TRAFFIC IMPACT AND ACCESS STUDY

DEPOT SQUARE II
BEVERLY, MASSACHUSETTS

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PREPARED FOR:

BEVERLY CROSSING
15 RANTOUL STREET
BEVERLY, MASSACHUSETTS 01915

JUNE 2019

COMMONWEALTH OF MASSACHUSETTS
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GPI
Traffic Impact and Access Study
Depot Square II
Beverly, Massachusetts
June 2019

REF: MAX-2019007.00

DATE: June 10, 2019

TO: Ms. Kristen Poulin
Beverly Crossing
15 Rantoul Street
Beverly, Massachusetts 01915

FROM: Ms. Rebecca L. Brown, P.E., P.T.O.E., Senior Project Manager
Mr. Douglas S. Halpert, P.E., Project Engineer

RE: Traffic Impact and Access Study
Depot Square II
132 Rantoul Street Beverly, Massachusetts

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this Traffic Impact and Access Study (TIAS) for the proposed redevelopment of the lots 4-85 through 4-89 at 132 Rantoul Street in Beverly, Massachusetts. The site is located on the westerly side of Rantoul Street (Route 1A) between Railroad Avenue and Pleasant Street, and contains approximately 9,340 square feet (SF) of formerly mixed-use buildings, a former 26-unit apartment building, and a 2,835 SF enterprise rental car with attached parking lot. Access/egress is currently provided via one driveway on Pleasant Street, two driveways on Park Street, and one driveway on Railroad Avenue. The project consists of razing the existing structures on site and constructing a single mixed-use development with 115 residential apartment units, a 2-story parking garage with 115 parking spaces for the residential units, and approximately 7,975 SF of mixed-use commercial space on the first floor. Access and egress to the residential parking garage will be provided via a full-access/egress driveway on Park Street. All existing driveways would be closed as part of the project. This study has been conducted to evaluate the traffic impacts and access egress requirements for the proposed redevelopment.

The site is bounded by Railroad Avenue to the north; Rantoul Street (Route 1A) to the east; Park Street to the west; and Pleasant Street to the south. The site location in relation to the surrounding roadways is shown on the map on Figure 1.

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 1
Project Location Map

EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent streets and nearby intersections. In preparing the TIAS for the proposed site, the following intersections have been analyzed and evaluated based on feedback from the City of Beverly Planning Department:

- Federal Street / River Street / McPherson Drive (unsignalized)
- Rantoul Street (Route 1A) / Federal Street (signalized)
- Rantoul Street (Route 1A) / Railroad Avenue (signalized)
- Rantoul Street (Route 1A) / Pleasant Street (unsignalized)
- Pleasant Street / Park Street / Court Street (unsignalized)
- Railroad Avenue / Park Street (unsignalized)
- Pleasant Street / River Street (unsignalized)

Rantoul Street (Route 1A)

Rantoul Street (Route 1A) is an urban principal arterial roadway that is aligned in an overall north-south direction. The roadway is under the jurisdiction of the City of Beverly and provides connection between the Town of Wenham to the north and the City of Salem to the south. Rantoul Street is generally 46 feet wide, providing one 11-foot travel lane, a 5-foot bicycle lane, and a 7-foot on-street parking lane in each direction, separated by a striped double-yellow centerline. Rantoul Street has a posted speed limit of 25 miles per hour (MPH) in both directions. On-street parking is provided along both sides of the roadway with curb bump-outs to delineate the parking limits. Land uses along Rantoul Street near the site consist of commercial and residential uses.

Federal Street / River Street / McPherson Drive

River Street and McPherson Drive intersect Federal Street to form a four-legged, unsignalized intersection. The Federal Street eastbound and westbound approaches both consist of a single 16-foot wide general-purpose travel lane, separated by a striped double-yellow centerline. Metered on-street parking is provided along the northerly side of Federal Street, west of the intersection. The River Street northbound and McPherson Drive southbound approaches each consist of a single 16-foot wide general-purpose travel lane with directional traffic separated by a striped double-yellow centerline. All four approaches to the intersection operate under STOP-sign control. Sidewalks are provided along both sides of all intersection approaches. Crosswalks are provided across all legs of the intersection except the Federal Street westbound approach. There are no bicycle accommodations provided at this intersection.

Rantoul Street (Route 1A) / Federal Street

Federal Street intersects Rantoul Street (Route 1A) to form a four-legged, signalized intersection. The Rantoul Street northbound and southbound approaches both consist of an 11-foot wide general-purpose travel lane, a 5-foot wide dedicated bicycle lane, and a 7-foot wide on-street parking lane with directional traffic separated by a striped double-yellow centerline. The Federal Street eastbound approach consists of a single 16-foot wide general-purpose lane with directional travel separated by a striped double-yellow centerline. The Federal Street westbound approach is a one-way roadway traveling in the eastbound direction and is approximately 25-feet wide with on-street parking permitted along the southerly side of the roadway. Sidewalks are provided along both sides of all approaches. Crosswalks and wheelchair ramps are provided across all legs of the intersection. There are no bicycle accommodations provided along Federal Street.

Rantoul Street (Route 1A) / Railroad Avenue

Railroad Avenue intersects Rantoul Street (Route 1A) to form a four-legged, signalized intersection. The Rantoul Street northbound and southbound approaches both consist of a single 11-foot wide general-purpose travel lane, a 5-foot wide dedicated bicycle lane, and a 7-foot wide on-street parking lane with directional traffic separated by a striped double-yellow centerline. Railroad Avenue is a one-way roadway traveling in the eastbound direction and provides a 16-foot shared left-turn / through lane and a 16-foot exclusive right-turn lane. The Railroad Avenue eastbound approach provides perpendicular parking spaces on both sides of the roadway. The Railroad Avenue westbound approach consists of a single 14-foot wide general-purpose travel lane with directional traffic separated by a striped double-yellow centerline. The Railroad Avenue westbound approach provides parallel, on-street parking along the northerly side of the roadway. Sidewalks are provided along both sides of all approaches. Crosswalks and wheelchair ramps are provided across all legs of the intersection. There are no bicycle accommodations provided along Railroad Avenue.

Rantoul Street (Route 1A) / Pleasant Street

Pleasant Street intersects Rantoul Street (Route 1A) to form a four-legged, unsignalized intersection. The Rantoul Street northbound and southbound approaches both consist of a single 11-foot wide general-purpose travel lane, a 5-foot wide dedicated bicycle lane, and a 7-foot wide on-street parking lane, separated by a striped double-yellow centerline. The Pleasant Street westbound approach consists of a single 11-foot wide general-purpose travel lane under STOP-sign control with directional traffic separated by a striped double-yellow centerline. The Pleasant Street eastbound approach consists of a single 16-foot wide receiving travel lane, which is one-way westbound. Sidewalks are provided along both sides of all intersection approaches. Crosswalks and wheelchair ramps are provided across all legs of the intersection except the Rantoul Street (Route 1A) southbound approach. There are no bicycle accommodations provided along Pleasant Street.

Pleasant Street / Park Street / Court Street

Park Street and Court Street intersect Pleasant Street from the north and south, respectively, to form a four-legged, unsignalized intersection. The Court Street northbound approach consists of a single 12-foot wide general-purpose travel lane with directional traffic not separated. The Park Street southbound approach is not striped but is approximately 38 feet to accommodate a single lane in each direction and on-street parking along the westerly side of the roadway. The Pleasant Street westbound approach is a one-way roadway traveling in the westbound direction. The approach is not striped, but is approximately 28 feet wide, providing one westbound travel lane and on-street parking along both sides of the roadway. The approach narrows to 14-feet at the intersection to reinforce the one-way flow of the roadway. The Pleasant Street eastbound approach is also not striped, but is approximately 32 feet wide, providing adequate space for a ±16-foot travel lane in each direction. All approaches operate under STOP-sign control with the exception of the Pleasant Street eastbound approach, which is free-flowing. Sidewalks are provided along both sides of all approaches, with the exception of along the southerly side of the Pleasant Street westbound approach. A crosswalk is striped across the Pleasant Street westbound approach. There are no bicycle accommodations provided at this intersection.

Railroad Avenue / Park Street

Railroad Avenue intersects Park Street to form a three-legged, unsignalized intersection. The Park Street northbound approach is not striped, but is approximately 38 feet wide to accommodate a single lane in each direction and parallel on-street parking along the westerly side of the roadway. The Park Street southbound approach is also not striped, but is 78 feet wide, providing 18-foot long perpendicular parking spaces along the westerly side of the roadway, 8-foot parallel parking spaces along the easterly side, with a single travel lane in each direction. Railroad Avenue operates one-way eastbound, away from the intersection with Park Street. Railroad Avenue is approximately 69 feet wide, providing perpendicular parking spaces along both sides of the roadway and two travel lanes in the eastbound direction. Sidewalks are provided along both sides of all approaches. There are no crosswalks or bicycle accommodations provided at this intersection.

Pleasant Street / River Street

Pleasant Street intersects River Street from the west to form a three-legged, unsignalized intersection. The River Street northbound and southbound approaches each contain a 15-foot wide general-purpose travel lane separated by a striped double-yellow centerline. The Pleasant Street westbound approach provides a single 16-foot wide general-purpose travel lane with directional traffic not separated. The River Street northbound and Pleasant Street westbound approaches operate under STOP-sign control while the River Street southbound approach operates under free-flowing conditions. Sidewalks are provided along both sides of all approaches with crosswalks

and ramps across the Pleasant Street westbound and River Street northbound approaches. There are no bicycle accommodations provided at this intersection.

Public Transportation

The Massachusetts Bay Transportation Authority (MBTA) provides public transportation services within the Greater Boston Metropolitan Area, which includes the City of Beverly. The Beverly Depot train station is located 0.1 miles northwest of the proposed site location and is a stop for the MBTA's Newburyport/Rockport Commuter Line. The line provides service from the North Station in Boston which connects to Newburyport and to Rockport at Beverly Depot station. The average travel time between North Station / Newburyport is 60 minutes while travel time between North Station / Rockport is 70 minutes. On a typical weekday, this service runs between 4:55 AM and 12:00 AM for inbound travel, and between 6:26 AM and 1:22 AM for outbound travel. The fares for commuter line ranges from $2.25 to $12.50 for adults while seniors and persons with disabilities pay 50% off the regular fare. Children 11 years of age and under ride for free.

In addition to the commuter line, MBTA also provides public transportation services within the vicinity of the project through one of its bus lines. The Bus Line 451 connecting Salem Depot and North Beverly passes through Cabot Street to the east of the proposed site location. On a typical weekday, this service runs from 6:50 AM to 7:05 PM, with the average travel time from one end to another of 30 minutes. The fare for MBTA buses ranges from $1.70 with CharlieCard to $2.00 for cash-on-board for adults while seniors, persons with disabilities, and students pay $0.85 per ride. Children 11 years of age and under ride for free.

The Cape Ann Transportation Operating Company (CATOC) provides shuttle service throughout the City of Beverly under contract with the City of Beverly and the MBTA via the Yellow Line – Beverly Shuttle Bus Route. CATOC provides service to numerous destinations in Beverly, including the Bridge Variety Store, Beverly Depot Commuter Rail Station, City Hall, North Beverly Plaza, Beverly Hospital, Montserrat Commuter Rail Station, Cedar Street Apartments, and Cummings Center. Weekday service operates from 6:45 AM to 5:00 PM, while Saturday service operates from 7:00 AM to 4:30 PM with 60- to 120-minute headways. The closest stop to the site is located at the Commuter Rail Station just west of Park Street. The fare for CATOC bus is $0.50 for cash-on-board for adults while seniors, persons with disabilities, and students pay $0.25 per ride.

Traffic Volumes

Base traffic conditions within the study area were developed by conducting manual turning movement counts (TMCs) and vehicle classification counts at the study area locations. The TMCs and vehicle classification counts were performed during the weekday AM peak period (7:00 AM to 9:00 AM) and the weekday PM peak period (4:00 PM to 6:00 PM) on Thursday, March 14,

2019 and Thursday, March 21, 2019. TMCs were also performed during the Saturday midday peak period (11:00 AM to 1:00 PM) on Saturday, March 16, 2019 and Saturday, March 23, 2019. Automatic traffic recorders (ATR) were used to obtain daily traffic volumes and speeds on Park Street between Railroad Avenue and Pleasant Street for weekday and Saturday daily periods. All traffic-count data is provided in detail in the Appendix.

Seasonal Adjustment

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the April traffic-volume data needed to be adjusted to account for this fluctuation, traffic-volume data from Massachusetts Department of Transportation (MassDOT) Permanent Count Stations in the area were researched.[1] Based on the MassDOT traffic-volume data, traffic volumes during the month of March are typically 7.9 percent lower than average-month conditions. Therefore, the March traffic volumes were increased by 7.9 percent to represent average-month conditions. The MassDOT seasonal adjustment data are provided in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on Park Street adjacent to the site. The 2019 Existing traffic-flow networks for the weekday AM, weekday PM, and Saturday midday peak hours are shown graphically on Figure 2.

Table 1
EXISTING TRAFFIC VOLUME SUMMARY – AVERAGE-MONTH CONDITIONS

Location/Time Period	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]	K Factor (%) [c]	Directional Distribution [d]
Park Street between Railroad Avenue and Pleasant Street:				
Weekday	3,600			
Weekday AM Peak Hour	--	220	6.1	72% NB
Weekday PM Peak Hour	--	360	9.9	80% NB
Saturday	3,040			
Saturday Midday Peak Hour	--	240	7.9	73% NB

[a] In vehicles per day.
[b] In vehicles per hour.
[c] Percentage of daily traffic occurring during the peak hour.
[d] NB = northbound, SB = southbound.

[1] *MassDOT Traffic Volumes*; Permanent Count Stations 35 – Route 128 north of Brimble Avenue (Beverly), 5557 – Route I-95 south of Route 62 (Danvers), 5558 – Route I-95 north of Route 62 (Danvers), 5048 – Route I-95 north of Route 1 (Topsfield).

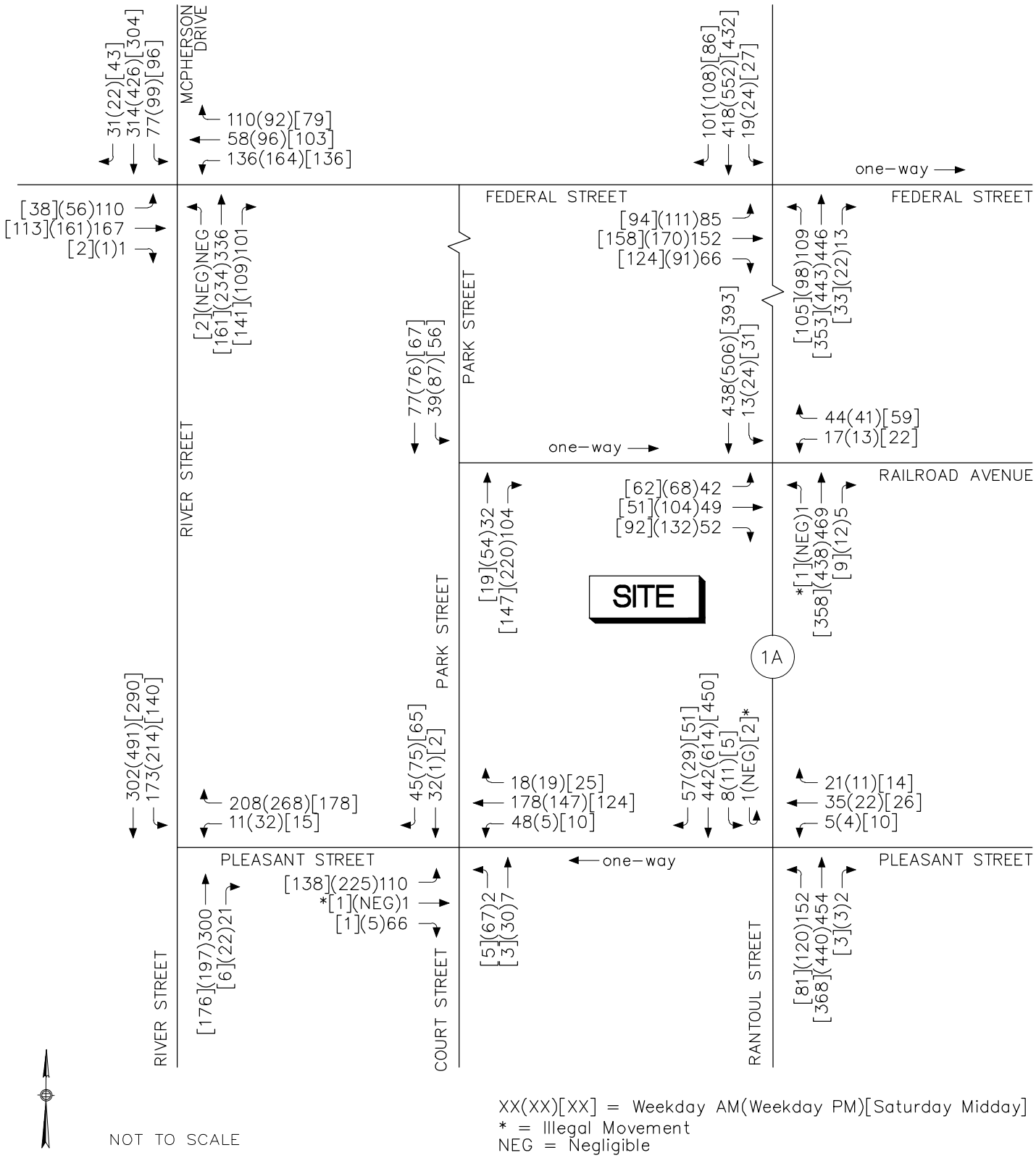

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Figure 2

2019 Existing Conditions
Peak Hour Traffic Volumes

Collisions

Collision data for the study area intersections was obtained from MassDOT for the most recent available five-year period (2012 through 2016). A summary of the crashes at this intersection is provided in Table 2.

In addition to the collision summary, crash occurrence also should be compared to the volume of traffic through a particular intersection to determine any significance. Accordingly, the crash rate was calculated for the study area intersections and compared with the statewide and district-wide averages. An intersection crash rate is a measure of the frequency of collisions compared to the volume of traffic through an intersection and is presented in crashes per million entering vehicles (c/mev). For unsignalized intersections, the statewide average and the District 4 average is 0.57 c/mev. For signalized intersections, the statewide average is 0.78 c/mev and the District 4 average is 0.73 c/mev. A comparison of the calculated crash rate to these averages can be used to establish the significance of collision occurrence and whether or not potential safety problems exist. All crash rate worksheets are provided in the Appendix.

The intersection of Federal Street / River Street / McPherson Drive experienced an average of 4.6 collisions per year over the five-year study period, and a crash rate (0.86 c/mev) greater than the statewide (0.57 c/mev) and District 4 (0.57 c/mev) crash rates. The majority of the collisions (14 of 23) were angle collisions. While all approaches are signed to operate under STOP-sign control, there were six collisions involving vehicles traveling northbound on River Street and eastbound on Federal Street. The STOP-line on the River Street northbound approach is set back approximately 30 feet from the intersection to accommodate a crosswalk on this approach and a significant grade difference between the vehicular travelway and sidewalk on the southwest corner. As a result of this setback, driveways often stop on the far side of the crosswalk, in the intersection to see oncoming traffic. Drivers on the remaining approaches may be confused as to whether a vehicle on the River Street northbound approach will stop at the curb line or whether they have already stopped and will continue through the intersection. Modifications to the sidewalk grading and crosswalk to shift the STOP-line closer to the intersection may reduce this type of collision.

The intersection of Rantoul Street (Route 1A) and Railroad Avenue experienced an average of 3.2 collisions per year over the five-year study period, and a crash rate (0.65 c/mev) lower than the statewide (0.78 c/mev) and District 4 (0.73 c/mev) crash rates. The majority of the collisions (11 of 16) were angle collisions involving vehicles exiting Railroad Avenue eastbound colliding with through vehicles on Rantoul Street (Route 1A). MassDOT was in the process of constructing improvements along Rantoul Street (Route 1A) when the collisions occurred, which included constructing bump-outs or curb extensions at Railroad Avenue. The improvements will prevent vehicles from parking immediately adjacent to the intersection and improve sight lines for vehicles exiting Railroad Avenue. Traffic signal upgrades were also made as a part of this project which included equipment, phasing, timing, and clearance interval updates. These improvements seek to reduce the number of angled collisions at the intersection.

The remaining intersections experienced fewer than three collisions per year and a crash rate below the statewide and District-wide averages, indicating a safety issue does not exist.

Table 2
COLLISION SUMMARY

	Number of Collisions			Severity [a]				Collision Type [b]						Percent During	
Location	Total	Average per Year	Crash Rate [c]	PD	PI	F	NR	SS	RE	CM	HO	SV	Ped	Commuter Peak [d]	Wet/Icy Conditions [e]
Federal St. / River Street / McPherson Dr.	23	4.60	0.85	21	2	--	--	1	3	14	1	3	1	13%	22%
Rantoul St. (Route 1A) / Federal St.	13	2.60	0.44	7	5	--	1	--	5	6	1	--	1	38%	38%
Rantoul St. (Route 1A) / Railroad Ave.	16	3.20	0.65	8	7	--	1	--	2	11	1	1	1	31%	31%
Rantoul St. (Route 1A) / Pleasant St.	10	2.00	0.43	6	3	--	1	2	2	5	--	1	--	10%	20%
Pleasant St. / Park St. / Court St.	7	1.40	0.67	5	1	--	1	1	1	1	1	3	--	14%	43%
Railroad Ave. / Park St.	3	0.60	0.37	3	--	--	--	2	--	--	--	1	--	67%	33%
Pleasant St. / River St.	3	0.60	0.13	2	1	--	--	--	1	2	--	--	--	33%	33%

Source: MassDOT (2012-2016).
[a] PD = property damage only; PI = personal injury; F = fatality, NR = not reported.
[b] SS = sideswipe; RE = rear end; CM = cross movement/angle; HO = head on; SV = single vehicle; PED = Pedestrian/Bicycle.
[c] Measured in crashes per million entering vehicles for intersections.
[d] Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM-6:00 PM) commuter peak periods.
[e] Represents the percentage of only "known" collisions occurring during inclement weather conditions.

