# CITY OF AMESBURY
# IN THE YEAR TWO THOUSAND TWENTY-FIVE

SPONSORED BY: Kassandra Gove **BILL No.** 2025- 091

**Kassandra Gove, Mayor**

**An Ordinance** to update and amend the City of Amesbury Traffic and Parking Regulations SCHEDULE IV (STOP SIGNS) to reflect the addition of two stop signs added to the area of Market Street at Fern Avenue in support of an All-Way stop control (AWSC).

**Summary:** This ordinance will update the traffic and Parking Regulations adopted in Bill No. 2015-077 and subsequently amended in Bill No. 2015-081, Bill No. 2019-074, Bill No. 2022-059, Bill No. 2022-181, Bill No. 2023-100, Bill No. 2023-101, Bill No. 2024-140, Bill No. 2024-141, Bill No. 2024-142, Bill No. 2024-143 and Bill No. 2024-148 to reflect the addition of two stop signs added to the area of Market Street at Fern Avenue in support of an All-Way stop control (AWSC). The city has tentatively been approved to receive materials from DOT in support of a AWSC at Market Street at Fern Ave. Before equipment and materials can be awarded the city must adopt legislation in support of making the intersection a four way stop. In support of this request DOT had contracted Greeman-Pedersen, Inc. (GPI) an engineering firm to conduct a traffic study in the area of Market Street and Fern Ave to see if traffic volume and crash reports supported the addition of an AWSC. GPI concluded that the intersection vicinity is a mix of residential and agricultural. Both Market Street south and Fern Avenue west have large roadside trees. East of the intersection is Cider Hill Farm. The farm is a popular attraction during harvest season leading to high weekend traffic. Market Street at Fern Avenue consists of four (4) approaches, and recent crash statistics indicate seven (7) angle crashes that are susceptible to correction with AWSC, between January 1, 2019, and December 31st, 2021. The crash history meets Manual on Uniform Traffic Control Devices (MUTCD) warrant A (Crash Experience) for an all-way stop control. Based on GPI's findings MASS DOT will support the construction of a AWSC but before the city can move forward with state grant assistance the city must first approve the stop signs needing to be added on Market Street at Fern Ave to complete the four-way stop proposal.

**Be it Ordained by the City Council of the City of Amesbury assembled, and by the authority of the same as follows:**

1. That the City of Amesbury amends the City of Amesbury Traffic and Parking Regulations SCHEDULE IV (STOP SIGNS) is amended as follows and will replace the existing schedule.

| **SCHEDULE IV - STOP SIGNS** | | | |
|---|---|---|---|
| **LOCATION** | **DIRECTION** | **AT INTERSECTION WITH** | **REMARKS** |
| Albion Street | Westbound | Green Street | Nov-97 |
| Arlington Street | Eastbound | Market Street | |

| | | | |
|---|---|---|---|
| Belmont Street | Eastbound | Market Street | |
| Boardman Street | Westbound | Market Street | |
| Cedar Street | Westbound | Market Street | |
| Chestnut Street Ext. | Westbound | County Road | Jan-88 |
| Clark Street | Westbound | Market Street | |
| Clarks Road | Southbound | Main Street | May-97 |
| Clinton Street | Eastbound | Congress Street | |
| Clinton Street | Westbound | Market Street | |
| Clinton Street Extension | Eastbound | Market Street | |
| Clinton Street Extension | Westbound | So. Hampton Rd | |
| Fern Avenue | Westbound | Market Street | |
| Fern Avenue | Westbound | So. Hampton Rd | |
| Fern Avenue | Eastbound | Market Street | |
| Friend Street | Eastbound | Main Street | |
| Green Street | Southbound | Congress Street | |
| High Street | Westbound | Whitehall Rd | |
| High Street | Eastbound | Market Square | |
| Highland Street | Eastbound | Hillside Avenue | |
| Highland Street | Westbound | Friend Street | |
| Industrial Way | Northbound | Monroe Street | Nov-97 |
| John Street | Westbound | Market Street | |
| Kimball Road | Eastbound | Lake Attitash Road | |
| Kimball Road | Westbound | Lake Attitash Road and Tuxbury Square | |
| Lions Mouth Road | East | Kimball Road | 2023-101 |
| Main Street | Westbound | Friend Street | Aug-89 |
| Market Street | Eastbound | Fern Ave | |
| Market Street | Westbound | Fern Ave | |
| Market Street | Westbound | Market Square | |
| Merrimac Street | Northbound | Main Street | |
| Tuxbury Square | Northbound | Lions Mouth Road | |
| Oakland Street | Northbound | Chestnut Street Ext. | Jan-88 |
| Picard Street | Northbound | Friend Street | |
| Pond Street | Northbound | High Street | |
| Portsmouth Road | Northbound | Monroe Street | |
| Powwow Street | Northbound | Chester Street | |
| Powwow Street | Southbound | Chester Street | |
| Pleasant Street | Eastern End | School Street | Appr. 10/28/97 |
| Prospect Street | Eastbound | Market Street | |
| Rocky Hill Road | Southbound | Main Street | Appr. 5/27/97 |
| Whitehall Road | Southbound | Friend Street | |
| Winter Street | Southbound | High Street | |

**2.** In accordance with the City Charter, this Ordinance shall become effective at the expiration of 15 days after the date of adoption.

May 22, 2025

Ms. Lisa DeMeo
City Engineer
Department of Public Works
39 S Hunt Rd
Amesbury, MA 01913

RE: Market Street at Fern Avenue
Link to Site in Google Maps:
*http://maps.google.com/maps?q=42.874981553802975,-70.92936909350328*
All Way Stop Control (AWSC)
MassDOT District 4

Dear Ms. DeMeo :

**Greenman-Pedersen, Inc. (GPI),** on behalf of MassDOT, has completed its review of the above-referenced intersection in Amesbury, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of Market Street at Fern Avenue was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of Market Street at Fern Avenue is **recommended for moving forward with conversion to All-Way Stop Control.** The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

## GENERAL DESCRIPTION OF THE INTERSECTION

Market Street at Fern Avenue consists of four (4) approaches, and recent crash statistics indicate seven (7) angle crashes that are susceptible to correction with AWSC, between January 1, 2019 and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

The intersection vicinity is a mix of residential and agricultural. Both Market Street south and Fern Avenue west have large roadside trees. East of the intersection is Cider Hill Farm. The farm is a popular attraction during harvest season leading to high weekend traffic.

**Table 1** (following page) provides an overview of the observed conditions at the intersection.

**Table 1 – Intersection Characteristics**

| Road | Speed Regulation Present | Speed Reg. or Posted Limit (mph)[a] | 85th % (mph) | 50th % (mph) | Statutory Speed (mph)[b] | Design Speed | Federal Functional Classification | ADT[c] |
|---|---|---|---|---|---|---|---|---|
| **Market Street[d]** | No | 25 | 40 | 35 | 25[e] | 40 | Minor Arterial | 1,932 |
| **Fern Avenue** | No | 25 | N/A | N/A | 25 | 25 | Local | N/A |

[a] If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available
[b] Municipality has opted into Chapter 90 Section 17C (25mph Statutory Speed)
[c] Average daily traffic major approach only; see appendix for minor approach turning movement counts
[d] Major Street

**General Speed Limit Considerations**

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit (e.g., 40 mph in rural areas) prevails, and any posted speed limit signs should be removed.

## TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7th Edition[1] (HCM) with analysis tools of Synchro[2] or Highway Capacity Software[3]. **Table 2** presents the worst-case scenarios by time of day (AM or PM) and worst approach along both the major road and minor road(NB/SB and EB/WB), anticipated Levels of Service along the main line and side street approaches, as well as an overall intersection Level of Service (LOS). Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

The Town has identified peak season traffic operations under AWSC as a potential concern when Cider Hill Farm is in peak operation. Due to this project's schedule, summer traffic data collection was not possible. However, GPI has performed a cursory evaluation of potential peak seasonal traffic operations by inflating the Fern Avenue westbound trips by a factor of five (flow rate of ~400 trips per hour) and adjusting the corresponding return trips. The operational analysis of this scenario showed good traffic operations (LOS B/C, queues of four vehicles or less on all approaches). Please note this analysis was based on assumed conditions. Actual conditions may vary and may still require traffic details.

[1] *Highway Capacity Manual 7th Edition* Transportation Research Board; Washington, D.C.; 2022
[2] *Synchro plus SimTraffic 11*; Trafficware Ltd.; Sugar Land, TX.; 2018
[3] *Highway Capacity Software 7; McTrans; Gainesville, Fl; 2022*

**Table 2 - Level of Service Operations**

| OPERATIONS ANALYSIS SCENARIO | LOS RESULTS |
|---|---|
| **Major Street: (Market Street) Worst Case LOS:** | A |
| **Minor Street: (Fern Avenue) Worst Case LOS:** | A |
| **Overall Intersection Worst Case LOS:** | A |
| **Recommendation based on LOS:** | **Pass** |

## SITE ASSESSMENT

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. **Table 3** provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was conducted at all locations identified as suitable based on the desktop assessment to confirm the findings and investigate intersection features not suitable for desktop review. The field assessment of the intersection was conducted on March 26, 2025.

**Table 3 – Site Assessment Summary**

| EVALUATION CONDITION | RESULT |
|---|---|
| **Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)** | No |
| **Is there an at-grade railroad crossing along any approaches to the intersection?** | No |
| **Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?** | Yes |
| **Does the placement of curb ramps impact STOP locations or operations?** | Yes |
| **Will the AWSC hinder any adjacent driveways or streets?** | No |
| **Are dedicated turn lanes provided on any approaches?** | No |
| **Are bike lanes provided on any approaches?** | No |
| **Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)** | No |
| **Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)** | Yes |
| **Does the available sight distance approaching the intersection exceed the minimal stopping sight distance requirements, below? Main Road > 305 ', Minor Road > 155 ')** | Yes |

## AWSC CONVERSION RECOMMENDATION

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control.**

It does not appear that the modest skew of Fern Avenue west will hinder the operation of the AWSC. Care should be taken in the placement of the northbound stop sign on Market Street in consideration of the sidewalk, front yard, and tree. Due to the heavy tree cover static STOP signs are recommended for the southwest corner of the intersection. Some limb removal on the tree in the southeast corner of the intersection may be needed to allow sufficient sunlight to reach the northbound LED STOP sign.

## NEXT STEPS

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan, standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:

- *Work Items supplied by MassDOT, installed by the community,*
- and *Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Amesbury and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Amesbury will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

Some of the treatments identified in the plan are optional and are clearly marked as such, allowing the community to decide whether to include them. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention as soon as possible, as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items.**

**Required Work Items:**
The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4.** All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Site Assessment Summary**

| TYPE OF SIGN | RESULT |
|---|---|
| **LED Stop Sign (R1-1)** | 4 |
| **Standard Stop Sign (R1-1)** | 2 |
| **Stop Ahead Sign (W3-1)** | 6 |
| **All-Way Placard (R1-3P)** | 6 |
| **New Traffic Pattern (W23-2)** | 2 |
| **Total Number of Square Tube Sign Posts** | 14 |

Required Work Items supplied and installed by the Community:

- STOP Bars are to be provided along each approach according to the provided plans.
- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.

**Optional Work Items:**

Optional Work for consideration by the municipality include:

- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
    - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported

Included in the memorandum appendix is an ***informational flyer that provides best practices and recommendations*** for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of Market Street at Fern Avenue as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at jdiaz@gpinet.com or at 978-570-2953.

