



March 19, 2026

Anne Capra
Director, Planning and Conservation
Town of South Hadley
116 Main Street, Room U6
South Hadley, MA 01075

Re: 65 Old Lyman Road
Traffic Engineering Peer Review

Dear Ms. Capra:

On behalf of the Town of South Hadley, BETA Group, Inc. (BETA) has reviewed the February 2026 Traffic Impact Study prepared for the proposed South Hadley Electric Light Department (SHELD) Headquarters Complex. The traffic study evaluated existing conditions, trip generation, and capacity analysis for the proposed development. The subject site is located adjacent to the Big Y Supermarket and would be accessed via three existing curb cuts:

- The signalized Route 33 (Willimansett Street) and Big Y Supermarket main driveway,
- The Big Y Supermarket right-in/right-out unsignalized driveway (front driveway) on Route 33 (Willimansett Street), and
- The Big Y Supermarket unsignalized driveway (rear driveway) on Old Lyman Road.

Subsequently, the development team submitted a March 17, 2026, revised Traffic Impact Study and a March 19, 2026, Traffic Study Revision Memorandum that described the following changes:

- Project address updated through the Traffic Impact Study from 44 Willimansett Street to 65 Old Lyman Road.
- Appendix C: Automatic Traffic Record (ATR) Data – the posted speed limit along Old Lyman Road was changed from 35 miles per hour (mph) to 30 mph.

These changes do not significantly affect the overall findings documented within the February 2026 Traffic Impact Study. The following comments highlight BETA's traffic peer review findings on the February 2026 Traffic Impact Study that require further clarification or technical refinement to fully validate the project's anticipated traffic impacts.

BASIS OF REVIEW

BETA conducted a traffic peer review of the following items for compliance with transportation requirements of the Town of South Hadley's Subdivision Regulations and the Town's Bylaws.

- Traffic Impact Study, South Hadley Electric Light Department (SHELD) Headquarters Complex, February 2026, prepared by Fuss & O'Neill.
- Permit Set, South Hadley Electric Light Department – New Administration & Operations Center, March 11, 2026, prepared by Fuss & O'Neill.

As per Section 360-27.H(13) of the Town of South Hadley's Subdivision Regulations, the traffic study must conform to the Massachusetts Department of Transportation's (MassDOT's) Traffic and Safety Engineering 25% Design Submission Guidelines. Accordingly, the traffic peer review was also conducted for compliance with MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines and MassDOT's Transportation Impact Assessment Guidelines.

GENERAL TRAFFIC COMMENT

T1. As per Section 360-27.H(13) of the Town of South Hadley's Subdivision Regulations, the traffic study must bear the seal of the licensed Professional Engineer. In accordance with Code of Massachusetts Title 250 (250 CMR) Section 5.03(6), the seal must be accompanied by the engineer's data and signature. To comply with local and state requirements, the traffic study should be updated to include the seal, date, and signature of the Professional Engineer.

EXISTING CONDITIONS

T2. In accordance with Section I.B.2.a of MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines, traffic counts should be adjusted to reflect average-month traffic volume conditions. The September and October 2025 traffic counts provided in the Traffic Impact Study do not appear to include seasonal adjustments. The Applicant should document local seasonal fluctuations and apply the necessary factors to meet MassDOT requirements.

T3. As presented in Table 3 of the Traffic Impact Study, the speed limit along Route 33 (Willimansett Street) between Stewart Street and Taylor Drive is posted at 40 mph. As reflected on the corresponding ATR speed data (Appendix C), the speed limit is posted at 35 mph. This discrepancy in the posted speed limit does not alter the overall impacts presented in the traffic study; therefore, no further action is required.

T4. Table 3 of the Traffic Impact Study summarizes the results of vehicle speed studies conducted along Old Lyman Road between Lyman Terrace and the Big Y Supermarket rear driveway in September 2025.

- The average vehicle speed is calculated as the sum of the speeds divided by the number of observations.
- The 85th percentile speed generally indicates the speed that most drivers consider safe and reasonable under ideal conditions. Since this speed more accurately represents the overall travel speed on the roadway, 85th percentile speeds are typically used to verify speeding concerns.
- The pace speed is the 10-mph range of speed with the greatest number of observations.