Vehicle Speeds

Vehicle speed measurements were conducted along Park Street by measuring the elapsed time for vehicles traveling a short, pre-measured distance between two checkpoints. The travel times were recorded using ATRs and the speeds were derived by dividing the elapsed time into the measured distance between checkpoints. The primary use of this information is explained in the *Sight Distance* section where the speeds are correlated to sight distance measurements taken at the location of the site driveways to assure that adequate sight distances exist at the driveways to provide safe operation. The results of the speed measurements are summarized in Table 3.

Table 3
OBSERVED TRAVEL SPEEDS [a]

Location/Direction	Posted Speed Limit [a]	Average Speed [b]	85th Percentile Speed [c]
Park Street adjacent to site:			
Northbound	25	15	18
Southbound	25	19	22

[a] In miles per hour (MPH).
[b] Average speed of all observed vehicles.
[c] Speed at, or below which 85 percent of all observed vehicles travel.

As shown in Table 3, the average speeds along Park Street were found to be 15-19 miles per hour (MPH), while the 85th percentile speeds were 18-22 MPH. The observed speeds were found to be generally consistent with and slightly lower than the posted speed limits of 25 MPH.

Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the unsignalized study area intersections to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)[2].

[2] *A Policy on Geometric Design of Highways and Streets; 7th Edition*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in the road. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level.

Intersection sight distance (ISD) is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. Intersection sight distance is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. However, the ISD must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. The available SSD and ISD at the unsignalized study area intersections were measured and compared to minimum requirements as established by AASHTO as shown in Table 4.

Table 4
SIGHT DISTANCE SUMMARY

	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
Location / Direction	Measured	Minimum Required [a]	Measured	Minimum Required [a]	Desirable [b]
Park Street at Pleasant Street					
Looking east (westbound)	300	155	300	112	240
Looking west (eastbound)	To River St.	155	To River St.	112	280
Park Street at Proposed Site Driveway					
Looking north (southbound)	+500	130	+500	130	280
Looking south (northbound)	To Pleasant St.	100	To Pleasant St.	100	240

[a] Values based on AASHTO requirements for minimum SSD based on 85th percentile speeds.
[b] Values based on AASHTO requirements for desirable ISD for posted speed of 25 MPH on Park Street.

As indicated in Table 4, the sight distances at the proposed site driveways will exceed AASHTO's recommendations for minimum and desirable SSD and ISD. The sight lines looking south from the proposed site driveway are unobstructed to the Park Street / Pleasant Street driveway, which is located approximately 100-feet away. Therefore, there will be adequate sight distance to allow vehicles turning onto Park Street to safely stop for a vehicle exiting or turning into the driveway.

It is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Park Street so as not to inhibit the available sight lines.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the year 2026, representing a seven-year design horizon in accordance with state guidelines. The proposed development is expected to be completed and fully operational well within this time frame. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth. Consideration of these factors resulted in the development of 2026 No-Build traffic volumes, which assume that the proposed development is not built. The incremental impacts of the proposed project may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2026 No-Build (seven-year) forecast volumes, two components of traffic growth were considered. First, an annual growth percentage was determined. Based on historic traffic-volume counts provided by MassDOT, traffic volumes in the area have been increasing at a rate of approximately 0.2 percent per year.[3] Therefore, to provide a conservative (worse than expected) analysis scenario, a 0.5 percent compounded annual growth was assumed for the project area. The MassDOT adjustment data are provided in the Appendix.

Second, any planned or approved specific developments in the area that would generate a significant volume of traffic on study area roadways within the next seven years were considered. Based on discussions with the Planning Department, the following projects were identified:

- 110-114 Rantoul (Beverly Homes) – This project consists of constructing a 67-unit apartment building and approximately 4,500 SF of retail/commercial space. At the time of the data collection, this project was fully constructed and estimated to be mostly occupied. Any additional trips generated as a result of this project have been assumed to be included in the conservative (over-estimated) background growth rate.

- 268B Cabot Street – This project consists of redeveloping an existing building to provide an additional two apartment units and approximately 5,000 SF of retail/commercial space. There was no traffic study submitted to the City for this project. Because of the anticipated negligible impact on the study area, it has been assumed that any increase in traffic as a

[3] *MassDOT Transportation Data Management System;* Beverly, MA.

result of this project has been accounted for within the conservative (over-estimated) annual growth rate.

- 211 Rantoul Street – This project consists of redeveloping the former Kelly Ford dealership site and constructing a mixed-use development with a total of 128 residential apartment units and ±9,600 SF of commercial space. This project is currently under construction and is anticipated to be occupied in 2021. The site-generated trips associated with this project were obtained from the *Traffic Impact and Access Study*[4] prepared for the project, and are illustrated in Figure A-1 in the Appendix.

Planned Roadway Improvements

The City of Beverly has undergone reconstruction and signal improvements on Route 1A (Rantoul Street and Cabot Street) in the vicinity of the proposed Depot Square II Redevelopment that was recently completed. MassDOT performed their final inspection of the traffic signals in April 2019 and will soon turn control of the signals over to the City of Beverly.

No-Build Conditions

The 2026 No-Build networks were accordingly developed by applying a compounded 0.5 percent annual traffic growth rate (3.6 percent over seven years) to the 2019 Existing traffic volumes and adding traffic to be generated by the proposed 211 Rantoul Street project. The 2026 No-Build peak-hour traffic-flow networks are shown graphically on Figure 3 for the weekday AM, weekday PM, and Saturday midday peak hours.

[4] *Traffic Impact and Access Study – Proposed 211 Rantoul Street Redevelopment*; Greenman-Pedersen, Inc.; July 2017

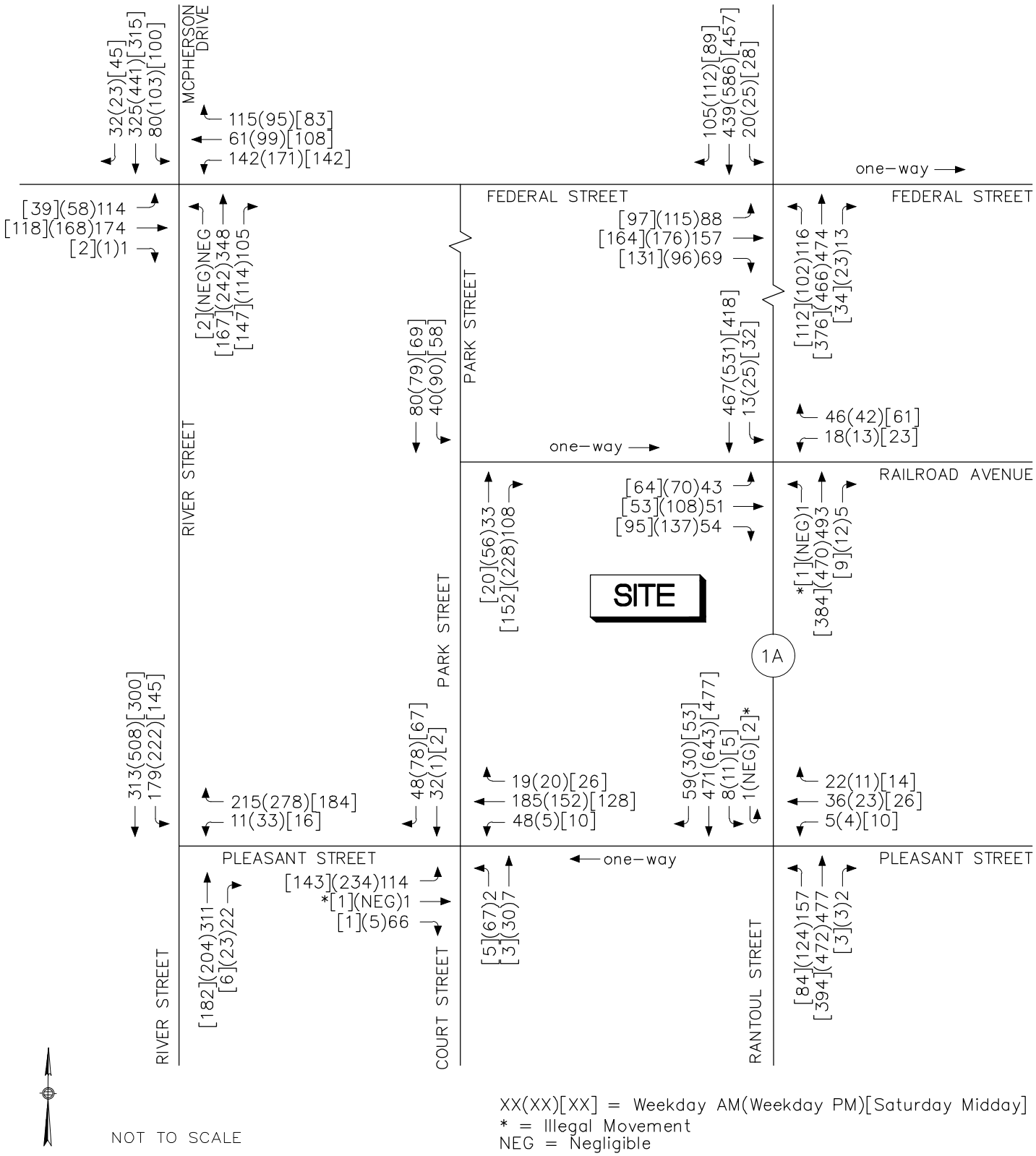

Figure 3

2026 No-Build Conditions
Peak Hour Traffic Volumes

Trip Generation

As currently planned, the project consists of constructing a total of 115 residential apartment units and approximately 7,975 SF of mixed-use commercial space on the first floor, which may include retail or restaurant space. As a restaurant represents the most intense traffic generator that may occupy the first-floor commercial space, this space was assumed to be a sit-down restaurant to provide a conservative (worse case) analysis scenario. To estimate the volume of traffic to be generated by the proposed development, trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*[5] were used for Land Use Code (LUC) 221 (Multi-Family Housing (Mid-Rise) and LUC 932 (High-Turnover Sit-Down Restaurant). Due to the low number of studies for LUC 221 in dense multi-use, urban settings, the trips for this LUC were calculated using rates from General Urban/Suburban to provide a conservative (worst case) analysis scenario.

Internal Capture

Studies have shown that for developments of mixed-use or multi-use sites, it is realistic to assume that there will be some multi-use trips within the site itself. For example, someone living in the apartments may dine at one of the restaurants. Therefore, a reduction in the overall trips experienced at the site driveways can be anticipated as a result of multi-use trips that include stops at more than one use on the site. Based on information published in the ITE *Trip Generation Handbook*, it is estimated that multi-use trips account for 11 to 15 percent of the trips generated by the site. The Multi-Use Development Trip Generation and Internal Capture Worksheets are provided in the Appendix.

Pass-By Trips

In addition, studies have shown that for retail and restaurant developments, a substantial portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic or are diverted from another route to the proposed site. For example, some vehicles which are already on the roadways may decide to visit the site on their way to another destination. Based on information published in the ITE *Trip Generation Handbook*, the average *pass-by* trip percentage is 43 percent for LUC 932 (High-Turnover Sit-Down Restaurants).

Transit Trips

The MBTA and CATOC provide bus service along Rantoul Street (Route 1A) in the vicinity of the site. In addition, the site is located within 200 feet of the Beverly Depot MBTA Commuter Rail Station. The availability of public transportation for access to the site will reduce the number of passenger vehicle trips traveling to/from the site. In addition, the Proponent intends to market the proposed apartments to transit users and provide information to residents on available transit

[5] *Trip Generation Manual, 10th* Edition; Institute of Transportation Engineers; Washington, DC; 2017.

services upon viewing and move-in. Based on information provided in the ITE *Trip Generation Handbook, 3nd Edition*, a 25 percent reduction in residential vehicle trips and a five (5) percent reduction in retail/residential vehicle trips to/from the site can be anticipated for residential-oriented mixed-use developments located near transit centers or along bus transit corridors.

Walking and Bicycling Trips

The proposed mixed-use development is located within close proximity to multiple retail, restaurant and commercial developments. In addition, a strong sidewalk network on the surrounding area roadways provides pedestrian connections between the site and these establishments. MassDOT's recently constructed Route 1A Improvement Project provides additional pedestrian and bicycle improvements, including bike lanes, pedestrian signal equipment, and ADA accessibility along Route 1A. The multi-modal / trip share information provided by the U.S Census Data for the City of Beverly showed that approximately seven (7) percent of residents walked or biked to their destinations. Therefore, it is reasonable to expect that many of the trips to/from the site will be walking and bicycling trips, reducing the number of passenger vehicle trips to/from the site. To provide a conservative (worse case) analysis condition, a credit was not applied for walking or bicycling trips to/from the site.

Existing Trips

Not all vehicle trips expected to be generated by the proposed development represent *new* trips on the study area roadway system. The site is currently occupied by the Enterprise Car rental, which currently generates traffic. This use is planned to be relocated to 211 Rantoul Street as part of that project as referred to above. The remaining uses on the site are currently vacant and are not generating any traffic. In order to provide a conservative (worse case) scenario, no existing trip credit was taken for the purposes of capacity and queue analyses.

All trip generation calculations and supporting information is provided in the Appendix. The resulting trip generation estimate is summarized in Table 5.

As shown in Table 5, the proposed development is expected to generate 62 *new* vehicle trips (27 entering and 35 exiting) during the weekday AM peak hour, 69 *new* vehicle trips (47 entering and 22 exiting) during the weekday PM peak hour, and 75 *new* trips (37 entering and 38 exiting) during the Saturday midday peak hour. It should be noted that the volume of *pass-by* traffic does not reduce the total volume of traffic generated by the development and the external trips will still be realized as turning movements at the site driveways.

Table 5
PROPOSED TRIP-GENERATION SUMMARY

Time Period/Direction	Commercial Trips [a]	Residential Trips [b]	Total Trips [c]	External Trips [d]	Transit Trips [e]	Pass-By Trips [f]	New Primary Trips [g]
Weekday Daily	894	626	1,520	1,294	168	320	**806**
Weekday AM Peak Hour:							
Enter	43	10	53	46	4	15	**27**
Exit	36	29	65	58	8	15	**35**
Total	79	39	118	104	12	30	**62**
Weekday PM Peak Hour:							
Enter	48	31	79	70	9	14	**47**
Exit	30	20	50	41	5	14	**22**
Total	78	51	129	111	14	28	**69**
Saturday Daily	976	564	1,540	1,366	165	362	**839**
Saturday Midday Peak Hour:							
Enter	45	25	70	62	8	17	**37**
Exit	44	26	70	62	7	17	**38**
Total	89	51	140	124	15	34	**75**

[a] Based on ITE LUC 932 (High-Turnover Sit-Down Restaurant) for 7,975 SF.
[b] Based on ITE LUC 221 (Multi-Family Housing (Mid-Rise)) for 115 units.
[c] Sum of Commercial Trips and Residential Trips.
[d] Total Development External Trips based on multi-use trip reductions of 11 to 15%.
[e] Based on a 5% transit credit for restaurant and 25% transit credit for residential trips.
[f] 43% pass-by rate applied for restaurant trips based on ITE 3rd Edition Handbook.
[g] Total External Trips minus Transit Trips and Pass-By Trips.

Supplemental Trip Generation Analysis

The trip generation analysis shown in Table 5 was used for the purposes of performing capacity and queue analyses, evaluating potential project-related impacts, and assessing the need for improvements to mitigate impacts. While significant reductions in vehicle trips to the site are anticipated due to trips made via walking, and bicycling, no credit was applied in the analysis for these trips, or the trips already being generated by the existing Enterprise Car Rental. In addition, the remaining vacant uses on the site were formerly generating traffic and could be reoccupied at any time without significant additional permitting. Therefore, GPI has prepared a supplemental trip generation analysis to demonstrate the potential trip generation associated with the proposed development should all transit, walking, and bicycling goals be met, in comparison to reoccupancy of the site by similar land uses.

Existing Trips

Trips generated by the former apartments, chiropractic office, and restaurant were estimated based on ITE trip rates for LUC 220 (Multifamily Housing (Low Rise), LUC 720 (Medical Dental Office Building), and LUC 932 (High-Turnover (Sit-Down) Restaurant). The trips generated by the Enterprise Rental Car (ERAC) were estimated based on empirical trip generation provided by ERAC on the operations of the existing facility as part of the TIAS prepared for the 211 Rantoul Street development[6]. Similar to the proposed development, it was assumed that a reduction in vehicle trips could be expected from trips shared between the various uses on the site. For example, a tenant of the apartments may be a patient at the chiropractic office. Based on information published in the ITE *Trip Generation Handbook*[7], *Procedure for Estimating Multi-Use Trip Generation*, it is estimated that multi-use trips accounted for 9 to 12 percent of the trips formerly generated by the site.

Pass-By Trips

Similar to the proposed restaurant, it was assumed that approximately 43 percent of the trips generated by the former restaurant would represent pass-by trips based on information published in the ITE *Trip Generation Handbook* LUC 932 (High-Turnover Sit-Down Restaurants).

Transit Trips

Based on ITE data for mixed-use developments, it was assumed that 5% of trips to/from the restaurant and chiropractic office would be from transit trips.

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[6] *Traffic Impact and Access Study – Proposed 211 Rantoul Street Redevelopment*; Greenman-Pedersen, Inc.; July 2017

[7] *Trip Generation Handbook, Third Edition: and ITE Recommended Practice.* Washington, D.C.: Institute of Transportation Engineers, 2014.

Walking and Bicycling Trips

Based on multi-modal / trip share information provided by the U.S Census Data for the City of Beverly, it was assumed that approximately seven (7) percent of residential and commercial trips to the site (both former and proposed uses) would be from walking and bicycling trips.

Table 6 provides a comparison of the trips generated by the existing site assuming re-occupancy of the existing land uses and the trips generated by the proposed development based on proposed modal share goals. All trip generation calculations are provided in the Appendix.

As shown in Table 6, the proposed mixed-use development is anticipated to generate an increase of 6 to 16 new vehicle trips during the weekday AM, weekday PM, and Saturday midday peak hours, as compared to the reoccupancy of the vacant property on the site with similar land uses.

Table 6
TRIP GENERATION COMPARISON – REOCCUPANCY VS PROPOSED TRIPS

Time Period/Direction	Proposed Trips					Existing Primary Trips [f]	Net Increase in New Primary Trips [g]
	External Trips [a]	Transit Trips [b]	Walking / Biking Trips [c]	Pass-By Trips [d]	Primary Trips [e]		
Weekday Daily	1,264	168	91	296	**739**	524	**215**
Weekday AM Peak Hour:							
Enter	46	4	4	14	**24**	28	**-4**
Exit	58	8	4	14	**32**	22	**10**
Total	104	12	8	28	**56**	50	**6**
Weekday PM Peak Hour:							
Enter	70	9	5	13	**43**	34	**9**
Exit	41	5	3	13	**20**	21	**-1**
Total	111	14	8	26	**63**	55	**8**
Saturday Daily	1,366	165	96	336	**769**	507	**262**
Saturday Midday Peak Hour:							
Enter	62	8	5	15	**34**	28	**6**
Exit	62	7	4	15	**36**	26	**10**
Total	124	15	9	30	**70**	54	**16**

[a] Total Development External Trips based on multi-use trip reductions of 11 to 15%.
[b] Based on a 5% transit credit for restaurant and 25% transit credit for residential trips.
[c] Based on a 7% walking/biking credit from U.S. Census data on mode share.
[d] 43% pass-by rate applied for restaurant trips based on ITE 3rd Edition Handbook.
[e] Total External Trips minus Transit Trips, Walking / Biking Trips, and Pass-By Trips.
[f] Based on ITE trip rates for LUC 720 (Medical/Dental Office), LUC 220 (Multi-Family Housing (Low-Rise), LUC 932 (High-Turnover Sit-Down Restaurant) and empirical trip generation information from ERAC to estimate trips generated by reocuppancy of existing uses. Multi-use credits of 9% to 12% applied to total trips. Transit, Walking/Biking, and Pass-by Trip credits applied similar to proposed uses described in note (b) through (d).
[g] Proposed Primary Trips minus Existing Primary Trips.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The distribution of residential site-generated trips was based on U.S. Census Journey-to-Work information for residents of the City of Beverly traveling to work to account for commuter travel patterns. The distribution of commercial site-generated trips was based on a gravity model using 2010 U.S. Census population information within a 10-mile radius of the project site. The detailed calculations are provided in the Appendix. Table 7 shows the primary trip distribution for the residential and retail / restaurant trip distribution.

Table 7
TRIP-DISTRIBUTION SUMMARY

Direction	Residential Distribution (%)	Retail / Restaurant Distribution (%)
McPherson Drive from North	15	10
Bridge Street to/from West	35	15
Route 1A to/from North	30	25
Route 1A to/from South	20	50
Total	**100**	**100**

Build Traffic Volumes

Based on the traffic generation and distribution estimates for this project, the traffic volumes associated with the proposed development were assigned to the roadway network. The site-generated residential traffic networks are shown on Figures 4A, 4B, and 4C for the weekday AM, weekday PM, and Saturday midday peak hours, respectively. The site-generated retail traffic networks are shown on Figures 5A, 5B, and 5C for the weekday AM, weekday PM, and Saturday midday peak hours, respectively. The site-generated traffic volumes were then combined with the 2026 No-Build traffic volumes to develop the 2026 Build peak-hour traffic-volume networks. The 2026 Build weekday AM, weekday PM, and Saturday midday peak hour traffic volumes are illustrated on Figure 6.

Traffic Increases

The proposed development will result in increases in traffic on the study area roadways. As shown on Figures 4A-4C and Figures 5A-5C, traffic-volume increases along study area roadways beyond the study area during the peak hours are expected to be in the range of 8 to 28 vehicles. These

increases represent, on average, one additional vehicle approximately every two to eight minutes during the peak hours.