Sincerely,

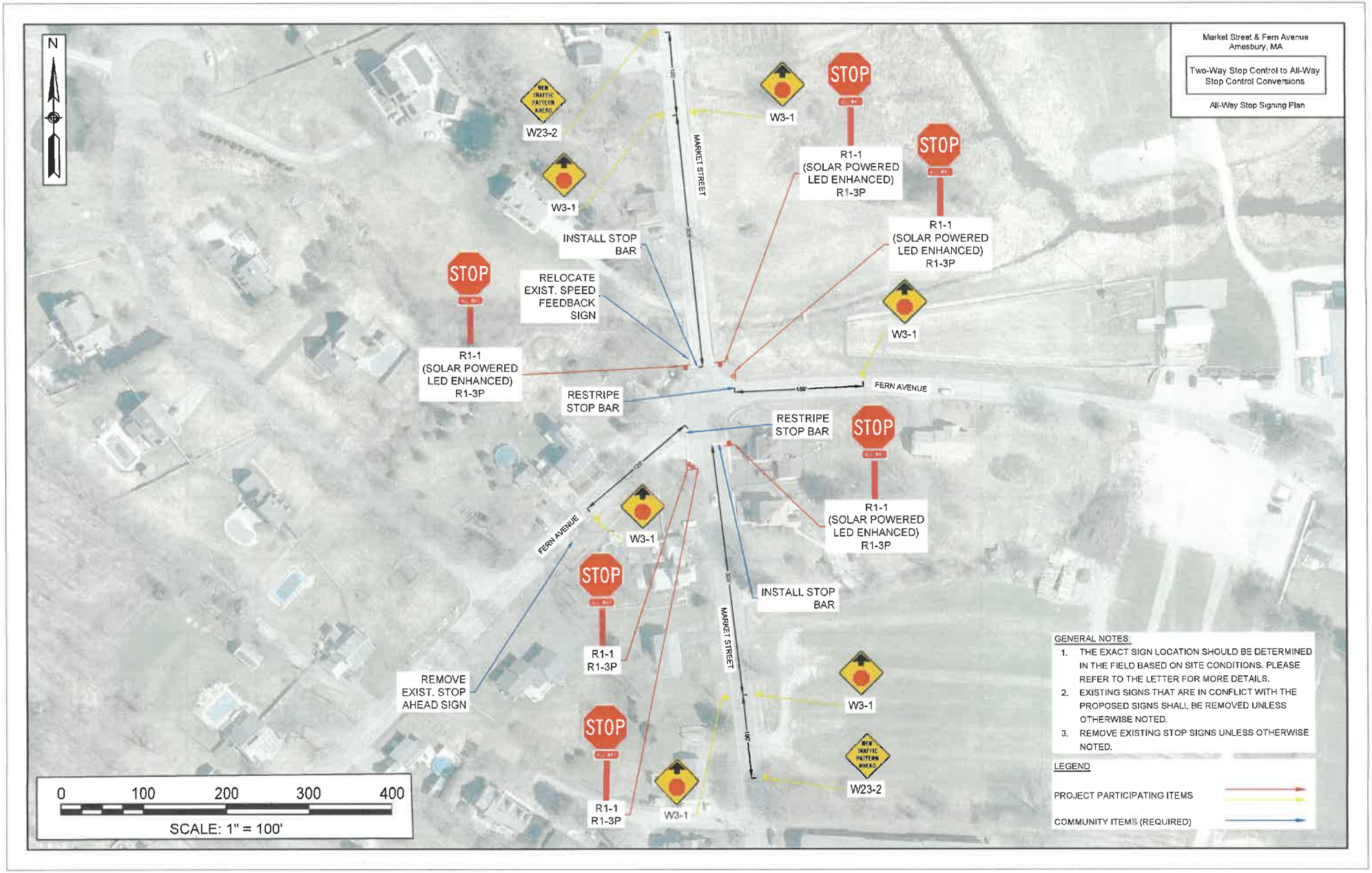
GREENMAN-PEDERSEN, INC.

John W. Diaz, PE, PTOE
Vice President / Director of Innovation
181 Ballardvale Street
Suite 202
Wilmington, MA 01887

enclosure(s)

cc: Bonnie Polin
Dakota DelSignore

# DESIGN PLAN
# &
# SIGN SUMMARY


Market Street & Fern Avenue
Amesbury, MA
Two-Way Stop Control to All-Way Stop Control Conversions
All-Way Stop Signing Plan
N
W23-2
W3-1
MARKET STREET
R1-1
(SOLAR POWERED
LED ENHANCED)
R1-3P
STOP
INSTALL STOP
BAR
RELOCATE
EXIST. SPEED
FEEDBACK
SIGN
FERN AVENUE
RESTRIPE
STOP BAR
REMOVE
EXIST. STOP
AHEAD SIGN
0
100
200
300
400
SCALE: 1" = 100'
GENERAL NOTES:
1. THE EXACT SIGN LOCATION SHOULD BE DETERMINED IN THE FIELD BASED ON SITE CONDITIONS. PLEASE REFER TO THE LETTER FOR MORE DETAILS.
2. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED SIGNS SHALL BE REMOVED UNLESS OTHERWISE NOTED.
3. REMOVE EXISTING STOP SIGNS UNLESS OTHERWISE NOTED.
LEGEND
PROJECT PARTICIPATING ITEMS
COMMUNITY ITEMS (REQUIRED)

Market Street & Fern Avenue
Amesbury, MA

Two-Way Stop Control to All-Way Stop Control Conversions

All-Way Stop Signing Plan

| IDENTIFICATION NUMBER | SIZE OF SIGN | | TEXT | TEXT DIMENSIONS (INCHES) | | NUMBER OF SIGNS REQUIRED | COLOR | | | POST SIZE AND NUMBER REQUIRED | UNIT AREA IN SQUARE FEET |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH | HEIGHT | | LETTER HEIGHT | VERTICAL SPACING | | BACK-GROUND | LEGEND | BORDER | | |
| R1-1 (LED ENHANCED) | 30" | 30" |  | MUTCD STANDARD | | 4 | RED | WHITE | WHITE | P5 (4 REQ'D) | 6.25 |
| R1-1 | 30" | 30" |  | MUTCD STANDARD | | 2 | RED | WHITE | WHITE | P5 (2 REQ'D) | 6.25 |
| R1-3P | 18" | 6" |  | MUTCD STANDARD | | 6 | RED | WHITE | WHITE | 6 MNT w/ R1-1 | 0.75 |
| W3-1 | 30" | 30" |  | MUTCD STANDARD | | 6 | YELLOW | RED BLACK | BLACK | P5 (6 REQ'D) | 6.25 |
| W23-2 | 36" | 36" |  | MUTCD STANDARD | | 2 | YELLOW | BLACK | BLACK | P5 (2 REQ'D) | 9.00 |

GENERAL NOTES:

1. RED SIGN POST REFLECTORS WILL BE PLACED ON EACH STOP SIGN POST FACING TRAFFIC
2. REFER TO INTERSECTION LAYOUT PLAN AND THE EVALUATION REPORT FOR COMPLETE LIST OF REQUIRED AND OPTIONAL ITEMS AND MEASURES TO BE DONE BY THE COMMUNITY.
3. NEW TRAFFIC PATTERN AHEAD SIGNS ARE TEMPORARY AND SHOULD STAY IN PLACE FOR APPROXIMATELY 6 MONTHS
4. SIGNS SHALL BE INSTALLED MINIMUM OF 6' FROM THE EDGE OF ROADWAY AND AT A MOUNTING HEIGHT OF 7' FROM THE BOTTOM EDGE OF THE SIGN TO THE ROADWAY SURFACE. SIGN POSITIONS SHALL CONFORM TO MUTCD FIGURES 2A-2 AND 2A-3.

# INFORMATIONAL FLYER
# &
# SIGN INSTALLATION DETAILS

# BEST PRACTICES WHEN CHANGING AN INTERSECTION CONTROL

When an existing two-way stop-controlled intersection has safety performance issues, changing the intersection control type to All-Way stop-controlled may be a cost-effective method to improve safety by reducing the potential for severe crashes. However, introducing a STOP sign on a roadway at an intersection that was previously uncontrolled can create new safety concerns if not implemented properly. This informational flyer is designed to provide communities with tools to help introduce the change in intersection control in a safe and effective manner. Many of these treatments are referenced in the memorandum, and the community would be responsible for supplying and implementing them, unless specifically noted otherwise. This toolbox consists of three categories to help perform this change:

- Actions to perform prior to changing the intersection control
- Permanent treatments for previously uncontrolled approaches
- Temporary treatments to implement after installation

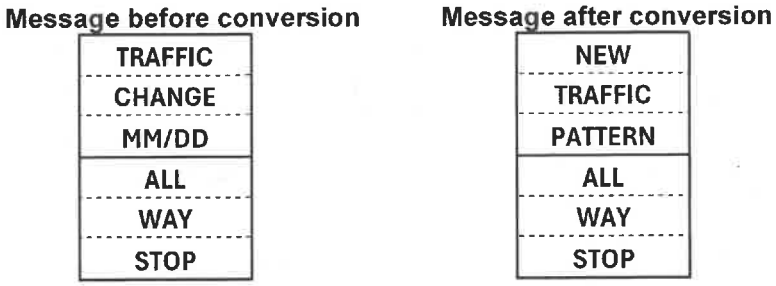
# GENERAL INFORMATION

The traffic control devices (signage and pavement markings) and changeable message boards referenced in this memorandum and flyers shall comply with the requirements outlined in the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration and available as a free public document. The MUTCD can be accessed via the following link: https://mutcd.fhwa.dot.gov/. In addition to the traffic conspicuity treatments noted in this document, other treatments are cited in Section 2A.11 Enhanced conspicuity for standard signs in the MUTCD. MassDOT also has an amendment to the MUTCD that can be accessed via the following address: https://www.mass.gov/doc/massachusetts-amendments-to-the-mutcd-2022/download.

# ACTIONS TO PERFORM PRIOR TO CHANGING THE INTERSECTION CONTROL

Advance warning and community outreach to inform of a change in traffic control is critical for the successful implementation of the control change. This gives road users the information necessary for them to change their expectations prior to the implementation of the traffic control change. The visual cues for transitioning from a two-way stop control to an all-way stop control are primarily limited to changes in signage and pavement markings, which can be easily overlooked by the driver when not anticipated. A comprehensive application of permanent and temporary treatments combined with a public outreach effort is needed to provide the groundwork for a smooth control transition. The following are messaging tools that can be conducted prior to implementing a control change.

- **CHANGEABLE MESSAGE BOARDS –** Changeable message boards can be installed along all approaches preceding the intersection, informing of the upcoming traffic change. It is recommended that the boards be installed at least two weeks prior to making the change to capture the majority of frequent commuters, and be left in place for one month after the conversion. For effective messaging, it's best that the message be limited to two phrases, with each phrase consisting of no more than three lines of text. Each phrase should be understood by itself, and the meaning of the entire message should be the same regardless of the sequence in which the phrases are read. An example of All-Way Stop Control messaging would be:




- **DIGITAL MEDIA OUTREACH -** Digital media is an effective tool for informing the public about upcoming changes and reaching community members. An announcement can be posted on the City/Town website and shared through social media platforms, including Facebook, X (Twitter), and Nextdoor. Email alerts can be used to notify residents through email lists or newsletters. Also, local news websites can be used to publicize press releases or announcements.

- **PHYSICAL AND PUBLIC SIGNAGE -** Flyers and posters can be posted or distributed at community centers, libraries, businesses, or other public places.

## PERMANENT TREATMENTS ON PREVIOUSLY UNCONTROLLED APPROACHES

The following are treatments the community can undertake to increase the STOP control conspicuity and manage speeds approaching the intersection. An excerpt from MUTCD that provides images of some of these details is included on the final page of the document.

- **Vertical Retroreflective Strip on Signpost –** A strip of retroreflective material can be used on a sign support to increase the sign's conspicuity. It must be two inches in width and extend the full length of the support from the sign to within two feet above the near edge of the roadway. It should match the background color of the sign, except for YIELD and DO NOT ENTER signs, where the strip shall be red.

- **Red or Orange Flags –** One or more red or orange flags can be added above a regulatory or warning sign to help gain the driver's attention to the marked sign. They shall be oriented at 45 degrees to the vertical and can be either cloth or retroreflective sheeting.

- **Dual Signing –** Dual signing of a standard regulatory, warning, or guide sign can be conducted by adding a second identical sign on the left-hand side of the roadway, even with the standard right-hand side sign. Dual signing is an effective tool to improve drivers' recognition of a sign's message. It is also an effective tool to use on curvilinear roadways where the left-hand side of the road is visible first, allowing the driver to react earlier to the sign's message.

- **STOP and STOP AHEAD Pavement Markings –** Stenciled pavement markings can be installed in advance of the STOP and STOP AHEAD signs to supplement the traffic control device. Stenciled pavement markings can improve the recognition of a traffic control condition by having the intended messages directly within the driver's perceptual vision cone. See MUTCD Section 3B.21.

- **Optical Speed Bars –** Optical speed bars, also referred to as Speed Reduction Markings, are transverse pavement markings placed with progressively reduced spacing on both sides of the travel way to create the perception of increased speed. This illusion encourages drivers to slow down as they pass the markings. These markings can be used in advance of the intersection to manage speeds on the approach to the stop condition. This treatment is suitable for locations where the uncontrolled approach operating speeds are generally higher and not in long tangent sections. See MUTCD Section 3B.28

- **Warning Beacon**—Flashing circular yellow warning beacons can be added to standard regulatory signs (other than STOP, DO NOT ENTER, Wrong Way, or Speed Limit Signs), warning signs, or guide signs to indicate to drivers to pay extra attention to the message contained thereon. The installation of warning beacons must adhere to the criteria outlined in the MUTCD Chapter 4S.