As presented in Table 3, the speed limit along Old Lyman Road is posted at 30 mph and vehicles were captured traveling with average speeds between 35-36 mph and 85th percentile speeds between 40-41 mph. As presented in Appendix C, the pace speeds were found to be between 32-41 mph on Wednesday, September 17, 2025, and between 31-40 mph on Thursday, September 18, 2025.

A safety problem may exist along Old Lyman Road as reflected by the 85th percentile speeds being 10-11 mph above the posted speed limit, and the posted speed limit falling below the pace

speeds. Since motorists were found to be typically driving at higher speeds than the posted speed limit, the roadway design may not align with the posted speed. As per MassDOT's guidelines, design changes to a roadway should be considered to effectively reduce vehicle speeds. Therefore, the Applicant should coordinate with Town of South Hadley officials for the consideration of traffic calming measures along Old Lyman Road.

BACKGROUND (NO-BUILD) TRAFFIC CONDITIONS

- T5. Future baseline traffic volumes were projected to a 7-year design condition using a 1.5% annual growth rate applied to the September and October 2025 traffic counts. This historical growth rate was derived from a MassDOT continuous count station located on Route 33 (Memorial Drive) in Chicopee. For verification, the Applicant should provide the specific MassDOT Location Identification Number and the supporting historical data used to establish this growth rate.

PROPOSED CONDITIONS (BUILD)

SITE ACCESS AND CIRCULATION

- T6. Based on the March 11, 2026, Permit Set, the proposed site layout introduces several new conflict points. Per Section 360-27.H(13)(c) of the Town of South Hadley's Subdivision Regulations, the Applicant should submit an interior traffic and pedestrian circulation plan designed to minimize these conflicts. This plan should specify pavement markings and signage to establish clear traffic control and travel patterns across the SHELD site, the Big Y Supermarket rear driveway, and the Big Y Supermarket main driveway.
- T7. In accordance with Section 360-27.H(13)(d) of the Town of South Hadley's Subdivision Regulations, the Applicant should submit a detailed pedestrian access plan. This plan should outline proposed sidewalk networks and designated routes providing safe connectivity to the Big Y Supermarket property.
- T8. The Applicant should confirm that the proposed site layout has been reviewed and approved by the South Hadley Fire Department, ensuring that all emergency vehicles can circulate the site effectively.

TRIP GENERATION

- T9. As detailed within the Traffic Impact Study, the proposed development consists of constructing the following:
- 14,047 square feet of office space,
 - 10,281 square feet of warehouse space,
 - 11,621 square feet of garage space,
 - 7,516 square feet of covered storage space, and
 - 6,297 square feet of uncovered storage space.

Site trips for the proposed warehouse and office uses were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition. The Applicant selected ITE

Land Use Code 150: Warehouse and ITE Land Use Code 710: General Office Building to estimate site trips, utilizing the number of anticipated employees as the independent variable.

The gross floor area of a building is typically a more accurate independent variable when estimating site trips due to consistency (the unchanging size of the building versus the fluctuation of the number of employees at any given time) and reliability (there are more datapoints for the square footage of the building versus the number of employees). BETA conducted a comparison of the ITE trip-generation methodologies using the gross floor area of the buildings and the number of employees. The sizes of the proposed garage space, covered storage space, and uncovered storage space were combined with the proposed warehouse space as part of this estimation. As shown, this comparison demonstrates that using the number of employees as the independent variable yields a higher, more conservative trip-generation estimate than the gross floor area. Therefore, BETA finds this “worse-case” approach acceptable and no further action is required.

Table T1: Trip-Generation Summary

Peak Hour/ Direction	Warehouse Trips ^a		Office Trips ^b		Total Trips ^c	
	SF	Employees	SF	Employees	SF	Employees
Weekday AM:						
Enter	13	9	15	30	28	39
Exit	<u>4</u>	<u>4</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>9</u>
Total	17	13	17	35	34	48
Weekday PM:						
Enter	7	6	3	7	10	13
Exit	<u>17</u>	<u>10</u>	<u>14</u>	<u>33</u>	<u>31</u>	<u>43</u>
Total	24	16	17	40	41	56

a ITE Land Use Code 150: Warehouse for 35,715 sf (warehouse plus garage space) and for 14 employees.

b ITE Land Use Code 710: General Office Building for 14,047 sf and for 12 employees.

c Warehouse Trips plus Office Trips

- T10. The development program includes 18 SHELd-owned service vehicles and an on-site fueling station. While the Traffic Impact Study accounts for these service vehicles by adding 18 weekday AM peak hour exiting trips and 18 weekday PM peak hour entering trips, further clarification is required regarding the fueling station. The Applicant should specify if the fueling station will be open to the public, the fuel types offered, and how many vehicles can fuel simultaneously. Additionally, the Applicant should clarify if any ancillary site trips associated with the fueling station have been accounted for in the trip-generation estimates.

