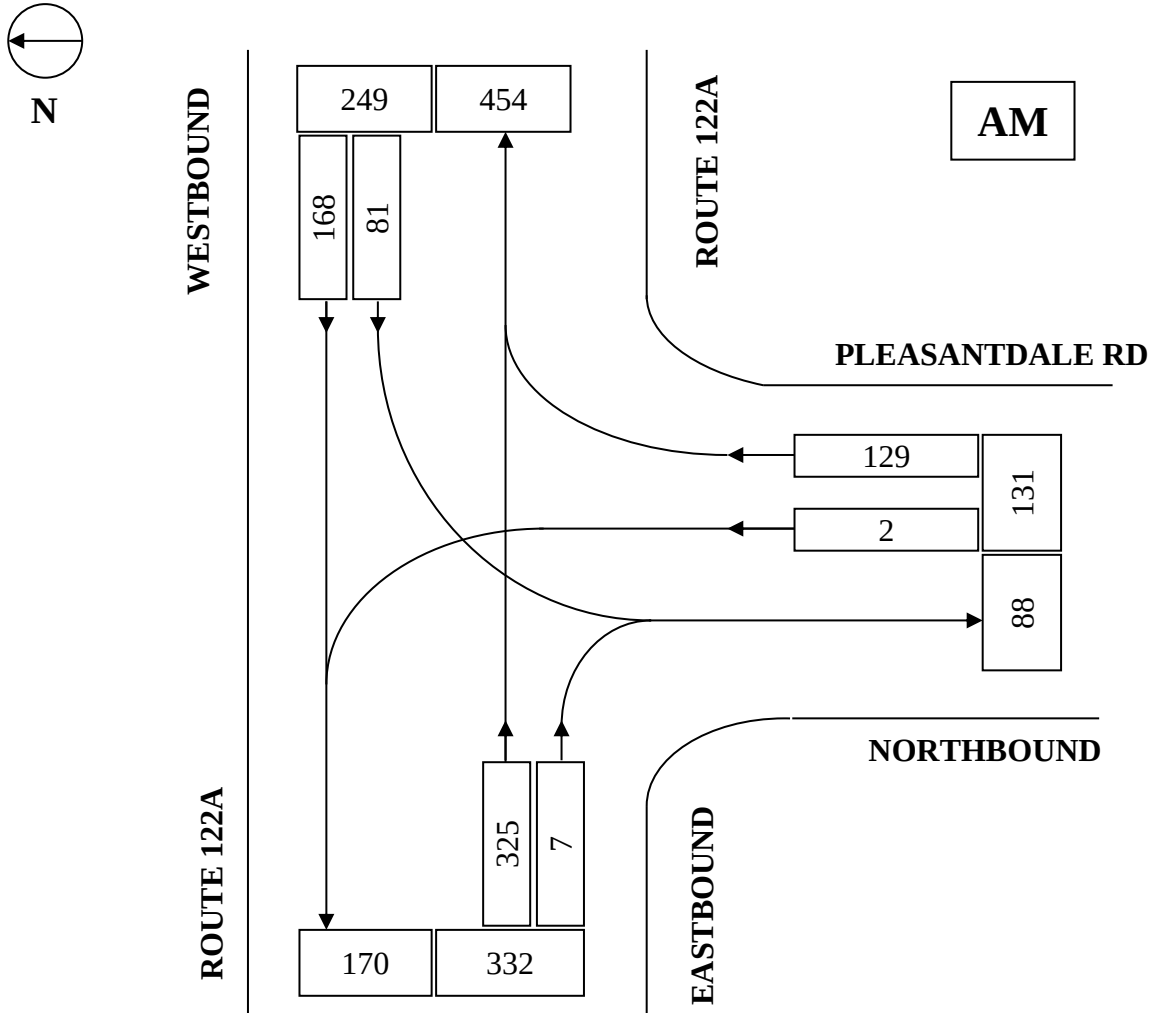
Peak Sums: 0 210 7 4 169 387 0 5 3 0 115 0 0 0 0 0 891  
 Total Trucks 9 TrkPct 1.01 PHF 0.97

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/21/2025 DAY OF WEEK: Wednesday

INTERSECTION: Route 122A / Pleasantdale Road



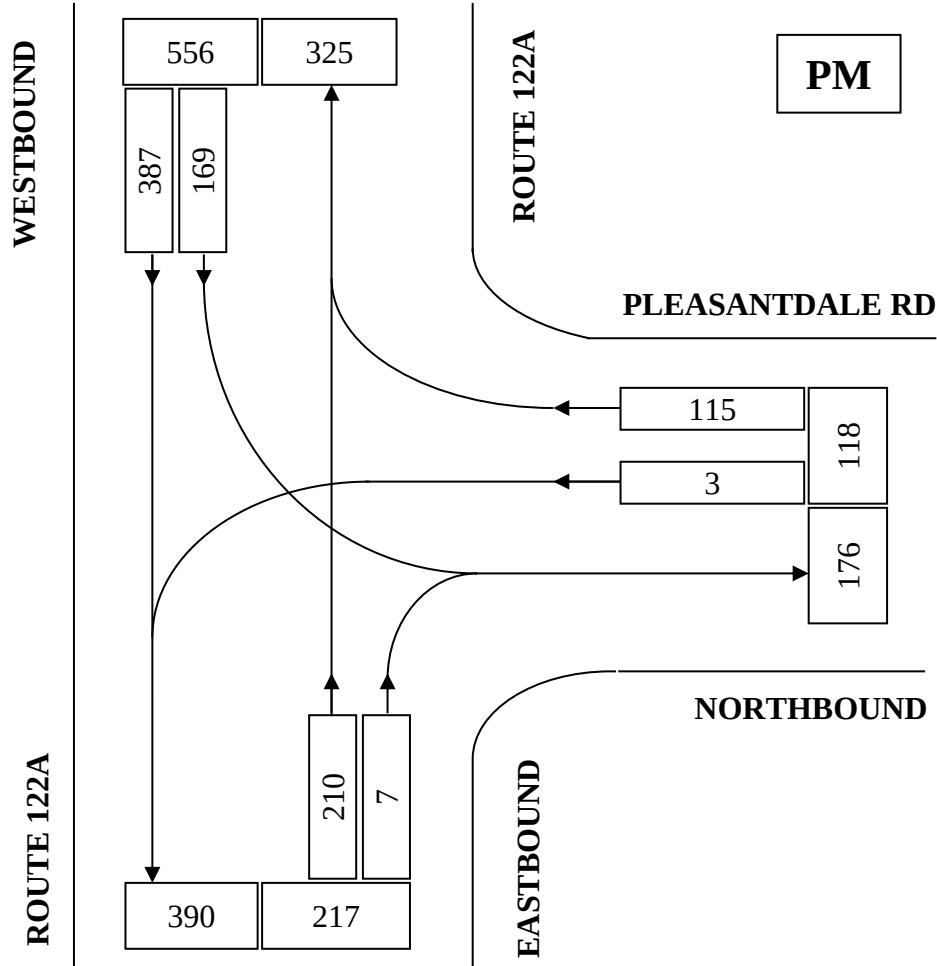
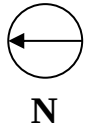
| STREET             | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|--------------------|------------------|-----------------|-----------------------|
| Route 122A EB      | 332              | 46.6%           | 7:15 - 8:15 AM        |
| Route 122A WB      | 249              | 35.0%           | PHF = .94             |
| Pleasantdale Rd NB | 131              | 18.4%           | VEHICLES COUNTED      |
|                    |                  |                 | ALL VEHICLES: 712     |
|                    |                  |                 | TRUCKS: 40            |
|                    |                  |                 | PERCENT TRUCKS: 5.62% |
| <b>TOTAL</b>       | 712              | 100.00%         |                       |

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/21/2025 DAY OF WEEK: Wednesday

INTERSECTION: Route 122A / Pleasantdale Road

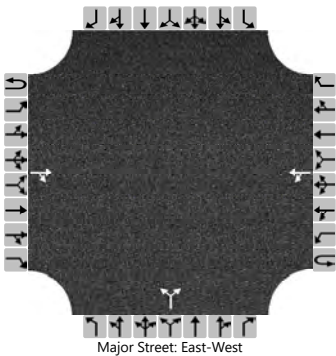


| STREET             | ENTERING<br>VOLUMES | PERCENT<br>OF FLOW | TIME OF COUNT                |
|--------------------|---------------------|--------------------|------------------------------|
| Route 122A EB      | 217                 | 24.4%              | 4:15 - 5:15 PM               |
| Route 122A WB      | 556                 | 62.4%              | PHF = .97                    |
| Pleasantdale Rd NB | 118                 | 13.2%              | <b>VEHICLES COUNTED</b>      |
|                    |                     |                    | <b>ALL VEHICLES:</b> 891     |
|                    |                     |                    | <b>TRUCKS:</b> 9             |
|                    |                     |                    | <b>PERCENT TRUCKS:</b> 1.01% |
| <b>TOTAL</b>       | 891                 | 100.00%            |                              |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                            |
|--------------------------|----------------|----------------------------|----------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Pleasantdale Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                    |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A                 |
| Analysis Year            | 2025           | North/South Street         | Pleasantdale Rd            |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.94                       |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                       |
| Project Description      |                |                            |                            |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |   |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|---|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7 | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0 | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |   | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 325 | 7  |           | 81 | 168 |   |            | 2 |    | 129 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 6  |     |   |            | 2 |    | 2   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |   |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.16 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.25 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

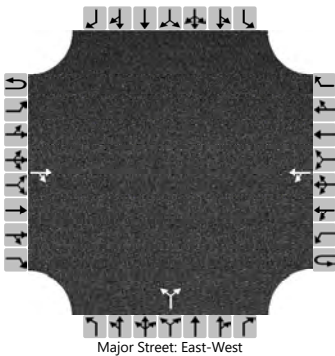
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 86   |     |  |      |  | 139  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1184 |     |  |      |  | 705  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.07 |     |  |      |  | 0.20 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |     |  |      |  | 0.7  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 5.2  |     |  |      |  | 17.8 |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.3  | 0.7 |  |      |  | 11.4 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.1 |      |     |  | 11.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |      |  |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                            |
|--------------------------|----------------|----------------------------|----------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Pleasantdale Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                    |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A                 |
| Analysis Year            | 2025           | North/South Street         | Pleasantdale Rd            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.97                       |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                       |
| Project Description      |                |                            |                            |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |     |     |   | Northbound |   |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|-----|-----|---|------------|---|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L   | T   | R | U          | L | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4   | 5   | 6 |            | 7 | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0   | 1   | 0 |            | 0 | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT  |     |   |            |   | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 210 | 7  |           | 169 | 387 |   |            | 3 |    | 115 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 1   |     |   |            | 1 |    | 1   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |     |     |   | 0          |   |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.11 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.21 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

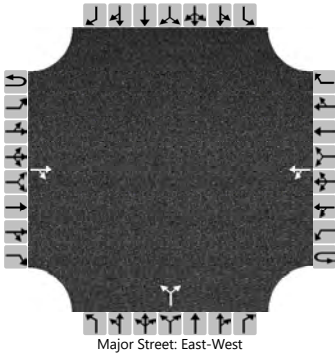
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 174  |     |  |      |  |  | 122  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1351 |     |  |      |  |  | 843  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.13 |     |  |      |  |  | 0.14 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.4  |     |  |      |  |  | 0.5  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 10.1 |     |  |      |  |  | 12.6 |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.1  | 1.3 |  |      |  |  | 10.0 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | A    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.4 |      |     |  | 10.0 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | A    |  |  |      |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                            |
|--------------------------|----------------|----------------------------|----------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Pleasantdale Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                    |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A                 |
| Analysis Year            | 2025           | North/South Street         | Pleasantdale Rd            |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.94                       |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                       |
| Project Description      | Projected 2035 |                            |                            |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |   |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|---|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7 | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0 | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |   | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 358 | 8  |           | 89 | 185 |   |            | 2 |    | 142 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 6  |     |   |            | 2 |    | 2   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |   |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |   |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.16 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.25 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

Delay, Queue Length, and Level of Service

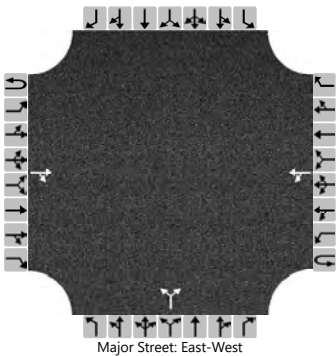
|                                         |  |  |  |  |      |     |  |  |      |      |  |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|------|-----|--|--|------|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  | 95   |     |  |  |      | 153  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  | 1148 |     |  |  |      | 672  |  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  | 0.08 |     |  |  |      | 0.23 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  | 0.3  |     |  |  |      | 0.9  |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  | 7.9  |     |  |  |      | 22.9 |  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  | 8.4  | 0.8 |  |  |      | 11.9 |  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  | A    | A   |  |  |      | B    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.3  |     |  |  | 11.9 |      |  |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A    |     |  |  | B    |      |  |  |  |  |  |  |



HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                            |
|--------------------------|----------------|----------------------------|----------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Pleasantdale Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                    |
| Date Performed           | 5/21/25        | East/West Street           | Route 122A                 |
| Analysis Year            | 2025           | North/South Street         | Pleasantdale Rd            |
| Time Analyzed            | 4:15 - 5:15 PM | Peak Hour Factor           | 0.97                       |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                       |
| Project Description      | Projected 2035 |                            |                            |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |     |     |   | Northbound |   |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|-----|-----|---|------------|---|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L   | T   | R | U          | L | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4   | 5   | 6 |            | 7 | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0   | 1   | 0 |            | 0 | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT  |     |   |            |   | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 231 | 8  |           | 186 | 426 |   |            | 3 |    | 127 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 1   |     |   |            | 1 |    | 1   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |     |     |   | 0          |   |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |     |     |   |            |   |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.11 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.21 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 192  |     |  |      |  |  | 134  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1325 |     |  |      |  |  | 818  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.14 |     |  |      |  |  | 0.16 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.5  |     |  |      |  |  | 0.6  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 12.6 |     |  |      |  |  | 15.1 |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.2  | 1.6 |  |      |  |  | 10.3 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.6 |      |     |  | 10.3 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |  |      |  |  |  |  |

# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/20/2025

LOCATION: Route 122A / Kenwood Drive

DAY OF WEEK: Tuesday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |     |    |            | Route 122A WB |     |   |           | Kenwood Dr NB |   |    |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|----|------------|---------------|-----|---|-----------|---------------|---|----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R  | HV         | L             | S   | R | HV        | L             | S | R  | HV        | L | S | R | HV |       |      |
| 7:00 - 7:15 |               | 101 | 4  | 6          | 0             | 46  |   | 12        | 1             |   | 12 | 3         |   |   |   |    | 164   |      |
| 7:15 - 7:30 |               | 119 | 1  | 12         | 1             | 64  |   | 7         | 1             |   | 15 | 0         |   |   |   |    | 201   |      |
| 7:30 - 7:45 |               | 119 | 2  | 7          | 4             | 63  |   | 11        | 1             |   | 9  | 2         |   |   |   |    | 198   |      |
| 7:45 - 8:00 |               | 108 | 2  | 6          | 4             | 59  |   | 2         | 4             |   | 8  | 1         |   |   |   |    | 185   | 748  |
| 8:00 - 8:15 |               | 110 | 5  | 7          | 0             | 74  |   | 7         | 3             |   | 7  | 1         |   |   |   |    | 199   | 783  |
| 8:15 - 8:30 |               | 85  | 1  | 9          | 4             | 55  |   | 9         | 2             |   | 3  | 0         |   |   |   |    | 150   | 732  |
| 8:30 - 8:45 |               | 86  | 3  | 14         | 1             | 48  |   | 5         | 1             |   | 13 | 2         |   |   |   |    | 152   | 686  |
| 8:45 - 9:00 |               | 100 | 2  | 5          | 3             | 59  |   | 6         | 3             |   | 10 | 2         |   |   |   |    | 177   | 678  |
| TOTAL       | 0             | 828 | 20 | 66         | 17            | 468 | 0 | 59        | 16            | 0 | 77 | 11        | 0 | 0 | 0 | 0  | 1426  |      |
| EBPct 59.5  |               |     |    | WBPct 34.4 |               |     |   | NBPct 6.1 |               |   |    | SBPct 0.0 |   |   |   |    |       |      |

Peak Sums: 0 456 10 32 9 260 0 27 9 0 39 4 0 0 0 0 783

Total Trucks 63 TrkPct 8.05 PHF 0.97

| Time Period | Route 122A EB |     |   |            | Route 122A WB |     |   |           | Kenwood Dr NB |   |    |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|---|------------|---------------|-----|---|-----------|---------------|---|----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R | HV         | L             | S   | R | HV        | L             | S | R  | HV        | L | S | R | HV |       |      |
| 4:00 - 4:15 |               | 78  | 0 | 2          | 13            | 117 |   | 5         | 1             |   | 1  | 0         |   |   |   |    | 210   |      |
| 4:15 - 4:30 |               | 80  | 0 | 6          | 8             | 137 |   | 4         | 3             |   | 3  | 0         |   |   |   |    | 231   |      |
| 4:30 - 4:45 |               | 83  | 0 | 2          | 7             | 117 |   | 3         | 3             |   | 3  | 0         |   |   |   |    | 213   |      |
| 4:45 - 5:00 |               | 61  | 1 | 6          | 6             | 123 |   | 6         | 4             |   | 4  | 0         |   |   |   |    | 199   | 853  |
| 5:00 - 5:15 |               | 53  | 3 | 1          | 5             | 132 |   | 7         | 3             |   | 3  | 1         |   |   |   |    | 199   | 842  |
| 5:15 - 5:30 |               | 69  | 0 | 2          | 6             | 102 |   | 6         | 5             |   | 5  | 0         |   |   |   |    | 187   | 798  |
| 5:30 - 5:45 |               | 51  | 2 | 1          | 2             | 115 |   | 2         | 2             |   | 2  | 0         |   |   |   |    | 174   | 759  |
| 5:45 - 6:00 |               | 59  | 1 | 1          | 6             | 69  |   | 3         | 3             |   | 3  | 0         |   |   |   |    | 141   | 701  |
| TOTAL       | 0             | 534 | 7 | 21         | 53            | 912 | 0 | 36        | 24            | 0 | 24 | 1         | 0 | 0 | 0 | 0  | 1554  |      |
| EBPct 35.5  |               |     |   | WBPct 61.9 |               |     |   | NBPct 2.6 |               |   |    | SBPct 0.0 |   |   |   |    |       |      |

Peak Sums: 0 302 1 16 34 494 0 18 11 0 11 0 0 0 0 0 853

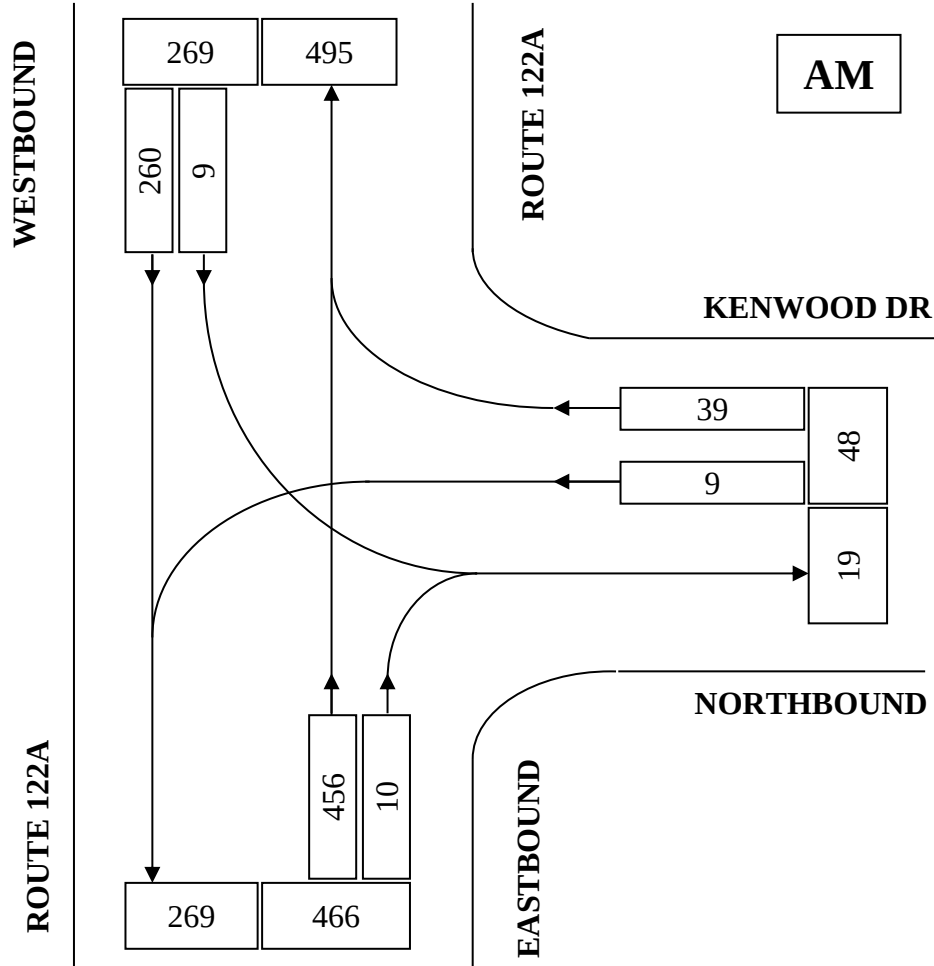
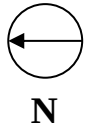
Total Trucks 34 TrkPct 3.99 PHF 0.92

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/20/2025 DAY OF WEEK: Tuesday

INTERSECTION: Route 122 / Kenwood Drive

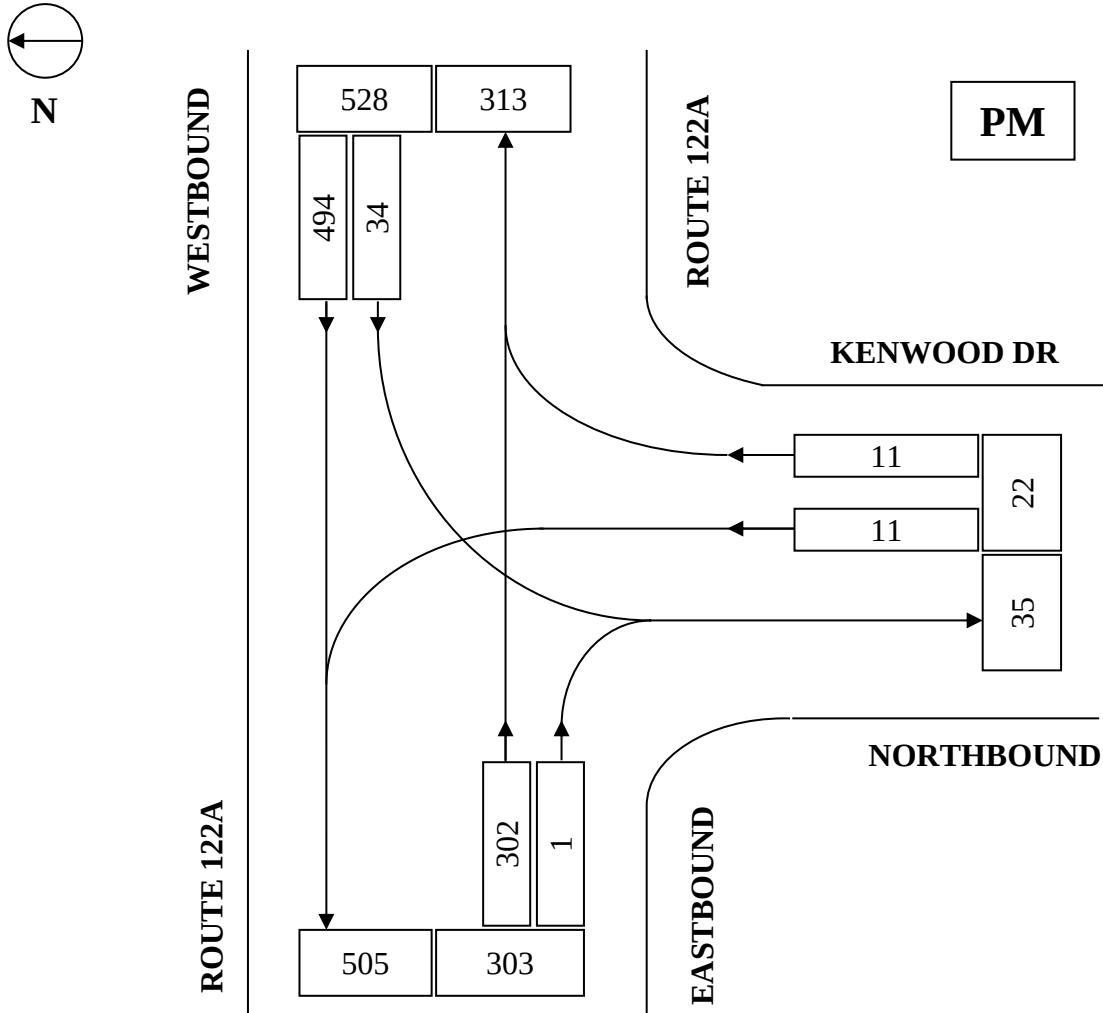


| STREET        | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|---------------|------------------|-----------------|-----------------------|
| Route 122A EB | 466              | 59.5%           | 7:15 - 8:15 AM        |
| Route 122A WB | 269              | 34.4%           | PHF = .97             |
| Kenwood Dr NB | 48               | 6.1%            | VEHICLES COUNTED      |
|               |                  |                 | ALL VEHICLES: 783     |
|               |                  |                 | TRUCKS: 63            |
|               |                  |                 | PERCENT TRUCKS: 8.05% |
| <b>TOTAL</b>  | 783              | 100.00%         |                       |