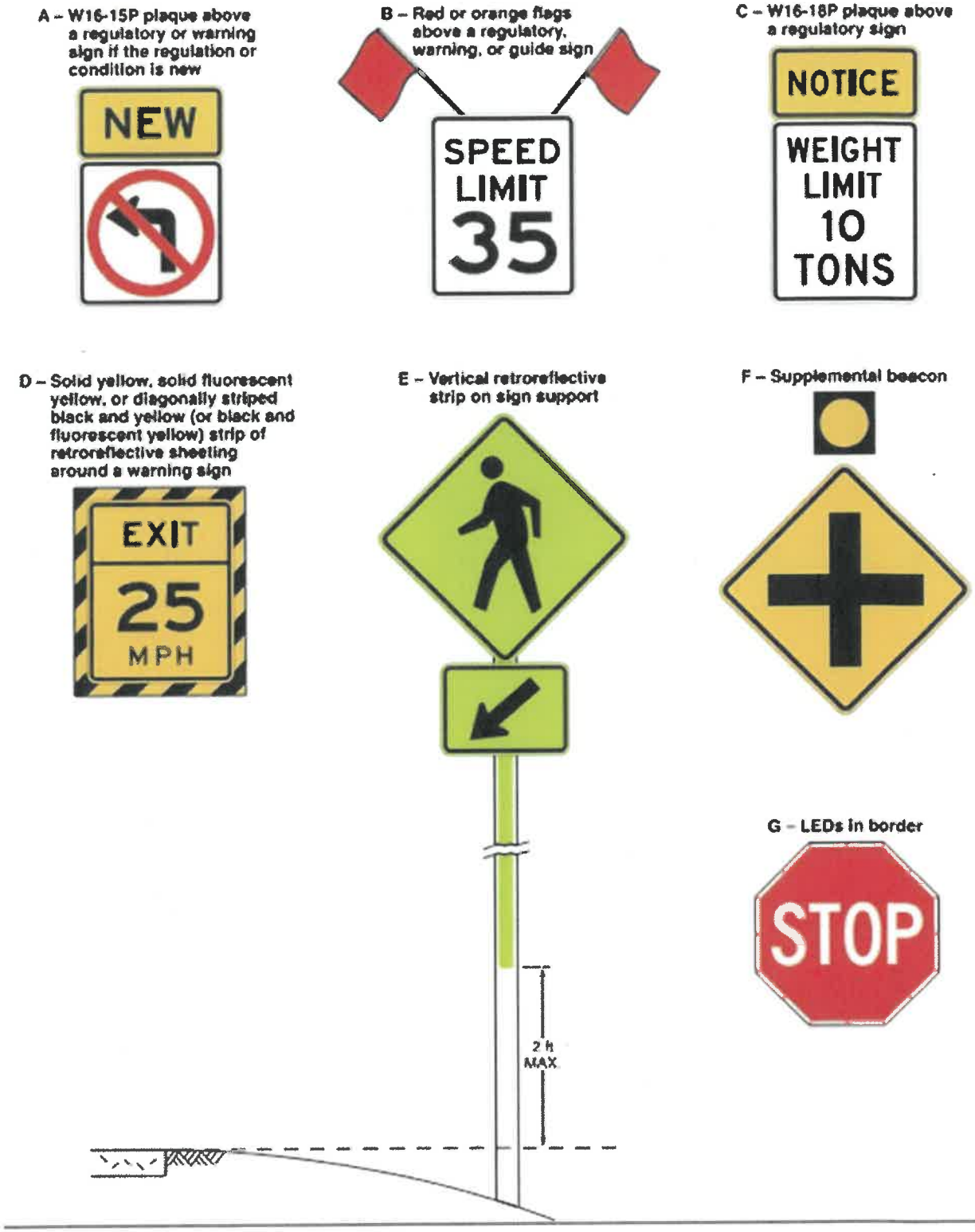
## TEMPORARY TREATMENTS TO IMPLEMENT AFTER INSTALLATION

Once an intersection control change has been implemented, it is critical that the traffic control devices enforcing the change in traffic control are not only perceived by the driver, but also that the driver recognizes the change has occurred. The utilization of these temporary treatments is uniquely valuable for locations where all-way stop control is being implemented, as the change in control is not accompanied by a construction period or changes in roadway features that are typically associated with the installation of a signal or roundabout that would allow the occasional road user to easily recognize and prepare for the control change. Temporary treatments can be used to provide the driver with advanced warning of a change and identify new traffic control devices. **These treatments should be left in place for no longer than six months.**

- **NEW plaques (W16-15p)** – A NEW plaque can be mounted above a regulatory sign (STOP sign) when a new regulation takes effect to alert road users to the new traffic regulation. A NEW plaque may also be mounted above an advance warning sign (STOP AHEAD) to warn about a new traffic condition.

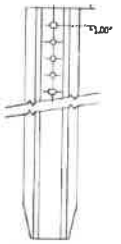
- **NEW TRAFFIC PATTERN AHEAD (W23-2) –** A NEW TRAFFIC PATTERN AHEAD sign may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as changing an intersection control or a change in roadway geometry.

## Figure 2A-1. Examples of Enhanced Conspicuity for Signs

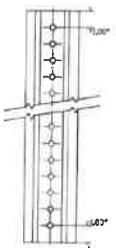


ALL-WAY STOP CONTROL PROGRAM

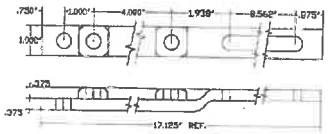
STANDARD SIGN INSTALLATION DETAILS



EZE-ERECT BASE POST

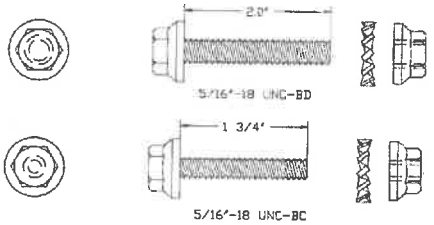


EZE-ERECT SIGN POST




RETAINER-SPACER STRAP
For All Weights of Sign Posts
Material-Mild Steel
Finish-Hot Dip Galvanize Per ASTM A-123

HEX HEAD-INTEGRAL FLANGE BOLT, NUT AND LOCKWASHER

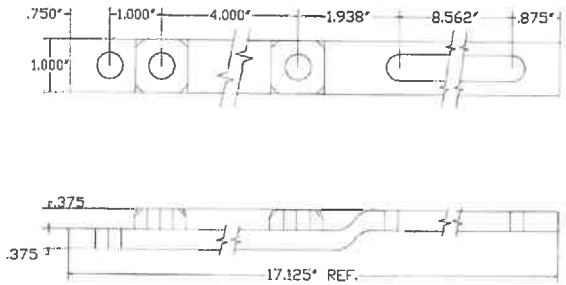



5/16"-18 UNC x 2.0" Long (for 4.0 lb. posts) or 5/16"-18 UNC x 1 3/4" (for 2.0, 2.25, 2.5 & 3.0 lb. posts)
Bolt per ASTM A354, Grade BD or Grade BC
Nut per ASTM A563, Grade DH
Lockwasher is heavy duty external toothed.
Finish-Cadmium plated per ASTM A165-80, Type QS, except using clear chromate

| SIGN SIZE | CHANNEL POST POST-WITH STRAP (EZE-ERECT) |
|---|---|
| 5 S.F. AND UNDER | 1-2 LB./FT. |
| OVER 5 S.F. UP TO 10 S.F. | 1-2.25 LB./FT. |
| * OVER 10 S.F. UP TO 20 S.F. | 2-2.25 LB./FT. |

* NOTE: Signs with a width of 4' and over shall require 2 posts.

GALVANIZING FINISH
Galvanizing Shall Conform with ASTM Specification A123-73. It Shall Be Galzanized After All Fabrication and Punching Has Been Completed.




RETAINER-SPACER STRAP
For 2.5 and 4.0 lb/ft Sign Posts
Material-Mild Steel
Finish-Hot Dip Galvanize Per ASTM A-123

NOTES:

DETAILS PROVIDED ARE FROM THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990 ED.

ALL-WAY STOP CONTROL PROGRAM

STANDARD SIGN INSTALLATION DETAILS

## GROUND INSTALLATION

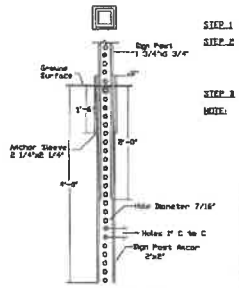
### METHOD OF INSTALLATION

STEP 1 Drive Sign Post Anchor To Within 3 Or 4" Of Surface.

STEP 2 Pre-cut Anchor Sleeve So That The Holes Will Match And Will Be Flush With Top Of Sign Post Anchor. Drive Anchor Sleeve Until Holes Match As Noted Above, Then Drive Both The Sign Post Anchor And Anchor Sleeve Until One Hole Is Exposed Above Ground For Bolt Connection.

STEP 3 Insert Sign Post And Bolt In Place.

NOTE: Driving Caps Must Be Used To Drive Posts. Retain 2'-0" Depth To Reach Theoretical Frost Line.




P-5 TELESCOPIC POST

### GENERAL NOTES

BREAKAWAY SIGN SUPPORTS SHALL BE FABRICATED FROM STEEL AND SHALL CONFORM TO THE BREAKAWAY DESIGN SHOWN ON THIS SHEET OR "GROUND MOUNTED SIGN SUPPORTS BREAKAWAY DESIGN FOR SIGNS WITH AREA 20 SQ. FT. AND BELOW" AND THE MASS. DEPT. OF PUBLIC WORKS "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES".

THE STEEL POSTS SHALL CONFORM TO ASTM-A36. THE CROSS SECTION OF THE POST SHALL BE SQUARE TUBE FORMED OF 12 GAUGE (.109" U.S. GAUGE) COLD-ROLLED CARBON STEEL SHEETS WHICH HAVE BEEN ZINC COATED (1.25 oz) CONFORMING TO ASTM-A525, CAREFULLY ROLLED TO SIZE AND WELDED DIRECTLY IN THE CORNER BY HIGH FREQUENCY RESISTANCE WELDING OR EQUAL AND EXTERNALLY SCARFED TO AGREE WITH CORNER RADII. STANDARD OUTSIDE CORNER RADIUS SHALL BE 5/32" PLUS OR MINUS 1/64".

ALL BOLTS SHALL CONFORM TO ASTM-A307, CLASS A. ALL BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED AS PER ASTM-A153.

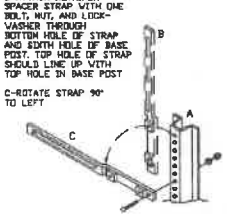
## EZE-ERECT SIGN POST INSTALLATION*

BOLTS: 5/16"-18 UNC x 2", GRBD. FOR 4.0 LB POSTS
5/16"-18 UNC x 1 3/4", GRBC FOR 2.0, 2.25, 2.5 & 3.0 LB. POSTS
DO NOT USE 5/16" GRBC BOLTS ON 4.0 LB POSTS

1 A-DRIVE BASE POST TO WITHIN 12 IN. OF GROUND LEVEL.

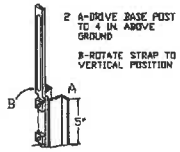
B-ATTACH RETAINER-SPACER STRAP WITH ONE BOLT, NUT, AND LOCK-WASHER THROUGH BOTTOM HOLE OF STRAP AND SIXTH HOLE OF BASE POST. TOP HOLE OF STRAP SHOULD LINE UP WITH TOP HOLE IN BASE POST

C-ROTATE STRAP 90° TO LEFT




2 A-DRIVE BASE POST TO 4 IN. ABOVE GROUND

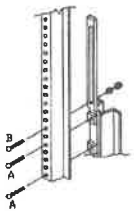
B-ROTATE STRAP TO VERTICAL POSITION

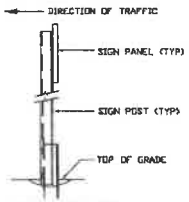



* Notwithstanding references to the availability of 3 and 4 lb./linear ft. posts, the sign size vs. post weight table on page 30 shall govern.

3 A-ATTACH SIGN POST WITH TWO BOLTS, NUTS, AND LOCKWASHERS IN BOTTOM AND FIFTH HOLES. (THESE CORRESPOND WITH SMALL HOLES IN STRAP)

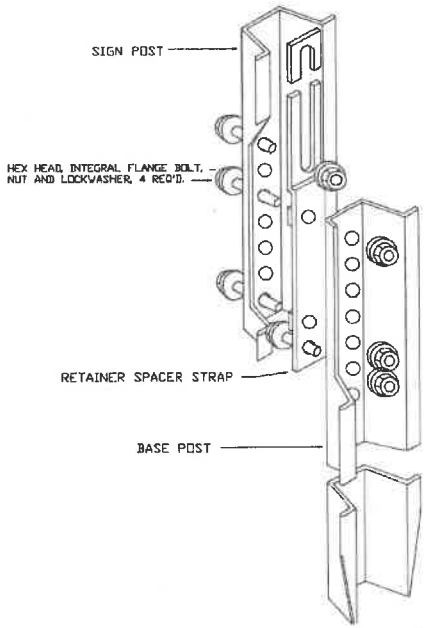
B-INSERT ONE BOLT THROUGH SIGN POST AND BOTTOM OF LONG SLOT IN STRAP. TIGHTEN ALL NUTS SNUGLY BEFORE COMPLETELY TIGHTENING ASSEMBLY.