PARKING DEMAND

- T11. As presented in the Traffic Impact Study, the proposed development will add 45 passenger vehicle parking spaces. The Applicant should provide documentation justifying the proposed 45-space parking supply. This analysis should detail the methodology used to determine the parking count and include a comparison with Section 255-86 of the Town of South Hadley’s Bylaws for off-street parking requirements. In addition, the Applicant should demonstrate that the

proposed on-site capacity will sufficiently meet projected demand, supported by data from the ITE Parking Generation Manual or other applicable industry standards.

- T12. The Traffic Impact Study indicates that the proposed development will utilize shared parking with the existing Big Y Supermarket to supplement the 45 on-site passenger vehicle parking spaces. To ensure adequate site operations, the Applicant should provide documentation specifying the exact number of shared spaces and the methodology used in determining this allocation. In addition, the Applicant should provide support that the combined parking supply will be sufficient to satisfy the peak demands of both the existing supermarket and the proposed SHELD development. The Applicant should also clarify if a formal shared parking agreement between the property owners will be established to guarantee long-term availability.
- T13. The Applicant should provide documentation related to the off-street loading and delivery operations and parking spaces.

ANALYSES

SAFETY

- T14. The Applicant performed a safety evaluation for the study area intersections using MassDOT's Interactive Mapping Portal and Crash Tracking (IMPACT) data for the 2020–2024 period. While the calculated crash rate for the Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road) signalized intersection is below the MassDOT District 2 average (0.83 vs. 0.89 crashes/million entering vehicles), the calculated crash rate exceeds the statewide average (0.78 crashes/million entering vehicles). Pursuant to MassDOT's Transportation Impact Assessment Guidelines (Section I.C.2) and MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines (Section 3.III.F), the Applicant should provide a comparison to both district and statewide crash rate averages for all study area intersections. Since this intersection's crash rate indicates a higher risk profile relative to similar statewide traffic exposure, the Applicant should also provide a discussion identifying potential crash causes and appropriate safety countermeasures.

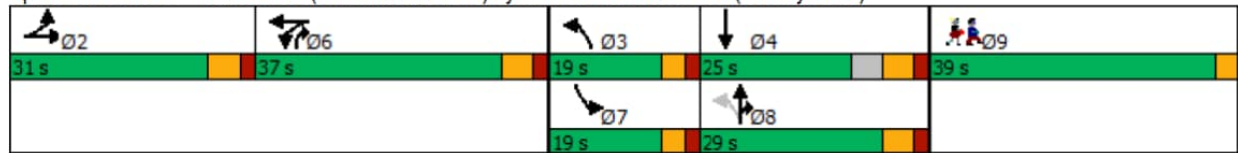
SIGHT DISTANCE

- T15. Per Chapter 3.7 of MassDOT's Project Development and Design Guide (PDDG), the Applicant performed sight distance evaluations at the Route 33 (Willimansett Street) unsignalized intersection with the Big Y Supermarket right-turn in/right-turn out driveway (front driveway), and at the Old Lyman Road unsignalized intersection with the Big Y Supermarket rear driveway. To ensure a comprehensive safety review, the Applicant should also conduct a sight distance evaluation for the Route 33 (Willimansett Street) signalized intersection with the Big Y Supermarket main driveway in compliance with Chapter 3.7, Case D: Intersections with Traffic Signal Control of MassDOT's PDDG.
- T16. The Traffic Impact Study indicates that service vehicles and trucks will primarily utilize the driveway off Old Lyman Road. The Intersection Sight Distance (ISD) values provided in Table 6, however, are calculated using time gaps for passenger cars rather than the single-unit or combination trucks expected to visit the site. The Applicant should revise these ISD calculations to reflect the requirements of the design vehicles to ensure safe ingress and egress at this unsignalized intersection.