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

**CITY:** Rutland **DATE:** 5/20/2025 **DAY OF WEEK:** Tuesday

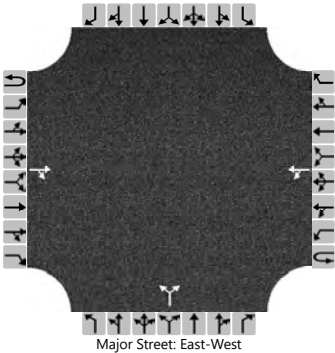
**INTERSECTION:** Route 122A / Kenwood Drive

| STREET        | ENTERING<br>VOLUMES | PERCENT<br>OF FLOW | TIME OF COUNT         |
|---------------|---------------------|--------------------|-----------------------|
|               |                     |                    | 4:00 - 5:00 PM        |
| Route 122A EB | 303                 | 35.5%              |                       |
|               |                     |                    | PHF = .92             |
| Route 122A WB | 528                 | 61.9%              |                       |
|               |                     |                    | VEHICLES COUNTED      |
| Kenwood Dr NB | 22                  | 2.6%               |                       |
|               |                     |                    | ALL VEHICLES: 853     |
| TOTAL         | 853                 | 100.00%            | TRUCKS: 34            |
|               |                     |                    | PERCENT TRUCKS: 3.99% |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                       |
|--------------------------|----------------|----------------------------|-----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Kenwood Dr |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland               |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A            |
| Analysis Year            | 2025           | North/South Street         | Kenwood Dr            |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.97                  |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                  |
| Project Description      |                |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 456 | 10 |           | 9  | 260 |   |            | 9 |    | 39 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 8  |     |   |            | 1 |    | 1  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |   |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.18 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.27 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

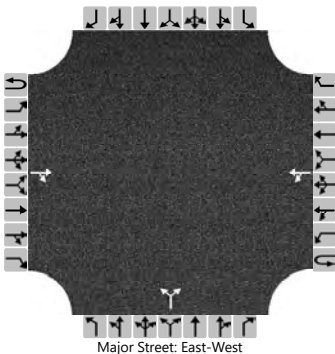
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 9    |     |  |      |  |  | 49   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1052 |     |  |      |  |  | 532  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |     |  |      |  |  | 0.09 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |     |  |      |  |  | 0.3  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 0.0  |     |  |      |  |  | 7.6  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.5  | 0.1 |  |      |  |  | 12.5 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |     |  | 12.5 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |  |      |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                       |
|--------------------------|----------------|----------------------------|-----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Kenwood Dr |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland               |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A            |
| Analysis Year            | 2025           | North/South Street         | Kenwood Dr            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.92                  |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                  |
| Project Description      |                |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 302 | 1  |           | 34 | 494 |   |            | 11 |    | 11 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 4  |     |   |            | 1  |    | 1  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.14 |  |  |  | 6.41 |  | 6.21 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.24 |  |  |  | 3.51 |  | 3.31 |  |  |  |  |

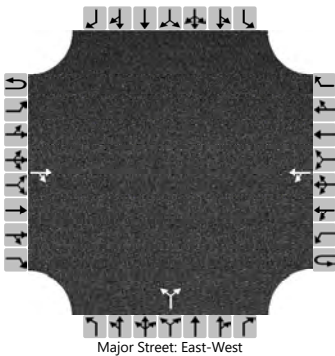
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 37   |     |  |      |  | 24   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1219 |     |  |      |  | 404  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |     |  |      |  | 0.06 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |     |  |      |  | 0.2  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 2.6  |     |  |      |  | 5.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  | 0.3 |  |      |  | 14.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.8 |      |     |  | 14.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |      |  |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                       |
|--------------------------|----------------|----------------------------|-----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Kenwood Dr |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland               |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A            |
| Analysis Year            | 2025           | North/South Street         | Kenwood Dr            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.92                  |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Balanced       |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 357 | 1  |           | 34 | 494 |   |            | 11 |    | 16 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 4  |     |   |            | 1  |    | 1  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.14 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.24 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

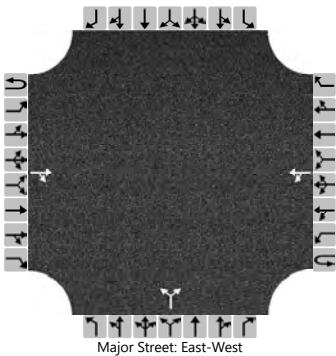
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 37   |     |  |      |  |  | 29   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1159 |     |  |      |  |  | 405  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |     |  |      |  |  | 0.07 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |     |  |      |  |  | 0.2  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 2.6  |     |  |      |  |  | 5.0  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.2  | 0.4 |  |      |  |  | 14.6 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.9 |      |     |  | 14.6 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |  |      |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                       |
|--------------------------|----------------|----------------------------|-----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Kenwood Dr |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland               |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A            |
| Analysis Year            | 2025           | North/South Street         | Kenwood Dr            |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.97                  |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Projected 2035 |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 502 | 11 |           | 10 | 286 |   |            | 10 |    | 43 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 8  |     |   |            | 1  |    | 1  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.18 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.27 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

Delay, Queue Length, and Level of Service

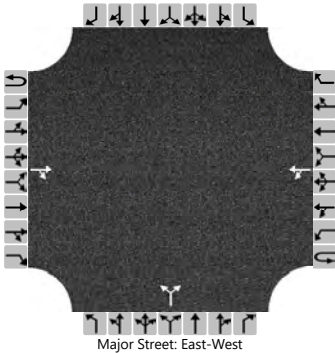
|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 10   |     |  |      |  |  | 55   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1008 |     |  |      |  |  | 494  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |     |  |      |  |  | 0.11 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |     |  |      |  |  | 0.4  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 0.0  |     |  |      |  |  | 10.1 |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.6  | 0.1 |  |      |  |  | 13.2 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |     |  | 13.2 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | B    |  |  |      |  |  |  |  |



# HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                       |
|--------------------------|----------------|----------------------------|-----------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Kenwood Dr |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland               |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A            |
| Analysis Year            | 2025           | North/South Street         | Kenwood Dr            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.92                  |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Projected 2035 |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 393 | 1  |           | 37 | 543 |   |            | 12 |    | 18 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 4  |     |   |            | 1  |    | 1  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.14 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.24 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |  |      |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 40   |     |  |      |  |  | 33   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1121 |     |  |      |  |  | 365  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.04 |     |  |      |  |  | 0.09 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |     |  |      |  |  | 0.3  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 2.6  |     |  |      |  |  | 7.6  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.3  | 0.4 |  |      |  |  | 15.8 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  |  | C    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.9 |      |     |  | 15.8 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | C    |  |  |      |  |  |  |  |

# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/1/2025

LOCATION: Route 122A / Route 56 (Pommogussett Rd)

DAY OF WEEK: Thursday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |     |     |            | Route 122A WB |     |     |           | Dunkin Donuts NB |    |     |            | Route 56 (Pomm) SB |    |    |    | Total | Peak |
|-------------|---------------|-----|-----|------------|---------------|-----|-----|-----------|------------------|----|-----|------------|--------------------|----|----|----|-------|------|
|             | L             | S   | R   | HV         | L             | S   | R   | HV        | L                | S  | R   | HV         | L                  | S  | R  | HV |       |      |
| 7:00 - 7:15 | 7             | 65  | 19  | 4          | 19            | 32  | 16  | 2         | 2                | 4  | 35  | 0          | 53                 | 3  | 6  | 5  | 261   | 1099 |
| 7:15 - 7:30 | 10            | 74  | 16  | 8          | 14            | 39  | 22  | 5         | 3                | 3  | 30  | 0          | 38                 | 1  | 14 | 6  | 264   |      |
| 7:30 - 7:45 | 13            | 93  | 10  | 7          | 16            | 45  | 27  | 12        | 4                | 2  | 19  | 0          | 33                 | 4  | 15 | 3  | 281   |      |
| 7:45 - 8:00 | 13            | 94  | 11  | 8          | 15            | 40  | 27  | 6         | 3                | 3  | 30  | 0          | 45                 | 6  | 6  | 4  | 293   |      |
| 8:00 - 8:15 | 16            | 99  | 12  | 9          | 17            | 42  | 28  | 8         | 4                | 2  | 24  | 0          | 42                 | 11 | 8  | 3  | 305   |      |
| 8:15 - 8:30 | 12            | 70  | 6   | 8          | 13            | 48  | 25  | 9         | 9                | 1  | 22  | 0          | 22                 | 8  | 15 | 1  | 251   |      |
| 8:30 - 8:45 | 15            | 91  | 11  | 10         | 16            | 67  | 33  | 8         | 3                | 5  | 17  | 0          | 32                 | 6  | 13 | 5  | 309   |      |
| 8:45 - 9:00 | 16            | 119 | 16  | 10         | 10            | 58  | 26  | 9         | 2                | 7  | 21  | 0          | 31                 | 3  | 19 | 4  | 328   |      |
| TOTAL       | 102           | 705 | 101 | 64         | 120           | 371 | 204 | 59        | 30               | 27 | 198 | 0          | 296                | 42 | 96 | 31 | 2292  |      |
| EBPct 40.5  |               |     |     | WBPct 32.1 |               |     |     | NBPct 9.8 |                  |    |     | SBPct 17.6 |                    |    |    |    |       |      |

Peak Sums: 59 379 45 37 56 215 112 34 18 15 84 0 127 28 55 13 1193

Total Trucks 84 TrkPct 7.04 PHF 0.91

| Time Period | Route 122A EB |     |    |            | Route 122A WB |     |     |           | Dunkin Donuts NB |    |    |            | Route 56 (Pomm) SB |   |     |    | Total | Peak |
|-------------|---------------|-----|----|------------|---------------|-----|-----|-----------|------------------|----|----|------------|--------------------|---|-----|----|-------|------|
|             | L             | S   | R  | HV         | L             | S   | R   | HV        | L                | S  | R  | HV         | L                  | S | R   | HV |       |      |
| 4:00 - 4:15 | 32            | 89  | 7  | 4          | 12            | 110 | 45  | 12        | 4                | 3  | 9  | 0          | 38                 | 0 | 12  | 4  | 361   | 1373 |
| 4:15 - 4:30 | 18            | 77  | 3  | 4          | 10            | 112 | 52  | 6         | 2                | 2  | 6  | 0          | 39                 | 3 | 8   | 4  | 332   |      |
| 4:30 - 4:45 | 23            | 101 | 4  | 4          | 5             | 109 | 61  | 1         | 5                | 1  | 4  | 0          | 38                 | 0 | 14  | 2  | 365   |      |
| 4:45 - 5:00 | 9             | 72  | 2  | 2          | 7             | 115 | 60  | 6         | 1                | 3  | 5  | 0          | 28                 | 2 | 11  | 1  | 315   |      |
| 5:00 - 5:15 | 20            | 67  | 5  | 2          | 5             | 124 | 58  | 3         | 1                | 1  | 10 | 1          | 41                 | 1 | 21  | 3  | 354   |      |
| 5:15 - 5:30 | 17            | 58  | 5  | 1          | 3             | 112 | 58  | 3         | 3                | 2  | 8  | 0          | 40                 | 0 | 25  | 2  | 331   |      |
| 5:30 - 5:45 | 19            | 51  | 1  | 1          | 3             | 104 | 60  | 2         | 1                | 3  | 3  | 0          | 45                 | 0 | 14  | 1  | 304   |      |
| 5:45 - 6:00 | 16            | 43  | 0  | 1          | 1             | 83  | 44  | 1         | 1                | 0  | 0  | 0          | 31                 | 1 | 11  | 1  | 231   |      |
| TOTAL       | 154           | 558 | 27 | 19         | 46            | 869 | 438 | 34        | 18               | 15 | 45 | 1          | 300                | 7 | 116 | 18 | 2593  |      |
| EBPct 31.8  |               |     |    | WBPct 50.8 |               |     |     | NBPct 3.3 |                  |    |    | SBPct 14.1 |                    |   |     |    |       |      |