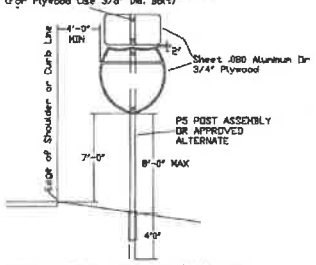




TYPICAL END VIEW
(Finished Assembly)

## ATTACHMENT OF SIGN POST TO BASE POST

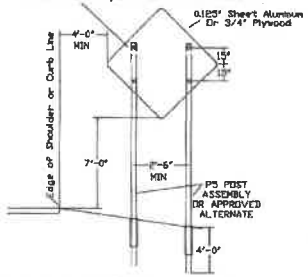



Use 5/16" Dia. Hot Dipped Galvanized Button Head Bolt With A Slot In Head And Nut With Lockwasher, With A Minimum Of 1/4" Of Threads Beyond Nuts On All Signs After They Are Securely Fastened. (For Plywood Use 3/8" Dia. Bolt)




TYPICAL INSTALLATION FOR SIGNS WITH AREA UP TO AND INCLUDING 10 SQ. FT. SIGNS WITH A WIDTH OF 4' AND OVER SHALL REQUIRE TWO POSTS.

Use 3/8" Dia. Hot Dipped Galvanized Button Head With A Slot In Head And Nut With Lockwasher, With A Minimum Of 1/4" Of Threads Beyond Nuts On All Signs After They Are Securely Fastened. (For Plywood Use 3/8" Dia. Bolt)




TYPICAL INSTALLATION FOR SIGNS WITH AREA OVER 10 SQ. FT. UP TO AND INCLUDING 20 SQ. FT.

## TYPICAL INSTALLATION FOR SMALL SIGNS (UP TO 20 SQ.FT.)

NOTES:

DETAILS PROVIDED ARE FROM THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990 ED.

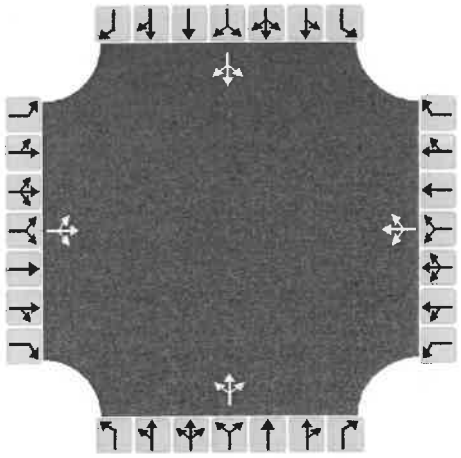
# OPERATIONS ANALYSIS

# HCS All-Way Stop Control Report

## General and Site Information

| | |
|---|---|
| Analyst | Ben Gomes |
| Agency/Co. | GPI |
| Date Performed | 3/26/2025 |
| Analysis Year | 2025 |
| Analysis Time Period (hrs) | 1.00 |
| Time Analyzed | 7:45 AM - 8:45 AM |
| Project Description | TWSC to AWSC Conversion |
| Intersection | Market Street at Fern Avenue |
| Jurisdiction | Amesbury |
| East/West Street | Fern Avenue |
| North/South Street | Market Street |
| Peak Hour Factor | 0.89 |

## Lanes



## Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 17 | 30 | 10 | 11 | 9 | 5 | 4 | 72 | 13 | 7 | 56 | 18 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

## Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 64 | | | 28 | | | 100 | | | 91 | | |
| Percent Heavy Vehicles | 0 | | | 0 | | | 8 | | | 5 | | |
| Initial Departure Headway, $h_d$ (s) | 3.20 | | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.057 | | | 0.025 | | | 0.089 | | | 0.081 | | |
| Final Departure Headway, $h_d$ (s) | 4.30 | | | 4.36 | | | 4.26 | | | 4.18 | | |
| Final Degree of Utilization, x | 0.077 | | | 0.034 | | | 0.118 | | | 0.106 | | |
| Move-Up Time, m (s) | 2.0 | | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, $t_s$ (s) | 2.30 | | | 2.36 | | | 2.26 | | | 2.18 | | |

## Capacity, Delay and Level of Service

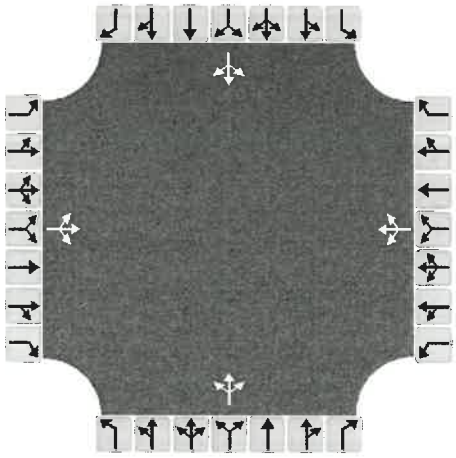
| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 64 | | | 28 | | | 100 | | | 91 | | |
| Capacity (veh/h) | 836 | | | 826 | | | 846 | | | 861 | | |
| 95% Queue Length, $Q_{95}$ (veh) | 0.2 | | | 0.1 | | | 0.4 | | | 0.4 | | |
| Control Delay (s/veh) | 7.7 | | | 7.5 | | | 7.8 | | | 7.7 | | |
| Level of Service, LOS | A | | | A | | | A | | | A | | |
| Approach Delay (s/veh) \| LOS | 7.7 | A | | 7.5 | A | | 7.8 | A | | 7.7 | A | |
| Intersection Delay (s/veh) \| LOS | 7.7 | | | | | | A | | | | | |

# HCS All-Way Stop Control Report

## General and Site Information

| | |
|---|---|
| Analyst | Ben Gomes |
| Agency/Co. | GPI |
| Date Performed | 3/26/2025 |
| Analysis Year | 2025 |
| Analysis Time Period (hrs) | 1.00 |
| Time Analyzed | 4:15 PM - 5:15 PM |
| Project Description | TWSC to AWSC Conversion |
| Intersection | Market Street at Fern Avenue |
| Jurisdiction | Amesbury |
| East/West Street | Fern Avenue |
| North/South Street | Market Street |
| Peak Hour Factor | 0.91 |

## Lanes



## Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 18 | 15 | 7 | 15 | 54 | 4 | 5 | 70 | 9 | 6 | 72 | 17 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

## Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 44 | | | 80 | | | 92 | | | 104 | | |
| Percent Heavy Vehicles | 0 | | | 0 | | | 1 | | | 0 | | |
| Initial Departure Headway, $h_d$ (s) | 3.20 | | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.039 | | | 0.071 | | | 0.082 | | | 0.093 | | |
| Final Departure Headway, $h_d$ (s) | 4.40 | | | 4.39 | | | 4.26 | | | 4.19 | | |
| Final Degree of Utilization, x | 0.054 | | | 0.098 | | | 0.109 | | | 0.121 | | |
| Move-Up Time, m (s) | 2.0 | | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, $t_s$ (s) | 2.40 | | | 2.39 | | | 2.26 | | | 2.19 | | |

## Capacity, Delay and Level of Service

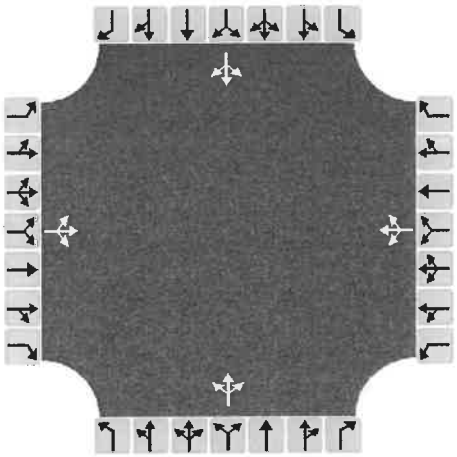
| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 44 | | | 80 | | | 92 | | | 104 | | |
| Capacity (veh/h) | 818 | | | 821 | | | 846 | | | 860 | | |
| 95% Queue Length, $Q_{95}$ (veh) | 0.2 | | | 0.3 | | | 0.4 | | | 0.4 | | |
| Control Delay (s/veh) | 7.7 | | | 7.9 | | | 7.8 | | | 7.8 | | |
| Level of Service, LOS | A | | | A | | | A | | | A | | |
| Approach Delay (s/veh) \| LOS | 7.7 | A | | 7.9 | A | | 7.8 | A | | 7.8 | A | |
| Intersection Delay (s/veh) \| LOS | 7.8 | | | | | | A | | | | | |

# HCS All-Way Stop Control Report

## General and Site Information

| | |
|---|---|
| Analyst | MDA |
| Agency/Co. | MassDOT |
| Date Performed | 3/26/2025 |
| Analysis Year | 2025 |
| Analysis Time Period (hrs) | 1.00 |
| Time Analyzed | 4:15 PM - 5:15 PM |
| Project Description | TWSC to AWSC Conversion |
| Intersection | Market St at Fern Ave (added trips) |
| Jurisdiction | Amesbury |
| East/West Street | Fern Avenue |
| North/South Street | Market Street |
| Peak Hour Factor | 0.91 |

## Lanes



## Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 18 | 231 | 7 | 75 | 270 | 20 | 5 | 70 | 69 | 22 | 72 | 17 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

## Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 281 | | | 401 | | | 158 | | | 122 | | |
| Percent Heavy Vehicles | 0 | | | 0 | | | 1 | | | 0 | | |
| Initial Departure Headway, $h_d$ (s) | 3.20 | | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.250 | | | 0.357 | | | 0.141 | | | 0.108 | | |
| Final Departure Headway, $h_d$ (s) | 5.35 | | | 5.19 | | | 5.69 | | | 5.98 | | |
| Final Degree of Utilization, x | 0.418 | | | 0.578 | | | 0.250 | | | 0.203 | | |
| Move-Up Time, m (s) | 2.0 | | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, $t_s$ (s) | 3.35 | | | 3.19 | | | 3.69 | | | 3.98 | | |

## Capacity, Delay and Level of Service

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LTR | | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 281 | | | 401 | | | 158 | | | 122 | | |
| Capacity (veh/h) | 673 | | | 694 | | | 632 | | | 602 | | |
| 95% Queue Length, $Q_{95}$ (veh) | 2.1 | | | 4.0 | | | 1.0 | | | 0.8 | | |
| Control Delay (s/veh) | 12.2 | | | 15.2 | | | 10.6 | | | 10.5 | | |
| Level of Service, LOS | B | | | C | | | B | | | B | | |
| Approach Delay (s/veh) \| LOS | 12.2 | B | | 15.2 | C | | 10.6 | B | | 10.5 | B | |
| Intersection Delay (s/veh) \| LOS | 13.0 | | | | | | B | | | | | |

# TRAFFIC DATA

Market Street
south of Fern Street
City, State: Amesbury, MA
Client: GPI/B. Gomes
Site Code: TBD

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

PDI File # 250513 ATR (22)

