



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator



March 30, 2026

Mr. Todd Kirrane
Assistant Director of Transportation & Mobility
City of Worcester
76 East Worcester Street
Worcester, MA 01604

RE: City of Worcester – May St and Lovell St
Link to Site in Google Maps: [May St and Lovell St](#)
All-Way Stop Control AWSC
MassDOT District 3

Dear Mr. Kirrane:

MassDOT has completed its review of the above-referenced intersection in Worcester, MA, for conversion eligibility to All-Way Stop Control (AWSC). This initiative partners MassDOT with Commonwealth municipalities to identify and investigate municipal intersections that would potentially benefit from an AWSC conversion. The intersection of May St and Lovell St was identified based on its crash history, general existing condition, and municipal interest in this program. As such, an engineering study was performed. The subject intersection is recommended for an AWSC conversion. Justification for this determination and supporting material can be found herein.

EXISTING CONDITION

May St and Lovell St is a four (4) leg intersection under municipal jurisdiction in the City of Worcester. The Lovell St approach is stop controlled in the existing condition, with May St approaches free-flow. Crosswalks exist on the eastern and northern legs of the intersection. The intersection is in an urban setting, with abutting residential land use. The intersection had 6 angle crashes between 2022 and 2024. Such trends indicate the location may benefit from an all-way stop control conversion, when consulting Warrant A – Crash Experience of the MUTCD (Manual on Uniform Traffic Control Devices). The Lovell St southern approach had a grade of approximately 5% toward the subject intersection. The northern approach of Lovell St is one-way northbound, moving away from the intersection.



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perform an operational analysis of an AWSC condition. Key metrics such as intersection delay and queue length were reviewed to understand the impacts under the proposed condition. Synchro was used as the modeling tool, which draws from operation analysis outlined in the Highway Capacity Manual.

Table 1 summarizes key roadway characteristics, with collected traffic data. Table 2 provides a proposed condition operational analysis summary.

Road	Speed Regulation Present	Posted Speed Limit (mph)	85 th % (mph)	50 th % (mph)	Statutory Speed (mph)	Design Speed (mph)	Federal Functional Classification	ADT
May St	No	N/A	34.0	29.0	25	30 (Assumed)	Major Collector	9,275
Lovell St	No	N/A	N/A	N/A	25	30 (Assumed)	Local	5,425 (Estimated)

Table 1 - Intersection Information

Proposed Condition	Level of Service (LOS)
Major Street: May St Critical Approach LOS:	F
Minor Street: Lovell St Critical Approach LOS:	C
Overall Intersection LOS:	E
Result:	Fail

Table 2 - Level of Service Summary

When reviewing modeling output, a LOS of 'D' or better for all approaches indicated the intersection passed the operations review for AWSC conversion. A LOS of 'E' and