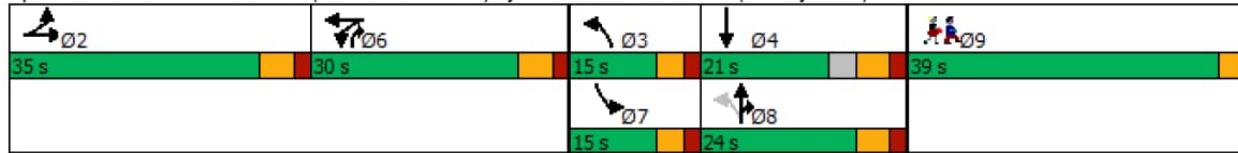
INTERSECTION OPERATIONS

- T17. The Traffic Impact Study utilized Highway Capacity Manual (HCM), 7th edition methodologies to evaluate the study area intersections during 2032 Background (No-Build) and 2032 Combined Build weekday AM and PM peak hour traffic volume conditions. To comply with Section 5.I.B.6 of MassDOT's Transportation Impact Assessment Guidelines, intersection operational analyses should also include existing traffic volume conditions. The Applicant should perform these operational analyses for the study area intersections under 2025 Existing conditions and submit the resulting calculation worksheets and summary tables.
- T18. Per Section 5.I.B.6 of MassDOT's Transportation Impact Assessment Guidelines and Section I.E.3 of MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines, both 50th (average) and 95th percentile queue data should be tabulated to provide a complete evaluation of study area intersection operations. The Applicant should update the queue length summary tables to include 50th (average) percentile results alongside the currently provided 95th percentile data.
- T19. In compliance with Sections 3.III.A and 3.III.B of MassDOT's Transportation Impact Assessment Guidelines and Section I.E.1 of MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines, capacity analysis results should be shown in tabular format for signalized and unsignalized intersections within the study area, including volume-to-capacity ratio (v/c), vehicle delay, and level of service (LOS). As shown in Table 10, the LOS and delay results are shown for the critical movements at the study area unsignalized intersections, but the v/c results are omitted. The Applicant should update Table 10 to include the v/c results for the study area unsignalized intersections.
- T20. As depicted on the capacity analysis worksheets provided in the Appendix of the Traffic Impact Study (Appendices G and H), the Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road) signalized intersection operates on a five-phase cycle:
- A Route 202 (Granby Road) eastbound phase,
 - A Route 202 (Granby Road) westbound phase with an overlap for Route 33 (Willimansett Street) northbound right turns,
 - A Route 33 (Willimansett Street/Lyman Street) northbound/southbound left-turn phase,
 - A Route 33 (Willimansett Street/Lyman Street) northbound/southbound permissive phase, and
 - An exclusive pedestrian phase.
- The capacity analysis for the Route 33 (Willimansett Street/Lyman Street) northbound and southbound permissive phase indicates an inconsistency in green time allocation. As shown in the Splits and Phases diagrams provided in the Appendix and as reflected on the screen shot images below, the green time for the Route 33 (Lyman Street) southbound approach (Phase 4) terminates several seconds before the Route 33 (Willimansett Street) northbound approach (Phase 8). The Applicant should confirm the accuracy of these modeled signal timings or reanalyze the permissive phase if necessary.

Splits and Phases: 1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)



Splits and Phases: 1: Route 33 (Willimansett Street)/Lyman Street & Route 202 (Granby Road)