Count Date: Thursday, March 20, 2025
Direction: NB

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 3 | 0 | 0 | 3 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 1 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 1 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 |
| 4:00 AM | 2 | 0 | 0 | 2 |
| 4:15 AM | 1 | 0 | 0 | 1 |
| 4:30 AM | 2 | 0 | 0 | 2 |
| 4:45 AM | 1 | 0 | 0 | 1 |
| 5:00 AM | 2 | 0 | 0 | 2 |
| 5:15 AM | 3 | 0 | 0 | 3 |
| 5:30 AM | 2 | 0 | 0 | 2 |
| 5:45 AM | 2 | 0 | 0 | 2 |
| 6:00 AM | 2 | 0 | 0 | 2 |
| 6:15 AM | 8 | 0 | 0 | 8 |
| 6:30 AM | 16 | 0 | 0 | 16 |
| 6:45 AM | 21 | 1 | 0 | 22 |
| 7:00 AM | 12 | 1 | 0 | 13 |
| 7:15 AM | 14 | 2 | 2 | 18 |
| 7:30 AM | 17 | 0 | 0 | 17 |
| 7:45 AM | 23 | 4 | 0 | 27 |
| 8:00 AM | 16 | 1 | 0 | 17 |
| 8:15 AM | 24 | 0 | 0 | 24 |
| 8:30 AM | 19 | 2 | 0 | 21 |
| 8:45 AM | 19 | 0 | 0 | 19 |
| 9:00 AM | 15 | 1 | 0 | 16 |
| 9:15 AM | 11 | 0 | 0 | 11 |
| 9:30 AM | 21 | 0 | 0 | 21 |
| 9:45 AM | 18 | 0 | 0 | 18 |
| 10:00 AM | 12 | 0 | 0 | 12 |
| 10:15 AM | 18 | 2 | 0 | 20 |
| 10:30 AM | 21 | 1 | 0 | 22 |
| 10:45 AM | 9 | 1 | 0 | 10 |
| 11:00 AM | 13 | 1 | 0 | 14 |
| 11:15 AM | 14 | 3 | 0 | 17 |
| 11:30 AM | 14 | 1 | 0 | 15 |
| 11:45 AM | 19 | 0 | 0 | 19 |
| AM Total | 395 | 22 | 2 | 419 |
| Percentage | 94.27% | 5.25% | 0.48% | |
| AM Peak | 7:45 AM | 7:00 AM | 6:30 AM | 7:45 AM |
| Volume | 82 | 7 | 2 | 89 |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 14 | 0 | 0 | 14 |
| 12:15 PM | 10 | 1 | 1 | 12 |
| 12:30 PM | 25 | 0 | 0 | 25 |
| 12:45 PM | 15 | 1 | 0 | 16 |
| 1:00 PM | 17 | 1 | 0 | 18 |
| 1:15 PM | 16 | 0 | 0 | 16 |
| 1:30 PM | 11 | 1 | 0 | 12 |
| 1:45 PM | 18 | 1 | 0 | 19 |
| 2:00 PM | 13 | 0 | 0 | 13 |
| 2:15 PM | 18 | 0 | 0 | 18 |
| 2:30 PM | 18 | 1 | 1 | 20 |
| 2:45 PM | 18 | 0 | 1 | 19 |
| 3:00 PM | 15 | 0 | 0 | 15 |
| 3:15 PM | 31 | 0 | 0 | 31 |
| 3:30 PM | 16 | 0 | 0 | 16 |
| 3:45 PM | 25 | 1 | 0 | 26 |
| 4:00 PM | 11 | 0 | 0 | 11 |
| 4:15 PM | 17 | 0 | 0 | 17 |
| 4:30 PM | 20 | 0 | 0 | 20 |
| 4:45 PM | 13 | 1 | 0 | 14 |
| 5:00 PM | 23 | 0 | 0 | 23 |
| 5:15 PM | 25 | 0 | 0 | 25 |
| 5:30 PM | 12 | 0 | 0 | 12 |
| 5:45 PM | 22 | 0 | 0 | 22 |
| 6:00 PM | 15 | 0 | 0 | 15 |
| 6:15 PM | 17 | 0 | 0 | 17 |
| 6:30 PM | 19 | 0 | 0 | 19 |
| 6:45 PM | 14 | 0 | 0 | 14 |
| 7:00 PM | 11 | 0 | 0 | 11 |
| 7:15 PM | 15 | 0 | 0 | 15 |
| 7:30 PM | 8 | 0 | 0 | 8 |
| 7:45 PM | 7 | 0 | 0 | 7 |
| 8:00 PM | 13 | 0 | 0 | 13 |
| 8:15 PM | 6 | 0 | 0 | 6 |
| 8:30 PM | 10 | 0 | 0 | 10 |
| 8:45 PM | 7 | 0 | 0 | 7 |
| 9:00 PM | 8 | 0 | 0 | 8 |
| 9:15 PM | 4 | 0 | 0 | 4 |
| 9:30 PM | 3 | 0 | 0 | 3 |
| 9:45 PM | 2 | 0 | 0 | 2 |
| 10:00 PM | 4 | 0 | 0 | 4 |
| 10:15 PM | 1 | 0 | 0 | 1 |
| 10:30 PM | 1 | 0 | 0 | 1 |
| 10:45 PM | 3 | 0 | 0 | 3 |
| 11:00 PM | 0 | 0 | 0 | 0 |
| 11:15 PM | 1 | 0 | 0 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 |
| 11:45 PM | 1 | 0 | 0 | 1 |
| PM Total | 593 | 8 | 3 | 604 |
| Percentage | 98.18% | 1.32% | 0.50% | |
| PM Peak | 3:00 PM | 12:15 PM | 2:00 PM | 3:00 PM |
| Volume | 87 | 3 | 2 | 88 |
| Day Total | 988 | 30 | 5 | 1023 |
| Percentage | 96.58% | 2.93% | 0.49% | |

**Market Street**
**south of Fern Street**
**City, State: Amesbury, MA**
**Client: GPI/B. Gomes**
**Site Code: TBD**

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

**PDI File #** **250513 ATR (22)**

**Count Date:** **Thursday, March 20, 2025**
**Direction:** **SB**

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 |
| 1:00 AM | 1 | 0 | 0 | 1 |
| 1:15 AM | 2 | 0 | 0 | 2 |
| 1:30 AM | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 1 | 0 | 1 |
| 3:30 AM | 0 | 0 | 0 | 0 |
| 3:45 AM | 1 | 0 | 0 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 |
| 4:15 AM | 1 | 0 | 0 | 1 |
| 4:30 AM | 2 | 0 | 0 | 2 |
| 4:45 AM | 2 | 0 | 0 | 2 |
| 5:00 AM | 1 | 0 | 0 | 1 |
| 5:15 AM | 1 | 0 | 0 | 1 |
| 5:30 AM | 1 | 0 | 0 | 1 |
| 5:45 AM | 2 | 0 | 0 | 2 |
| 6:00 AM | 4 | 0 | 0 | 4 |
| 6:15 AM | 5 | 0 | 0 | 5 |
| 6:30 AM | 5 | 1 | 0 | 6 |
| 6:45 AM | 12 | 0 | 0 | 12 |
| 7:00 AM | 6 | 1 | 0 | 7 |
| 7:15 AM | 15 | 1 | 1 | 17 |
| 7:30 AM | 14 | 1 | 0 | 15 |
| 7:45 AM | 25 | 0 | 0 | 25 |
| 8:00 AM | 19 | 0 | 0 | 19 |
| 8:15 AM | 14 | 0 | 1 | 15 |
| 8:30 AM | 19 | 0 | 0 | 19 |
| 8:45 AM | 19 | 0 | 0 | 19 |
| 9:00 AM | 11 | 0 | 0 | 11 |
| 9:15 AM | 10 | 0 | 0 | 10 |
| 9:30 AM | 5 | 0 | 0 | 5 |
| 9:45 AM | 15 | 0 | 0 | 15 |
| 10:00 AM | 17 | 0 | 0 | 17 |
| 10:15 AM | 14 | 1 | 0 | 15 |
| 10:30 AM | 15 | 1 | 0 | 16 |
| 10:45 AM | 15 | 0 | 0 | 15 |
| 11:00 AM | 12 | 0 | 0 | 12 |
| 11:15 AM | 12 | 0 | 0 | 12 |
| 11:30 AM | 16 | 0 | 0 | 16 |
| 11:45 AM | 30 | 2 | 0 | 32 |
| **AM Total** | **343** | **9** | **2** | **354** |
| **Percentage** | **96.89%** | **2.54%** | **0.56%** | |
| **AM Peak** | **7:45 AM** | **6:30 AM** | **6:30 AM** | **7:45 AM** |
| **Volume** | **77** | **3** | **1** | **78** |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|---|---|---|---|---|
| 12:00 PM | 23 | 0 | 0 | 23 |
| 12:15 PM | 14 | 0 | 0 | 14 |
| 12:30 PM | 12 | 3 | 0 | 15 |
| 12:45 PM | 12 | 0 | 0 | 12 |
| 1:00 PM | 12 | 0 | 0 | 12 |
| 1:15 PM | 14 | 0 | 0 | 14 |
| 1:30 PM | 13 | 0 | 0 | 13 |
| 1:45 PM | 13 | 0 | 0 | 13 |
| 2:00 PM | 12 | 3 | 0 | 15 |
| 2:15 PM | 13 | 0 | 0 | 13 |
| 2:30 PM | 12 | 1 | 0 | 13 |
| 2:45 PM | 11 | 0 | 0 | 11 |
| 3:00 PM | 17 | 0 | 0 | 17 |
| 3:15 PM | 21 | 0 | 0 | 21 |
| 3:30 PM | 22 | 1 | 0 | 23 |
| 3:45 PM | 23 | 0 | 2 | 25 |
| 4:00 PM | 17 | 0 | 0 | 17 |
| 4:15 PM | 26 | 0 | 0 | 26 |
| 4:30 PM | 29 | 0 | 0 | 29 |
| 4:45 PM | 25 | 0 | 0 | 25 |
| 5:00 PM | 14 | 0 | 0 | 14 |
| 5:15 PM | 24 | 0 | 0 | 24 |
| 5:30 PM | 19 | 0 | 0 | 19 |
| 5:45 PM | 23 | 0 | 0 | 23 |
| 6:00 PM | 15 | 0 | 0 | 15 |
| 6:15 PM | 18 | 0 | 0 | 18 |
| 6:30 PM | 16 | 1 | 0 | 17 |
| 6:45 PM | 14 | 0 | 0 | 14 |
| 7:00 PM | 7 | 0 | 0 | 7 |
| 7:15 PM | 7 | 0 | 0 | 7 |
| 7:30 PM | 3 | 0 | 0 | 3 |
| 7:45 PM | 6 | 0 | 0 | 6 |
| 8:00 PM | 6 | 0 | 0 | 6 |
| 8:15 PM | 8 | 0 | 0 | 8 |
| 8:30 PM | 6 | 0 | 0 | 6 |
| 8:45 PM | 2 | 0 | 0 | 2 |
| 9:00 PM | 2 | 0 | 0 | 2 |
| 9:15 PM | 1 | 0 | 0 | 1 |
| 9:30 PM | 3 | 0 | 0 | 3 |
| 9:45 PM | 1 | 0 | 0 | 1 |
| 10:00 PM | 4 | 0 | 0 | 4 |
| 10:15 PM | 0 | 0 | 0 | 0 |
| 10:30 PM | 1 | 0 | 0 | 1 |
| 10:45 PM | 1 | 0 | 0 | 1 |
| 11:00 PM | 1 | 0 | 0 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 |
| 11:30 PM | 1 | 0 | 0 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 |
| **PM Total** | **544** | **9** | **2** | **555** |
| **Percentage** | **98.02%** | **1.62%** | **0.36%** | |
| **PM Peak** | **4:00 PM** | **1:45 PM** | **3:00 PM** | **3:45 PM** |
| **Volume** | **97** | **4** | **2** | **97** |
| **Day Total** | **887** | **18** | **4** | **909** |
| **Percentage** | **97.58%** | **1.98%** | **0.44%** | |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

## Cars and Heavy Vehicles (Combined)

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 1 | 4 | 2 | 0 | 7 | 1 | 1 | 1 | 0 | 3 | 1 | 11 | 1 | 0 | 13 | 2 | 8 | 3 | 0 | 13 | 36 |
| 7:15 AM | 1 | 15 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 2 | 15 | 1 | 0 | 18 | 2 | 5 | 4 | 0 | 11 | 46 |
| 7:30 AM | 1 | 10 | 5 | 0 | 16 | 2 | 3 | 4 | 0 | 9 | 3 | 14 | 0 | 0 | 17 | 1 | 10 | 4 | 0 | 15 | 57 |
| 7:45 AM | 4 | 20 | 1 | 0 | 25 | 2 | 4 | 4 | 0 | 10 | 6 | 19 | 2 | 0 | 27 | 1 | 6 | 2 | 0 | 9 | 71 |
| Total | 7 | 49 | 8 | 0 | 64 | 5 | 9 | 9 | 0 | 23 | 12 | 59 | 4 | 0 | 75 | 6 | 29 | 13 | 0 | 48 | 210 |
| 8:00 AM | 6 | 15 | 3 | 0 | 24 | 2 | 1 | 3 | 0 | 6 | 3 | 13 | 1 | 0 | 17 | 1 | 11 | 4 | 0 | 16 | 63 |
| 8:15 AM | 5 | 11 | 2 | 0 | 18 | 0 | 2 | 2 | 0 | 4 | 3 | 20 | 1 | 0 | 24 | 2 | 5 | 6 | 0 | 13 | 59 |
| 8:30 AM | 3 | 10 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 5 | 1 | 20 | 0 | 0 | 21 | 6 | 8 | 5 | 0 | 19 | 59 |
| 8:45 AM | 2 | 16 | 2 | 0 | 20 | 3 | 3 | 3 | 0 | 9 | 5 | 12 | 1 | 0 | 18 | 1 | 8 | 1 | 0 | 10 | 57 |
| Total | 16 | 52 | 8 | 0 | 76 | 6 | 8 | 10 | 0 | 24 | 12 | 65 | 3 | 0 | 80 | 10 | 32 | 16 | 0 | 58 | 238 |
| Grand Total | 23 | 101 | 16 | 0 | 140 | 11 | 17 | 19 | 0 | 47 | 24 | 124 | 7 | 0 | 155 | 16 | 61 | 29 | 0 | 106 | 448 |
| *Approach %* | 16.4 | 72.1 | 11.4 | 0.0 | | 23.4 | 36.2 | 40.4 | 0.0 | | 15.5 | 80.0 | 4.5 | 0.0 | | 15.1 | 57.5 | 27.4 | 0.0 | | |
| Total % | 5.1 | 22.5 | 3.6 | 0.0 | 31.3 | 2.5 | 3.8 | 4.2 | 0.0 | 10.5 | 5.4 | 27.7 | 1.6 | 0.0 | 34.6 | 3.6 | 13.6 | 6.5 | 0.0 | 23.7 | |
| Exiting Leg Total | | | | | 164 | | | | | 101 | | | | | 136 | | | | | 47 | 448 |
| Cars | 21 | 97 | 12 | 0 | 130 | 11 | 17 | 18 | 0 | 46 | 22 | 115 | 6 | 0 | 143 | 16 | 61 | 29 | 0 | 106 | 425 |
| % Cars | 91.3 | 96.0 | 75.0 | 0.0 | 92.9 | 100.0 | 100.0 | 94.7 | 0.0 | 97.9 | 91.7 | 92.7 | 85.7 | 0.0 | 92.3 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 94.9 |
| Exiting Leg Total | | | | | 155 | | | | | 95 | | | | | 131 | | | | | 44 | 425 |
| Heavy Vehicles | 2 | 4 | 4 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 2 | 9 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 23 |
| % Heavy Vehicles | 8.7 | 4.0 | 25.0 | 0.0 | 7.1 | 0.0 | 0.0 | 5.3 | 0.0 | 2.1 | 8.3 | 7.3 | 14.3 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 |
| Exiting Leg Total | | | | | 9 | | | | | 6 | | | | | 5 | | | | | 3 | 23 |