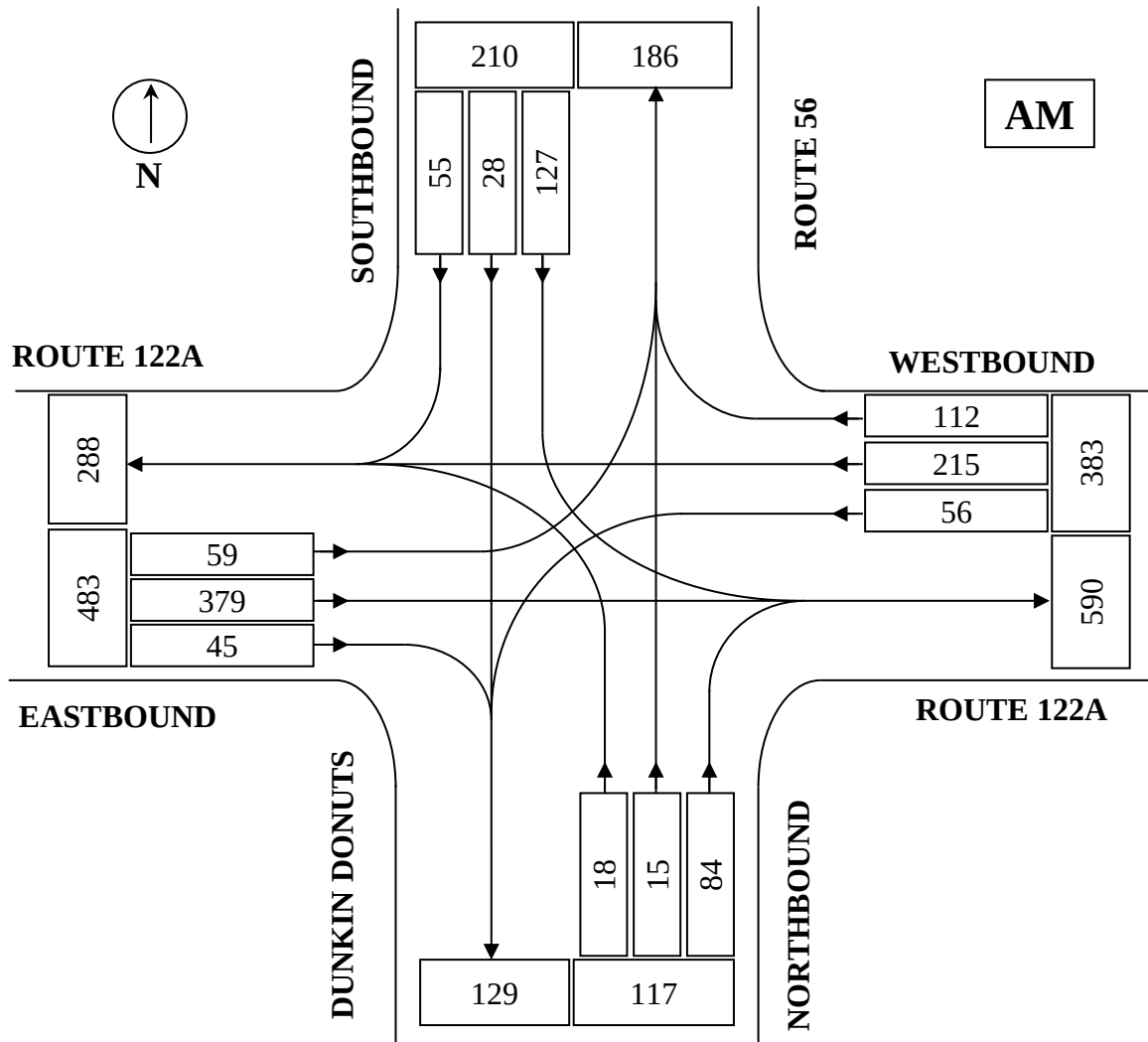
Peak Sums: 82 339 16 14 34 446 218 25 12 9 24 0 143 5 45 11 1373

Total Trucks 50 TrkPct 3.64 PHF 0.94

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/1/25 DAY OF WEEK: Thursday  
 INTERSECTION: Route 122A / Route 56 (Pomm) / Dunkin Donuts

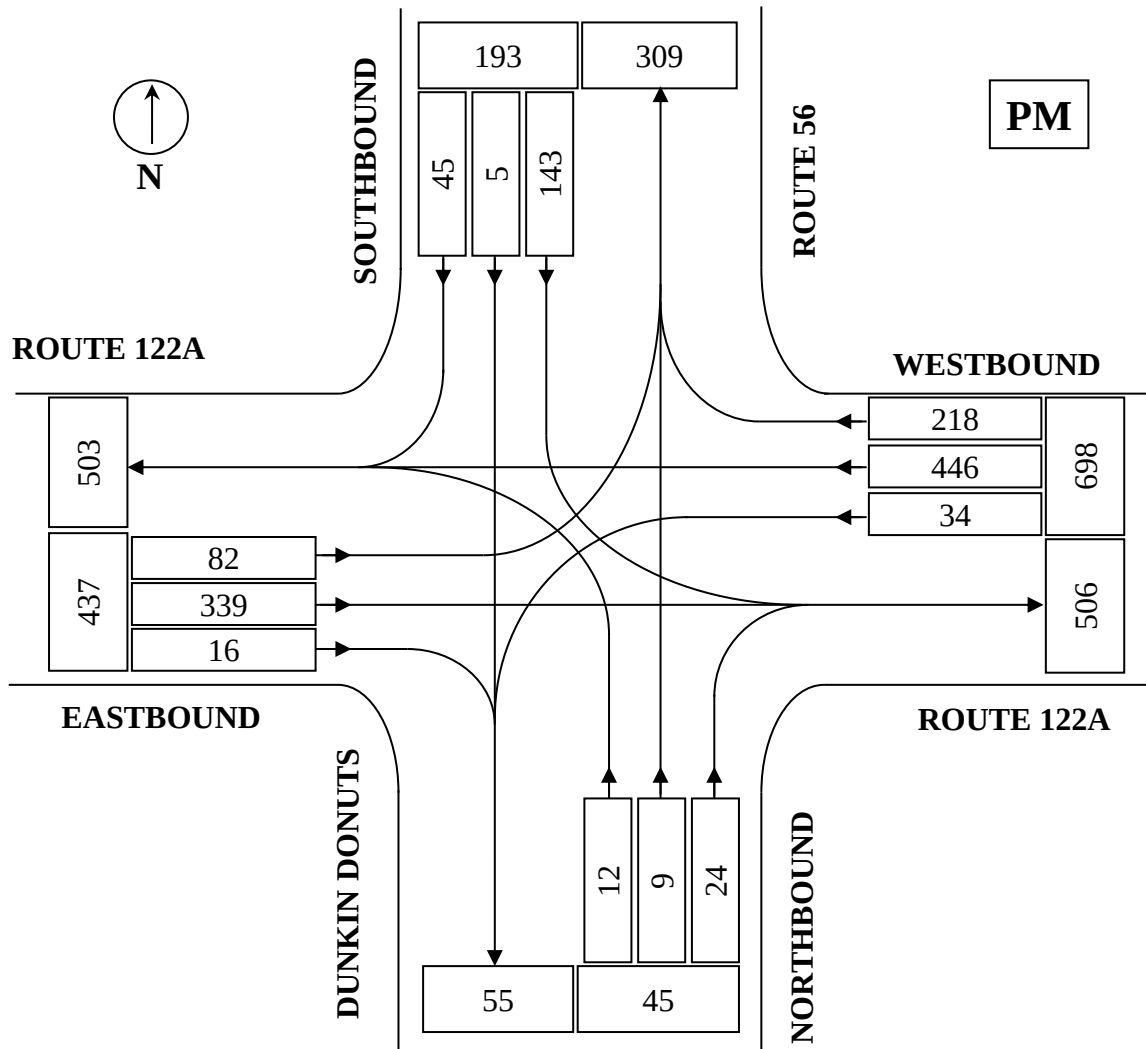


| STREET           | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|------------------|------------------|-----------------|-----------------------|
| Route 122A EB    | 483              | 40.5%           | 8:00 - 9:00 AM        |
| Route 122A WB    | 383              | 32.1%           |                       |
| Dunkin Donuts NB | 117              | 9.8%            | PHF = .91             |
| Route 56 SB      | 210              | 17.6%           |                       |
| TOTAL            | 1193             | 100.0%          | VEHICLES COUNTED      |
|                  |                  |                 | ALL VEHICLES: 1193    |
|                  |                  |                 | TRUCKS: 84            |
|                  |                  |                 | PERCENT TRUCKS: 7.04% |

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/1/25 DAY OF WEEK: Thursday  
 INTERSECTION: Route 122A / Route 56 (Pomm) / Dunkin Donuts

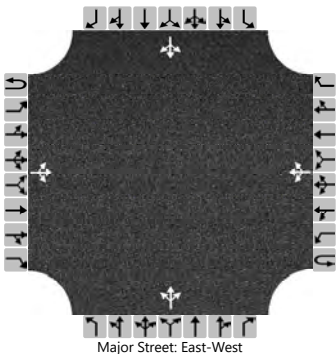


| STREET           | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|------------------|------------------|-----------------|-----------------------|
| Route 122A EB    | 437              | 31.8%           | 4:00 - 5:00 PM        |
| Route 122A WB    | 698              | 50.8%           |                       |
| Dunkin Donuts NB | 45               | 3.3%            | PHF = .94             |
| Route 56 SB      | 193              | 14.1%           |                       |
| TOTAL            | 1373             | 100.0%          | VEHICLES COUNTED      |
|                  |                  |                 | ALL VEHICLES: 1373    |
|                  |                  |                 | TRUCKS: 50            |
|                  |                  |                 | PERCENT TRUCKS: 3.64% |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                              |
|--------------------------|----------------|----------------------------|------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Pomm)/DD |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                      |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                   |
| Analysis Year            | 2025           | North/South Street         | Route 56(Pomm)/DD            |
| Time Analyzed            | 8:00 - 9:00 AM | Peak Hour Factor           | 0.91                         |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                         |
| Project Description      |                |                            |                              |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |     | Northbound |    |     |    | Southbound |     |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|-----|------------|----|-----|----|------------|-----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R   | U          | L  | T   | R  | U          | L   | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6   |            | 7  | 8   | 9  |            | 10  | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0   |            | 0  | 1   | 0  |            | 0   | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |     |            |    | LTR |    |            |     | LTR |    |
| Volume (veh/h)             |           | 59 | 379 | 45 |           | 56 | 215 | 112 |            | 18 | 15  | 84 |            | 127 | 28  | 55 |
| Percent Heavy Vehicles (%) |           | 7  |     |    |           | 7  |     |     |            | 0  | 0   | 0  |            | 2   | 2   | 2  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |     | 0          |    |     |    | 0          |     |     |    |
| Right Turn Channelized     |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.17 |  |  |  | 4.17 |  |  |  | 7.10 | 6.50 | 6.20 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.26 |  |  |  | 2.26 |  |  |  | 3.50 | 4.00 | 3.30 |  | 3.52 | 4.02 | 3.32 |

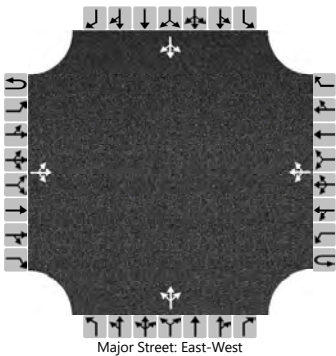
Delay, Queue Length, and Level of Service

|                                         |     |      |     |     |     |      |     |     |      |  |      |  |       |  |       |  |
|-----------------------------------------|-----|------|-----|-----|-----|------|-----|-----|------|--|------|--|-------|--|-------|--|
| Flow Rate, v (veh/h)                    |     | 65   |     |     |     | 62   |     |     |      |  | 129  |  |       |  | 231   |  |
| Capacity, c (veh/h)                     |     | 1172 |     |     |     | 1070 |     |     |      |  | 344  |  |       |  | 184   |  |
| v/c Ratio                               |     | 0.06 |     |     |     | 0.06 |     |     |      |  | 0.37 |  |       |  | 1.25  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.2  |     |     |     | 0.2  |     |     |      |  | 1.7  |  |       |  | 12.7  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     |      |     |     |     |      |     |     |      |  | 42.5 |  |       |  | 322.6 |  |
| Control Delay (s/veh)                   |     | 8.3  | 0.6 | 0.6 |     | 8.6  | 0.6 | 0.6 |      |  | 21.6 |  |       |  | 200.7 |  |
| Level of Service (LOS)                  |     | A    | A   | A   |     | A    | A   | A   |      |  | C    |  |       |  | F     |  |
| Approach Delay (s/veh)                  | 1.6 |      |     |     | 1.8 |      |     |     | 21.6 |  |      |  | 200.7 |  |       |  |
| Approach LOS                            | A   |      |     |     | A   |      |     |     | C    |  |      |  | F     |  |       |  |

# HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                              |
|--------------------------|----------------|----------------------------|------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Pomm)/DD |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                      |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                   |
| Analysis Year            | 2025           | North/South Street         | Route 56(Pomm)/DD            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.94                         |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                         |
| Project Description      |                |                            |                              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |     | Northbound |    |     |    | Southbound |     |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|-----|------------|----|-----|----|------------|-----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R   | U          | L  | T   | R  | U          | L   | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6   |            | 7  | 8   | 9  |            | 10  | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0   |            | 0  | 1   | 0  |            | 0   | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |     |            |    | LTR |    |            |     | LTR |    |
| Volume (veh/h)             |           | 82 | 339 | 16 |           | 34 | 446 | 218 |            | 12 | 9   | 24 |            | 143 | 5   | 45 |
| Percent Heavy Vehicles (%) |           | 4  |     |    |           | 4  |     |     |            | 0  | 0   | 0  |            | 1   | 1   | 1  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |     | 0          |    |     |    | 0          |     |     |    |
| Right Turn Channelized     |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.14 |  |  |  | 4.14 |  |  |  | 7.10 | 6.50 | 6.20 |  | 7.11 | 6.51 | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.24 |  |  |  | 2.24 |  |  |  | 3.50 | 4.00 | 3.30 |  | 3.51 | 4.01 | 3.31 |