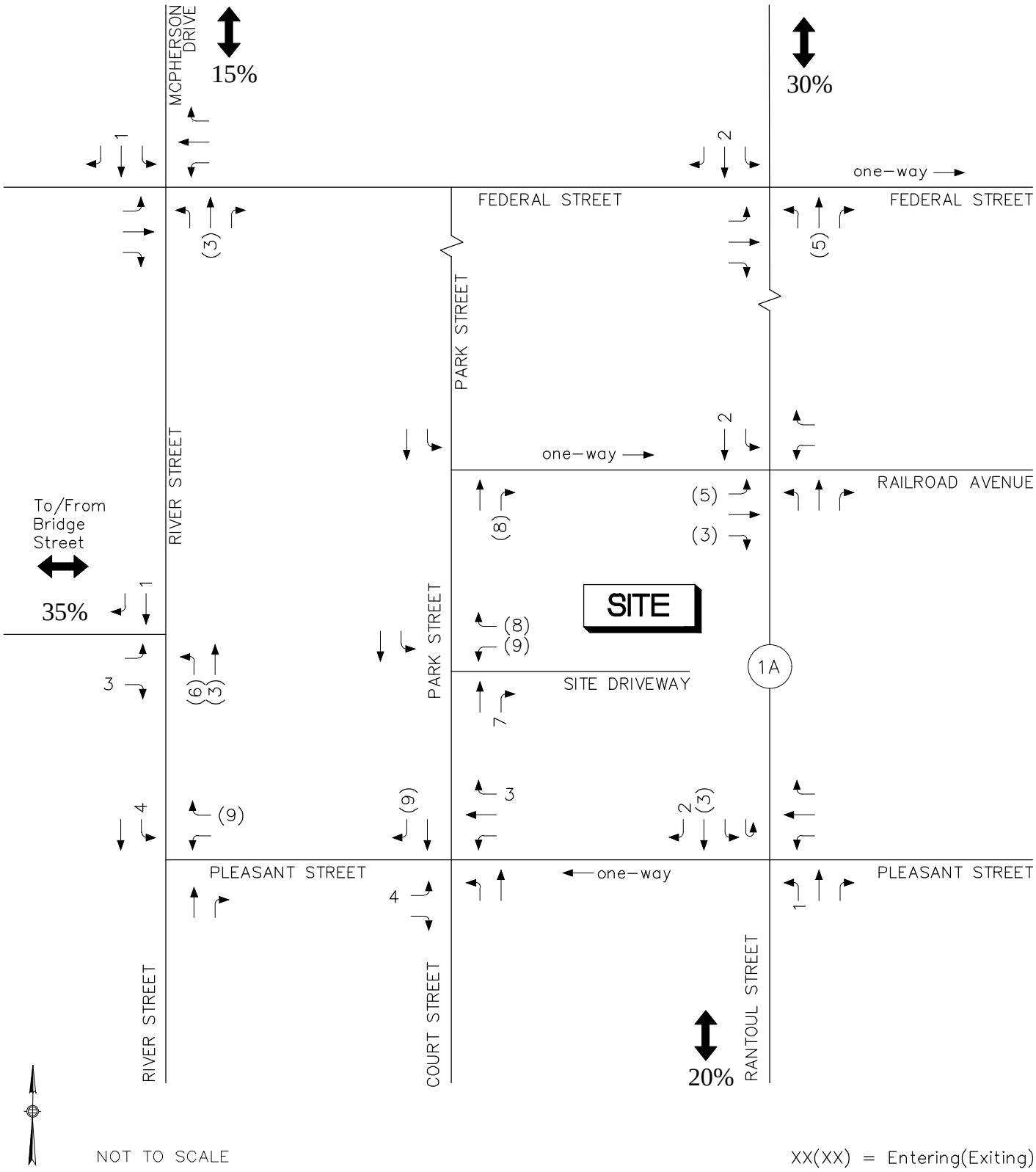


Figure 4A
Site Generated Trips - Residential
Weekday AM
Peak Hour Traffic Volumes

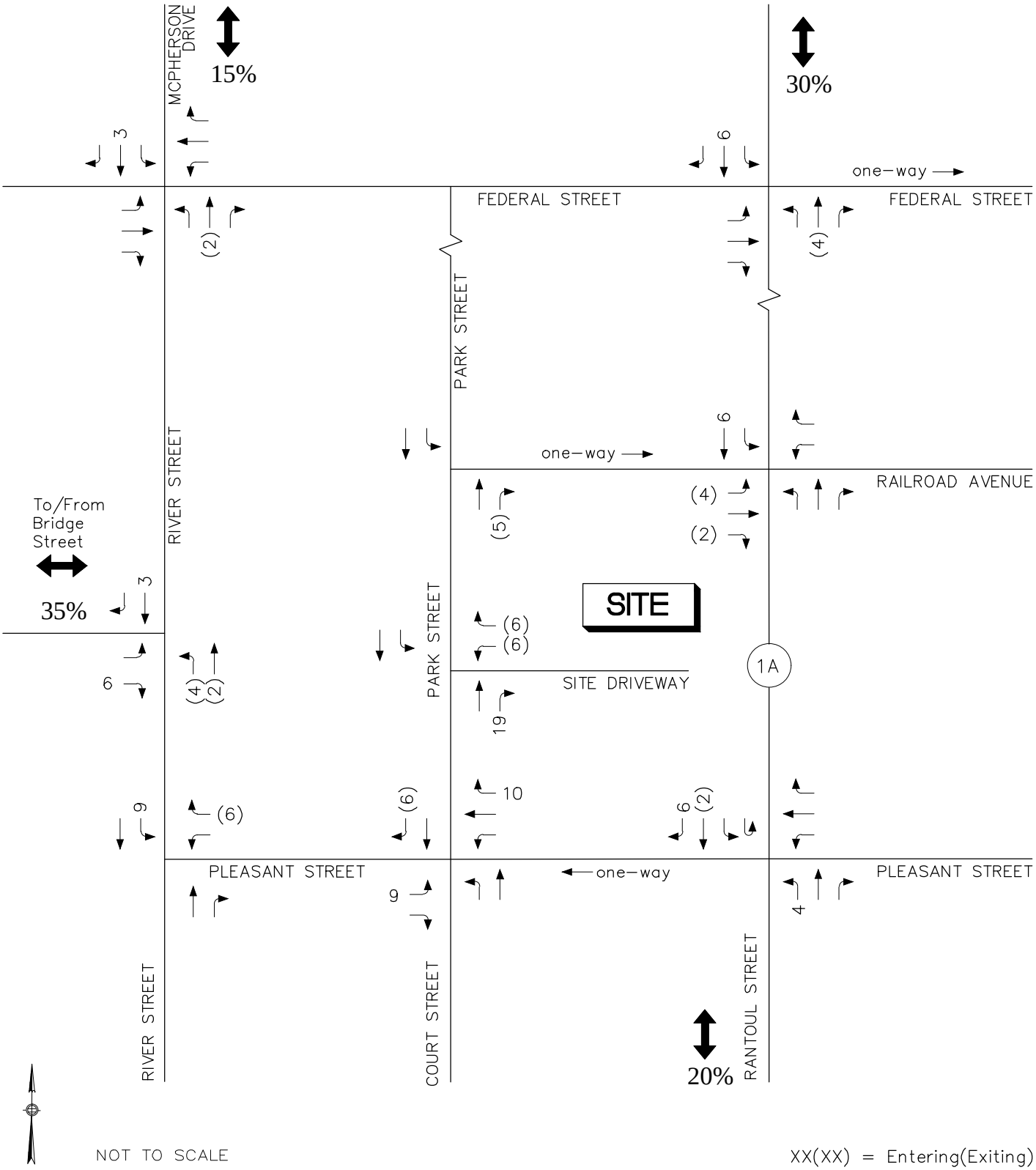
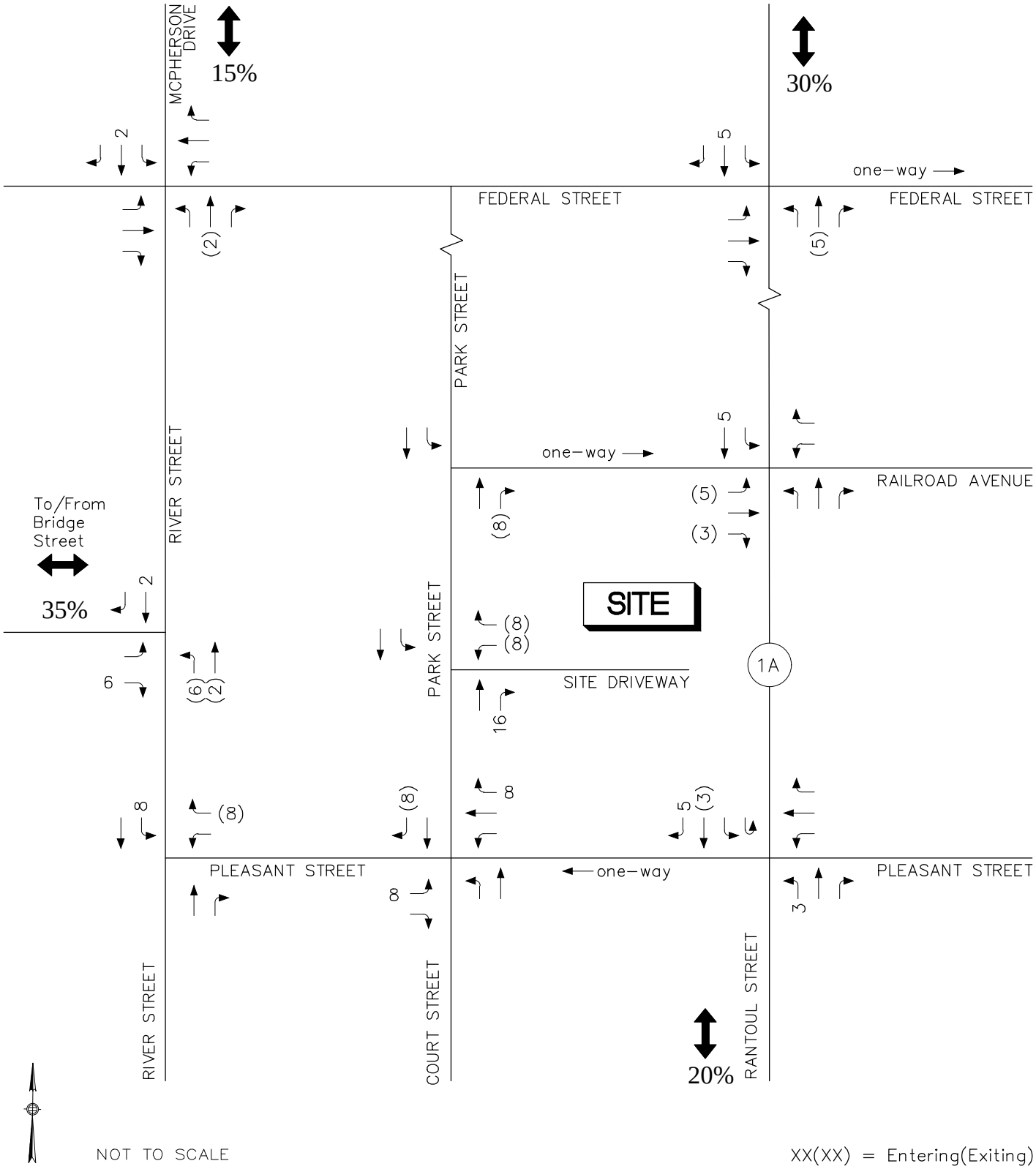


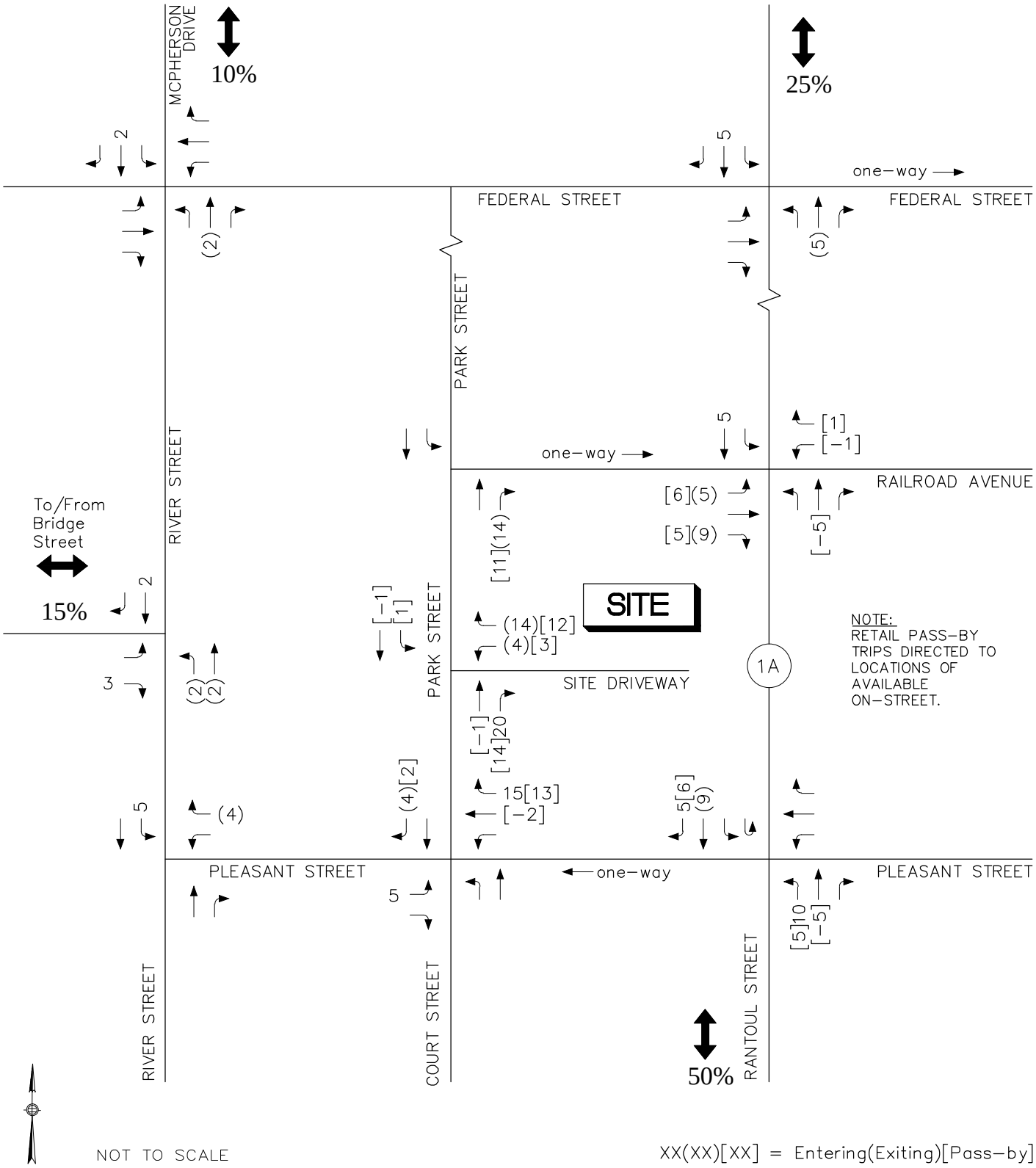
Figure 4B
Site Generated Trips - Residential
Weekday PM
Peak Hour Traffic Volumes



Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 4C
Site Generated Trips - Residential
Saturday Midday
Peak Hour Traffic Volumes



GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 5A
Site Generated Trips - Retail
Weekday AM
Peak Hour Traffic Volumes

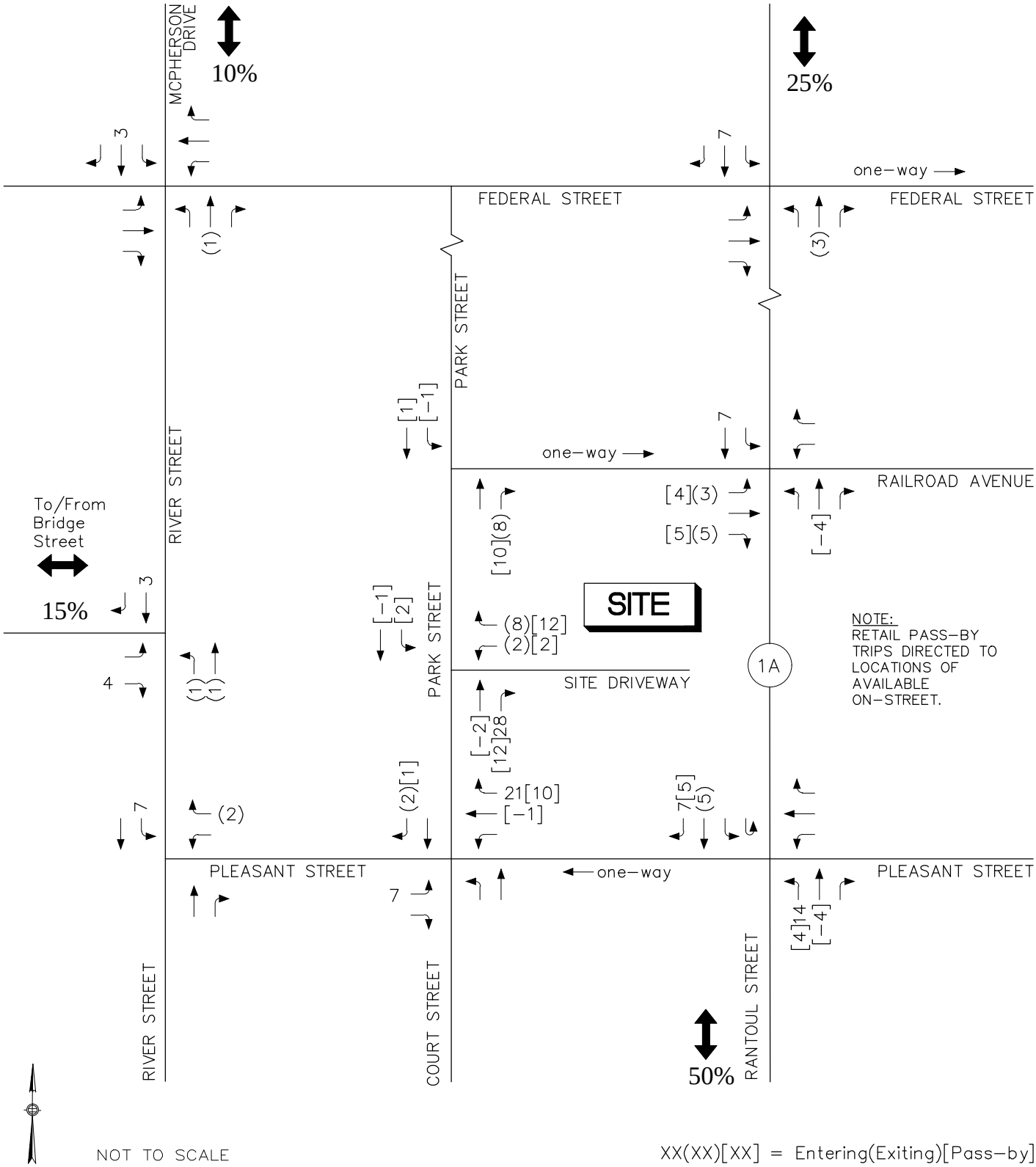


Figure 5B
Site Generated Trips - Retail
Weekday PM
Peak Hour Traffic Volumes

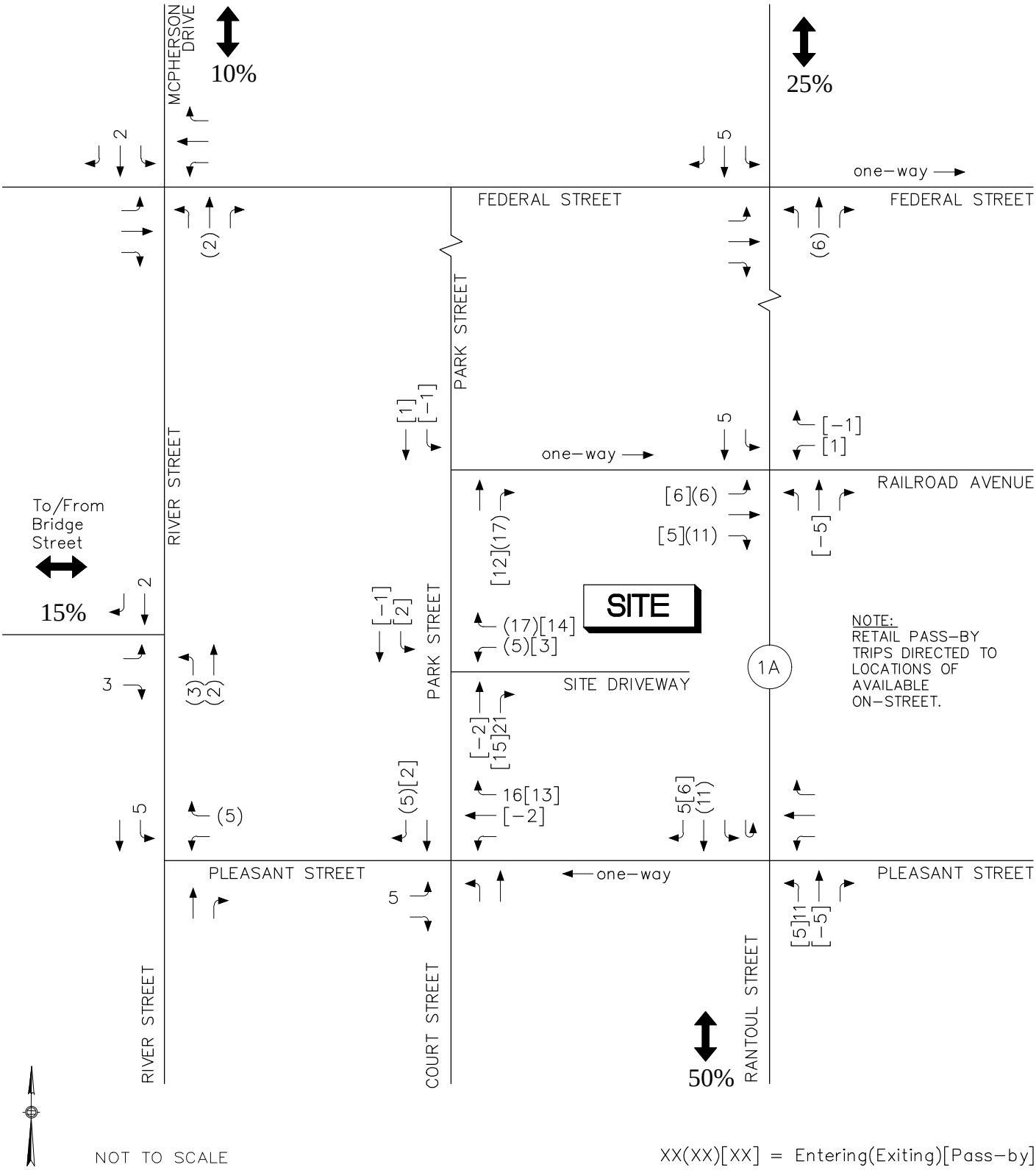


Figure 5C
Site Generated Trips - Retail
Saturday Midday
Peak Hour Traffic Volumes