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

| 7:45 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:45 AM | 4 | 20 | 1 | 0 | 25 | 2 | 4 | 4 | 0 | 10 | 6 | 19 | 2 | 0 | 27 | 1 | 6 | 2 | 0 | 9 | 71 |
| 8:00 AM | 6 | 15 | 3 | 0 | 24 | 2 | 1 | 3 | 0 | 6 | 3 | 13 | 1 | 0 | 17 | 1 | 11 | 4 | 0 | 16 | 63 |
| 8:15 AM | 5 | 11 | 2 | 0 | 18 | 0 | 2 | 2 | 0 | 4 | 3 | 20 | 1 | 0 | 24 | 2 | 5 | 6 | 0 | 13 | 59 |
| 8:30 AM | 3 | 10 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 5 | 1 | 20 | 0 | 0 | 21 | 6 | 8 | 5 | 0 | 19 | 59 |
| Total Volume | 18 | 56 | 7 | 0 | 81 | 5 | 9 | 11 | 0 | 25 | 13 | 72 | 4 | 0 | 89 | 10 | 30 | 17 | 0 | 57 | 252 |
| % Approach Total | 22.2 | 69.1 | 8.6 | 0.0 | | 20.0 | 36.0 | 44.0 | 0.0 | | 14.6 | 80.9 | 4.5 | 0.0 | | 17.5 | 52.6 | 29.8 | 0.0 | | |
| PHF | 0.750 | 0.700 | 0.583 | 0.000 | 0.810 | 0.625 | 0.563 | 0.688 | 0.000 | 0.625 | 0.542 | 0.900 | 0.500 | 0.000 | 0.824 | 0.417 | 0.682 | 0.708 | 0.000 | 0.750 | 0.887 |
| Cars | 16 | 55 | 6 | 0 | 77 | 5 | 9 | 11 | 0 | 25 | 11 | 67 | 4 | 0 | 82 | 10 | 30 | 17 | 0 | 57 | 241 |
| Cars % | 88.9 | 98.2 | 85.7 | 0.0 | 95.1 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 84.6 | 93.1 | 100.0 | 0.0 | 92.1 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 95.6 |
| Heavy Vehicles | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 |
| Heavy Vehicles % | 11.1 | 1.8 | 14.3 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 6.9 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| Cars Enter Leg | 16 | 55 | 6 | 0 | 77 | 5 | 9 | 11 | 0 | 25 | 11 | 67 | 4 | 0 | 82 | 10 | 30 | 17 | 0 | 57 | 241 |
| Heavy Enter Leg | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total Entering Leg | 18 | 56 | 7 | 0 | 81 | 5 | 9 | 11 | 0 | 25 | 13 | 72 | 4 | 0 | 89 | 10 | 30 | 17 | 0 | 57 | 252 |
| Cars Exiting Leg | | | | | 89 | | | | | 47 | | | | | 76 | | | | | 29 | 241 |
| Heavy Exiting Leg | | | | | 5 | | | | | 3 | | | | | 1 | | | | | 2 | 11 |
| Total Exiting Leg | | | | | 94 | | | | | 50 | | | | | 77 | | | | | 31 | 252 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 1 | 4 | 2 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 1 | 11 | 0 | 0 | 12 | 2 | 8 | 3 | 0 | 13 | 34 |
| 7:15 AM | 1 | 13 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 2 | 11 | 1 | 0 | 14 | 2 | 5 | 4 | 0 | 11 | 40 |
| 7:30 AM | 1 | 9 | 2 | 0 | 12 | 2 | 3 | 4 | 0 | 9 | 3 | 14 | 0 | 0 | 17 | 1 | 10 | 4 | 0 | 15 | 53 |
| 7:45 AM | 4 | 20 | 1 | 0 | 25 | 2 | 4 | 4 | 0 | 10 | 5 | 16 | 2 | 0 | 23 | 1 | 6 | 2 | 0 | 9 | 67 |
| Total | 7 | 46 | 5 | 0 | 58 | 5 | 9 | 8 | 0 | 22 | 11 | 52 | 3 | 0 | 66 | 6 | 29 | 13 | 0 | 48 | 194 |
| 8:00 AM | 4 | 15 | 2 | 0 | 21 | 2 | 1 | 3 | 0 | 6 | 3 | 12 | 1 | 0 | 16 | 1 | 11 | 4 | 0 | 16 | 59 |
| 8:15 AM | 5 | 10 | 2 | 0 | 17 | 0 | 2 | 2 | 0 | 4 | 3 | 20 | 1 | 0 | 24 | 2 | 5 | 6 | 0 | 13 | 58 |
| 8:30 AM | 3 | 10 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 5 | 0 | 19 | 0 | 0 | 19 | 6 | 8 | 5 | 0 | 19 | 57 |
| 8:45 AM | 2 | 16 | 2 | 0 | 20 | 3 | 3 | 3 | 0 | 9 | 5 | 12 | 1 | 0 | 18 | 1 | 8 | 1 | 0 | 10 | 57 |
| Total | 14 | 51 | 7 | 0 | 72 | 6 | 8 | 10 | 0 | 24 | 11 | 63 | 3 | 0 | 77 | 10 | 32 | 16 | 0 | 58 | 231 |
| Grand Total | 21 | 97 | 12 | 0 | 130 | 11 | 17 | 18 | 0 | 46 | 22 | 115 | 6 | 0 | 143 | 16 | 61 | 29 | 0 | 106 | 425 |
| Approach % | 16.2 | 74.6 | 9.2 | 0.0 | | 23.9 | 37.0 | 39.1 | 0.0 | | 15.4 | 80.4 | 4.2 | 0.0 | | 15.1 | 57.5 | 27.4 | 0.0 | | |
| Total % | 4.9 | 22.8 | 2.8 | 0.0 | 30.6 | 2.6 | 4.0 | 4.2 | 0.0 | 10.8 | 5.2 | 27.1 | 1.4 | 0.0 | 33.6 | 3.8 | 14.4 | 6.8 | 0.0 | 24.9 | |
| Exiting Leg Total | | | | | 155 | | | | | 95 | | | | | 131 | | | | | 44 | 425 |

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

| 7:45 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:45 AM | 4 | 20 | 1 | 0 | 25 | 2 | 4 | 4 | 0 | 10 | 5 | 16 | 2 | 0 | 23 | 1 | 6 | 2 | 0 | 9 | 67 |
| 8:00 AM | 4 | 15 | 2 | 0 | 21 | 2 | 1 | 3 | 0 | 6 | 3 | 12 | 1 | 0 | 16 | 1 | 11 | 4 | 0 | 16 | 59 |
| 8:15 AM | 5 | 10 | 2 | 0 | 17 | 0 | 2 | 2 | 0 | 4 | 3 | 20 | 1 | 0 | 24 | 2 | 5 | 6 | 0 | 13 | 58 |
| 8:30 AM | 3 | 10 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 5 | 0 | 19 | 0 | 0 | 19 | 6 | 8 | 5 | 0 | 19 | 57 |
| Total Volume | 16 | 55 | 6 | 0 | 77 | 5 | 9 | 11 | 0 | 25 | 11 | 67 | 4 | 0 | 82 | 10 | 30 | 17 | 0 | 57 | 241 |
| % Approach Total | 20.8 | 71.4 | 7.8 | 0.0 | | 20.0 | 36.0 | 44.0 | 0.0 | | 13.4 | 81.7 | 4.9 | 0.0 | | 17.5 | 52.6 | 29.8 | 0.0 | | |
| PHF | 0.800 | 0.688 | 0.750 | 0.000 | 0.770 | 0.625 | 0.563 | 0.688 | 0.000 | 0.625 | 0.550 | 0.838 | 0.500 | 0.000 | 0.854 | 0.417 | 0.682 | 0.708 | 0.000 | 0.750 | 0.899 |
| Entering Leg | 16 | 55 | 6 | 0 | 77 | 5 | 9 | 11 | 0 | 25 | 11 | 67 | 4 | 0 | 82 | 10 | 30 | 17 | 0 | 57 | 241 |
| Exiting Leg | | | | | 89 | | | | | 47 | | | | | 76 | | | | | 29 | 241 |
| Total | | | | | 166 | | | | | 72 | | | | | 158 | | | | | 86 | 482 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 AM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| Grand Total | 2 | 4 | 4 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 2 | 9 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 23 |
| Approach % | 20.0 | 40.0 | 40.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | 16.7 | 75.0 | 8.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 8.7 | 17.4 | 17.4 | 0.0 | 43.5 | 0.0 | 0.0 | 4.3 | 0.0 | 4.3 | 8.7 | 39.1 | 4.3 | 0.0 | 52.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 9 | | | | | 6 | | | | | 5 | | | | | 3 | 23 |
| Buses | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Buses | 50.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 50.0 | 11.1 | 100.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.7 |
| Exiting Leg Total | | | | | 1 | | | | | 1 | | | | | 1 | | | | | 2 | 5 |
| Single-Unit Trucks | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| % Single-Unit | 50.0 | 75.0 | 75.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 66.7 | 0.0 | 0.0 | 58.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.9 |
| Exiting Leg Total | | | | | 6 | | | | | 4 | | | | | 3 | | | | | 1 | 14 |
| Articulated Trucks | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Articulated | 0.0 | 25.0 | 25.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 |
| Exiting Leg Total | | | | | 2 | | | | | 1 | | | | | 1 | | | | | 0 | 4 |

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

| 7:15 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 2 | 3 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| % Approach Total | 22.2 | 33.3 | 44.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 11.1 | 88.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.375 | 0.333 | 0.000 | 0.563 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.563 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| Buses | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Buses % | 50.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 12.5 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 |
| Single-Unit Trucks | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Single-Unit % | 50.0 | 100.0 | 75.0 | 0.0 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Articulated % | 0.0 | 0.0 | 25.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 |
| Buses | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Single-Unit Trucks | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Entering Leg | 2 | 3 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| Buses | | | | | 1 | | | | | 1 | | | | | 0 | | | | | 1 | 3 |
| Single-Unit Trucks | | | | | 5 | | | | | 3 | | | | | 3 | | | | | 1 | 12 |
| Articulated Trucks | | | | | 2 | | | | | 1 | | | | | 0 | | | | | 0 | 3 |
| Total Exiting Leg | | | | | 8 | | | | | 5 | | | | | 3 | | | | | 2 | 18 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Approach % | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | 33.3 | 33.3 | 33.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 1 | | | | | 1 | | | | | 1 | | | | | 2 | 5 |

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

| 7:00 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | 33.3 | 33.3 | 33.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.250 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Exiting Leg | | | | | 1 | | | | | 1 | | | | | 1 | | | | | 1 | 4 |
| Total | | | | | 1 | | | | | 2 | | | | | 4 | | | | | 1 | 8 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Grand Total | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| Approach % | 14.3 | 42.9 | 42.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 7.1 | 21.4 | 21.4 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 42.9 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 6 | | | | | 4 | | | | | 3 | | | | | 1 | 14 |

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

| 7:15 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| % Approach Total | 14.3 | 42.9 | 42.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.375 | 0.375 | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| Entering Leg | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Exiting Leg | | | | | 5 | | | | | 3 | | | | | 3 | | | | | 1 | 12 |
| Total | | | | | 12 | | | | | 3 | | | | | 8 | | | | | 1 | 24 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Approach % | 0.0 | 50.0 | 50.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 2 | | | | | 1 | | | | | 1 | | | | | 0 | 4 |

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

| 7:00 AM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Approach Total | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 |
| Entering Leg | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Exiting Leg | | | | | 2 | | | | | 1 | | | | | 0 | | | | | 0 | 3 |
| Total | | | | | 3 | | | | | 1 | | | | | 2 | | | | | 0 | 6 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

| | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | |
| Exiting Leg Total | | | | | | | 0 | | | | | | | 1 | | | | | | | 0 | | | | | | | 0 | 1 |

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

| 7:15 AM | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Exiting Leg | | | | | | | 0 | | | | | | | 1 | | | | | | | 0 | | | | | | | 0 | 1 |
| Total | | | | | | | 0 | | | | | | | 1 | | | | | | | 0 | | | | | | | 1 | 2 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Pedestrians**

| | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Approach % | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 50 | 50 | | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Exiting Leg Total | | | | | | | 0 | | | | | | | 0 | | | | | | | 2 | | | | | | | 0 | 2 |