- T21. At the Route 33 (Willimansett Street) unsignalized intersection with Old Lyman Road, the tabulated 95th percentile queue length for the Old Lyman Road westbound approach during the 2032 Combined Build weekday PM peak hour is listed as 65 feet and the corresponding capacity analysis worksheet shows a calculated queue length of 68 feet. In accordance with the Traffic Impact Study’s methodology of rounding to the nearest 5-foot increment, this value should be reflected as 70 feet. This minor transcribing error does not alter the overall findings of the traffic study; therefore, no further action is required.
- T22. At the Route 33 (Willimansett Street) unsignalized intersection with the Big Y Supermarket right-in/right-out driveway (front driveway), the exiting right-turn movement from the driveway was modeled as uncontrolled (free flow) due to the absence of a STOP or YIELD sign. While the Traffic Impact Study proposes that this driveway will transition to STOP control under 2032 Combined Build conditions, there is an inconsistency regarding the 2032 Background (No-Build) analysis. Table 13 presents queue length results for this approach, but the corresponding HCM Unsignalized Intersection Capacity Analysis worksheets were omitted from the Appendix. The Applicant should provide these missing worksheets and clarify the source of the tabulated queue data for the 2032 Background (No-Build) condition.
- T23. As presented in Table 1, the September 18, 2025, turning movement counts (TMCs) for the Route 33 (Willimansett Street) unsignalized intersection with the Big Y Supermarket right-in/right-out driveway (front driveway) indicate that the weekday PM peak hour occurred between 4:45 and 5:45 PM. As shown on the corresponding TMC data sheets provided in the Appendix (Appendix B), 3 passenger cars were counted turning left from the Big Y Supermarket driveway between 4:45 and 5:45 PM. The computer analysis worksheets in the Appendix for the 2032 Combined Build weekday PM peak hour similarly show 3 vehicles turning left from the Big Y Supermarket driveway (Appendix H). These left-turning vehicles, however, are not reflected in the 2025 Existing traffic volume network (Appendix D, Figure 2), the 2032 Background (No-Build) traffic volume network (Appendix D, Figure 3), the 2032 Background (No-Build) intersection operational analysis (Appendix H), or the final 2032 Combined Build volumes (Appendix D, Figure 8). The Applicant should reanalyze the intersection operations using the appropriate traffic volumes to ensure consistency across all documentation.
- T24. The New Ludlow Road eastbound and westbound approaches at the signalized intersection with Route 33 (Memorial Drive) consist of an exclusive left-turn lane and a shared through/right-turn lane. The computer analysis worksheets provided in the Appendix of the Traffic Impact Study include the right turning traffic volumes but omit this movement from the lane configuration

(Appendices G and H). The Applicant should revise the operational analysis for this intersection to reflect the shared through/right-turn lane configuration on both New Ludlow Road approaches.

- T25. The Old Lyman Road southbound approach to the unsignalized intersection with New Ludlow Road and the Church of the Valley driveway consists of a single general-purpose travel lane serving left turns, through movements, and right turns. The computer analysis worksheets provided in the Appendix of the Traffic Impact Study include the left turning traffic volumes but omit this movement from the lane configuration (Appendices G and H). The Applicant should revise the analysis for this intersection to reflect the left-turn movement within the shared lane configuration on the southbound approach.

MITIGATION MEASURES

- T26. In accordance with Section 4.1.A of MassDOT's Transportation Impact Assessment Guidelines, mitigation is required when a project adds trips to facilities already operating at LOS E or worse in urban areas. As shown in Tables 9 and 10, the Traffic Impact Study indicates that several lane groups are projected to operate at LOS E under 2032 Background (No-Build) conditions. For the Route 33 (Willimansett Street/Lyman Street) and Route 202 (Granby Road) signalized intersection, these conditions persist even after accounting for proposed signal timing adjustment during the weekday PM peak hour (Table 11). Therefore, the Applicant should coordinate with Town of South Hadley officials for the consideration of specific improvements at these locations.

- Route 33 (Willimansett Street/Lyman Street) at Route 202 (Granby Road):
 - Route 202 (Granby Road) eastbound through/right-turn lanes
 - 2032 Background (No-Build) weekday PM peak hour: LOS E.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: LOS E, 3.6 seconds of increased delay, and 2% less capacity available (v/c drops from 0.93 to 0.95).
 - Route 33 (Willimansett Street) northbound left-turn lane
 - 2032 Background (No-Build) weekday PM peak hour: LOS E.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: LOS E, 0.7 seconds of increased delay, and 1% less capacity available (v/c drops from 0.94 to 0.95).
 - Route 33 (Lyman Street) southbound left-turn lane
 - 2032 Background (No-Build) weekday PM peak hour: LOS E.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: LOS E, no change in delay, and 1% additional capacity available (v/c improves from 0.63 to 0.62).