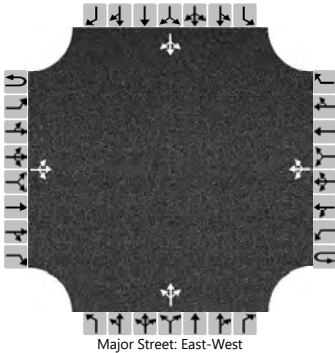
## Delay, Queue Length, and Level of Service

|                                         |     |      |     |     |     |      |     |     |      |  |      |  |       |  |       |  |
|-----------------------------------------|-----|------|-----|-----|-----|------|-----|-----|------|--|------|--|-------|--|-------|--|
| Flow Rate, v (veh/h)                    |     | 87   |     |     |     | 36   |     |     |      |  | 48   |  |       |  | 205   |  |
| Capacity, c (veh/h)                     |     | 883  |     |     |     | 1166 |     |     |      |  | 212  |  |       |  | 143   |  |
| v/c Ratio                               |     | 0.10 |     |     |     | 0.03 |     |     |      |  | 0.23 |  |       |  | 1.44  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.3  |     |     |     | 0.1  |     |     |      |  | 0.8  |  |       |  | 13.5  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     |      |     |     |     |      |     |     |      |  | 20.0 |  |       |  | 340.2 |  |
| Control Delay (s/veh)                   |     | 9.5  | 1.2 | 1.2 |     | 8.2  | 0.4 | 0.4 |      |  | 26.8 |  |       |  | 289.9 |  |
| Level of Service (LOS)                  |     | A    | A   | A   |     | A    | A   | A   |      |  | D    |  |       |  | F     |  |
| Approach Delay (s/veh)                  | 2.8 |      |     |     | 0.8 |      |     |     | 26.8 |  |      |  | 289.9 |  |       |  |
| Approach LOS                            | A   |      |     |     | A   |      |     |     | D    |  |      |  | F     |  |       |  |

# HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                              |
|--------------------------|----------------|----------------------------|------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Pomm)/DD |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                      |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                   |
| Analysis Year            | 2025           | North/South Street         | Route 56(Pomm)/DD            |
| Time Analyzed            | 8:00 - 9:00 AM | Peak Hour Factor           | 0.91                         |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Projected 2035 |                            |                              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |     | Northbound |    |     |    | Southbound |     |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|-----|------------|----|-----|----|------------|-----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R   | U          | L  | T   | R  | U          | L   | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6   |            | 7  | 8   | 9  |            | 10  | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0   |            | 0  | 1   | 0  |            | 0   | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |     |            |    | LTR |    |            |     | LTR |    |
| Volume (veh/h)             |           | 65 | 417 | 50 |           | 62 | 237 | 123 |            | 20 | 17  | 92 |            | 140 | 31  | 61 |
| Percent Heavy Vehicles (%) |           | 7  |     |    |           | 7  |     |     |            | 0  | 0   | 0  |            | 2   | 2   | 2  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |     | 0          |    |     |    | 0          |     |     |    |
| Right Turn Channelized     |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.17 |  |  |  | 4.17 |  |  |  | 7.10 | 6.50 | 6.20 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.26 |  |  |  | 2.26 |  |  |  | 3.50 | 4.00 | 3.30 |  | 3.52 | 4.02 | 3.32 |

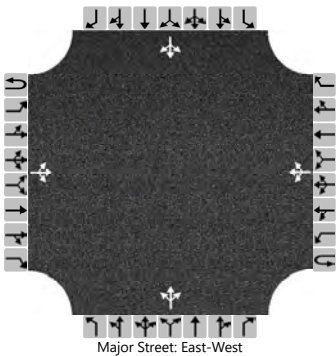
## Delay, Queue Length, and Level of Service

|                                         |     |      |     |     |     |      |     |     |      |  |      |  |       |  |       |  |
|-----------------------------------------|-----|------|-----|-----|-----|------|-----|-----|------|--|------|--|-------|--|-------|--|
| Flow Rate, v (veh/h)                    |     | 71   |     |     |     | 68   |     |     |      |  | 142  |  |       |  | 255   |  |
| Capacity, c (veh/h)                     |     | 1136 |     |     |     | 1027 |     |     |      |  | 291  |  |       |  | 147   |  |
| v/c Ratio                               |     | 0.06 |     |     |     | 0.07 |     |     |      |  | 0.49 |  |       |  | 1.74  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.2  |     |     |     | 0.2  |     |     |      |  | 2.5  |  |       |  | 18.7  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     |      |     |     |     |      |     |     |      |  | 62.5 |  |       |  | 475.0 |  |
| Control Delay (s/veh)                   |     | 8.4  | 0.7 | 0.7 |     | 8.8  | 0.8 | 0.8 |      |  | 28.6 |  |       |  | 412.5 |  |
| Level of Service (LOS)                  |     | A    | A   | A   |     | A    | A   | A   |      |  | D    |  |       |  | F     |  |
| Approach Delay (s/veh)                  | 1.7 |      |     |     | 1.9 |      |     |     | 28.6 |  |      |  | 412.5 |  |       |  |
| Approach LOS                            | A   |      |     |     | A   |      |     |     | D    |  |      |  | F     |  |       |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                              |
|--------------------------|----------------|----------------------------|------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Pomm)/DD |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                      |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                   |
| Analysis Year            | 2025           | North/South Street         | Route 56(Pomm)/DD            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.94                         |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Projected 2035 |                            |                              |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |     | Northbound |    |     |    | Southbound |     |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|-----|------------|----|-----|----|------------|-----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R   | U          | L  | T   | R  | U          | L   | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6   |            | 7  | 8   | 9  |            | 10  | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0   |            | 0  | 1   | 0  |            | 0   | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |     |            |    | LTR |    |            |     | LTR |    |
| Volume (veh/h)             |           | 90 | 373 | 18 |           | 37 | 491 | 240 |            | 13 | 10  | 26 |            | 157 | 5   | 50 |
| Percent Heavy Vehicles (%) |           | 4  |     |    |           | 3  |     |     |            | 0  | 0   | 0  |            | 1   | 1   | 1  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |     | 0          |    |     |    | 0          |     |     |    |
| Right Turn Channelized     |           |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |     |            |    |     |    |            |     |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.14 |  |  |  | 4.13 |  |  |  | 7.10 | 6.50 | 6.20 |  | 7.11 | 6.51 | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.24 |  |  |  | 2.23 |  |  |  | 3.50 | 4.00 | 3.30 |  | 3.51 | 4.01 | 3.31 |

Delay, Queue Length, and Level of Service

|                                         |     |      |     |     |     |      |     |     |      |  |      |  |       |  |       |  |
|-----------------------------------------|-----|------|-----|-----|-----|------|-----|-----|------|--|------|--|-------|--|-------|--|
| Flow Rate, v (veh/h)                    |     | 96   |     |     |     | 39   |     |     |      |  | 52   |  |       |  | 226   |  |
| Capacity, c (veh/h)                     |     | 830  |     |     |     | 1134 |     |     |      |  | 170  |  |       |  | 111   |  |
| v/c Ratio                               |     | 0.12 |     |     |     | 0.03 |     |     |      |  | 0.31 |  |       |  | 2.02  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.4  |     |     |     | 0.1  |     |     |      |  | 1.2  |  |       |  | 18.8  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     |      |     |     |     |      |     |     |      |  | 30.0 |  |       |  | 473.8 |  |
| Control Delay (s/veh)                   |     | 9.9  | 1.5 | 1.5 |     | 8.3  | 0.5 | 0.5 |      |  | 35.2 |  |       |  | 554.9 |  |
| Level of Service (LOS)                  |     | A    | A   | A   |     | A    | A   | A   |      |  | E    |  |       |  | F     |  |
| Approach Delay (s/veh)                  | 3.1 |      |     |     | 0.9 |      |     |     | 35.2 |  |      |  | 554.9 |  |       |  |
| Approach LOS                            | A   |      |     |     | A   |      |     |     | E    |  |      |  | F     |  |       |  |



# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/1/2025

LOCATION: Route 122A / Route 56 (Maple Ave)

DAY OF WEEK: Thursday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |     |     |            | Route 122A WB |     |    |            | Route 56 (Maple) NB |    |     |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|-----|------------|---------------|-----|----|------------|---------------------|----|-----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R   | HV         | L             | S   | R  | HV         | L                   | S  | R   | HV        | L | S | R | HV |       |      |
| 7:00 - 7:15 |               | 121 | 25  | 4          |               | 26  | 44 |            | 3                   | 20 |     | 13        | 0 |   |   |    | 249   |      |
| 7:15 - 7:30 |               | 122 | 29  | 6          |               | 12  | 58 |            | 6                   | 22 |     | 15        | 2 |   |   |    | 258   |      |
| 7:30 - 7:45 |               | 117 | 30  | 3          |               | 23  | 68 |            | 4                   | 22 |     | 17        | 2 |   |   |    | 277   |      |
| 7:45 - 8:00 |               | 116 | 51  | 6          |               | 37  | 60 |            | 6                   | 24 |     | 23        | 1 |   |   |    | 311   | 1095 |
| 8:00 - 8:15 |               | 110 | 59  | 8          |               | 29  | 60 |            | 7                   | 24 |     | 26        | 7 |   |   |    | 308   | 1154 |
| 8:15 - 8:30 |               | 101 | 16  | 2          |               | 10  | 65 |            | 5                   | 21 |     | 21        | 5 |   |   |    | 234   | 1130 |
| 8:30 - 8:45 |               | 103 | 39  | 5          |               | 15  | 93 |            | 6                   | 22 |     | 14        | 2 |   |   |    | 286   | 1139 |
| 8:45 - 9:00 |               | 148 | 29  | 14         |               | 16  | 85 |            | 3                   | 24 |     | 13        | 1 |   |   |    | 315   | 1143 |
| TOTAL       | 0             | 938 | 278 | 48         | 168           | 533 | 0  | 40         | 179                 | 0  | 142 | 20        | 0 | 0 | 0 | 0  | 2238  |      |
| EBPct 54.9  |               |     |     | WBPct 30.1 |               |     |    | NBPct 15.0 |                     |    |     | SBPct 0.0 |   |   |   |    |       |      |

Peak Sums: 0 465 169 23 101 246 0 23 92 0 81 12 0 0 0 0 1154

Total Trucks 58 TrkPct 5.03 PHF 0.93

| Time Period | Route 122A EB |     |     |            | Route 122A WB |      |     |            | Route 56 (Maple) NB |    |     |           |   |   |   |    | Total | Peak |
|-------------|---------------|-----|-----|------------|---------------|------|-----|------------|---------------------|----|-----|-----------|---|---|---|----|-------|------|
|             | L             | S   | R   | HV         | L             | S    | R   | HV         | L                   | S  | R   | HV        | L | S | R | HV |       |      |
| 4:00 - 4:15 |               | 101 | 35  | 2          |               | 30   | 145 |            | 6                   | 28 |     | 24        | 0 |   |   |    | 363   |      |
| 4:15 - 4:30 |               | 83  | 40  | 5          |               | 36   | 168 |            | 2                   | 22 |     | 31        | 0 |   |   |    | 380   |      |
| 4:30 - 4:45 |               | 107 | 46  | 2          |               | 42   | 148 |            | 1                   | 27 |     | 23        | 0 |   |   |    | 393   |      |
| 4:45 - 5:00 |               | 73  | 29  | 1          |               | 35   | 156 |            | 3                   | 27 |     | 28        | 0 |   |   |    | 348   | 1484 |
| 5:00 - 5:15 |               | 62  | 33  | 3          |               | 39   | 161 |            | 5                   | 36 |     | 13        | 0 |   |   |    | 344   | 1465 |
| 5:15 - 5:30 |               | 58  | 14  | 1          |               | 24   | 145 |            | 1                   | 23 |     | 26        | 0 |   |   |    | 290   | 1375 |
| 5:30 - 5:45 |               | 63  | 38  | 0          |               | 30   | 137 |            | 1                   | 26 |     | 19        | 0 |   |   |    | 313   | 1295 |
| 5:45 - 6:00 |               | 52  | 26  | 0          |               | 42   | 111 |            | 0                   | 28 |     | 19        | 0 |   |   |    | 278   | 1225 |
| TOTAL       | 0             | 599 | 261 | 14         | 278           | 1171 | 0   | 19         | 217                 | 0  | 183 | 0         | 0 | 0 | 0 | 0  | 2709  |      |
| EBPct 34.6  |               |     |     | WBPct 51.2 |               |      |     | NBPct 14.2 |                     |    |     | SBPct 0.0 |   |   |   |    |       |      |