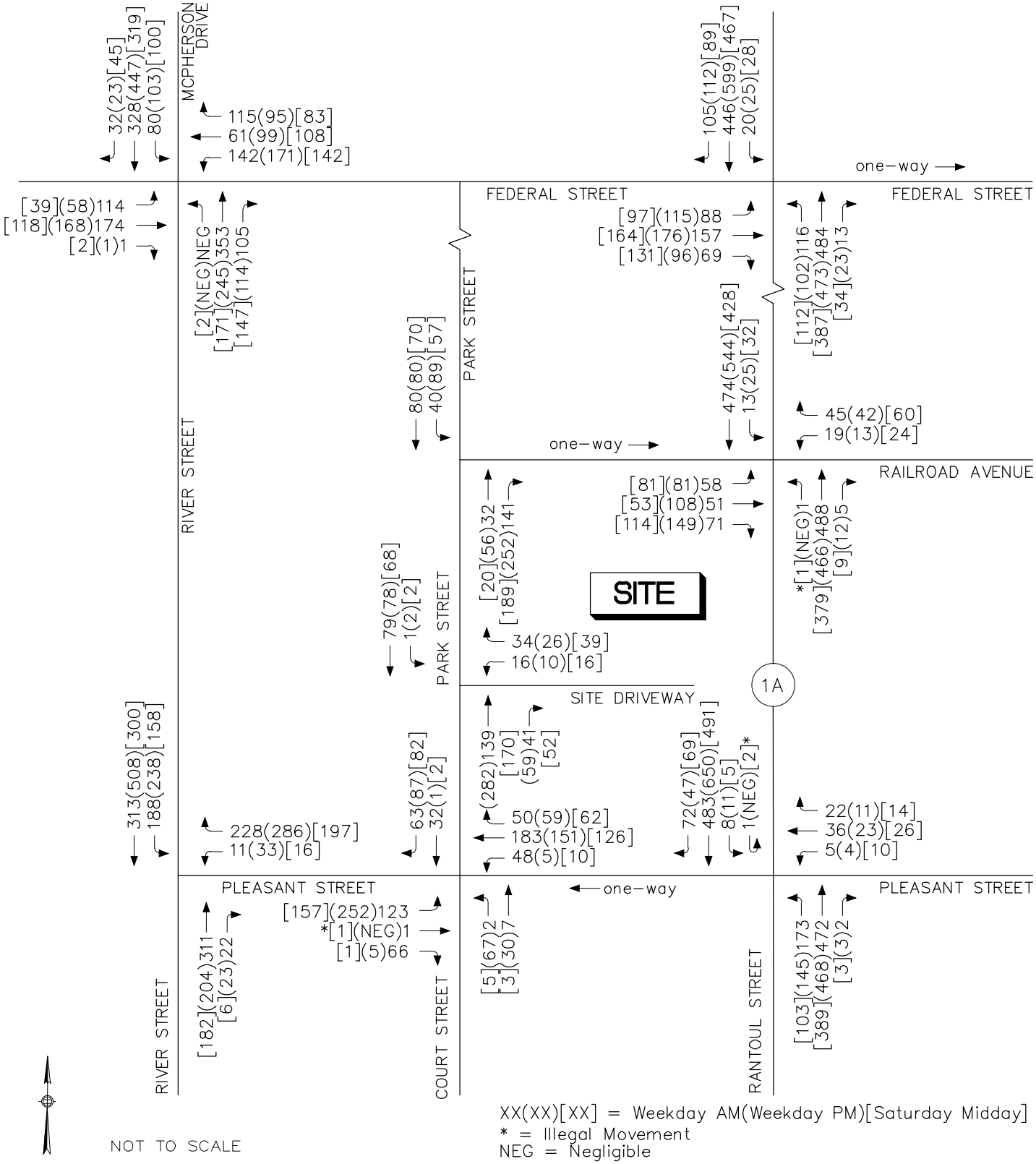


Figure 6

2026 Build Conditions
Peak Hour Traffic Volumes

CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2019 Existing, 2026 No-Build, and 2026 Build traffic-volume conditions. The impact of site-generated traffic can be measured by comparing 2026 No-Build conditions to 2026 Build conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)[8] and is described in the Appendix. The TIAS utilizes the HCM 2000[9] methodology for signalized intersections since *HCM 6th Edition* does not analyze exclusive pedestrian signal phasing provided at the signalized study area intersections. MassDOT has recognized such inefficiencies with the HCM 6th Edition method and still accepts the HCM 2000 results as the most recently previously approved method. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software.[10] In addition, the capacity analysis methodology for study area intersections which have unbalanced STOP sign control were conducted using the *SIDRA* software[11] as the *HCM 6th Edition* methodology.

For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle was calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate. For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 8 and are discussed below.

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[8] *Highway Capacity Manual 6th Edition*, Transportation Research Board; Washington, D.C.; 2016.
[9] *Highway Capacity Manual 2000*; Transportation Research Board; Washington, D.C.; 2000.
[10] *Synchro plus SimTraffic 10*; Trafficware Ltd.; Sugar Land, TX; 2017.
[11] *SIDRA intersection 8*; Akcelik & Associates Pty. Ltd.; Victoria, Australia; 2019.

Federal Street / River Street / McPherson Drive

As shown in Table 8, several movements are anticipated to operate at level-of-service (LOS) F during the weekday AM and PM peak hours under 2026 No-Build and Build conditions. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than eight (8) seconds per vehicle or increase the queue on any approach by more than one vehicle.

Rantoul Street (Route 1A) / Federal Street

Although the Rantoul Street northbound approach is anticipated to operate at LOS F during the weekday PM peak hour under 2026 No-Build and Build condition, all other movements at this intersection are anticipated to operate under capacity at LOS E or better under all analysis conditions. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than 11 seconds per vehicle or increase queues by more than one vehicle. Improvements were recently constructed at this intersection as part of a MassDOT-funded project along Route 1A and signal timings are still being fine-tuned in the field. GPI recommends slight modifications to the signal timing to provide additional green time on the northbound approach in order to improve the operations of this intersection.

Rantoul Street (Route 1A) / Railroad Avenue

All movements at this intersection are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis conditions. In addition, the volume-to-capacity (V/C) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than two (2) seconds per vehicle or increase queues by more than one vehicle.

Rantoul Street (Route 1A) / Pleasant Street

All movements at this intersection are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis conditions. In addition, the volume-to-capacity (V/C) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not anticipated to exceed one vehicle. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than three (3) seconds per vehicle and will not measurably increase queues on any approach.

Pleasant Street / Park Street / Court Street

All movements at this intersection are anticipated to operate at LOS B or better under all analysis conditions with queues not exceeding three vehicles. In addition, the volume-to-capacity (V/C) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than one second per vehicle or increase queues by more than one vehicle.

Pleasant Street / River Street

All movements at this intersection are anticipated to operate at LOS C or better under all analysis conditions with queues not exceeding three vehicles. In addition, the volume-to-capacity (V/C) ratios will be well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than one second per vehicle or increase queues by more than one vehicle.

Park Street at Site Driveway

All movements at the site driveway are anticipated to operate at LOS B or better with queues not exceeding one vehicle and V/C ratios well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

Table 8
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Federal Street / River Street / McPherson Drive												
Weekday AM:												
Federal Street EB	0.76	37.6	E	--/150	0.80	44.3	E	--/170	0.89	43.5	E	--/168
Federal Street WB	0.80	41.4	E	--/175	0.86	50.2	F	--/200	0.93	49.2	E	--/195
River Street NB	1.10	105.1	F	--/400	1.17	130.4	F	--/450	1.23	135.8	F	--/465
McPherson Drive SB	1.07	94.8	F	--/368	1.14	117.9	F	--/413	1.19	121.0	F	--/423
Weekday PM:												
Federal Street EB	0.54	22.5	C	--/78	0.58	25.0	C	--/88	0.63	25.2	D	--/88
Federal Street WB	0.80	37.8	E	--/180	0.85	44.8	E	--/203	0.93	45.3	E	--/205
River Street NB	0.76	33.3	D	--/163	0.81	39.9	E	--/185	0.89	41.1	E	--/190
McPherson Drive SB	1.20	134.9	F	--/543	1.29	170.8	F	--/630	1.30	178.1	F	--/650
Saturday Midday:												
Federal Street EB	0.35	14.8	B	--/38	0.38	15.9	C	--/43	0.38	16.1	C	--/45
Federal Street WB	0.65	22.3	C	--/118	0.71	26.1	D	--/140	0.71	26.6	D	--/143
River Street NB	0.60	19.1	C	--/98	0.65	21.9	C	--/115	0.66	22.6	C	--/118
McPherson Drive SB	0.87	38.4	E	--/238	0.92	48.9	E	--/280	0.94	51.6	F	--/290

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Rantoul Street (Route 1A) / Federal Street												
Weekday AM:												
Federal Street EB	0.83	50.1	D	206/355	0.82	47.3	D	212/373	0.82	47.3	D	212/373
Rantoul Street (Route 1A) NB	0.93	42.7	D	445/684	1.04	70.3	E	481/754	1.06	74.4	E	491/759
Rantoul Street (Route 1A) SB	0.62	19.5	B	175/437	0.67	21.6	C	196/512	0.68	21.8	C	199/522
Overall Intersection	**0.80**	**36.2**	**D**	**--/--**	**0.87**	**47.9**	**D**	**--/--**	**0.88**	**49.8**	**D**	**--/--**
Weekday PM:												
Federal Street EB	0.78	41.9	D	223/485	0.77	40.2	D	229/507	0.77	40.2	D	229/507
Rantoul Street (Route 1A) NB	1.00	56.8	E	328/647	1.13	102.2	F	386/717	1.15	110.9	F	400/730
Rantoul Street (Route 1A) SB	0.85	31.3	C	295/702	0.92	40.1	D	338/763	0.94	42.4	D	349/783
Overall Intersection	**0.82**	**42.7**	**D**	**--/--**	**0.90**	**62.2**	**E**	**--/--**	**0.91**	**66.3**	**E**	**--/--**
Saturday Midday:												
Federal Street EB	0.74	31.7	C	128/513	0.90	54.0	D	179/542	0.95	66.5	E	190/542
Rantoul Street (Route 1A) NB	0.86	30.5	C	142/525	0.81	24.6	C	158/579	0.79	22.9	C	162/594
Rantoul Street (Route 1A) SB	0.71	20.1	C	133/431	0.67	17.5	B	144/466	0.66	16.7	B	149/480
Overall Intersection	**0.73**	**27.0**	**C**	**--/--**	**0.76**	**29.9**	**C**	**--/--**	**0.76**	**32.2**	**C**	**--/--**

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Rantoul Street (Route 1A) / Railroad Avenue												
Weekday AM:												
Railroad Avenue EBL	0.56	44.6	D	74/101	0.58	45.2	D	77/104	0.62	45.4	D	90/117
Railroad Avenue EBR	0.04	39.0	D	<25/<25	0.04	38.8	D	<25/<25	0.05	37.7	D	<25/25
Railroad Avenue WB	0.12	40.5	D	<25/45	0.15	40.6	D	<25/49	0.14	39.3	D	<25/48
Rantoul Street (Route 1A) NB	0.44	9.4	A	173/288	0.46	9.8	A	187/311	0.47	10.6	B	193/321
Rantoul Street (Route 1A) SB	0.45	11.7	B	235/433	0.48	12.8	B	263/447	0.50	14.3	B	281/443
Overall Intersection	**0.42**	**16.9**	**B**	**--/--**	**0.44**	**17.5**	**B**	**--/--**	**0.46**	**19.0**	**B**	**--/--**
Weekday PM:												
Railroad Avenue EBL	0.69	48.3	D	111/179	0.71	49.5	D	115/189	0.72	49.2	D	122/217
Railroad Avenue EBR	0.08	37.2	D	<25/51	0.08	37.1	D	<25/53	0.09	36.4	D	<25/55
Railroad Avenue WB	0.15	38.7	D	<25/35	0.15	38.6	D	<25/35	0.15	37.8	D	<25/35
Rantoul Street (Route 1A) NB	0.45	9.1	A	97/279	0.48	9.6	A	109/296	0.49	10.0	B	114/291
Rantoul Street (Route 1A) SB	0.52	13.0	B	237/237	0.55	12.7	B	262/262	0.57	12.9	B	272/206
Overall Intersection	**0.51**	**19.2**	**B**	--/--	**0.54**	**19.2**	**B**	**--/--**	**0.56**	**19.7**	**B**	**--/--**
Saturday Midday:												
Railroad Avenue EBL	0.38	17.6	B	<25/101	0.39	18.1	B	<25/108	0.43	17.9	B	25/124
Railroad Avenue EBR	0.06	15.9	B	<25/33	0.06	16.2	B	<25/34	0.08	15.7	B	<25/37
Railroad Avenue WB	0.11	16.9	B	<25/47	0.12	17.3	B	<25/49	0.12	16.7	B	<25/51
Rantoul Street (Route 1A) NB	0.51	10.3	B	44/212	0.54	10.5	B	50/229	0.55	11.0	B	54/225
Rantoul Street (Route 1A) SB	0.60	11.5	B	52/264	0.62	11.9	B	58/283	0.66	13.0	B	67/292
Overall Intersection	**0.47**	**12.5**	**B**	--/--	**0.50**	**12.9**	**B**	**--/--**	**0.53**	**13.5**	**B**	**--/--**

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Rantoul Street (Route 1A) at Pleasant Street												
Weekday AM:												
Pleasant Street WB	0.21	19.5	C	--/<25	0.23	20.9	C	--/<25	0.25	22.2	C	--/<25
Rantoul Street (Route 1A) NB	0.16	9.2	A	--/<25	0.17	9.4	A	--/<25	0.19	9.6	A	--/<25
Rantoul Street (Route 1A) SB	0.01	8.5	A	--/<25	0.01	8.6	A	--/<25	0.01	8.6	A	--/<25
Weekday PM:												
Pleasant Street WB	0.17	22.6	C	--/<25	0.19	24.9	D	--/<25	0.21	27.7	D	--/<25
Rantoul Street (Route 1A) NB	0.15	9.9	A	--/<25	0.16	10.1	B	--/<25	0.19	10.4	B	--/<25
Rantoul Street (Route 1A) SB	0.01	8.5	A	--/<25	0.01	8.6	A	--/<25	0.01	8.6	A	--/<25
Saturday Midday:												
Pleasant Street WB	0.19	20.5	C	--/<25	0.20	22.1	C	--/<25	0.22	24.0	C	--/<25
Rantoul Street (Route 1A) NB	0.09	8.9	A	--/<25	0.09	9.1	A	--/<25	0.11	9.3	A	--/<25
Rantoul Street (Route 1A) SB	0.01	8.3	A	--/<25	0.01	8.4	A	--/<25	0.01	8.4	A	--/<25

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Pleasant Street / Park Street / Court Street												
Weekday AM:												
Pleasant Street EB	0.11	0.0	A	--/<25	0.11	0.0	A	--/<25	0.12	0.0	A	--/<25
Pleasant Street WB	0.33	11.4	B	--/41	0.34	11.5	B	--/42	0.38	11.9	B	--/50
Court Street NB	0.02	10.9	B	--/<25	0.02	11.0	B	--/<25	0.02	11.1	B	--/<25
Park Street SB	0.11	10.0	A	--/<25	0.11	10.0	A	--/<25	0.13	10.2	B	--/<25
Overall Intersection	**0.33**	**7.2**	**A**	**--/41**	**0.34**	**7.3**	**A**	**--/42**	**0.38**	**7.7**	**A**	**--/50**
Weekday PM:												
Pleasant Street EB	0.14	0.0	A	--/<25	0.14	0.0	A	--/<25	0.15	0.0	A	--/<25
Pleasant Street WB	0.26	11.6	B	--/27	0.27	11.8	B	--/28	0.33	12.6	B	--/46
Court Street NB	0.19	12.8	B	--/<25	0.19	13.1	B	--/<25	0.20	13.4	B	--/<25
Park Street SB	0.10	9.5	A	--/<25	0.10	9.6	A	--/<25	0.11	9.6	A	--/<25
Overall Intersection	**0.26**	**6.9**	**A**	**--/27**	**0.27**	**6.9**	**A**	**--/28**	**0.33**	**7.4**	**A**	**--/46**
Saturday Midday:												
Pleasant Street EB	0.08	0.0	A	--/<25	0.08	0.0	A	--/<25	0.09	0.0	A	--/<25
Pleasant Street WB	0.19	10.3	B	--/<25	0.20	10.4	B	--/<25	0.24	10.7	B	--/28
Court Street NB	0.01	10.7	B	--/<25	0.01	10.8	B	--/<25	0.01	11.0	B	--/<25
Park Street SB	0.08	9.3	A	--/<25	0.08	9.3	A	--/<25	0.09	9.4	A	--/<25
Overall Intersection	**0.19**	**6.3**	**A**	**--/<25**	**0.20**	**6.3**	**A**	**--/<25**	**0.24**	**6.7**	**A**	**--/28**

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Pleasant Street / River Street												
Weekday AM:												
Pleasant Street WB	0.37	13.6	B	--/65	0.39	14.0	B	--/72	0.41	14.3	B	--/82
River Street NB	0.59	18.9	C	--/188	0.62	20.1	C	--/210	0.62	20.6	C	--/212
River Street SB	0.28	0.0	A	--/<25	0.29	0.0	A	--/<25	0.29	0.0	A	--/<25
Overall Intersection	**0.59**	**8.9**	**A**	**--/188**	**0.62**	**9.4**	**A**	**--/210**	**0.62**	**9.6**	**A**	**--/212**
Weekday PM:												
Pleasant Street WB	0.45	14.3	B	--/111	0.47	14.9	B	--/128	0.48	15.2	C	--/138
River Street NB	0.40	15.5	C	--/65	0.42	16.1	C	--/71	0.43	16.4	C	--/73
River Street SB	0.38	0.0	A	--/<25	0.39	0.0	A	--/<25	0.40	0.1	A	--/<25
Overall Intersection	**0.45**	**6.3**	**A**	**--/111**	**0.47**	**6.5**	**A**	**--/128**	**0.48**	**6.6**	**A**	**--/138**
Saturday Midday:												
Pleasant Street WB	0.26	11.1	B	--/32	0.27	11.3	B	--/34	0.29	11.4	B	--/37
River Street NB	0.29	12.4	B	--/30	0.30	12.7	B	--/34	0.30	12.8	B	--/37
River Street SB	0.24	0.0	A	--/<25	0.25	0.0	A	--/<25	0.25	0.0	A	--/<25
Overall Intersection	**0.29**	**5.5**	**A**	**--/32**	**0.30**	**5.6**	**A**	**--/34**	**0.30**	**5.6**	**A**	**--/37**

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 8 (continued)
INTERSECTION CAPACITY ANALYSIS SUMMARY

	2019 Existing				2026 No-Build				2026 Build			
Intersection/Peak Hour/Lane Group	V/C [a]	Delay [b]	LOS [c]	Queue [d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Park Street / Site Driveway												
Weekday AM:												
Site Driveway WB	-	-	-	-	-	-	-	-	0.07	9.7	A	--/<25
Park Street SB	-	-	-	-	-	-	-	-	0.00	7.6	A	--/<25
Weekday PM:												
Site Driveway WB	-	-	-	-	-	-	-	-	0.06	10.8	B	--/<25
Park Street SB	-	-	-	-	-	-	-	-	0.00	8.0	A	--/<25
Saturday Midday:												
Site Driveway WB	-	-	-	-	-	-	-	-	0.08	10.0	B	--/<25
Park Street SB	-	-	-	-	-	-	-	-	0.00	7.7	A	--/<25

[a] Volume-to-capacity ratio.
[b] Average control delay in seconds per vehicle.
[c] Level of service.
[d] 50th/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

CONCLUSIONS AND RECOMMENDATIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed Depot Square II development. Conclusions of this effort are presented below.

- The site is located on the westerly side of Rantoul Street (Route 1A) between Railroad Avenue and Pleasant Street, and contains approximately 9,338 square feet (SF) of formerly mixed-use buildings, a former 26-unit apartment building, and a 2,834 SF enterprise rental car with attached parking lot (Lots 4-85 through 4-89). The project consists of razing the existing structures on site and constructing a mixed-use development with total of 115 residential apartment units, a 2-story parking garage with 115 parking spaces for the residential units, and approximately 7,975 SF of mixed-use commercial space on the first floor. Access and egress to the resident parking garage will be provided via a full-access/egress driveway on Park Street.