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

| 7:00 AM | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Exiting Leg | | | | | | | 0 | | | | | | | 0 | | | | | | | 2 | | | | | | | 0 | 2 |
| Total | | | | | | | 0 | | | | | | | 0 | | | | | | | 4 | | | | | | | 0 | 4 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

## Cars and Heavy Vehicles (Combined)

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 3 | 12 | 1 | 0 | 16 | 0 | 11 | 4 | 0 | 15 | 9 | 12 | 3 | 0 | 24 | 0 | 1 | 3 | 0 | 4 | 59 |
| 4:15 PM | 3 | 21 | 4 | 0 | 28 | 2 | 18 | 3 | 0 | 23 | 2 | 16 | 2 | 0 | 20 | 2 | 5 | 2 | 0 | 9 | 80 |
| 4:30 PM | 3 | 24 | 1 | 0 | 28 | 0 | 7 | 2 | 0 | 9 | 2 | 20 | 3 | 0 | 25 | 3 | 4 | 8 | 0 | 15 | 77 |
| 4:45 PM | 7 | 18 | 1 | 0 | 26 | 2 | 11 | 6 | 0 | 19 | 2 | 14 | 0 | 0 | 16 | 1 | 1 | 4 | 0 | 6 | 67 |
| Total | 16 | 75 | 7 | 0 | 98 | 4 | 47 | 15 | 0 | 66 | 15 | 62 | 8 | 0 | 85 | 6 | 11 | 17 | 0 | 34 | 283 |
| 5:00 PM | 4 | 9 | 0 | 0 | 13 | 0 | 18 | 4 | 0 | 22 | 3 | 20 | 0 | 0 | 23 | 1 | 5 | 4 | 0 | 10 | 68 |
| 5:15 PM | 5 | 19 | 2 | 0 | 26 | 0 | 9 | 5 | 0 | 14 | 7 | 17 | 1 | 0 | 25 | 0 | 6 | 2 | 0 | 8 | 73 |
| 5:30 PM | 4 | 18 | 1 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 1 | 10 | 1 | 0 | 12 | 1 | 5 | 4 | 0 | 10 | 53 |
| 5:45 PM | 3 | 18 | 2 | 0 | 23 | 0 | 13 | 4 | 0 | 17 | 6 | 15 | 1 | 0 | 22 | 1 | 4 | 2 | 0 | 7 | 69 |
| Total | 16 | 64 | 5 | 0 | 85 | 0 | 48 | 13 | 0 | 61 | 17 | 62 | 3 | 0 | 82 | 3 | 20 | 12 | 0 | 35 | 263 |
| Grand Total | 32 | 139 | 12 | 0 | 183 | 4 | 95 | 28 | 0 | 127 | 32 | 124 | 11 | 0 | 167 | 9 | 31 | 29 | 0 | 69 | 546 |
| Approach % | 17.5 | 76.0 | 6.6 | 0.0 | | 3.1 | 74.8 | 22.0 | 0.0 | | 19.2 | 74.3 | 6.6 | 0.0 | | 13.0 | 44.9 | 42.0 | 0.0 | | |
| Total % | 5.9 | 25.5 | 2.2 | 0.0 | 33.5 | 0.7 | 17.4 | 5.1 | 0.0 | 23.3 | 5.9 | 22.7 | 2.0 | 0.0 | 30.6 | 1.6 | 5.7 | 5.3 | 0.0 | 12.6 | |
| Exiting Leg Total | | | | | 157 | | | | | 75 | | | | | 176 | | | | | 138 | 546 |
| Cars | 32 | 139 | 12 | 0 | 183 | 4 | 95 | 28 | 0 | 127 | 32 | 123 | 11 | 0 | 166 | 9 | 31 | 29 | 0 | 69 | 545 |
| % Cars | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 99.2 | 100.0 | 0.0 | 99.4 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 99.8 |
| Exiting Leg Total | | | | | 156 | | | | | 75 | | | | | 176 | | | | | 138 | 545 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Exiting Leg Total | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |

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

| 4:15 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:15 PM | 3 | 21 | 4 | 0 | 28 | 2 | 18 | 3 | 0 | 23 | 2 | 16 | 2 | 0 | 20 | 2 | 5 | 2 | 0 | 9 | 80 |
| 4:30 PM | 3 | 24 | 1 | 0 | 28 | 0 | 7 | 2 | 0 | 9 | 2 | 20 | 3 | 0 | 25 | 3 | 4 | 8 | 0 | 15 | 77 |
| 4:45 PM | 7 | 18 | 1 | 0 | 26 | 2 | 11 | 6 | 0 | 19 | 2 | 14 | 0 | 0 | 16 | 1 | 1 | 4 | 0 | 6 | 67 |
| 5:00 PM | 4 | 9 | 0 | 0 | 13 | 0 | 18 | 4 | 0 | 22 | 3 | 20 | 0 | 0 | 23 | 1 | 5 | 4 | 0 | 10 | 68 |
| Total Volume | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 70 | 5 | 0 | 84 | 7 | 15 | 18 | 0 | 40 | 292 |
| % Approach Total | 17.9 | 75.8 | 6.3 | 0.0 | | 5.5 | 74.0 | 20.5 | 0.0 | | 10.7 | 83.3 | 6.0 | 0.0 | | 17.5 | 37.5 | 45.0 | 0.0 | | |
| PHF | 0.607 | 0.750 | 0.375 | 0.000 | 0.848 | 0.500 | 0.750 | 0.625 | 0.000 | 0.793 | 0.750 | 0.875 | 0.417 | 0.000 | 0.840 | 0.583 | 0.750 | 0.563 | 0.000 | 0.667 | 0.913 |
| Cars | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 69 | 5 | 0 | 83 | 7 | 15 | 18 | 0 | 40 | 291 |
| Cars % | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 98.6 | 100.0 | 0.0 | 98.8 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 99.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| Cars Enter Leg | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 69 | 5 | 0 | 83 | 7 | 15 | 18 | 0 | 40 | 291 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Entering Leg | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 70 | 5 | 0 | 84 | 7 | 15 | 18 | 0 | 40 | 292 |
| Cars Exiting Leg | | | | | 91 | | | | | 30 | | | | | 94 | | | | | 76 | 291 |
| Heavy Exiting Leg | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Total Exiting Leg | | | | | 92 | | | | | 30 | | | | | 94 | | | | | 76 | 292 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue.**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 3 | 12 | 1 | 0 | 16 | 0 | 11 | 4 | 0 | 15 | 9 | 12 | 3 | 0 | 24 | 0 | 1 | 3 | 0 | 4 | 59 |
| 4:15 PM | 3 | 21 | 4 | 0 | 28 | 2 | 18 | 3 | 0 | 23 | 2 | 16 | 2 | 0 | 20 | 2 | 5 | 2 | 0 | 9 | 80 |
| 4:30 PM | 3 | 24 | 1 | 0 | 28 | 0 | 7 | 2 | 0 | 9 | 2 | 20 | 3 | 0 | 25 | 3 | 4 | 8 | 0 | 15 | 77 |
| 4:45 PM | 7 | 18 | 1 | 0 | 26 | 2 | 11 | 6 | 0 | 19 | 2 | 13 | 0 | 0 | 15 | 1 | 1 | 4 | 0 | 6 | 66 |
| Total | 16 | 75 | 7 | 0 | 98 | 4 | 47 | 15 | 0 | 66 | 15 | 61 | 8 | 0 | 84 | 6 | 11 | 17 | 0 | 34 | 282 |
| 5:00 PM | 4 | 9 | 0 | 0 | 13 | 0 | 18 | 4 | 0 | 22 | 3 | 20 | 0 | 0 | 23 | 1 | 5 | 4 | 0 | 10 | 68 |
| 5:15 PM | 5 | 19 | 2 | 0 | 26 | 0 | 9 | 5 | 0 | 14 | 7 | 17 | 1 | 0 | 25 | 0 | 6 | 2 | 0 | 8 | 73 |
| 5:30 PM | 4 | 18 | 1 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 1 | 10 | 1 | 0 | 12 | 1 | 5 | 4 | 0 | 10 | 53 |
| 5:45 PM | 3 | 18 | 2 | 0 | 23 | 0 | 13 | 4 | 0 | 17 | 6 | 15 | 1 | 0 | 22 | 1 | 4 | 2 | 0 | 7 | 69 |
| Total | 16 | 64 | 5 | 0 | 85 | 0 | 48 | 13 | 0 | 61 | 17 | 62 | 3 | 0 | 82 | 3 | 20 | 12 | 0 | 35 | 263 |
| Grand Total | 32 | 139 | 12 | 0 | 183 | 4 | 95 | 28 | 0 | 127 | 32 | 123 | 11 | 0 | 166 | 9 | 31 | 29 | 0 | 69 | 545 |
| Approach % | 17.5 | 76.0 | 6.6 | 0.0 | | 3.1 | 74.8 | 22.0 | 0.0 | | 19.3 | 74.1 | 6.6 | 0.0 | | 13.0 | 44.9 | 42.0 | 0.0 | | |
| Total % | 5.9 | 25.5 | 2.2 | 0.0 | 33.6 | 0.7 | 17.4 | 5.1 | 0.0 | 23.3 | 5.9 | 22.6 | 2.0 | 0.0 | 30.5 | 1.7 | 5.7 | 5.3 | 0.0 | 12.7 | |
| Exiting Leg Total | | | | | 156 | | | | | 75 | | | | | 176 | | | | | 138 | 545 |

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

| 4:15 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:15 PM | 3 | 21 | 4 | 0 | 28 | 2 | 18 | 3 | 0 | 23 | 2 | 16 | 2 | 0 | 20 | 2 | 5 | 2 | 0 | 9 | 80 |
| 4:30 PM | 3 | 24 | 1 | 0 | 28 | 0 | 7 | 2 | 0 | 9 | 2 | 20 | 3 | 0 | 25 | 3 | 4 | 8 | 0 | 15 | 77 |
| 4:45 PM | 7 | 18 | 1 | 0 | 26 | 2 | 11 | 6 | 0 | 19 | 2 | 13 | 0 | 0 | 15 | 1 | 1 | 4 | 0 | 6 | 66 |
| 5:00 PM | 4 | 9 | 0 | 0 | 13 | 0 | 18 | 4 | 0 | 22 | 3 | 20 | 0 | 0 | 23 | 1 | 5 | 4 | 0 | 10 | 68 |
| Total Volume | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 69 | 5 | 0 | 83 | 7 | 15 | 18 | 0 | 40 | 291 |
| % Approach Total | 17.9 | 75.8 | 6.3 | 0.0 | | 5.5 | 74.0 | 20.5 | 0.0 | | 10.8 | 83.1 | 6.0 | 0.0 | | 17.5 | 37.5 | 45.0 | 0.0 | | |
| PHF | 0.607 | 0.750 | 0.375 | 0.000 | 0.848 | 0.500 | 0.750 | 0.625 | 0.000 | 0.793 | 0.750 | 0.863 | 0.417 | 0.000 | 0.830 | 0.583 | 0.750 | 0.563 | 0.000 | 0.667 | 0.909 |
| Entering Leg | 17 | 72 | 6 | 0 | 95 | 4 | 54 | 15 | 0 | 73 | 9 | 69 | 5 | 0 | 83 | 7 | 15 | 18 | 0 | 40 | 291 |
| Exiting Leg | | | | | 91 | | | | | 30 | | | | | 94 | | | | | 76 | 291 |
| Total | | | | | 186 | | | | | 103 | | | | | 177 | | | | | 116 | 582 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Exiting Leg Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Single-Unit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Exiting Leg Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Articulated | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Exiting Leg Total | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |

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

| 4:00 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Buses | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Single-Unit Trucks | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Articulated Trucks | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Total Exiting Leg | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Buses**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |

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

| 4:00 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exiting Leg | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

## Single-Unit Trucks

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |

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

| 4:00 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exiting Leg | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Total | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Articulated Trucks**

| | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |

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

| 4:00 PM | Market Street (Route 150) from North | | | | | Fern Avenue from East | | | | | Market Street (Route 150) from South | | | | | Fern Avenue from West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exiting Leg | | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Total | | | | | 1 | | | | | 0 | | | | | 1 | | | | | 0 | 2 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

| | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | | | | | | | 1 | | | | | | | 0 | | | | | | | 0 | | | | | | | 0 | 1 |

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

| 4:30 PM | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exiting Leg | | | | | | | 1 | | | | | | | 0 | | | | | | | 0 | | | | | | | 0 | 1 |
| Total | | | | | | | 2 | | | | | | | 0 | | | | | | | 0 | | | | | | | 0 | 2 |

PDI File #: **250513 (22)**
Location: **N: Market St (Route 150) S: Market St (Route 150)**
Location: **E: Fern Avenue W: Fern Avenue**
City, State: **Amesbury, MA**
Client: **GPI/B. Gomes**
Site Code: **TBD**
Count Date: **Thursday, March 20, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Pedestrians**

| | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Exiting Leg Total | | | | | | | 0 | | | | | | | 0 | | | | | | | 1 | | | | | | | 0 | 1 |