Peak Sums: 0 364 150 10 143 617 0 12 104 0 106 0 0 0 0 0 1484

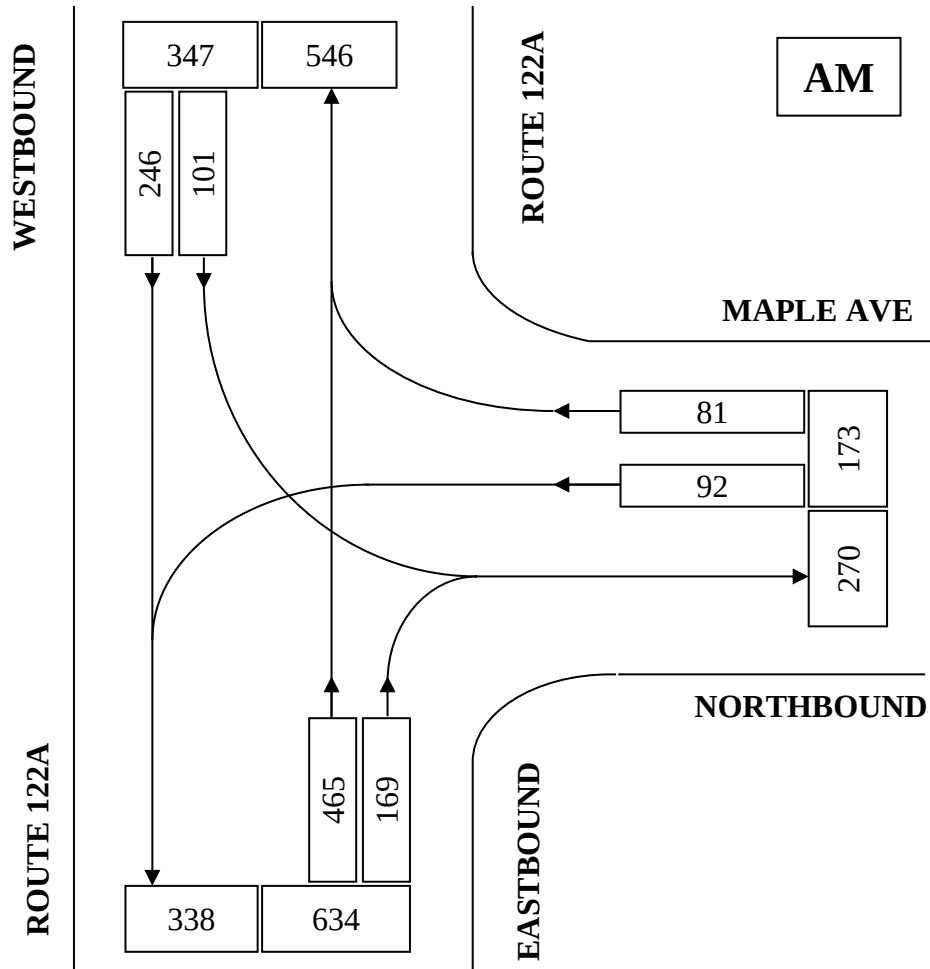
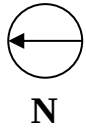
Total Trucks 22 TrkPct 1.48 PHF 0.94

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/1/2025 DAY OF WEEK: Thursday

INTERSECTION: Route 122A / Route 56 (Maple Ave)



| STREET        | ENTERING<br>VOLUMES | PERCENT<br>OF FLOW | TIME OF COUNT         |
|---------------|---------------------|--------------------|-----------------------|
| Route 122A EB | 634                 | 54.9%              | 7:15 - 8:15 AM        |
| Route 122A WB | 347                 | 30.1%              | PHF = .93             |
| Maple Ave NB  | 173                 | 15.0%              | VEHICLES COUNTED      |
|               |                     |                    | ALL VEHICLES: 1154    |
|               |                     |                    | TRUCKS: 58            |
|               |                     |                    | PERCENT TRUCKS: 5.03% |
| <b>TOTAL</b>  | 1154                | 100.00%            |                       |

# CMRPC

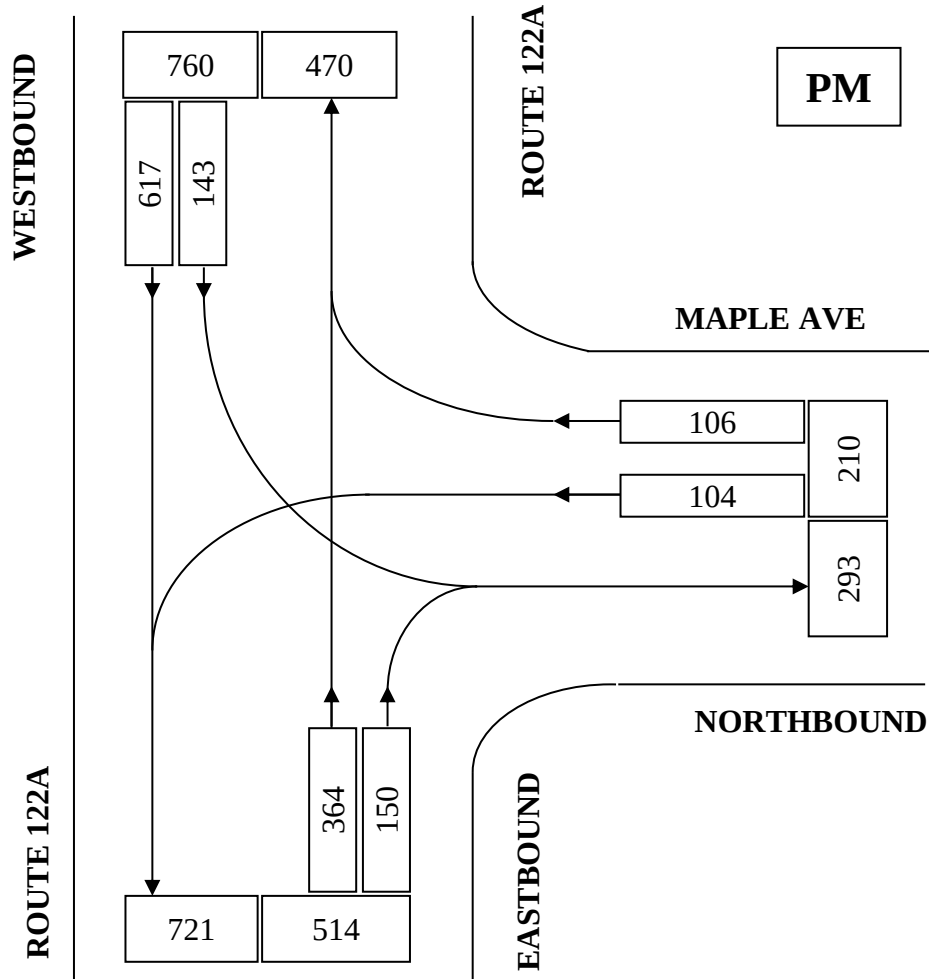
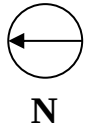
## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland

DATE: 5/1/2025

DAY OF WEEK: Thursday

INTERSECTION: Route 122A / Route 56 (Maple Ave)

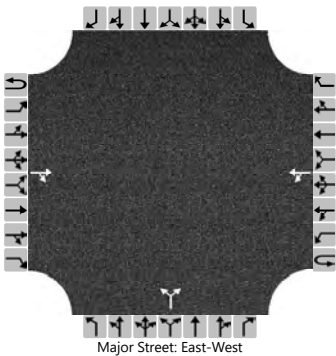


| STREET        | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT         |
|---------------|------------------|-----------------|-----------------------|
| Route 122A EB | 514              | 34.6%           | 4:00 - 5:00 PM        |
| Route 122A WB | 760              | 51.2%           | PHF = .94             |
| Maple Ave NB  | 210              | 14.2%           | VEHICLES COUNTED      |
|               |                  |                 | ALL VEHICLES: 1484    |
|               |                  |                 | TRUCKS: 22            |
|               |                  |                 | PERCENT TRUCKS: 1.48% |
| TOTAL         | 1484             | 100.00%         |                       |

# HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                                |
|--------------------------|----------------|----------------------------|--------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Maple Ave) |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                        |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                     |
| Analysis Year            | 2025           | North/South Street         | Route 56 (Maple Ave)           |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.93                           |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                           |
| Project Description      |                |                            |                                |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R   | U         | L   | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0   | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR  |           | LT  |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 465 | 169 |           | 101 | 246 |   |            | 92 |    | 81 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 5   |     |   |            | 2  |    | 2  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |     |           |     |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.15 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.25 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

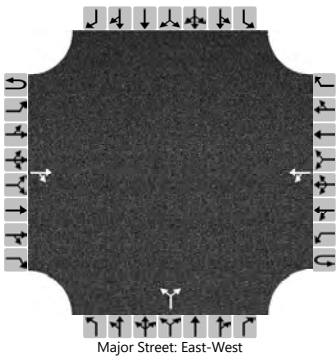
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |       |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|-------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 109  |     |  |      |  | 186   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 894  |     |  |      |  | 287   |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.12 |     |  |      |  | 0.65  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.4  |     |  |      |  | 4.2   |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 10.4 |     |  |      |  | 106.7 |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.6  | 1.4 |  |      |  | 38.0  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  | E     |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.8 |      |     |  | 38.0 |  |       |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | E    |  |       |  |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                                |
|--------------------------|----------------|----------------------------|--------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Maple Ave) |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                        |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                     |
| Analysis Year            | 2025           | North/South Street         | Route 56 (Maple Ave)           |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.94                           |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                           |
| Project Description      |                |                            |                                |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |     |   | Northbound |     |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|-----|---|------------|-----|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R   | U         | L   | T   | R | U          | L   | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5   | 6 |            | 7   | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0   | 1   | 0 |            | 0   | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR  |           | LT  |     |   |            |     | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 364 | 150 |           | 143 | 617 |   |            | 104 |    | 106 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 2   |     |   |            | 1   |    | 1   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |     |   | 0          |     |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

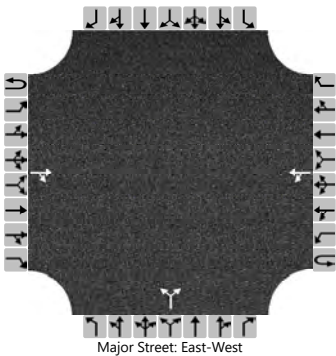
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |       |  |  |       |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|-------|--|--|-------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 152  |     |  |       |  |  | 223   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1021 |     |  |       |  |  | 193   |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.15 |     |  |       |  |  | 1.16  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.5  |     |  |       |  |  | 11.3  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 12.7 |     |  |       |  |  | 284.8 |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.1  | 2.1 |  |       |  |  | 164.0 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |       |  |  | F     |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.5 |      |     |  | 164.0 |  |  |       |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | F     |  |  |       |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                                |
|--------------------------|----------------|----------------------------|--------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Maple Ave) |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                        |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                     |
| Analysis Year            | 2025           | North/South Street         | Route 56 (Maple Ave)           |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.93                           |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                           |
| Project Description      | Balanced       |                            |                                |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |     |   | Northbound |     |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|-----|---|------------|-----|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R   | U         | L   | T   | R | U          | L   | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5   | 6 |            | 7   | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0   | 1   | 0 |            | 0   | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR  |           | LT  |     |   |            |     | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 465 | 169 |           | 101 | 246 |   |            | 142 |    | 131 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 5   |     |   |            | 2   |    | 2   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |     |   | 0          |     |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.15 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.25 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

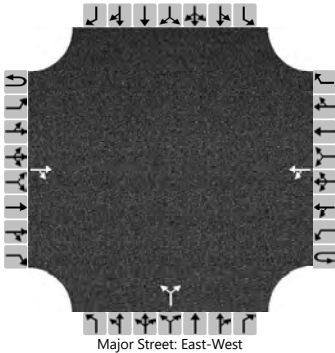
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |      |  |       |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|------|--|-------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 109  |     |  |      |  | 294   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 894  |     |  |      |  | 290   |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.12 |     |  |      |  | 1.01  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.4  |     |  |      |  | 10.7  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 10.4 |     |  |      |  | 271.8 |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.6  | 1.4 |  |      |  | 95.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |      |  | F     |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.8 |      |     |  | 95.5 |  |       |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | F    |  |       |  |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                                |
|--------------------------|----------------|----------------------------|--------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Maple Ave) |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                        |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                     |
| Analysis Year            | 2025           | North/South Street         | Route 56 (Maple Ave)           |
| Time Analyzed            | 7:15 - 8:15 AM | Peak Hour Factor           | 0.93                           |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                           |
| Project Description      | Projected 2035 |                            |                                |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |     |   | Northbound |     |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|-----|---|------------|-----|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R   | U         | L   | T   | R | U          | L   | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5   | 6 |            | 7   | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0   | 1   | 0 |            | 0   | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR  |           | LT  |     |   |            |     | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 512 | 186 |           | 111 | 271 |   |            | 156 |    | 144 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 5   |     |   |            | 2   |    | 2   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |     |   | 0          |     |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.15 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.25 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