- The intersection of Federal Street / River Street / McPherson Drive experienced an average of 4.6 collisions per year over the five-year study period, and a crash rate (0.86 c/mev) greater than the statewide (0.57 c/mev) and District 4 (0.57 c/mev) averages. The majority of the collisions (14 of 23) were angle collisions. While all approaches are signed to operate under STOP-sign control, there were six collisions involving vehicles traveling northbound on River Street and eastbound on Federal Street. The STOP-line on the River Street northbound approach is set back approximately 30 feet from the intersection to accommodate a crosswalk on this approach and a significant grade difference between the vehicular travelway and sidewalk on the southwest corner. As a result of this setback, driveways often stop on the far side of the crosswalk, in the intersection to see oncoming traffic. Drivers on the remaining approaches may be confused as to whether a vehicle on the River Street northbound approach will stop at the curb line or whether they have already stopped and will continue through the intersection. Modifications to the sidewalk grading and crosswalk to shift the STOP-line closer to the intersection may reduce this type of collision.

- All other study area intersections experienced an average of fewer than four collisions per year and crash rates lower than the state and District-wide averages, indicating a safety issue does not exist.

- The sight distances at the proposed site driveway will exceed AASHTO's recommendations for minimum and desirable SSD and ISD. It is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Park Street so as not to inhibit the available sight lines.

- The proposed development is expected to to generate 62 *new* vehicle trips (27 entering and 35 exiting) during the weekday AM peak hour, 69 *new* vehicle trips (47 entering and 22 exiting) during the weekday PM peak hour, and 75 *new* trips (37 entering and 38 exiting) during the Saturday midday peak hour.

- Traffic-volume increases along study area roadways beyond the study area during the peak hours are expected to be in the range of 8 to 28 vehicles. These increases represent, on average, one additional vehicle approximately every two to eight minutes during the peak hours.

- Several movements at the Federal Street / River Street / McPherson Drive intersection are anticipated to operate at level-of-service (LOS) F during the weekday AM and PM peak hours under 2026 No-Build and Build conditions. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than eight (8) seconds per vehicle or increase the queue on any approach by more than one vehicle.

- Although the Rantoul Street northbound approach to Federal Street is anticipated to operate at LOS F during the weekday PM peak hour under 2026 No-Build and Build condition, all other movements at this intersection are anticipated to operate under capacity at LOS E or better under all analysis conditions. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than 11 seconds per vehicle or increase queues by more than one vehicle. Improvements were recently constructed at this intersection as part of a MassDOT-funded project along Route 1A and signal timings are still being fine-tuned in the field. GPI recommends slight modifications to the signal timing to provide additional green time on the northbound approach in order to improve the operations of this intersection.

- All movements at all other study area intersections are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis conditions. In addition, the volume-to-capacity (V/C) ratios are not expected to exceed 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes, and queues are not expected to exceed one vehicle. The additional traffic generated by the proposed mixed-use development is not expected to increase delay on any given movement by more than three seconds per vehicle or increase queues by more than one vehicle.

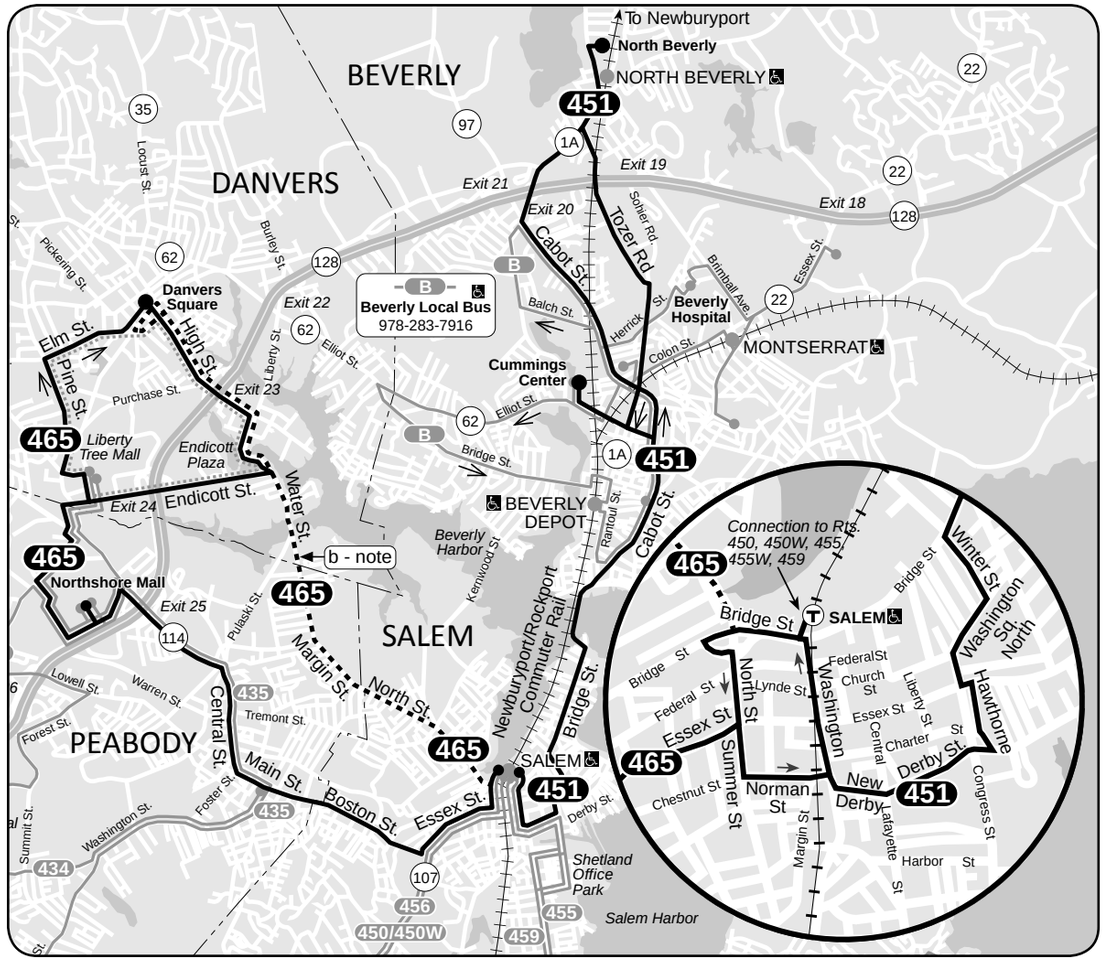
Based on the findings above, the proposed Depot Square II development can be safely and efficiently accommodated along the existing roadway network.

APPENDIX

PUBLIC TRANSIT DATA
TRAFFIC-COUNT DATA
TRAFFIC-VOLUME ADJUSTMENT DATA
MASSDOT CRASH RATE WORKSHEET
BACKGROUND DEVELOPMENT DATA
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS METHODOLOGY
CAPACITY AND QUEUE ANALYSIS WORKSHEETS

PUBLIC TRANSIT DATA

Route 451 North Beverly - Salem Depot
Route 465 Danvers Square - Salem Depot



451•465

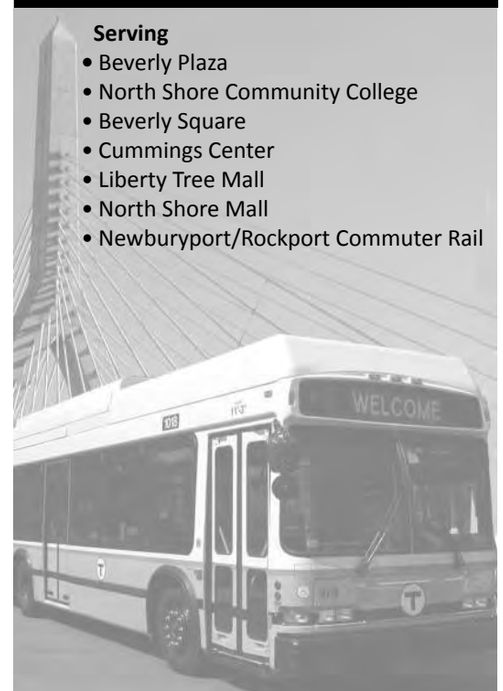
Effective September 2, 2018

451 North Beverly-Salem Depot

465 Danvers Square-Salem Depot

Serving

- Beverly Plaza
- North Shore Community College
- Beverly Square
- Cummings Center
- Liberty Tree Mall
- North Shore Mall
- Newburyport/Rockport Commuter Rail



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451 Weekday

Inbound			Outbound		
Leave North Beverly	Arrive Cummings Center	Arrive Salem Depot	Leave Salem Depot	Arrive Cummings Center	Arrive North Beverly
6:50A	6:59A	7:19A	a 6:00A	6:24A	6:42A
8:00	8:12	8:35	a 7:10	7:36	7:54
9:00	9:11	9:32	a 8:20	8:41	8:59
a 3:20P	**3:31P**	**3:53P**	**2:30P**	**2:55P**	**3:16P**
a 4:30	**4:40**	**5:03**	**3:40**	**4:03**	**4:25**
a 5:20	**5:31**	**5:55**	**4:25**	**4:46**	**5:12**
a 6:15	**6:25**	**6:43**	**5:25**	**5:47**	**6:05**
a 7:10	**7:18**	**7:39**	**6:30**	**6:48**	**7:05**

a - Via Tozer Road.

No Route 451 Service on Saturday or Sunday.

465 Weekday

Inbound					Outbound				
Leave Danvers Square	Arrive Liberty Tree	Arrive N. Shore Mall	Arrive Peabody Square	Arrive Salem Depot	Leave Salem Depot	Arrive Peabody Square	Arrive N. Shore Mall	Arrive Liberty Tree	Arrive Danvers Square
b 6:50A	.....	.....	.....	7:04A	7:25A	7:39A	7:46A	7:55A	8:03A
b 8:10	.....	.....	.....	8:28	8:40	9:01	9:09	9:20	9:26
9:35	9:46A	9:57A	10:03A	10:18	9:40	9:56	10:04	10:15	10:21
10:35	10:46	10:57	11:03	11:18	10:30	10:44	10:51	11:01	11:10
11:25	11:36	11:47	11:53	**12:08P**	11:30	11:48	11:56	**12:09P**	**12:16P**
12:25P	**12:36P**	**12:47P**	**12:53P**	**1:12P**	**12:30P**	**12:48P**	**12:56P**	**1:09P**	**1:16P**
1:25	**1:36**	**1:49**	**1:53**	**2:12**	**1:30**	**1:48**	**1:56**	**2:09**	**2:16**
2:25	**2:37**	**2:52**	**3:01**	**3:19**	**2:30**	**2:45**	**2:57**	**3:06**	**3:18**
3:25	**3:37**	**3:50**	**3:58**	**4:15**	**3:30**	**3:45**	**3:56**	**4:06**	**4:16**
4:25	**4:37**	**4:50**	**4:58**	**5:15**	**4:35**	**4:50**	**5:01**	**5:11**	**5:21**
5:35	**5:47**	**6:00**	**6:06**	**6:19**	**bm 6:00**	**.....**	**.....**	**.....**	**6:16**
6:25	**6:39**	**6:51**	**6:57**	**7:07**	**bm 6:50**	**.....**	**.....**	**.....**	**7:04**
7:15	**7:29**	**7:42**	**7:46**	**7:56**					

b - Via Water, Margin and North Streets
m - Passengers may remain on bus at Danvers Sq. for service to malls.

465 Saturday

Inbound					Outbound				
Leave Danvers Square	Arrive Liberty Tree	Arrive N. Shore Mall	Arrive Peabody Square	Arrive Salem Depot	Leave Salem Depot	Arrive Peabody Square	Arrive N. Shore Mall	Arrive Liberty Tree	Arrive Danvers Square
9:00A	9:08A	9:18A	9:23A	9:34A	8:05A	8:12A	8:18A	8:28A	8:36A
11:00	11:10	11:22	11:27	11:43	10:05	10:13	10:21	10:32	10:40
1:00P	**1:13P**	**1:25P**	**1:31P**	**1:50P**	**12:05P**	**12:14P**	**12:23P**	**12:35P**	**12:44P**
3:00	**3:13**	**3:26**	**3:32**	**3:49**	**2:05**	**2:14**	**2:23**	**2:35**	**2:44**
5:00	**5:12**	**5:24**	**5:29**	**5:46**	**4:05**	**4:13**	**4:21**	**4:32**	**4:42**
7:00	**7:10**	**7:22**	**7:27**	**7:39**	**6:05**	**6:12**	**6:20**	**6:31**	**6:39**

No Route 465 service on Sunday

All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	$1.70	$1.70	$2.25	$2.25
CharlieTicket	$2.00	$2.00	$2.75	$4.75
Cash-on-Board	$2.00	$4.00	$2.75	$4.75
Student/Youth*	$0.85	$0.85	$1.10	$1.10
Senior/TAP**	$0.85	$0.85	$1.10	$1.10

VALID PASSES: LinkPass ($84.50/mo.); Local Bus ($55/mo.); *Student/Youth LinkPass ($30.00/mo.); **Senior/TAP LinkPass ($30/mo.); and express bus, commuter rail, and boat passes.
FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.
* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.
** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Fall 2018 & Winter 2019 Holidays
9/3/18: see Sunday 10/8/18: see Weekday
11/22/18, 12/25/18, 1/1/19: see Sunday 1/21/19 & 2/18/19: see Saturday

Note: For weekday service to Danvers Square after 7:00 PM please refer to Route 435 schedule card.

Route 451
North Beverly-Salem Depot

Route 465
Danvers Square-Salem Depot

NEWBURYPORT/ROCKPORT LINE

Effective October 29, 2018

Monday to Friday

Inbound to Boston

ZONE	STATION	TRAIN #	100	150	152	102	154	104	156	106	158	160	192	108	162	110	164	112	166	114	168	116	170	118	172	194	120	174	122	176	124	178	126	180	128	182
			AM												PM																					
	Bikes Allowed																																			
8	Rockport	♿	4:55	-	-	5:48	-	6:30	-	7:10	-	-	-	8:15	-	9:20	-	11:00	-	12:30	-	1:50	-	3:30	-	-	5:03	-	5:45	-	7:15	-	8:45	-	10:30	-
7	Gloucester	♿	5:02	-	-	5:55	-	6:37	-	7:17	-	-	-	8:22	-	9:27	-	11:07	-	12:37	-	1:57	-	3:37	-	-	5:10	-	5:52	-	7:22	-	8:52	-	10:37	-
7	West Gloucester	♿	5:08	-	-	6:01	-	6:43	-	7:23	-	-	-	8:28	-	f 9:33	-	f 11:13	-	f 12:43	-	f 2:03	-	f 3:43	-	-	f 5:17	-	f 5:58	-	f 7:28	-	f 8:58	-	f 10:43	-
6	Manchester	♿	5:15	-	-	6:08	-	6:50	-	7:30	-	-	-	8:35	-	9:40	-	11:20	-	12:50	-	2:10	-	3:50	-	-	5:24	-	6:05	-	7:35	-	9:05	-	10:50	-
5	Beverly Farms	♿	5:22	-	-	6:15	-	6:57	-	7:37	-	-	-	8:42	-	f 9:47	-	f 11:27	-	f 12:57	-	f 2:17	-	f 3:57	-	-	f 5:31	-	f 6:12	-	f 7:42	-	f 9:12	-	f 10:57	-
5	Prides Crossing		-	-	-	f 6:17	-	f 6:59	-	f 7:39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Montserrat	♿	5:28	-	-	6:22	-	7:04	-	7:44	-	-	-	8:48	-	f 9:53	-	f 11:33	-	f 1:03	-	f 2:23	-	f 4:03	-	-	f 5:37	-	f 6:18	-	f 7:48	-	f 9:18	-	f 11:03	-
8	Newburyport	♿	-	5:20	5:50	-	6:25	-	7:00	-	7:30	7:55	-	-	9:15	-	10:00	-	11:40	-	1:10	-	2:55	-	4:42	-	-	5:48	-	7:08	-	8:10	-	9:25	-	11:03
7	Rowley	♿	-	5:25	5:55	-	6:30	-	7:05	-	7:35	8:00	-	-	f 9:20	-	f 10:05	-	f 11:45	-	f 1:15	-	f 3:00	-	f 4:47	-	-	f 5:53	-	f 7:13	-	f 8:15	-	f 9:30	-	f 11:08
6	Ipswich	♿	-	5:31	6:02	-	6:37	-	7:12	-	7:42	8:07	-	-	9:26	-	10:11	-	11:51	-	1:21	-	3:06	-	4:53	-	-	5:59	-	7:19	-	8:21	-	9:36	-	11:14
5	Hamilton/Wenham	♿	-	5:37	6:08	-	6:43	-	7:18	-	7:48	8:13	-	-	f 9:32	-	f 10:17	-	f 11:57	-	f 1:27	-	f 3:12	-	f 4:59	-	-	f 6:12	-	f 7:25	-	f 8:32	-	f 9:42	-	f 11:20
5	North Beverly	♿	-	5:41	6:13	-	6:48	-	7:23	-	7:53	8:18	-	-	f 9:36	-	f 10:21	-	f 12:01	-	f 1:31	-	f 3:16	-	f 5:03	-	-	-	-	f 7:29	-	f 8:36	-	f 9:46	-	f 11:24
4	Beverly	♿	5:33	5:47	6:18	6:27	6:53	7:09	7:28	7:49	7:58	8:24	8:33	8:54	9:42	9:58	10:27	11:38	12:07	1:08	1:37	2:28	3:21	4:08	5:10	5:32	5:42	6:20	6:25	7:35	7:53	8:42	9:23	9:52	11:08	11:30
3	Salem	♿	5:37	5:51	6:22	6:31	6:57	7:13	7:33	7:53	8:02	8:28	8:37	8:58	9:46	10:02	10:31	11:42	12:11	1:12	1:41	2:32	3:26	4:12	5:15	5:36	5:49	6:24	6:29	7:39	7:57	8:46	9:27	9:56	11:12	11:34
3	Swampscott	♿	5:45	5:59	-	6:39	7:05	-	7:41	8:01	8:10	-	8:45	9:06	9:54	10:10	10:39	11:50	12:19	1:20	1:49	2:40	3:34	4:20	5:23	-	5:58	-	6:37	7:47	8:05	8:54	9:35	10:04	11:20	-
2	Lynn	♿	5:49	6:03	-	6:43	7:09	-	7:45	-	8:14	-	8:49	9:10	9:58	10:14	10:43	11:54	12:23	1:24	1:53	2:44	3:38	4:24	5:27	-	6:02	-	6:42	7:51	8:09	8:58	9:39	10:08	11:24	-
2	River Works		f 5:52	f 6:06	-	f 6:46	f 7:12	-	f 7:48	-	f 8:17	-	f 8:52	-	-	-	-	-	-	-	-	f 2:47	f 3:41	f 4:27	f 5:30	-	f 6:05	-	f 6:46	-	-	-	f 9:42	-	f 11:27	-
1A	Chelsea/Bellingham Sq.		5:59	6:13	-	6:53	7:19	-	7:55	-	8:24	-	8:59	9:19	f 10:07	f 10:23	f 10:52	f 12:03	f 12:32	f 1:33	f 2:02	f 2:54	f 3:48	f 4:34	f 5:37	-	f 6:12	-	f 6:53	f 8:00	f 8:18	f 9:07	f 9:49	f 10:17	f 11:34	-
1A	North Station	♿	6:11	6:25	6:49	7:05	7:31	7:40	8:08	8:22	8:36	8:55	9:11	9:31	10:18	10:34	11:03	12:14	12:43	1:44	2:13	3:05	3:59	4:45	5:50	6:02	6:23	6:50	7:04	8:11	8:29	9:18	10:00	10:28	11:45	12:00

Trains in purple box indicate peak period trains.