- Old Lyman Road southbound approach to New Ludlow Road:
 - 2032 Background (No-Build) weekday PM peak hour: LOS E.
 - 2032 Combined Build weekday PM peak hour: LOS E, 3 seconds of increased delay, and 3% less capacity available (v/c drops from 0.68 to 0.71).
- T27. In addition to these previously noted conditions reflected in Comment T26, the Route 202 (Granby Road) westbound exclusive left-turn lane at the signalized intersection with Route 33 (Willimansett Street/Lyman Street) is projected to degrade from LOS D to LOS E with the addition of site trips during the weekday PM peak hour (Table 11). With the proposed signal timing adjustments implemented, this movement would experience an additional 2.6 seconds of delay and a 2% reduction in available capacity (v/c increasing from 0.79 to 0.81). Therefore, the Applicant should coordinate with Town of South Hadley officials for the consideration of specific improvements at this location.
- T28. The Traffic Impact Study indicates that 95th percentile queues for the following lane groups will exceed available storage capacities, resulting in spillback beyond dedicated turn lanes or into upstream intersections. Therefore, the Applicant should coordinate with Town of South Hadley officials for the consideration of specific improvements at these locations.
- Route 33 (Willimansett Street/Lyman Street) at Route 202 (Granby Road):
 - Route 202 (Granby Road) eastbound through lane and shared through/right-turn lane
 - 2032 Background (No-Build) weekday PM peak hour: 595-foot queue vs. 550 feet of available storage.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: 600-foot queue vs. 550 feet of available storage.
 - Route 202 (Granby Road) westbound shared left-turn/through lane and shared through/right-turn lane
 - 2032 Background (No-Build) weekday AM peak hour: 415-foot queue vs. 370 feet of available storage.
 - 2032 Combined Build weekday AM peak hour: 420-foot queue vs. 370 feet of available storage.
 - 2032 Background (No-Build) weekday PM peak hour: 415-foot queue vs. 370 feet of available storage.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: 415-foot queue vs. 370 feet of available storage.
 - Route 33 (Willimansett Street) northbound left-turn lane
 - 2032 Background (No-Build) weekday AM peak hour: 275-foot queue vs. 170 feet of available storage.
 - 2032 Combined Build weekday AM peak hour: 235-foot queue vs. 170 feet of available storage.
 - 2032 Background (No-Build) weekday PM peak hour: 385-foot queue vs. 170 feet of available storage.

- 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: 405-foot queue vs. 170 feet of available storage.
- Route 33 (Willimansett Street) northbound right-turn lane
 - 2032 Background (No-Build) weekday AM peak hour: 265-foot queue vs. 170 feet of available storage.
 - 2032 Combined Build weekday AM peak hour: 275-foot queue vs. 170 feet of available storage.
 - 2032 Background (No-Build) weekday PM peak hour: 370-foot queue vs. 170 feet of available storage.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: 395-foot queue vs. 170 feet of available storage.
- Route 33 (Lyman Street) southbound left-turn lane
 - 2032 Background (No-Build) weekday AM peak hour: 95-foot queue vs. 80 feet of available storage.
 - 2032 Combined Build weekday AM peak hour: 95-foot queue vs. 80 feet of available storage.
 - 2032 Background (No-Build) weekday PM peak hour: 130-foot queue vs. 80 feet of available storage.
 - 2032 Combined Build with Signal Timing Mitigation weekday PM peak hour: 130-foot queue vs. 80 feet of available storage.
- Route 33 (Willimansett Street), Baker Street, and Big Y main driveway:
 - Route 33 (Willimansett Street) northbound through lane
 - 2032 Background (No-Build) weekday PM peak hour: 715-foot queue vs. 650 feet of available storage.
 - 2032 Combined Build weekday PM peak hour: 725-foot queue vs. 650 feet of available storage.
 - Route 33 (Willimansett Street) southbound shared through/right-turn lane
 - 2032 Background (No-Build) weekday PM peak hour: 790-foot queue vs. 440 feet of available storage.
 - 2032 Combined Build weekday PM peak hour: 800-foot queue vs. 440 feet of available storage.
- Route 33 (Memorial Drive) and New Ludlow Road:
 - New Ludlow Road westbound left-turn lane
 - 2032 Background (No-Build) weekday AM peak hour: 140-foot queue vs. 65 feet of available storage.
 - 2032 Combined Build weekday AM peak hour: 140-foot queue vs. 65 feet of available storage.

Anne Caprs, Planning & Conservation Director

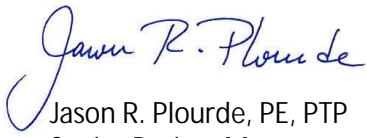
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- 2032 Background (No-Build) weekday PM peak hour: 135-foot queue vs. 65 feet of available storage.
- 2032 Combined Build weekday PM peak hour: 135-foot queue vs. 65 feet of available storage.

Please contact us if we can be of any further assistance regarding this matter.

Very truly yours,
BETA Group, Inc.



Jason R. Plourde, PE, PTP
Senior Project Manager

Job No: 11823.03