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

| 4:15 PM | Market Street (Route 150) from North | | | | | | | Fern Avenue from East | | | | | | | Market Street (Route 150) from South | | | | | | | Fern Avenue from West | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | Total |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exiting Leg | | | | | | | 0 | | | | | | | 0 | | | | | | | 1 | | | | | | | 0 | 1 |
| Total | | | | | | | 0 | | | | | | | 0 | | | | | | | 2 | | | | | | | 0 | 2 |

# SPEED DATA

Market Street
south of Fern Street
City, State: Amesbury, MA
Client: GPI/B. Gomes
Site Code: TBD

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

PDI File #: 250513 ATR (22) speed

Count Date
Thursday, March 20, 2025

## Speed (60-minute)

| NB | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time: | 1 to 14 | 15 to 19 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 to 44 | 45 to 49 | 50 to 54 | 55 to 59 | 60 to 64 | 65 to 69 | 70+ | Total | 85th %ile | Ave Speed |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40.7 | 38.3 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38.0 | 38.0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 4:00 AM | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33.0 | 31.4 |
| 5:00 AM | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 37.0 | 32.6 |
| 6:00 AM | 0 | 1 | 0 | 4 | 13 | 22 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 48 | 40.0 | 35.5 |
| 7:00 AM | 0 | 0 | 0 | 5 | 12 | 25 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 41.0 | 36.8 |
| 8:00 AM | 0 | 0 | 0 | 4 | 17 | 35 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 73 | 41.2 | 36.9 |
| 9:00 AM | 0 | 0 | 0 | 4 | 18 | 24 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 41.0 | 36.0 |
| 10:00 AM | 0 | 0 | 2 | 4 | 13 | 28 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 58 | 40.5 | 36.1 |
| 11:00 AM | 0 | 0 | 0 | 5 | 21 | 23 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 60 | 40.2 | 35.7 |
| 12:00 PM | 1 | 0 | 0 | 8 | 20 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 40.0 | 34.7 |
| 1:00 PM | 1 | 0 | 0 | 5 | 21 | 22 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 40.6 | 35.2 |
| 2:00 PM | 0 | 0 | 2 | 3 | 22 | 30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 39.0 | 35.0 |
| 3:00 PM | 1 | 1 | 0 | 8 | 32 | 26 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 87 | 41.0 | 34.8 |
| 4:00 PM | 1 | 1 | 0 | 8 | 18 | 32 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 80 | 40.0 | 35.5 |
| 5:00 PM | 0 | 0 | 0 | 4 | 16 | 41 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 83 | 41.0 | 37.1 |
| 6:00 PM | 0 | 0 | 0 | 3 | 17 | 25 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 40.3 | 35.8 |
| 7:00 PM | 0 | 0 | 0 | 2 | 17 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 40.0 | 35.0 |
| 8:00 PM | 0 | 0 | 0 | 1 | 17 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 36 | 40.0 | 35.9 |
| 9:00 PM | 0 | 0 | 0 | 1 | 4 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 39.0 | 36.1 |
| 10:00 PM | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 37.8 | 34.9 |
| 11:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34.4 | 33.0 |
| Total | 4 | 3 | 4 | 73 | 289 | 404 | 189 | 16 | 3 | 1 | 0 | 0 | 0 | 986 | 40.0 | 35.7 |
| Percent | 0.41% | 0.30% | 0.41% | 7.40% | 29.31% | 40.97% | 19.17% | 1.62% | 0.30% | 0.10% | 0.00% | 0.00% | 0.00% | | | |
| AM Peak | | 6:00 AM | 10:00 AM | 7:00 AM | 11:00 AM | 8:00 AM | 7:00 AM | 8:00 AM | 6:00 AM | 8:00 AM | | | | 8:00 AM | | |
| Volume | 0 | 1 | 2 | 5 | 21 | 35 | 20 | 3 | 1 | 1 | 0 | 0 | 0 | 73 | | |
| PM Peak | 12:00 PM | 3:00 PM | 2:00 PM | 12:00 PM | 3:00 PM | 5:00 PM | 5:00 PM | 4:00 PM | 5:00 PM | | | | | 3:00 PM | | |
| Volume | 1 | 1 | 2 | 8 | 32 | 41 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 87 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 15th Percentile: | 31.0 MPH | Average Speed: | 35.7 MPH | Posted Speed Limit: | 35 MPH |
| 50th Percentile: | 36.0 MPH | 10 MPH Pace: | 32 to 41 MPH | Number of Vehicles > 35 MPH: | 524 |
| 85th Percentile: | 40.0 MPH | Number in Pace: | 724 | Percent of Vehicles > 35 MPH: | 53.1% |
| 95th Percentile: | 43.0 MPH | Percent in Pace: | 73.4% | | |

Market Street
south of Fern Street
City, State: Amesbury, MA
Client: GPI/B. Gomes
Site Code: TBD

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

PDI File #: 250513 ATR (22) speed

Count Date
Thursday, March 20, 2025

## Speed (60-minute)
### Combined NB and SB

| Start Time: | 1 to 14 | 15 to 19 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 to 44 | 45 to 49 | 50 to 54 | 55 to 59 | 60 to 64 | 65 to 69 | 70+ | Total | 85th %ile | Ave Speed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40.7 | 38.3 |
| 1:00 AM | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 35.3 | 31.3 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 3:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26.7 | 26.0 |
| 4:00 AM | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 34.3 | 30.0 |
| 5:00 AM | 0 | 0 | 1 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 36.2 | 31.7 |
| 6:00 AM | 0 | 1 | 2 | 8 | 24 | 29 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 74 | 39.0 | 34.5 |
| 7:00 AM | 0 | 1 | 4 | 18 | 37 | 39 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 127 | 40.0 | 34.5 |
| 8:00 AM | 0 | 1 | 4 | 16 | 50 | 51 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 145 | 40.0 | 34.7 |
| 9:00 AM | 0 | 1 | 2 | 12 | 36 | 36 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 39.7 | 34.4 |
| 10:00 AM | 0 | 0 | 2 | 14 | 35 | 47 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 116 | 39.8 | 35.1 |
| 11:00 AM | 0 | 0 | 1 | 26 | 44 | 42 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 129 | 39.0 | 34.1 |
| 12:00 PM | 2 | 0 | 2 | 18 | 50 | 38 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 123 | 38.0 | 33.5 |
| 1:00 PM | 1 | 0 | 2 | 17 | 35 | 39 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 40.0 | 34.4 |
| 2:00 PM | 0 | 1 | 3 | 23 | 35 | 38 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 114 | 39.0 | 33.6 |
| 3:00 PM | 1 | 1 | 1 | 21 | 62 | 52 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 167 | 40.0 | 34.3 |
| 4:00 PM | 1 | 1 | 1 | 23 | 49 | 71 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 177 | 40.0 | 34.8 |
| 5:00 PM | 0 | 0 | 2 | 19 | 48 | 59 | 27 | 4 | 1 | 0 | 0 | 0 | 0 | 160 | 41.0 | 35.3 |
| 6:00 PM | 0 | 0 | 0 | 16 | 45 | 47 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 39.0 | 34.3 |
| 7:00 PM | 0 | 0 | 2 | 6 | 30 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 39.0 | 33.8 |
| 8:00 PM | 0 | 0 | 0 | 7 | 25 | 17 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 58 | 39.5 | 35.0 |
| 9:00 PM | 0 | 0 | 0 | 2 | 6 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 39.0 | 35.7 |
| 10:00 PM | 0 | 0 | 1 | 1 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 37.9 | 35.0 |
| 11:00 PM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 35.6 | 32.3 |
| Total | 5 | 7 | 31 | 257 | 629 | 651 | 262 | 25 | 4 | 1 | 0 | 0 | 0 | 1872 | 40.0 | 34.4 |
| Percent | 0.27% | 0.37% | 1.66% | 13.73% | 33.60% | 34.78% | 14.00% | 1.34% | 0.21% | 0.05% | 0.00% | 0.00% | 0.00% | | | |
| AM Peak | | 6:00 AM | 7:00 AM | 11:00 AM | 8:00 AM | 8:00 AM | 7:00 AM | 11:00 AM | 6:00 AM | 8:00 AM | | | | 8:00 AM | | |
| Volume | 0 | 1 | 4 | 26 | 50 | 51 | 27 | 5 | 1 | 1 | 0 | 0 | 0 | 145 | | |
| PM Peak | 12:00 PM | 2:00 PM | 2:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 4:00 PM | 5:00 PM | 5:00 PM | | | | | 4:00 PM | | |
| Volume | 2 | 1 | 3 | 23 | 62 | 71 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 177 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 15th Percentile: | 29.0 MPH | Average Speed: | 34.4 MPH | Posted Speed Limit: | 35 MPH |
| 50th Percentile: | 35.0 MPH | 10 MPH Pace: | 31 to 40 MPH | Number of Vehicles > 35 MPH: | 790 |
| 85th Percentile: | 40.0 MPH | Number in Pace: | 1289 | Percent of Vehicles > 35 MPH: | 42.2% |
| 95th Percentile: | 42.0 MPH | Percent in Pace: | 68.9% | | |

Market Street
south of Fern Street
City, State: Amesbury, MA
Client: GPI/B. Gomes
Site Code: TBD

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

PDI File #: 250513 ATR (22) speed

Count Date
Thursday, March 20, 2025

## Speed (60-minute)

**SB**

| Start Time: | 1 to 14 | 15 to 19 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 to 44 | 45 to 49 | 50 to 54 | 55 to 59 | 60 to 64 | 65 to 69 | 70+ | Total | 85th %ile | Ave Speed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 1:00 AM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31.4 | 29.0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 |
| 3:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26.7 | 26.0 |
| 4:00 AM | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31.2 | 28.6 |
| 5:00 AM | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33.2 | 30.2 |
| 6:00 AM | 0 | 0 | 2 | 4 | 11 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 36.5 | 32.5 |
| 7:00 AM | 0 | 1 | 4 | 13 | 25 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 39.0 | 32.3 |
| 8:00 AM | 0 | 1 | 4 | 12 | 33 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 36.4 | 32.4 |
| 9:00 AM | 0 | 1 | 2 | 8 | 18 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 36.0 | 32.0 |
| 10:00 AM | 0 | 0 | 0 | 10 | 22 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 39.0 | 34.1 |
| 11:00 AM | 0 | 0 | 1 | 21 | 23 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 69 | 37.8 | 32.6 |
| 12:00 PM | 1 | 0 | 2 | 10 | 30 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 36.0 | 32.1 |
| 1:00 PM | 0 | 0 | 2 | 12 | 14 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 38.5 | 33.3 |
| 2:00 PM | 0 | 1 | 1 | 20 | 13 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 38.3 | 31.8 |
| 3:00 PM | 0 | 0 | 1 | 13 | 30 | 26 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 38.0 | 33.7 |
| 4:00 PM | 0 | 0 | 1 | 15 | 31 | 39 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 39.0 | 34.2 |
| 5:00 PM | 0 | 0 | 2 | 15 | 32 | 18 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 77 | 38.6 | 33.4 |
| 6:00 PM | 0 | 0 | 0 | 13 | 28 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 37.0 | 32.9 |
| 7:00 PM | 0 | 0 | 2 | 4 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 37.6 | 32.0 |
| 8:00 PM | 0 | 0 | 0 | 6 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 38.0 | 33.5 |
| 9:00 PM | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37.6 | 34.7 |
| 10:00 PM | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 40.8 | 35.2 |
| 11:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34.7 | 31.5 |
| Total | 1 | 4 | 27 | 184 | 340 | 247 | 73 | 9 | 1 | 0 | 0 | 0 | 0 | 886 | 38.0 | 32.9 |
| Percent | 0.11% | 0.45% | 3.05% | 20.77% | 38.37% | 27.88% | 8.24% | 1.02% | 0.11% | 0.00% | 0.00% | 0.00% | 0.00% | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 11:00 AM | 8:00 AM | 10:00 AM | 7:00 AM | 11:00 AM | | | | | | 8:00 AM | | |
| Volume | 0 | 1 | 4 | 21 | 33 | 19 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 72 | | |
| PM Peak | 12:00 PM | 2:00 PM | 12:00 PM | 2:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | 5:00 PM | 10:00 PM | | | | | 4:00 PM | | |
| Volume | 1 | 1 | 2 | 20 | 32 | 39 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 97 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 15th Percentile: | 28.0 MPH | Average Speed: | 32.9 MPH | Posted Speed Limit: | 35 MPH |
| 50th Percentile: | 33.0 MPH | 10 MPH Pace: | 28 to 37 MPH | Number of Vehicles > 35 MPH: | 266 |
| 85th Percentile: | 38.0 MPH | Number in Pace: | 631 | Percent of Vehicles > 35 MPH: | 30.0% |
| 95th Percentile: | 41.0 MPH | Percent in Pace: | 71.2% | | |