Monday to Friday

Outbound from Boston

ZONE	STATION	TRAIN #	153	101	191	155	103	157	105	159	107	161	109	163	111	165	113	115	167	193	117	169	119	171	173	121	175	123	177	125	179	127	181	129	183
			AM										PM																					AM	
	Bikes Allowed																																		
1A	North Station	♿	6:26	6:39	7:08	7:40	7:50	8:10	8:35	9:40	10:35	11:20	12:00	1:20	1:50	3:15	3:30	4:15	4:30	4:40	5:00	5:15	5:30	5:40	6:05	6:25	6:45	7:15	7:35	8:45	9:10	10:20	10:50	12:10	12:15
1A	Chelsea/Bellingham Sq.		-	f 6:50	f 7:19	f 7:51	f 8:02	f 8:22	f 8:47	f 9:52	f 10:47	f 11:32	f 12:12	f 1:32	f 2:02	3:27	3:41	4:27	-	4:52	-	5:27	-	5:52	6:17	6:37	6:57	f 7:27	f 7:47	f 8:57	f 9:22	f 10:32	f 11:02	f 12:22	f 12:27
2	River Works		-	f 6:57	f 7:26	-	f 8:09	f 8:29	-	-	-	-	-	-	f 2:09	f 3:35	f 3:49	f 4:35	-	-	-	-	-	f 6:00	-	f 6:45	f 7:05	f 7:34	-	-	-	f 10:39	-	-	-
2	Lynn	♿	-	-	7:28	7:59	8:11	8:31	8:55	10:00	10:55	11:40	12:20	1:40	2:11	3:37	3:51	4:37	-	5:00	-	5:35	-	6:02	6:25	6:47	7:07	7:36	7:55	9:05	9:30	10:41	11:10	12:30	12:35
3	Swampscott	♿	-	-	7:33	8:04	8:16	8:36	9:00	10:05	11:00	11:45	12:25	1:45	2:16	3:42	3:56	4:42	-	5:05	-	5:40	-	6:07	6:30	6:52	7:12	7:41	8:00	9:10	9:35	10:46	11:15	12:35	12:40
3	Salem	♿	6:52	7:07	7:40	8:11	8:23	8:43	9:07	10:12	11:07	11:52	12:32	1:52	2:23	3:49	4:03	4:49	4:56	5:12	5:26	5:47	5:56	6:14	6:37	6:59	7:19	7:48	8:07	9:17	9:42	10:53	11:22	12:42	12:47
4	Beverly	♿	6:56	7:11	7:44	8:16	8:27	8:47	9:11	10:16	11:11	11:56	12:36	1:56	2:27	3:54	4:07	4:53	5:00	5:16	5:30	5:51	6:00	6:18	6:41	7:03	7:24	7:52	8:11	9:21	9:46	10:57	11:26	12:46	12:51
5	North Beverly	♿	f 7:00	-	-	f 8:20	-	f 8:51	-	f 10:20	-	f 12:00	-	f 2:00	-	3:59	-	-	5:06	-	-	5:56	-	6:23	6:46	-	7:30	-	8:16	-	f 9:50	-	f 11:30	-	f 12:55
5	Hamilton/Wenham	♿	f 7:04	-	-	f 8:24	-	f 8:55	-	f 10:24	-	f 12:04	-	f 2:04	-	4:03	-	-	5:10	-	-	6:00	-	6:27	6:50	-	7:34	-	8:21	-	f 9:54	-	f 11:34	-	f 12:59
6	Ipswich	♿	7:15	-	-	8:30	-	9:03	-	10:30	-	12:10	-	2:10	-	4:09	-	-	5:16	-	-	6:06	-	6:33	6:56	-	7:40	-	8:27	-	10:00	-	11:40	-	1:05
7	Rowley	♿	-	-	-	f 8:35	-	f 9:08	-	f 10:35	-	f 12:15	-	f 2:15	-	4:15	-	-	5:22	-	-	6:12	-	6:39	7:02	-	7:46	-	f 8:32	-	f 10:05	-	f 11:45	-	f 1:10
8	Newburyport	♿	7:29	-	-	8:43	-	9:16	-	10:43	-	12:23	-	2:23	-	4:24	-	-	5:31	-	-	6:21	-	6:48	7:11	-	7:54	-	8:40	-	10:13	-	11:53	-	1:18
4	Montserrat	♿	-	f 7:15	-	-	f 8:31	-	f 9:15	-	f 11:15	-	f 12:40	-	f 2:31	-	4:12	4:57	-	-	5:34	-	6:04	-	-	7:07	-	f 7:56	-	f 9:25	-	f 11:01	-	f 12:50	-
5	Prides Crossing		-	-	-	-	-	-	-	-	-	-	-	-	-	-	f 4:16	-	-	-	f 5:38	-	f 6:08	-	-	f 7:11	-	f 8:00	-	-	-	-	-	-	-
5	Beverly Farms	♿	-	f 7:21	-	-	f 8:37	-	f 9:21	-	f 11:21	-	f 12:46	-	f 2:37	-	4:20	5:03	-	-	5:42	-	6:12	-	-	7:15	-	f 8:04	-	f 9:31	-	f 11:07	-	f 12:56	-
6	Manchester	♿	-	7:26	-	-	8:42	-	9:26	-	11:26	-	12:51	-	2:42	-	4:25	5:08	-	-	5:48	-	6:18	-	-	7:20	-	8:09	-	9:36	-	11:12	-	1:01	-
7	West Gloucester	♿	-	f 7:32	-	-	f 8:48	-	f 9:32	-	f 11:32	-	f 12:57	-	f 2:48	-	4:31	5:15	-	-	5:54	-	6:24	-	-	7:26	-	f 8:15	-	f 9:42	-	f 11:18	-	f 1:07	-
7	Gloucester	♿	-	7:39	-	-	8:55	-	9:39	-	11:39	-	1:04	-	2:55	-	4:38	5:22	-	-	6:02	-	6:32	-	-	7:34	-	8:22	-	9:49	-	11:25	-	1:14	-
8	Rockport	♿	-	7:47	-	-	9:03	-	9:47	-	11:47	-	1:12	-	3:03	-	4:48	5:32	-	-	6:12	-	6:42	-	-	7:43	-	8:30	-	9:57	-	11:33	-	1:22	-

Trains in purple box indicate peak period trains.

Saturday & Sunday

Inbound to Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1100 / 2100	1150 / 2150	1102 / 2102	1152 / 2152	1104 / 2104	1154 / 2154	1106 / 2106	1156 / 2156	1108 / 2108	1158 / 2158	1110 / 2110	1160 / 2160	1112 / 2112
			AM				PM								
	Bikes Allowed														
8	Rockport	♿	7:00	-	10:00	-	12:00	-	2:00	-	5:10	-	7:30	-	10:00
7	Gloucester	♿	7:07	-	10:07	-	12:07	-	2:07	-	5:17	-	7:37	-	10:07
7	West Gloucester	♿	f 7:13	-	f 10:13	-	f 12:13	-	f 2:13	-	f 5:23	-	f 7:43	-	f 10:13
6	Manchester	♿	7:20	-	10:20	-	12:20	-	2:20	-	5:30	-	7:50	-	10:20
5	Beverly Farms	♿	f 7:25	-	f 10:25	-	f 12:25	-	f 2:25	-	f 5:35	-	f 7:55	-	f 10:25
4	Montserrat	♿	f 7:31	-	f 10:31	-	f 12:31	-	f 2:31	-	f 5:41	-	f 8:01	-	f 10:31
8	Newburyport	♿	-	8:52	-	10:52	-	12:52	-	2:52	-	5:52	-	9:00	-
7	Rowley	♿	-	8:58	-	10:58	-	12:58	-	2:58	-	5:58	-	9:06	-
6	Ipswich	♿	-	9:05	-	11:05	-	1:05	-	3:05	-	6:05	-	9:13	-
5	Hamilton/Wenham	♿	-	9:12	-	11:12	-	1:12	-	3:12	-	6:12	-	9:20	-
5	North Beverly	♿	-	f 9:15	-	f 11:15	-	f 1:15	-	f 3:15	-	f 6:15	-	f 9:23	-
4	Beverly	♿	7:36	9:20	10:36	11:20	12:36	1:20	2:36	3:20	5:46	6:20	8:06	9:28	10:36
3	Salem	♿	7:40	9:24	10:40	11:24	12:40	1:24	2:40	3:24	5:50	6:24	8:10	9:32	10:40
3	Swampscott	♿	7:46	9:30	10:46	11:30	12:46	1:30	2:46	3:30	5:56	6:30	8:16	9:38	10:46
2	Lynn	♿	7:50	9:34	10:50	11:34	12:50	1:34	2:50	3:34	6:00	6:34	8:20	9:42	10:50
1A	Chelsea/Bellingham Sq.		f 7:59	f 9:44	f 10:59	f 11:44	f 12:59	f 1:44	f 2:59	f 3:44	f 6:09	f 6:44	f 8:29	f 9:52	f 10:59
1A	North Station	♿	8:11	9:56	11:11	11:56	1:11	1:56	3:11	3:56	6:21	6:56	8:41	10:04	11:11

Saturday & Sunday

Outbound from Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1101 / 2101	1151 / 2151	1103 / 2103	1153 / 2153	1105 / 2105	1155 / 2155	1107 / 2107	1157 / 2157	1109 / 2109	1159 / 2159	1111 / 2111	1161 / 2161	1113 / 2113
			AM				PM								
	Bikes Allowed														
1A	North Station	♿	8:30	9:30	10:20	11:30	12:20	1:30	2:20	4:30	5:30	7:15	8:30	10:20	11:30
1A	Chelsea/Bellingham Sq.		f 8:41	f 9:41	f 10:31	f 11:41	f 12:31	f 1:41	f 2:31	f 4:41	f 5:41	f 7:26	f 8:41	f 10:31	f 11:41
2	Lynn	♿	8:51	9:51	10:41	11:51	12:41	1:51	2:41	4:51	5:51	7:36	8:51	10:41	11:51
3	Swampscott	♿	8:54	9:54	10:44	11:54	12:44	1:54	2:44	4:54	5:54	7:39	8:54	10:44	11:54
3	Salem	♿	9:01	10:01	10:51	12:01	12:51	2:01	2:51	5:01	6:01	7:46	9:01	10:51	12:01
4	Beverly	♿	9:05	10:05	10:55	12:05	12:55	2:05	2:55	5:05	6:05	7:50	9:05	10:55	12:05
5	North Beverly	♿	-	f 10:09	-	f 12:09	-	f 2:09	-	f 5:09	-	f 7:54	-	f 10:59	-
5	Hamilton/Wenham	♿	-	10:13	-	12:13	-	2:13	-	5:13	-	7:58	-	11:03	-
6	Ipswich	♿	-	10:20	-	12:20	-	2:20	-	5:20	-	8:05	-	11:10	-
7	Rowley	♿	-	10:27	-	12:27	-	2:27	-	5:27	-	8:12	-	11:17	-
8	Newburyport	♿	-	10:34	-	12:34	-	2:34	-	5:34	-	8:19	-	11:24	-
4	Montserrat	♿	f 9:09	-	f 10:59	-	f 12:59	-	f 2:59	-	f 6:09	-	f 9:09	-	f 12:09
5	Beverly Farms	♿	f 9:14	-	f 11:04	-	f 1:04	-	f 3:04	-	f 6:14	-	f 9:14	-	f 12:14
6	Manchester	♿	9:20	-	11:10	-	1:10	-	3:10	-	6:20	-	9:20	-	12:20
7	West Gloucester	♿	f 9:27	-	f 11:17	-	f 1:17	-	f 3:17	-	f 6:27	-	f 9:27	-	f 12:27
7	Gloucester	♿	9:34	-	11:24	-	1:24	-	3:24	-	6:34	-	9:34	-	12:34
8	Rockport	♿	9:42	-	11:32	-	1:32	-	3:32	-	6:42	-	9:42	-	12:42

Keep in Mind:

This schedule will be effective from October 29, 2018 and will replace the schedule of May 21, 2018.

Presidents' Day and 4th of July operate on a **Saturday service schedule.**

New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day operate on a **Sunday service schedule**.

For all other holiday schedules, please check MBTA.com or call 617-222-3200.

Times in purple with "f" indicate a flag stop: Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

High level platform and bridge plate available. Visit mbta.com/accessibility for more information.

Schedules may change in the event of severe weather

The MBTA and Keolis closely monitor weather forecasts to determine if conditions necessitate changes to the Commuter Rail schedule.

During weather events, the symbols below will communicate service level and impact on passengers. Service level for the following day will be announced mid-afternoon on the prior day.

REGULAR SCHEDULE
Trains will operate on a normal schedule.

STORM SCHEDULE
Major changes to the regular schedule. Schedules will be available on mbta.com, and in Boston stations.

NO SERVICE
No passenger service on Commuter Rail.

YELLOW LINE City of BEVERLY Shuttle [see SATURDAY] [see 6:45 - 7:45 AM]

MONDAY THROUGH FRIDAY

	AM					PM			
Bridge St. Variety Store	7 45	8 45	9 45	10 45	11 45	12 45	2 45	3 45	4 45
Federal Street	7 50	8 50	9 50	10 50	11 50	12 50	2 50	3 50	4 50
Commuter Rail Station	7 52	8 52	9 52	10 52	11 52	12 52	2 52	3 52	4 52
Rantoul & Edwards Sts.	7 54	8 54	9 54	10 54	11 54	12 54	2 54	3 54	4 54
Cabot St. & Highland Ave.	7 57	8 57	9 57	10 57	11 57	12 57	2 57	3 57	4 57
City Hall	8 00	9 00	10 00	11 00	12 00	1 00	3 00	4 00	5 00
arrive North Beverly Plaza	—	—	—	—	—	1 10	—	—	—
depart North Beverly Plaza	—	—	—	—	—	2 10	—	—	—
Cabot & Elliott Streets	8 02	9 02	10 02	11 02	12 02	—	3 02	4 02	
Cabot & Rantoul Streets	8 04	9 04	10 04	11 04	12 04	—	3 04	4 04	
Garden City Apartments	8 07	9 07	10 07	11 07	12 07	—	3 07	4 07	
Cabot & Simon Streets	8 09	9 09	10 09	11 09	12 09	—	3 09	4 09	
Balch Street Apartments	8 12	9 12	10 12	11 12	12 12	2 12	3 12	4 12	
Beverly Hospital	8 20	9 20	10 20	11 20	12 20	2 20	3 20	4 20	
Herrick St. & Brimbal Ave.	8 21	9 21	10 21	11 21	12 21	2 21	3 21	4 21	
Essex St. & Kelleher Apts.	8 22	9 22	10 22	11 22	12 22	2 22	3 22	4 22	
Turtle Creek Apartments	8 24	9 24	10 24	11 24	12 24	2 24	3 24	4 24	
Turtle Woods Apartments.	8 25	9 25	10 25	11 25	12 25	2 25	3 25	4 25	
YMCA	8 26	9 26	10 26	11 26	12 26	2 26	3 26	4 26	
Cedar Street Apartments	8 30	9 30	10 30	11 30	12 30	2 30	3 30	4 30	
Montserrat Commuter Rail	8 31	9 31	10 31	11 31	12 31	2 31	3 31	4 31	
Council on Aging	8 34	9 34	10 34	11 34	12 34	2 34	3 34	4 34	
Gloucester Crossing	8 35	9 35	10 35	11 35	12 35	2 35	3 35	4 35	
Rantoul & Elliott Streets	8 37	9 37	10 37	11 37	12 37	2 37	3 37	4 37	
Cummings Center	8 39	9 39	10 39	11 39	12 39	2 39	3 39	4 39	
Stop & Shop Supermarkets									

	8 41	9 41	10 41	11 41	12 41	2 41	3 41	4 41
Elliott St. & Glodsmith Ave.	8 43	9 43	10 43	11 43	12 43	2 43	3 43	4 43
Bridge Street Variety Store	8 45	9 45	10 45	11 45	12 45	2 45	3 45	4 45

YELLOW LINE City of BEVERLY Shuttle (see MON-FRI)

SATURDAY

	AM			PM			
City Hall	7 00	8 30	10 00	12 00	1 00	2 10	3 20
Cabot & Elliott Streets	7 02	8 32	10 02	12 02	1 02	2 12	3 22
Cummings Center	7 04	8 34	10 04	12 04	1 04	2 14	3 24
Stop & Shop Supermarkets	7 06	8 36	10 06	12 06	1 06	2 16	3 26
Elliott & McKay Streets	7 08	8 38	10 08	12 08	1 08	2 18	3 28
Elliott & County Way	7 10	8 40	10 10	12 10	1 10	2 20	3 30
County Way & Bridge St.	7 11	8 41	10 11	12 11	1 11	2 21	3 31
Bridge St. & Western Ave.	7 12	8 42	10 12	12 12	1 12	2 22	3 32
Apple Village / Manor Road	7 18	8 48	10 18	—	—	—	—
Shaw's / N. Beverly Plaza	7 24	8 54	10 24	12 17	1 24	2 34	3 44
Cabot St. & County Way	7 27	8 57	10 27	12 20	1 27	2 37	3 47
McKay & Balch Streets	7 29	8 59	10 29	12 22	1 29	2 39	3 49
Balch Street Apartments	7 30	9 00	10 30	12 23	1 30	2 40	3 50
Herrick Street Apartments	7 32	9 02	10 32	12 25	1 32	2 42	3 52
Beverly Hospital	7 34	9 04	10 34	12 27	1 34	2 44	3 54
Herrick St. & Brimbal Ave.	7 36	9 06	10 36	12 29	1 36	2 46	3 56
Mediplex	7 38	9 08	10 38	12 31	1 38	2 48	3 58
Turtle Creek Apartments	7 41	9 11	10 41	12 34	1 41	2 51	4 01
Turtle Woods Apartments	7 44	9 14	10 44	12 37	1 44	2 54	4 04
Hale & Hart Streets	7 55	9 25	10 55	—	—	—	—
Hale & Corning Streets	8 03	9 33	11 03	—	—	—	—
Corning & Essex Streets	8 06	9 36	11 06	—	—	—	—
Cedar Street Apartments	8 10	9 40	11 10	12 40	1 47	2 57	4 07
Essex & Dane Street	8 13	9 43	11 13	12 43	1 50	3 00	4 10
Dane & Cabot Streets	8 14	9 44	11 14	12 45	1 52	3 02	4 12
Garden City Apartments	8 17	9 47	11 17	12 47	1 54	3 04	4 14
Glou. Crossing / Rite Aid	8 20	9 50	11 20	12 50	1 57	3 07	4 17
527 Rantoul & Elliott/CVS	8 22	9 52	11 22	12 52	2 00	3 10	4 20
Rantoul & Federal Streets	8 24	9 54	11 24	12 54	2 02	3 12	4 22
Commuter Rail Station	8 26	9 56	11 26	12 56	2 05	3 15	4 25
Cabot & Edwards Streets	8 28	9 58	11 28	12 58	2 07	3 17	4 27

City Hall	8 30	10 00	11 30	1 00	2 10	3 20	4 30

YELLOW LINE Beverly Shuttle 6:45 - 7:45 AM [see 7:45 AM - 5:00 PM]

MONDAY-FRIDAY	AM
Bridge St. Variety Store	6 45
Bridge St. & Kernwood Ave.	6 47
Beverly Depot (East Side)	6 51
Pleasant & Cabot Streets	7 07
Beverly City Hall	7 10
Elliott & Cabot Streets	7 13
Rantoul Street & Broadway	7 15
Beverly Depot (East Side)	7 18
Bridge St. & County Way	7 28
County Way & Elliott St.	7 29
Elliott & Beckford Streets	7 32
Herrick St. & Sohier Road	7 35
Gloucester Crossing	7 36
Rantoul & Elliott Streets	7 40
Elliott & Bridge Streets	7 45

BEVERLY FARES

$0.50 regular
.25 seniors 60 and over
.25 persons with disabilities
8.00 monthly pass sold at City Hall

A maximum of two (2) parcels or bags are allowed on bus, due to limited seating.

Passengers are limited to two (2) consecutive round trips daily.

HOLIDAYS

Shuttle operates on:
* Martin Luther King Day
* Presidents' Day
* Patriot's Day

Provided by the City of Beverly with financial assistance from the MBTA

CATA Routes & Schedules

WAVE-A-BUS ~ get a ride (more info)

click schedule name to see details

RED LINE

ROCKPORT · GLOUCESTER · GHS
GLOUCESTER · ROCKPORT via Thatcher Road

GREEN LINE

GLOUCESTER · ROCKPORT via Eastern Avenue
GLOUCESTER · Blackburn Industrial Park
Blue Gate Meadows Parking · ROCKPORT Loop

ORANGE LINE

GLOUCESTER · O'Maley MS · GHS
Gloucester Crossing & Business Express Loop

BLUE LINE

ROCKPORT · O'Maley MS · GHS · GLOUCESTER
GLOUCESTER · ROCKPORT via Lanesville

YELLOW LINE

GLOUCESTER · Magnolia · GHS · GLOUCESTER
GLOUCESTER · MAGNOLIA
GLOUCESTER · DANVERS · PEABODY
City of BEVERLY Shuttle

PURPLE LINE

GLOUCESTER · West Glou · GHS · East Glou
GLOUCESTER · West Glou · ESSEX Town Line
IPSWICH · ESSEX · CRANE BEACH

STAGE FORT PARK Shuttle
Park n' Ride Trolley

Download routes, schedules, fares, passes & maps here (PDF)

CATA is committed to operating its transportation programs without regard to race, color, and national origin. Members of the public who would like to receive further information about CATA's nondiscrimination policies, or would like to file a complaint against CATA may write to: Administrator, CATA, P.O. Box 780, Gloucester, MA 01930-0780

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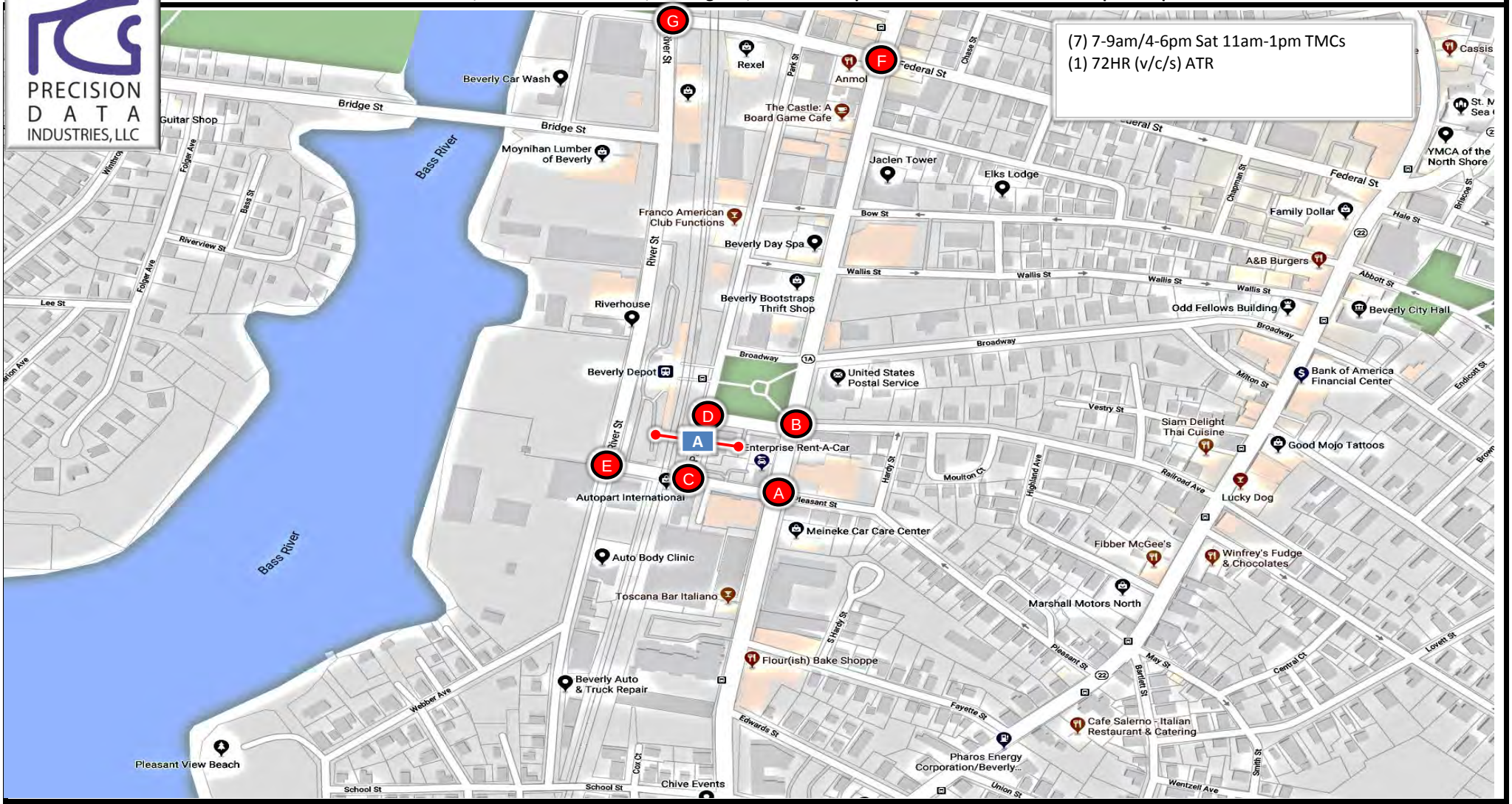
TRAFFIC-COUNT DATA