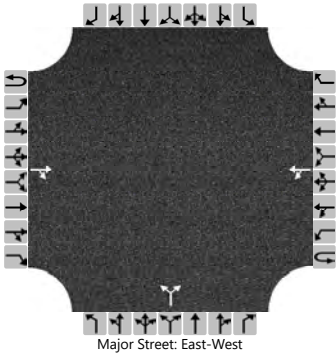
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |       |  |       |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|-------|--|-------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 119  |     |  |       |  | 323   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 842  |     |  |       |  | 249   |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.14 |     |  |       |  | 1.30  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.5  |     |  |       |  | 16.6  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 13.0 |     |  |       |  | 421.6 |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 10.0 | 1.7 |  |       |  | 200.1 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |       |  | F     |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.1 |      |     |  | 200.1 |  |       |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | F     |  |       |  |  |  |  |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                                |
|--------------------------|----------------|----------------------------|--------------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Route 56(Maple Ave) |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                        |
| Date Performed           | 5/1/25         | East/West Street           | Route 122A                     |
| Analysis Year            | 2025           | North/South Street         | Route 56 (Maple Ave)           |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.94                           |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                           |
| Project Description      | Projected 2035 |                            |                                |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |     |   | Northbound |     |    |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|-----|---|------------|-----|----|-----|------------|----|----|----|
| Movement                   | U         | L | T   | R   | U         | L   | T   | R | U          | L   | T  | R   | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5   | 6 |            | 7   | 8  | 9   |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0   | 1   | 0 |            | 0   | 1  | 0   |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR  |           | LT  |     |   |            |     | LR |     |            |    |    |    |
| Volume (veh/h)             |           |   | 400 | 165 |           | 157 | 679 |   |            | 114 |    | 117 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 2   |     |   |            | 1   |    | 1   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |     |   | 0          |     |    |     |            |    |    |    |
| Right Turn Channelized     |           |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |     |   |            |     |    |     |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  |  | 6.41 |  | 6.21 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  |  | 3.51 |  | 3.31 |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |     |  |       |  |       |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|-----|--|-------|--|-------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 167  |     |  |       |  | 246   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 974  |     |  |       |  | 152   |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.17 |     |  |       |  | 1.61  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.6  |     |  |       |  | 17.1  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |  |  |  |  |     | 15.2 |     |  |       |  | 430.9 |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.5  | 2.7 |  |       |  | 356.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    | A   |  |       |  | F     |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.0 |      |     |  | 356.5 |  |       |  |  |  |  |  |
| Approach LOS                            |  |  |  |  | A   |      |     |  | F     |  |       |  |  |  |  |  |



# TURNING MOVEMENT COUNT WORKSHEET

CMRPC

MUNICIPALITY: Town of Rutland

DATE: 5/20/2025

LOCATION: Route 122A / Glenwood Road

DAY OF WEEK: Tuesday

WEATHER: AM: Clear PM: Clear

TECHNICIAN: Camera

| Time Period | Route 122A EB |      |   |      | Route 122A WB |     |    |    |       |   |   |    | Glenwood Rd SB |   |     |    | Total | Peak |
|-------------|---------------|------|---|------|---------------|-----|----|----|-------|---|---|----|----------------|---|-----|----|-------|------|
|             | L             | S    | R | HV   | L             | S   | R  | HV | L     | S | R | HV | L              | S | R   | HV |       |      |
| 7:00 - 7:15 | 21            | 144  |   | 0    |               | 51  | 11 | 7  |       |   |   |    | 21             |   | 21  | 2  | 269   |      |
| 7:15 - 7:30 | 33            | 135  |   | 0    |               | 61  | 11 | 6  |       |   |   |    | 18             |   | 18  | 1  | 276   |      |
| 7:30 - 7:45 | 32            | 136  |   | 5    |               | 72  | 12 | 5  |       |   |   |    | 23             |   | 23  | 1  | 298   |      |
| 7:45 - 8:00 | 35            | 119  |   | 1    |               | 61  | 10 | 3  |       |   |   |    | 17             |   | 17  | 1  | 259   | 1102 |
| 8:00 - 8:15 | 34            | 123  |   | 2    |               | 65  | 10 | 3  |       |   |   |    | 14             |   | 14  | 2  | 260   | 1093 |
| 8:15 - 8:30 | 21            | 116  |   | 4    |               | 59  | 7  | 5  |       |   |   |    | 19             |   | 19  | 0  | 241   | 1058 |
| 8:30 - 8:45 | 44            | 116  |   | 5    |               | 62  | 13 | 4  |       |   |   |    | 19             |   | 19  | 0  | 273   | 1033 |
| 8:45 - 9:00 | 72            | 117  |   | 5    |               | 63  | 19 | 3  |       |   |   |    | 14             |   | 14  | 2  | 299   | 1073 |
| TOTAL       | 292           | 1006 | 0 | 22   | 0             | 494 | 93 | 36 | 0     | 0 | 0 | 0  | 145            | 0 | 145 | 9  | 2175  |      |
| EBPct       |               |      |   | 59.4 | WBPct         |     |    |    | NBPct |   |   |    | SBPct          |   |     |    |       |      |

Peak Sums: 121 534 0 6 0 245 44 21 0 0 0 0 79 0 79 5 1102  
 Total Trucks 32 TrkPct 2.90 PHF 0.92

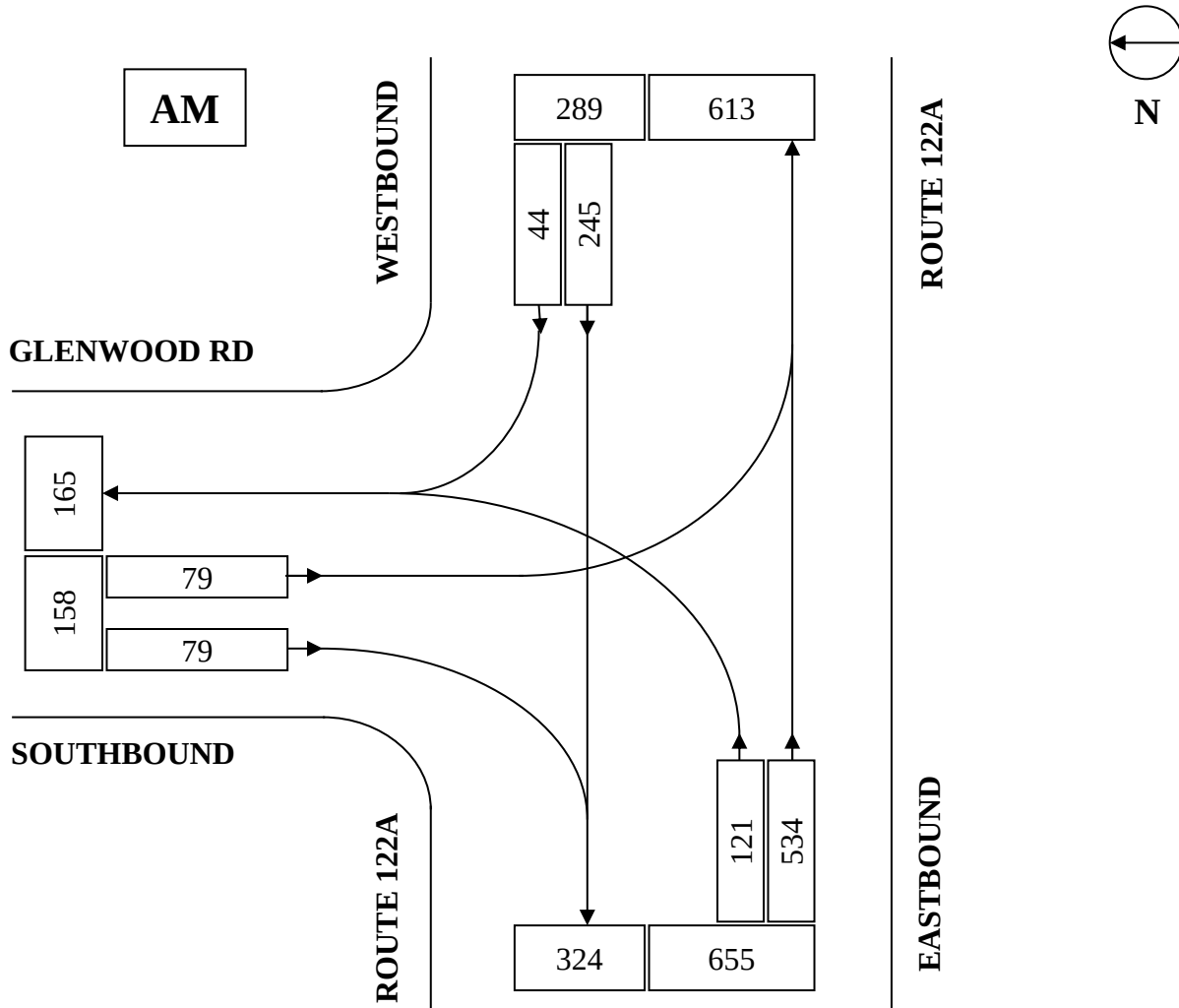
| Time Period | Route 122A EB |     |   |      | Route 122A WB |      |     |    |       |   |   |    | Glenwood Rd SB |   |     |    | Total | Peak |
|-------------|---------------|-----|---|------|---------------|------|-----|----|-------|---|---|----|----------------|---|-----|----|-------|------|
|             | L             | S   | R | HV   | L             | S    | R   | HV | L     | S | R | HV | L              | S | R   | HV |       |      |
| 4:00 - 4:15 | 41            | 58  |   | 1    |               | 152  | 21  | 1  |       |   |   |    | 13             |   | 35  | 1  | 320   |      |
| 4:15 - 4:30 | 48            | 87  |   | 1    |               | 159  | 12  | 1  |       |   |   |    | 10             |   | 38  | 0  | 354   |      |
| 4:30 - 4:45 | 33            | 78  |   | 0    |               | 154  | 21  | 0  |       |   |   |    | 13             |   | 41  | 0  | 340   |      |
| 4:45 - 5:00 | 36            | 60  |   | 0    |               | 159  | 15  | 2  |       |   |   |    | 17             |   | 58  | 0  | 345   | 1359 |
| 5:00 - 5:15 | 28            | 67  |   | 0    |               | 157  | 17  | 2  |       |   |   |    | 8              |   | 28  | 0  | 305   | 1344 |
| 5:15 - 5:30 | 28            | 73  |   | 0    |               | 139  | 22  | 1  |       |   |   |    | 8              |   | 27  | 0  | 297   | 1287 |
| 5:30 - 5:45 | 20            | 55  |   | 0    |               | 143  | 15  | 0  |       |   |   |    | 7              |   | 34  | 1  | 274   | 1221 |
| 5:45 - 6:00 | 16            | 69  |   | 0    |               | 96   | 6   | 0  |       |   |   |    | 8              |   | 23  | 0  | 218   | 1094 |
| TOTAL       | 250           | 547 | 0 | 2    | 0             | 1159 | 129 | 7  | 0     | 0 | 0 | 0  | 84             | 0 | 284 | 2  | 2453  |      |
| EBPct       |               |     |   | 32.5 | WBPct         |      |     |    | NBPct |   |   |    | SBPct          |   |     |    |       |      |

Peak Sums: 158 283 0 2 0 624 69 4 0 0 0 0 53 0 172 1 1359  
 Total Trucks 7 TrkPct 0.52 PHF 0.96

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/20/25 DAY OF WEEK: Tuesday  
 INTERSECTION: Route 122A / Glenwood Road