Location Map: 196792 Beverly, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
GPI	R. Brown	MAX-2019007.00	Thurs 3/14 thru Sat 3/16/2019	196792	Beverly, MA

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Volume
Site Code: MAX-2019007.00

Start	NB				SB				Combined				03/14/19
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Thu
12:00	7		42		2		13		9		55		
12:15	5		33		1		14		6		47		
12:30	4		32		0		8		4		40		
12:45	4	20	41	148	1	4	14	49	5	24	55	197	
01:00	1		32		1		13		2		45		
01:15	5		30		0		18		5		48		
01:30	0		23		0		18		0		41		
01:45	1	7	34	119	1	2	9	58	2	9	43	177	
02:00	3		39		2		19		5		58		
02:15	1		42		0		10		1		52		
02:30	0		47		0		18		0		65		
02:45	0	4	32	160	0	2	17	64	0	6	49	224	
03:00	0		40		0		14		0		54		
03:15	1		44		0		9		1		53		
03:30	1		55		0		12		1		67		
03:45	0	2	61	200	0	0	18	53	0	2	79	253	
04:00	1		62		0		14		1		76		
04:15	1		54		0		27		1		81		
04:30	0		57		1		22		1		79		
04:45	2	4	67	240	2	3	15	78	4	7	82	318	
05:00	1		63		5		18		6		81		
05:15	3		66		4		23		7		89		
05:30	4		68		3		12		7		80		
05:45	4	12	58	255	1	13	18	71	5	25	76	326	
06:00	5		65		14		20		19		85		
06:15	12		44		6		20		18		64		
06:30	7		48		16		13		23		61		
06:45	18	42	56	213	11	47	16	69	29	89	72	282	
07:00	12		47		21		7		33		54		
07:15	23		39		31		4		54		43		
07:30	22		31		20		11		42		42		
07:45	25	82	39	156	23	95	14	36	48	177	53	192	
08:00	38		39		14		12		52		51		
08:15	48		14		14		9		62		23		
08:30	27		32		11		7		38		39		
08:45	32	145	24	109	20	59	6	34	52	204	30	143	
09:00	23		19		10		3		33		22		
09:15	21		13		11		6		32		19		
09:30	19		27		14		1		33		28		
09:45	28	91	22	81	4	39	5	15	32	130	27	96	
10:00	29		13		10		9		39		22		
10:15	29		8		18		5		47		13		
10:30	31		8		15		2		46		10		
10:45	24	113	10	39	15	58	4	20	39	171	14	59	
11:00	26		10		13		1		39		11		
11:15	34		16		15		3		49		19		
11:30	38		2		11		4		49		6		
11:45	28	126	12	40	14	53	1	9	42	179	13	49	
Total	648		1760		375		556		1023		2316		
Percent	63.3%		76.0%		36.7%		24.0%						
Day Total		2408				931				3339			
Peak	08:00	-	04:45	-	07:00	-	04:15	-	07:30	-	04:45	-	- -
Vol.	145	-	264	-	95	-	82	-	204	-	332	-	- -
P.H.F.	0.755		0.971		0.766		0.759		0.823		0.933		

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Volume
Site Code: MAX-2019007.00

Start	NB				SB				Combined				03/15/19
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Fri
12:00	6		51		1		15		7		66		
12:15	4		42		1		12		5		54		
12:30	3		49		3		10		6		59		
12:45	5	18	33	175	3	8	21	58	8	26	54	233	
01:00	6		46		4		18		10		64		
01:15	4		28		2		16		6		44		
01:30	0		31		0		17		0		48		
01:45	1	11	32	137	1	7	13	64	2	18	45	201	
02:00	0		45		0		15		0		60		
02:15	1		42		0		22		1		64		
02:30	0		40		0		18		0		58		
02:45	1	2	39	166	0	0	12	67	1	2	51	233	
03:00	0		39		0		15		0		54		
03:15	0		49		0		15		0		64		
03:30	1		39		0		20		1		59		
03:45	1	2	49	176	0	0	28	78	1	2	77	254	
04:00	0		51		1		17		1		68		
04:15	3		58		1		13		4		71		
04:30	1		55		0		12		1		67		
04:45	2	6	64	228	4	6	19	61	6	12	83	289	
05:00	1		74		1		32		2		106		
05:15	3		48		7		18		10		66		
05:30	3		48		7		15		10		63		
05:45	4	11	52	222	3	18	13	78	7	29	65	300	
06:00	9		64		7		11		16		75		
06:15	10		56		9		13		19		69		
06:30	15		41		22		15		37		56		
06:45	11	45	56	217	18	56	11	50	29	101	67	267	
07:00	14		38		14		9		28		47		
07:15	14		47		20		11		34		58		
07:30	23		32		23		10		46		42		
07:45	27	78	35	152	17	74	10	40	44	152	45	192	
08:00	27		35		16		14		43		49		
08:15	34		36		19		9		53		45		
08:30	34		18		14		9		48		27		
08:45	30	125	19	108	13	62	3	35	43	187	22	143	
09:00	36		31		5		4		41		35		
09:15	21		21		11		3		32		24		
09:30	29		20		7		9		36		29		
09:45	42	128	16	88	11	34	5	21	53	162	21	109	
10:00	44		23		22		7		66		30		
10:15	26		16		13		4		39		20		
10:30	35		18		16		6		51		24		
10:45	42	147	13	70	9	60	6	23	51	207	19	93	
11:00	26		13		8		7		34		20		
11:15	29		17		13		5		42		22		
11:30	36		14		24		4		60		18		
11:45	37	128	7	51	16	61	5	21	53	189	12	72	
Total	701		1790		386		596		1087		2386		
Percent	64.5%		75.0%		35.5%		25.0%						
Day Total		2491				982				3473			
Peak	09:45	-	04:15	-	07:15	-	04:45	-	09:45	-	04:15	-	- -
Vol.	147	-	251	-	76	-	84	-	209	-	327	-	- -
P.H.F.	0.835		0.848		0.826		0.656		0.792		0.771		

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Volume
Site Code: MAX-2019007.00

Start	NB				SB				Combined				03/16/19
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Sat
12:00	7		39		3		11		10		50		
12:15	4		47		5		7		9		54		
12:30	3		40		1		14		4		54		
12:45	7	21	40	166	4	13	8	40	11	34	48	206	
01:00	3		43		4		14		7		57		
01:15	2		39		2		19		4		58		
01:30	2		35		2		13		4		48		
01:45	1	8	27	144	0	8	18	64	1	16	45	208	
02:00	0		40		0		10		0		50		
02:15	6		33		0		10		6		43		
02:30	3		31		3		17		6		48		
02:45	4	13	52	156	1	4	15	52	5	17	67	208	
03:00	2		40		0		9		2		49		
03:15	1		43		0		13		1		56		
03:30	1		32		0		8		1		40		
03:45	0	4	47	162	0	0	11	41	0	4	58	203	
04:00	0		46		0		13		0		59		
04:15	2		46		0		14		2		60		
04:30	0		31		0		8		0		39		
04:45	3	5	46	169	1	1	12	47	4	6	58	216	
05:00	0		36		0		15		0		51		
05:15	0		26		2		2		2		28		
05:30	1		37		1		13		2		50		
05:45	0	1	34	133	2	5	8	38	2	6	42	171	
06:00	5		43		2		20		7		63		
06:15	0		36		0		14		0		50		
06:30	6		35		3		6		9		41		
06:45	8	19	33	147	5	10	10	50	13	29	43	197	
07:00	13		29		8		8		21		37		
07:15	17		42		1		5		18		47		
07:30	10		28		5		6		15		34		
07:45	17	57	27	126	4	18	14	33	21	75	41	159	
08:00	13		20		7		4		20		24		
08:15	20		34		9		9		29		43		
08:30	25		27		7		10		32		37		
08:45	19	77	28	109	9	32	5	28	28	109	33	137	
09:00	39		22		17		5		56		27		
09:15	26		21		9		8		35		29		
09:30	22		23		7		4		29		27		
09:45	29	116	20	86	9	42	6	23	38	158	26	109	
10:00	35		24		13		7		48		31		
10:15	48		5		14		3		62		8		
10:30	33		18		8		5		41		23		
10:45	31	147	14	61	11	46	6	21	42	193	20	82	
11:00	31		5		14		9		45		14		
11:15	46		10		13		2		59		12		
11:30	37		9		21		2		58		11		
11:45	41	155	14	38	15	63	4	17	56	218	18	55	
Total	623		1497		242		454		865		1951		
Percent	72.0%		76.7%		28.0%		23.3%						
Day Total		2120				696				2816			
Peak	11:00	-	03:30	-	11:00	-	01:00	-	11:00	-	02:30	-	- -
Vol.	155	-	171	-	63	-	64	-	218	-	220	-	- -
P.H.F.	0.807		0.822		0.750		0.842		0.924		0.821		

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Volume
Site Code: MAX-2019007.00

Start	NB				SB				Combined				03/17/19
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Sun
12:00	13		41		5		16		18		57		
12:15	5		47		3		13		8		60		
12:30	7		25		1		11		8		36		
12:45	5	30	38	151	3	12	14	54	8	42	52	205	
01:00	7		39		4		10		11		49		
01:15	3		44		0		11		3		55		
01:30	3		42		0		8		3		50		
01:45	1	14	36	161	0	4	4	33	1	18	40	194	
02:00	4		26		0		12		4		38		
02:15	1		32		0		6		1		38		
02:30	0		40		1		9		1		49		
02:45	1	6	28	126	0	1	9	36	1	7	37	162	
03:00	1		43		0		17		1		60		
03:15	0		31		0		8		0		39		
03:30	1		43		0		15		1		58		
03:45	0	2	34	151	0	0	8	48	0	2	42	199	
04:00	2		39		0		11		2		50		
04:15	0		31		0		10		0		41		
04:30	1		23		1		10		2		33		
04:45	2	5	44	137	0	1	9	40	2	6	53	177	
05:00	2		43		1		11		3		54		
05:15	1		36		0		14		1		50		
05:30	1		34		2		12		3		46		
05:45	1	5	37	150	1	4	12	49	2	9	49	199	
06:00	1		35		1		7		2		42		
06:15	1		36		0		7		1		43		
06:30	8		20		0		11		8		31		
06:45	4	14	39	130	0	1	7	32	4	15	46	162	
07:00	7		38		4		8		11		46		
07:15	8		37		6		7		14		44		
07:30	13		19		3		8		16		27		
07:45	10	38	34	128	7	20	7	30	17	58	41	158	
08:00	8		20		3		4		11		24		
08:15	8		17		6		4		14		21		
08:30	13		18		8		5		21		23		
08:45	15	44	31	86	3	20	7	20	18	64	38	106	
09:00	8		24		11		8		19		32		
09:15	14		21		8		8		22		29		
09:30	12		7		6		4		18		11		
09:45	17	51	9	61	6	31	4	24	23	82	13	85	
10:00	28		5		5		2		33		7		
10:15	33		15		10		3		43		18		
10:30	20		8		11		2		31		10		
10:45	15	96	8	36	9	35	2	9	24	131	10	45	
11:00	25		8		6		3		31		11		
11:15	21		5		8		2		29		7		
11:30	34		9		12		0		46		9		
11:45	32	112	2	24	12	38	2	7	44	150	4	31	
Total	417		1341		167		382		584		1723		
Percent	71.4%		77.8%		28.6%		22.2%						
Day Total		1758				549				2307			
Peak	11:00	-	00:45	-	11:00	-	12:00	-	11:00	-	00:45	-	- -
Vol.	112	-	163	-	38	-	54	-	150	-	206	-	- -
P.H.F.	0.824		0.867		0.792		0.844		0.815		0.858		

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Class
Site Code: MAX-2019007.00

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/14/19	1	17	2	0	0	0	0	0	0	0	0	0	0	20
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
06:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42
07:00	0	67	12	0	2	1	0	0	0	0	0	0	0	82
08:00	4	120	17	0	3	1	0	0	0	0	0	0	0	145
09:00	1	76	12	0	2	0	0	0	0	0	0	0	0	91
10:00	2	84	20	0	5	2	0	0	0	0	0	0	0	113
11:00	1	101	18	1	4	1	0	0	0	0	0	0	0	126
12 PM	5	125	15	0	2	1	0	0	0	0	0	0	0	148
13:00	1	100	17	0	1	0	0	0	0	0	0	0	0	119
14:00	4	134	13	0	6	3	0	0	0	0	0	0	0	160
15:00	7	169	22	0	1	1	0	0	0	0	0	0	0	200
16:00	1	215	21	0	2	1	0	0	0	0	0	0	0	240
17:00	11	226	13	0	5	0	0	0	0	0	0	0	0	255
18:00	3	199	11	0	0	0	0	0	0	0	0	0	0	213
19:00	5	135	13	0	2	1	0	0	0	0	0	0	0	156
20:00	5	95	5	0	2	1	0	1	0	0	0	0	0	109
21:00	1	73	5	0	2	0	0	0	0	0	0	0	0	81
22:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
23:00	2	34	4	0	0	0	0	0	0	0	0	0	0	40
Total	54	2065	234	1	39	14	0	1	0	0	0	0	0	2408
Percent	2.2%	85.8%	9.7%	0.0%	1.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	10:00	11:00	10:00	10:00								08:00
Vol.	4	120	20	1	5	2								145
PM Peak	17:00	17:00	15:00		14:00	14:00		20:00						17:00
Vol.	11	226	22		6	3		1						255

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 A Class
Site Code: MAX-2019007.00

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	2	15	0	0	1	0	0	0	0	0	0	0	0	18
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
06:00	3	36	4	0	1	1	0	0	0	0	0	0	0	45
07:00	4	61	9	1	3	0	0	0	0	0	0	0	0	78
08:00	1	107	13	1	3	0	0	0	0	0	0	0	0	125
09:00	0	93	26	0	8	1	0	0	0	0	0	0	0	128
10:00	3	122	19	0	3	0	0	0	0	0	0	0	0	147
11:00	1	112	12	0	2	1	0	0	0	0	0	0	0	128
12 PM	1	140	30	0	3	0	0	1	0	0	0	0	0	175
13:00	1	114	21	0	1	0	0	0	0	0	0	0	0	137
14:00	1	133	28	0	4	0	0	0	0	0	0	0	0	166
15:00	4	148	23	0	1	0	0	0	0	0	0	0	0	176
16:00	2	192	30	0	3	0	0	1	0	0	0	0	0	228
17:00	4	195	22	0	1	0	0	0	0	0	0	0	0	222
18:00	3	194	18	0	1	1	0	0	0	0	0	0	0	217
19:00	5	137	7	0	2	1	0	0	0	0	0	0	0	152
20:00	1	100	7	0	0	0	0	0	0	0	0	0	0	108
21:00	1	82	4	0	0	1	0	0	0	0	0	0	0	88
22:00	3	64	3	0	0	0	0	0	0	0	0	0	0	70
23:00	1	44	5	0	1	0	0	0	0	0	0	0	0	51
Total	41	2115	287	2	38	6	0	2	0	0	0	0	0	2491
Percent	1.6%	84.9%	11.5%	0.1%	1.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	09:00	07:00	09:00	06:00								10:00
Vol.	4	122	26	1	8	1								147
PM Peak	19:00	17:00	12:00		14:00	18:00		12:00						16:00
Vol.	5	195	30		4	1		1						228

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03/16/19	0	20	1	0	0	0	0	0	0	0	0	0	0	21
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	2	13	2	0	2	0	0	0	0	0	0	0	0	19
07:00	7	40	8	0	2	0	0	0	0	0	0	0	0	57
08:00	3	63	10	0	1	0	0	0	0	0	0	0	0	77
09:00	3	98	14	0	1	0	0	0	0	0	0	0	0	116
10:00	0	135	9	0	1	1	1	0	0	0	0	0	0	147
11:00	3	129	22	0	1	0	0	0	0	0	0	0	0	155
12 PM	7	141	18	0	0	0	0	0	0	0	0	0	0	166
13:00	2	125	17	0	0	0	0	0	0	0	0	0	0	144
14:00	3	133	18	0	2	0	0	0	0	0	0	0	0	156
15:00	2	140	19	0	1	0	0	0	0	0	0	0	0	162
16:00	6	148	13	0	0	2	0	0	0	0	0	0	0	169
17:00	7	121	5	0	0	0	0	0	0	0	0	0	0	133
18:00	3	131	12	0	0	1	0	0	0	0	0	0	0	147
19:00	10	107	9	0	0	0	0	0	0	0	0	0	0	126
20:00	8	90	10	0	1	0	0	0	0	0	0	0	0	109
21:00	7	73	5	0	1	0	0	0	0	0	0	0	0	86
22:00	5	54	2	0	0	0	0	0	0	0	0	0	0	61
23:00	4	30	3	0	0	1	0	0	0	0	0	0	0	38
Total	82	1819	200	0	13	5	1	0	0	0	0	0	0	2120
Percent	3.9%	85.8%	9.4%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	11:00		06:00	10:00	10:00							11:00
Vol.	7	135	22		2	1	1							155
PM Peak	19:00	16:00	15:00		14:00	16:00								16:00
Vol.	10	148	19		2	2								169

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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	2	27	1	0	0	0	0	0	0	0	0	0	0	30
01:00	1	13	0	0	0	0	0	0	0	0	0	0	0	14
02:00	2	4	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	2	10	2	0	0	0	0	0	0	0	0	0	0	14
07:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
08:00	0	41	2	0	0	1	0	0	0	0	0	0	0	44
09:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
10:00	5	84	6	0	1	0	0	0	0	0	0	0	0	96
11:00	6	96	9	0	1	0	0	0	0	0	0	0	0	112
12 PM	7	118	25	0	1	0	0	0	0	0	0	0	0	151
13:00	7	145	9	0	0	0	0	0	0	0	0	0	0	161
14:00	4	100	19	0	0	3	0	0	0	0	0	0	0	126
15:00	5	136	10	0	0	0	0	0	0	0	0	0	0	151
16:00	5	121	10	0	1	0	0	0	0	0	0	0	0	137
17:00	7	129	11	0	1	1	0	1	0	0	0	0	0	150
18:00	10	113	6	0	0	1	0	0	0	0	0	0	0	130
19:00	7	112	7	0	0	1	0	1	0	0	0	0	0	128
20:00	6	76	2	0	1	1	0	0	0	0	0	0	0	86
21:00	7	48	6	0	0	0	0	0	0	0	0	0	0	61
22:00	4	30	2	0	0	0	0	0	0	0	0	0	0	36
23:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
Total	87	1517	138	0	6	8	0	2	0	0	0	0	0	1758
Percent	4.9%	86.3%	7.8%	0.0%	0.3%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00		10:00	08:00								11:00
Vol.	6	96	9		1	1								112
PM Peak	18:00	13:00	12:00		12:00	14:00		17:00						13:00
Vol.	10	145	25		1	3		1						161

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/14/19	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	9	3	0	0	1	0	0	0	0	0	0	0	13
06:00	3	38	6	0	0	0	0	0	0	0	0	0	0	47
07:00	10	75	8	0	1	1	0	0	0	0	0	0	0	95
08:00	1	51	6	0	0	1	0	0	0	0	0	0	0	59
09:00	2	31	5	0	0	1	0	0	0	0	0	0	0	39
10:00	2	44	10	0	2	0	0	0	0	0	0	0	0	58
11:00	0	41	9	0	0	3	0	0	0	0	0	0	0	53
12 PM	2	37	9	0	0	1	0	0	0	0	0	0	0	49
13:00	1	45	10	0	2	0	0	0	0	0	0	0	0	58
14:00	4	51	8	0	0	1	0	0	0	0	0	0	0	64
15:00	2	40	10	1	0	0	0	0	0	0	0	0	0	53
16:00	1	62	11	0	4	0	0	0	0	0	0	0	0	78
17:00	3	60	8	0	0	0	0	0	0	0	0	0	0	71
18:00	0	60	9	0	0	0	0	0	0	0	0	0	0	69
19:00	0	29	6	0	1	0	0	0	0	0	0	0	0	36
20:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
22:00	0	19	0	1	0	0	0	0	0	0	0	0	0	20
23:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Total	31	755	123	2	11	9	0	0	0	0	0	0	0	931
Percent	3.3%	81.1%	13.2%	0.2%	1.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	10:00		10:00	11:00								07:00
Vol.	10	75	10		2	3								95
PM Peak	14:00	16:00	16:00	15:00	16:00	12:00								16:00
Vol.	4	62	11	1	4	1								78