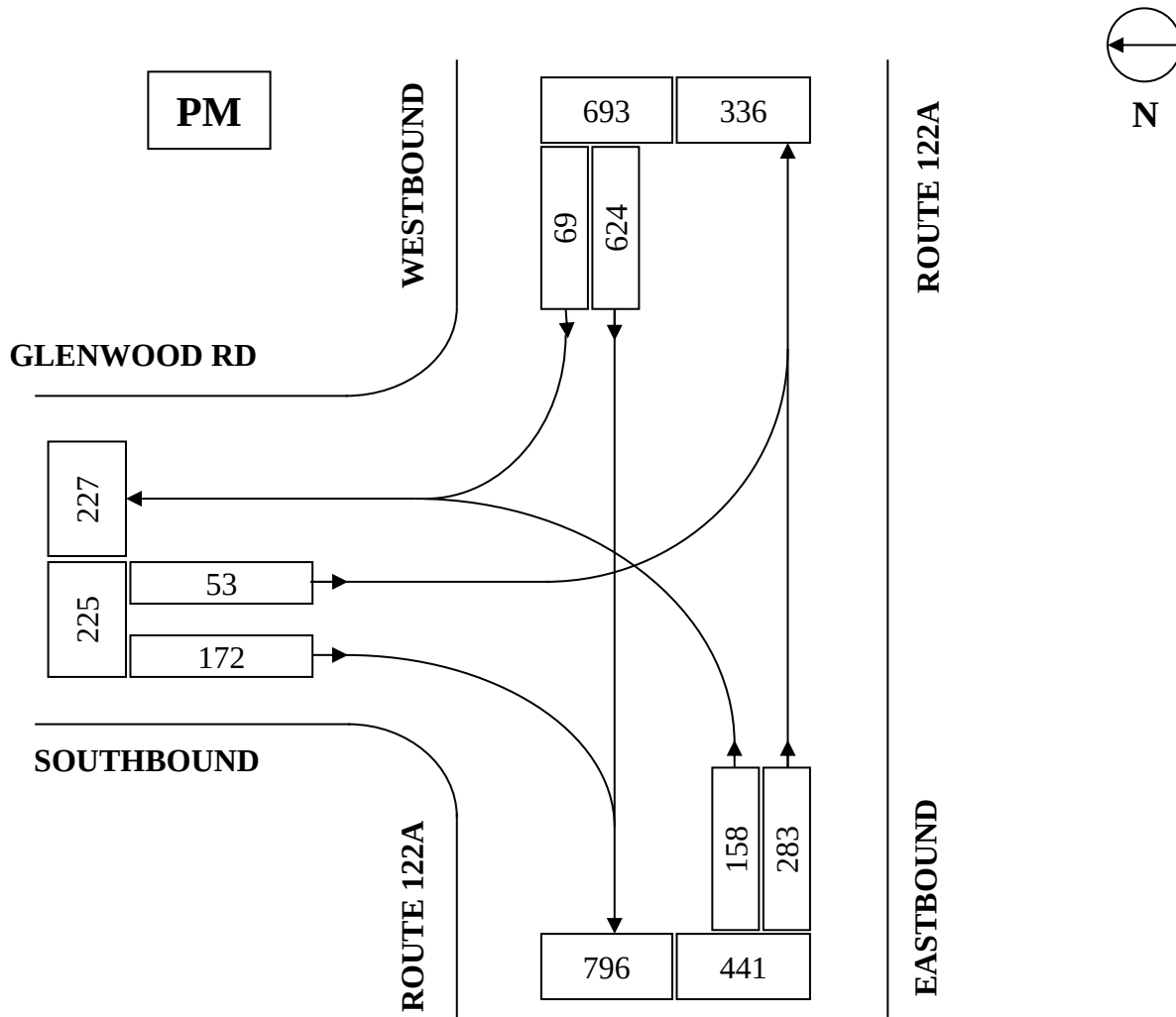


| STREET         | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT                |
|----------------|------------------|-----------------|------------------------------|
| Route 122A EB  | 655              | 59.5%           | 7:00 - 8:00 AM               |
| Route 122A WB  | 289              | 26.2%           | PHF = .92                    |
| Glenwood Rd SB | 158              | 14.3%           | <b>VEHICLES COUNTED</b>      |
| <b>TOTAL</b>   | 1102             | 100.0%          | <b>ALL VEHICLES:</b> 1102    |
|                |                  |                 | <b>TRUCKS:</b> 32            |
|                |                  |                 | <b>PERCENT TRUCKS:</b> 2.90% |

# CMRPC

## INTERSECTION TURNING MOVEMENT COUNT

CITY: Rutland DATE: 5/20/25 DAY OF WEEK: Tuesday  
 INTERSECTION: Route 122A / Glenwood Road

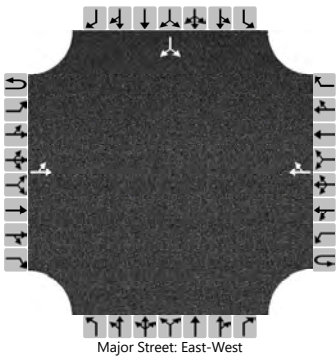


| STREET         | ENTERING VOLUMES | PERCENT OF FLOW | TIME OF COUNT                |
|----------------|------------------|-----------------|------------------------------|
| Route 122A EB  | 441              | 32.5%           | 4:00 - 5:00 PM               |
| Route 122A WB  | 693              | 51.0%           | PHF = .96                    |
| Glenwood Rd SB | 225              | 16.5%           | <b>VEHICLES COUNTED</b>      |
| <b>TOTAL</b>   | 1359             | 100.0%          | <b>ALL VEHICLES:</b> 1359    |
|                |                  |                 | <b>TRUCKS:</b> 7             |
|                |                  |                 | <b>PERCENT TRUCKS:</b> 0.52% |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                        |
|--------------------------|----------------|----------------------------|------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Glenwood Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A             |
| Analysis Year            | 2025           | North/South Street         | Glenwood Rd            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                   |
| Project Description      |                |                            |                        |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |     |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|-----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L   | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1   | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0   | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT  |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 121 | 534 |   |           |   | 245 | 44 |            |   |   |   |            | 79 |    | 79 |
| Percent Heavy Vehicles (%) |           | 3   |     |   |           |   |     |    |            |   |   |   |            | 1  |    | 1  |
| Proportion Time Blocked    |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |     |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

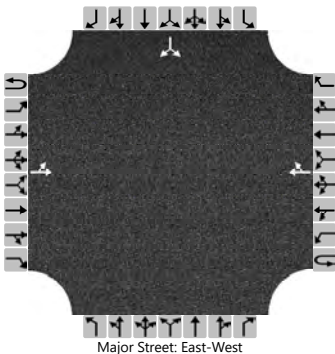
Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 132  |     |  |  |  |  |  |  |  |  |  |      |  | 172  |  |
| Capacity, c (veh/h)                     |     | 1240 |     |  |  |  |  |  |  |  |  |  |      |  | 378  |  |
| v/c Ratio                               |     | 0.11 |     |  |  |  |  |  |  |  |  |  |      |  | 0.45 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.4  |     |  |  |  |  |  |  |  |  |  |      |  | 2.3  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 10.2 |     |  |  |  |  |  |  |  |  |  |      |  | 58.0 |  |
| Control Delay (s/veh)                   |     | 8.2  | 1.3 |  |  |  |  |  |  |  |  |  |      |  | 22.2 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 2.6 |      |     |  |  |  |  |  |  |  |  |  | 22.2 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | C    |  |      |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                        |
|--------------------------|----------------|----------------------------|------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Glenwood Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A             |
| Analysis Year            | 2025           | North/South Street         | Glenwood Rd            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.96                   |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                   |
| Project Description      |                |                            |                        |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |     |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |     |
|----------------------------|-----------|-----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|-----|
| Movement                   | U         | L   | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R   |
| Priority                   | 1U        | 1   | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12  |
| Number of Lanes            | 0         | 0   | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0   |
| Configuration              |           | LT  |     |   |           |   |     | TR |            |   |   |   |            |    | LR |     |
| Volume (veh/h)             |           | 158 | 283 |   |           |   | 624 | 69 |            |   |   |   |            | 53 |    | 172 |
| Percent Heavy Vehicles (%) |           | 1   |     |   |           |   |     |    |            |   |   |   |            | 1  |    | 1   |
| Proportion Time Blocked    |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |
| Percent Grade (%)          |           |     |     |   |           |   |     |    |            |   |   |   | 0          |    |    |     |
| Right Turn Channelized     |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |
| Median Type   Storage      | Undivided |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.11 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.21 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

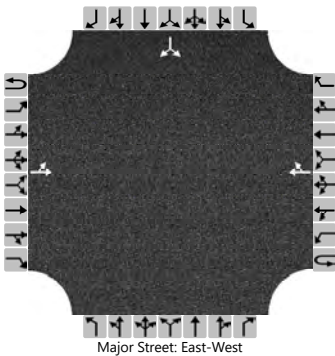
Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 165  |     |  |  |  |  |  |  |  |  |  |      |  | 234  |  |
| Capacity, c (veh/h)                     |     | 885  |     |  |  |  |  |  |  |  |  |  |      |  | 464  |  |
| v/c Ratio                               |     | 0.19 |     |  |  |  |  |  |  |  |  |  |      |  | 0.50 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.7  |     |  |  |  |  |  |  |  |  |  |      |  | 2.8  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 17.6 |     |  |  |  |  |  |  |  |  |  |      |  | 70.6 |  |
| Control Delay (s/veh)                   |     | 10.0 | 2.2 |  |  |  |  |  |  |  |  |  |      |  | 20.4 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 5.0 |      |     |  |  |  |  |  |  |  |  |  | 20.4 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | C    |  |      |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                        |
|--------------------------|----------------|----------------------------|------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Glenwood Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A             |
| Analysis Year            | 2025           | North/South Street         | Glenwood Rd            |
| Time Analyzed            | 7:00 - 8:00 AM | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Projected 2035 |                            |                        |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |     |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|-----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L   | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1   | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0   | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT  |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 133 | 587 |   |           |   | 270 | 48 |            |   |   |   |            | 87 |    | 87 |
| Percent Heavy Vehicles (%) |           | 3   |     |   |           |   |     |    |            |   |   |   |            | 1  |    | 1  |
| Proportion Time Blocked    |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |     |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |     |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

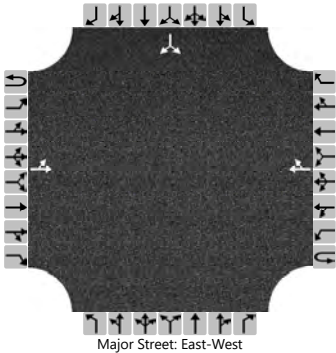
Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 145  |     |  |  |  |  |  |  |  |  |  |      |  | 189  |  |
| Capacity, c (veh/h)                     |     | 1208 |     |  |  |  |  |  |  |  |  |  |      |  | 313  |  |
| v/c Ratio                               |     | 0.12 |     |  |  |  |  |  |  |  |  |  |      |  | 0.60 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.4  |     |  |  |  |  |  |  |  |  |  |      |  | 3.7  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 10.2 |     |  |  |  |  |  |  |  |  |  |      |  | 93.2 |  |
| Control Delay (s/veh)                   |     | 8.4  | 1.6 |  |  |  |  |  |  |  |  |  |      |  | 32.7 |  |
| Level of Service (LOS)                  |     | A    | A   |  |  |  |  |  |  |  |  |  |      |  | D    |  |
| Approach Delay (s/veh)                  | 2.8 |      |     |  |  |  |  |  |  |  |  |  | 32.7 |  |      |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | D    |  |      |  |

HCS Two-Way Stop-Control Report

| General Information      |                | Site Information           |                        |
|--------------------------|----------------|----------------------------|------------------------|
| Analyst                  | KK             | Intersection               | Route 122A/Glenwood Rd |
| Agency/Co.               | CMRPC          | Jurisdiction               | Rutland                |
| Date Performed           | 5/20/25        | East/West Street           | Route 122A             |
| Analysis Year            | 2025           | North/South Street         | Glenwood Rd            |
| Time Analyzed            | 4:00 - 5:00 PM | Peak Hour Factor           | 0.96                   |
| Intersection Orientation | East-West      | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Projected 2035 |                            |                        |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |     |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |     |
|----------------------------|-----------|-----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|-----|
| Movement                   | U         | L   | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R   |
| Priority                   | 1U        | 1   | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12  |
| Number of Lanes            | 0         | 0   | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0   |
| Configuration              |           | LT  |     |   |           |   |     | TR |            |   |   |   |            |    | LR |     |
| Volume (veh/h)             |           | 174 | 311 |   |           |   | 686 | 76 |            |   |   |   |            | 58 |    | 189 |
| Percent Heavy Vehicles (%) |           | 1   |     |   |           |   |     |    |            |   |   |   |            | 1  |    | 1   |
| Proportion Time Blocked    |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |
| Percent Grade (%)          |           |     |     |   |           |   |     |    |            |   |   |   | 0          |    |    |     |
| Right Turn Channelized     |           |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |
| Median Type   Storage      | Undivided |     |     |   |           |   |     |    |            |   |   |   |            |    |    |     |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.11 |  |  |  |  |  |  |  |  |  |  |  | 6.41 |  | 6.21 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.21 |  |  |  |  |  |  |  |  |  |  |  | 3.51 |  | 3.31 |

Delay, Queue Length, and Level of Service

|                                         |     |      |     |  |  |  |  |  |  |  |  |  |      |  |       |  |
|-----------------------------------------|-----|------|-----|--|--|--|--|--|--|--|--|--|------|--|-------|--|
| Flow Rate, v (veh/h)                    |     | 181  |     |  |  |  |  |  |  |  |  |  |      |  | 257   |  |
| Capacity, c (veh/h)                     |     | 832  |     |  |  |  |  |  |  |  |  |  |      |  | 390   |  |
| v/c Ratio                               |     | 0.22 |     |  |  |  |  |  |  |  |  |  |      |  | 0.66  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.8  |     |  |  |  |  |  |  |  |  |  |      |  | 4.6   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |     | 20.2 |     |  |  |  |  |  |  |  |  |  |      |  | 115.9 |  |
| Control Delay (s/veh)                   |     | 10.5 | 2.8 |  |  |  |  |  |  |  |  |  |      |  | 30.3  |  |
| Level of Service (LOS)                  |     | B    | A   |  |  |  |  |  |  |  |  |  |      |  | D     |  |
| Approach Delay (s/veh)                  | 5.6 |      |     |  |  |  |  |  |  |  |  |  | 30.3 |  |       |  |
| Approach LOS                            | A   |      |     |  |  |  |  |  |  |  |  |  | D    |  |       |  |

## Central Massachusetts Regional Planning Commission

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### Central Mass Regional Planning Commission



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