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
06:00	1	44	9	0	0	2	0	0	0	0	0	0	0	56
07:00	1	59	11	0	3	0	0	0	0	0	0	0	0	74
08:00	0	52	8	0	2	0	0	0	0	0	0	0	0	62
09:00	0	27	6	1	0	0	0	0	0	0	0	0	0	34
10:00	0	48	7	1	2	2	0	0	0	0	0	0	0	60
11:00	1	51	7	0	1	1	0	0	0	0	0	0	0	61
12 PM	0	45	11	0	2	0	0	0	0	0	0	0	0	58
13:00	1	45	10	1	7	0	0	0	0	0	0	0	0	64
14:00	1	50	14	0	2	0	0	0	0	0	0	0	0	67
15:00	0	64	14	0	0	0	0	0	0	0	0	0	0	78
16:00	0	48	12	0	1	0	0	0	0	0	0	0	0	61
17:00	0	69	9	0	0	0	0	0	0	0	0	0	0	78
18:00	2	43	5	0	0	0	0	0	0	0	0	0	0	50
19:00	0	34	6	0	0	0	0	0	0	0	0	0	0	40
20:00	1	28	6	0	0	0	0	0	0	0	0	0	0	35
21:00	1	17	2	0	1	0	0	0	0	0	0	0	0	21
22:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
23:00	0	19	1	0	1	0	0	0	0	0	0	0	0	21
Total	9	797	146	3	22	5	0	0	0	0	0	0	0	982
Percent	0.9%	81.2%	14.9%	0.3%	2.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	09:00	07:00	06:00								07:00
Vol.	1	59	11	1	3	2								74
PM Peak	18:00	17:00	14:00	13:00	13:00									15:00
Vol.	2	69	14	1	7									78

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03/16/19	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
07:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
08:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
09:00	0	35	4	0	3	0	0	0	0	0	0	0	0	42
10:00	0	38	8	0	0	0	0	0	0	0	0	0	0	46
11:00	0	53	10	0	0	0	0	0	0	0	0	0	0	63
12 PM	0	29	10	0	1	0	0	0	0	0	0	0	0	40
13:00	0	58	6	0	0	0	0	0	0	0	0	0	0	64
14:00	0	43	8	0	1	0	0	0	0	0	0	0	0	52
15:00	1	32	5	0	3	0	0	0	0	0	0	0	0	41
16:00	0	33	14	0	0	0	0	0	0	0	0	0	0	47
17:00	0	35	2	0	1	0	0	0	0	0	0	0	0	38
18:00	0	45	5	0	0	0	0	0	0	0	0	0	0	50
19:00	1	28	4	0	0	0	0	0	0	0	0	0	0	33
20:00	1	25	2	0	0	0	0	0	0	0	0	0	0	28
21:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Total	3	581	102	0	10	0	0	0	0	0	0	0	0	696
Percent	0.4%	83.5%	14.7%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		09:00									11:00
Vol.		53	10		3									63
PM Peak	15:00	13:00	16:00		15:00									13:00
Vol.	1	58	14		3									64

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03/17/19	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
08:00	1	15	4	0	0	0	0	0	0	0	0	0	0	20
09:00	2	25	4	0	0	0	0	0	0	0	0	0	0	31
10:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
11:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
12 PM	3	44	5	0	1	1	0	0	0	0	0	0	0	54
13:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33
14:00	1	32	2	0	1	0	0	0	0	0	0	0	0	36
15:00	0	34	12	0	1	1	0	0	0	0	0	0	0	48
16:00	0	37	3	0	0	0	0	0	0	0	0	0	0	40
17:00	0	41	7	0	1	0	0	0	0	0	0	0	0	49
18:00	0	25	5	0	2	0	0	0	0	0	0	0	0	32
19:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
20:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
21:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	7	463	70	0	7	2	0	0	0	0	0	0	0	549
Percent	1.3%	84.3%	12.8%	0.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	07:00											11:00
Vol.	2	32	6											38
PM Peak	12:00	12:00	15:00		18:00	12:00								12:00
Vol.	3	44	12		2	1								54

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/14/ 19	4	15	0	**1**	0	0	0	0	0	0	0	0	0	20	18	16
01:00	2	5	0	0	0	0	0	0	0	0	0	0	0	7	17	14
02:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	18	15
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2	17	12
04:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	18	15
05:00	4	7	1	0	0	0	0	0	0	0	0	0	0	12	18	14
06:00	7	28	6	1	0	0	0	0	0	0	0	0	0	42	19	16
07:00	25	48	9	0	0	0	0	0	0	0	0	0	0	82	18	15
08:00	35	**91**	**19**	0	0	0	0	0	0	0	0	0	0	**145**	18	15
09:00	30	50	10	1	0	0	0	0	0	0	0	0	0	91	18	15
10:00	38	60	15	0	0	0	0	0	0	0	0	0	0	113	18	14
11:00	**49**	69	8	0	0	0	0	0	0	0	0	0	0	126	18	14
12 PM	55	78	14	1	0	0	0	0	0	0	0	0	0	148	18	14
13:00	37	69	12	1	0	0	0	0	0	0	0	0	0	119	18	15
14:00	54	90	16	0	0	0	0	0	0	0	0	0	0	160	18	14
15:00	73	106	21	0	0	0	0	0	0	0	0	0	0	200	18	14
16:00	**100**	113	25	**2**	0	0	0	0	0	0	0	0	0	240	18	14
17:00	87	**135**	**32**	1	0	0	0	0	0	0	0	0	0	**255**	18	14
18:00	84	103	25	1	0	0	0	0	0	0	0	0	0	213	18	14
19:00	48	92	15	1	0	0	0	0	0	0	0	0	0	156	18	15
20:00	50	51	8	0	0	0	0	0	0	0	0	0	0	109	18	13
21:00	22	48	10	1	0	0	0	0	0	0	0	0	0	81	18	15
22:00	14	24	0	1	0	0	0	0	0	0	0	0	0	39	17	14
23:00	13	22	5	0	0	0	0	0	0	0	0	0	0	40	18	15
Total	834	1311	251	12	0	0	0	0	0	0	0	0	0	2408		
%	34.6%	54.4%	10.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	00:00										08:00		
Vol.	49	91	19	1										145		
PM Peak	16:00	17:00	17:00	16:00										17:00		
Vol.	100	135	32	2										255		

Stats

15th Percentile :	6 MPH
50th Percentile :	15 MPH
85th Percentile :	18 MPH
95th Percentile :	21 MPH
Mean Speed(Average) :	14 MPH
10 MPH Pace Speed :	10-19 MPH
Number in Pace :	1609
Percent in Pace :	66.8%
Number of Vehicles > 25 MPH :	10
Percent of Vehicles > 25 MPH :	0.4%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/15/ 19	8	8	2	0	0	0	0	0	0	0	0	0	0	18	18	13
01:00	1	10	0	0	0	0	0	0	0	0	0	0	0	11	18	16
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2	17	12
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	17
04:00	3	3	0	0	0	0	0	0	0	0	0	0	0	6	17	12
05:00	2	8	1	0	0	0	0	0	0	0	0	0	0	11	18	16
06:00	9	28	8	0	0	0	0	0	0	0	0	0	0	45	19	16
07:00	19	53	5	1	0	0	0	0	0	0	0	0	0	78	18	15
08:00	45	64	15	1	0	0	0	0	0	0	0	0	0	125	18	14
09:00	36	72	16	**4**	0	0	0	0	0	0	0	0	0	128	19	15
10:00	**48**	**77**	**19**	3	0	0	0	0	0	0	0	0	0	**147**	18	15
11:00	43	74	10	1	0	0	0	0	0	0	0	0	0	128	18	14
12 PM	60	99	16	0	0	0	0	0	0	0	0	0	0	175	18	14
13:00	40	76	21	0	0	0	0	0	0	0	0	0	0	137	19	15
14:00	50	90	22	**4**	0	0	0	0	0	0	0	0	0	166	19	15
15:00	57	100	19	0	0	0	0	0	0	0	0	0	0	176	18	14
16:00	77	126	**25**	0	0	0	0	0	0	0	0	0	0	**228**	18	14
17:00	**86**	115	19	2	0	0	0	0	0	0	0	0	0	222	18	14
18:00	64	**139**	13	1	0	0	0	0	0	0	0	0	0	217	18	15
19:00	60	81	10	1	0	0	0	0	0	0	0	0	0	152	18	14
20:00	42	61	5	0	0	0	0	0	0	0	0	0	0	108	18	14
21:00	32	51	5	0	0	0	0	0	0	0	0	0	0	88	18	14
22:00	20	46	4	0	0	0	0	0	0	0	0	0	0	70	18	15
23:00	17	31	3	0	0	0	0	0	0	0	0	0	0	51	18	14
Total	820	1415	238	18	0	0	0	0	0	0	0	0	0	2491		
%	32.9%	56.8%	9.6%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	09:00										10:00		
Vol.	48	77	19	4										147		
PM Peak	17:00	18:00	16:00	14:00										16:00		
Vol.	86	139	25	4										228		

Stats

15th Percentile :	6 MPH
50th Percentile :	15 MPH
85th Percentile :	18 MPH
95th Percentile :	21 MPH
Mean Speed(Average) :	14 MPH
10 MPH Pace Speed :	10-19 MPH
Number in Pace :	1708
Percent in Pace :	68.6%
Number of Vehicles > 25 MPH :	14
Percent of Vehicles > 25 MPH :	0.6%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/16/ 19	6	15	0	0	0	0	0	0	0	0	0	0	0	21	17	14
01:00	1	4	3	0	0	0	0	0	0	0	0	0	0	8	22	18
02:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13	18	17
03:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	18	15
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	22	19
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
06:00	5	13	1	0	0	0	0	0	0	0	0	0	0	19	18	15
07:00	13	37	7	0	0	0	0	0	0	0	0	0	0	57	18	15
08:00	13	54	10	0	0	0	0	0	0	0	0	0	0	77	18	16
09:00	32	72	12	0	0	0	0	0	0	0	0	0	0	116	18	15
10:00	**44**	86	17	0	0	0	0	0	0	0	0	0	0	147	18	15
11:00	34	**99**	**21**	**1**	0	0	0	0	0	0	0	0	0	**155**	18	16
12 PM	48	**99**	18	1	0	0	0	0	0	0	0	0	0	166	18	15
13:00	32	92	**20**	0	0	0	0	0	0	0	0	0	0	144	18	16
14:00	40	96	20	0	0	0	0	0	0	0	0	0	0	156	18	15
15:00	55	92	15	0	0	0	0	0	0	0	0	0	0	162	18	14
16:00	**58**	96	14	1	0	0	0	0	0	0	0	0	0	**169**	18	14
17:00	32	86	13	**2**	0	0	0	0	0	0	0	0	0	133	18	15
18:00	50	80	16	1	0	0	0	0	0	0	0	0	0	147	18	14
19:00	40	72	12	2	0	0	0	0	0	0	0	0	0	126	18	15
20:00	50	47	10	2	0	0	0	0	0	0	0	0	0	109	18	13
21:00	34	42	10	0	0	0	0	0	0	0	0	0	0	86	18	14
22:00	21	33	6	1	0	0	0	0	0	0	0	0	0	61	18	14
23:00	19	16	2	1	0	0	0	0	0	0	0	0	0	38	18	13
Total	629	1249	230	12	0	0	0	0	0	0	0	0	0	2120		
%	29.7%	58.9%	10.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00										11:00		
Vol.	44	99	21	1										155		
PM Peak	16:00	12:00	13:00	17:00										16:00		
Vol.	58	99	20	2										169		

Stats

15th Percentile :	7 MPH
50th Percentile :	15 MPH
85th Percentile :	18 MPH
95th Percentile :	21 MPH
Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1479
Percent in Pace :	69.8%
Number of Vehicles > 25 MPH :	10
Percent of Vehicles > 25 MPH :	0.5%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
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Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/17/ 19	13	15	2	0	0	0	0	0	0	0	0	0	0	30	18	13
01:00	5	9	0	0	0	0	0	0	0	0	0	0	0	14	17	14
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6	19	16
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	17
04:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5	22	17
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18	17
06:00	4	7	3	0	0	0	0	0	0	0	0	0	0	14	20	15
07:00	11	25	1	**1**	0	0	0	0	0	0	0	0	0	38	18	15
08:00	9	30	5	0	0	0	0	0	0	0	0	0	0	44	18	16
09:00	11	33	6	1	0	0	0	0	0	0	0	0	0	51	18	16
10:00	18	61	**16**	1	0	0	0	0	0	0	0	0	0	96	19	16
11:00	**28**	**69**	14	1	0	0	0	0	0	0	0	0	0	**112**	18	15
12 PM	39	**102**	10	0	0	0	0	0	0	0	0	0	0	151	18	15
13:00	44	96	**19**	**2**	0	0	0	0	0	0	0	0	0	**161**	18	15
14:00	36	80	9	1	0	0	0	0	0	0	0	0	0	126	18	15
15:00	44	91	14	2	0	0	0	0	0	0	0	0	0	151	18	15
16:00	37	91	8	1	0	0	0	0	0	0	0	0	0	137	18	15
17:00	41	95	14	0	0	0	0	0	0	0	0	0	0	150	18	15
18:00	39	72	18	1	0	0	0	0	0	0	0	0	0	130	18	15
19:00	**45**	66	16	1	0	0	0	0	0	0	0	0	0	128	18	14
20:00	29	51	6	0	0	0	0	0	0	0	0	0	0	86	18	14
21:00	20	34	6	1	0	0	0	0	0	0	0	0	0	61	18	15
22:00	8	27	1	0	0	0	0	0	0	0	0	0	0	36	18	15
23:00	2	17	5	0	0	0	0	0	0	0	0	0	0	24	20	17
Total	485	1084	176	13	0	0	0	0	0	0	0	0	0	1758		
%	27.6%	61.7%	10.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	07:00										11:00		
Vol.	28	69	16	1										112		
PM Peak	19:00	12:00	13:00	13:00										13:00		
Vol.	45	102	19	2										161		

Stats

15th Percentile :	7 MPH
50th Percentile :	15 MPH
85th Percentile :	18 MPH
95th Percentile :	21 MPH
Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1260
Percent in Pace :	71.7%
Number of Vehicles > 25 MPH :	10
Percent of Vehicles > 25 MPH :	0.6%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
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Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/14/ 19	0	2	1	1	0	0	0	0	0	0	0	0	0	4	26	21
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21	15
05:00	2	6	5	0	0	0	0	0	0	0	0	0	0	13	22	17
06:00	1	23	20	**3**	0	0	0	0	0	0	0	0	0	47	22	20
07:00	**16**	**48**	**31**	0	0	0	0	0	0	0	0	0	0	**95**	21	17
08:00	6	22	30	1	0	0	0	0	0	0	0	0	0	59	22	19
09:00	5	16	17	1	0	0	0	0	0	0	0	0	0	39	22	18
10:00	6	33	19	0	0	0	0	0	0	0	0	0	0	58	21	18
11:00	10	27	16	0	0	0	0	0	0	0	0	0	0	53	21	17
12 PM	7	17	23	2	0	0	0	0	0	0	0	0	0	49	22	18
13:00	11	25	20	2	0	0	0	0	0	0	0	0	0	58	22	17
14:00	10	31	22	1	0	0	0	0	0	0	0	0	0	64	22	17
15:00	8	28	14	2	**1**	0	0	0	0	0	0	0	0	53	22	18
16:00	14	**38**	24	2	0	0	0	0	0	0	0	0	0	**78**	21	17
17:00	8	36	**26**	1	0	0	0	0	0	0	0	0	0	71	22	18
18:00	**15**	35	16	**3**	0	0	0	0	0	0	0	0	0	69	21	17
19:00	5	20	10	1	0	0	0	0	0	0	0	0	0	36	21	17
20:00	1	18	15	0	0	0	0	0	0	0	0	0	0	34	22	19
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	21	18
22:00	0	10	9	1	0	0	0	0	0	0	0	0	0	20	22	20
23:00	1	4	4	0	0	0	0	0	0	0	0	0	0	9	22	18
Total	127	453	329	21	1	0	0	0	0	0	0	0	0	931		
%	13.6%	48.7%	35.3%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	06:00										07:00		
Vol.	16	48	31	3										95		
PM Peak	18:00	16:00	17:00	18:00	15:00									16:00		
Vol.	15	38	26	3	1									78		

Stats

15th Percentile :	14 MPH
50th Percentile :	17 MPH
85th Percentile :	22 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	782
Percent in Pace :	84.0%
Number of Vehicles > 25 MPH :	18
Percent of Vehicles > 25 MPH :	1.9%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

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196792 a speed
Site Code: MAX-2019007.00

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/15/ 19	2	3	3	0	0	0	0	0	0	0	0	0	0	8	22	17
01:00	0	2	4	1	0	0	0	0	0	0	0	0	0	7	23	21
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6	19	16
05:00	1	8	8	1	0	0	0	0	0	0	0	0	0	18	22	19
06:00	2	32	17	**5**	0	0	0	0	0	0	0	0	0	56	23	19
07:00	5	37	**29**	3	0	0	0	0	0	0	0	0	0	**74**	22	19
08:00	2	32	27	1	0	0	0	0	0	0	0	0	0	62	22	19
09:00	4	16	13	1	0	0	0	0	0	0	0	0	0	34	22	18
10:00	6	**39**	15	0	0	0	0	0	0	0	0	0	0	60	21	17
11:00	**8**	33	18	2	0	0	0	0	0	0	0	0	0	61	22	18
12 PM	6	30	21	1	0	0	0	0	0	0	0	0	0	58	22	18
13:00	**12**	24	28	0	0	0	0	0	0	0	0	0	0	64	22	17
14:00	5	35	27	0	0	0	0	0	0	0	0	0	0	67	22	18
15:00	6	**49**	22	1	0	0	0	0	0	0	0	0	0	**78**	21	18
16:00	5	36	19	1	0	0	0	0	0	0	0	0	0	61	21	18
17:00	10	35	**31**	2	0	0	0	0	0	0	0	0	0	78	22	18
18:00	3	26	18	**3**	0	0	0	0	0	0	0	0	0	50	22	19
19:00	6	19	15	0	0	0	0	0	0	0	0	0	0	40	22	17
20:00	9	15	11	0	0	0	0	0	0	0	0	0	0	35	21	16
21:00	3	8	9	1	0	0	0	0	0	0	0	0	0	21	22	18
22:00	2	15	6	0	0	0	0	0	0	0	0	0	0	23	21	17
23:00	0	11	9	1	0	0	0	0	0	0	0	0	0	21	22	20
Total	98	509	351	24	0	0	0	0	0	0	0	0	0	982		
%	10.0%	51.8%	35.7%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	07:00	06:00										07:00		
Vol.	8	39	29	5										74		
PM Peak	13:00	15:00	17:00	18:00										15:00		
Vol.	12	49	31	3										78		

Stats

15th Percentile :	14 MPH
50th Percentile :	17 MPH
85th Percentile :	22 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	860
Percent in Pace :	87.6%
Number of Vehicles > 25 MPH :	19
Percent of Vehicles > 25 MPH :	2.0%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/16/ 19	1	8	4	0	0	0	0	0	0	0	0	0	0	13	21	18
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	18	18
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22	20
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
05:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5	23	21
06:00	1	4	5	0	0	0	0	0	0	0	0	0	0	10	22	19
07:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18	22	19
08:00	0	9	21	**2**	0	0	0	0	0	0	0	0	0	32	23	21
09:00	**6**	15	20	1	0	0	0	0	0	0	0	0	0	42	22	18
10:00	5	15	24	2	0	0	0	0	0	0	0	0	0	46	22	19
11:00	2	**32**	**28**	1	0	0	0	0	0	0	0	0	0	**63**	22	19
12 PM	4	18	17	1	0	0	0	0	0	0	0	0	0	40	22	18
13:00	**8**	**23**	**32**	1	0	0	0	0	0	0	0	0	0	**64**	22	18
14:00	4	23	24	1	0	0	0	0	0	0	0	0	0	52	22	19
15:00	4	16	18	2	**1**	0	0	0	0	0	0	0	0	41	23	19
16:00	4	18	23	2	0	0	0	0	0	0	0	0	0	47	22	19
17:00	4	18	15	1	0	0	0	0	0	0	0	0	0	38	22	18
18:00	8	20	19	2	1	0	0	0	0	0	0	0	0	50	22	18
19:00	2	20	8	**3**	0	0	0	0	0	0	0	0	0	33	22	19
20:00	4	12	12	0	0	0	0	0	0	0	0	0	0	28	22	18
21:00	0	16	6	1	0	0	0	0	0	0	0	0	0	23	21	19
22:00	1	11	8	1	0	0	0	0	0	0	0	0	0	21	22	19
23:00	1	8	7	1	0	0	0	0	0	0	0	0	0	17	22	19
Total	59	306	307	22	2	0	0	0	0	0	0	0	0	696		
%	8.5%	44.0%	44.1%	3.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	08:00										11:00		
Vol.	6	32	28	2										63		
PM Peak	13:00	13:00	13:00	19:00	15:00									13:00		
Vol.	8	23	32	3	1									64		

Stats

15th Percentile :	14 MPH
50th Percentile :	18 MPH
85th Percentile :	22 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	613
Percent in Pace :	88.1%
Number of Vehicles > 25 MPH :	20
Percent of Vehicles > 25 MPH :	2.8%

#5-9 Park Street between
Railroad Avenue and Pleasant Street
City, State: Beverly, MA
Client: GPI / R. Brown

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

196792 a speed
Site Code: MAX-2019007.00

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
03/17/ 19	3	3	5	**1**	0	0	0	0	0	0	0	0	0	12	23	18
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21	18
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21	18
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
07:00	2	12	5	0	**1**	0	0	0	0	0	0	0	0	20	22	18
08:00	4	7	8	1	0	0	0	0	0	0	0	0	0	20	22	18
09:00	4	14	13	0	0	0	0	0	0	0	0	0	0	31	22	18
10:00	4	10	**20**	1	0	0	0	0	0	0	0	0	0	35	22	19
11:00	**6**	**18**	12	1	1	0	0	0	0	0	0	0	0	**38**	22	18
12 PM	**7**	**30**	16	1	0	0	0	0	0	0	0	0	0	**54**	21	17
13:00	3	16	13	1	0	0	0	0	0	0	0	0	0	33	22	18
14:00	1	13	21	1	0	0	0	0	0	0	0	0	0	36	22	20
15:00	2	21	**24**	1	0	0	0	0	0	0	0	0	0	48	22	19
16:00	1	18	18	**3**	0	0	0	0	0	0	0	0	0	40	23	20
17:00	2	26	18	3	0	0	0	0	0	0	0	0	0	49	22	19
18:00	1	16	13	2	0	0	0	0	0	0	0	0	0	32	22	19
19:00	0	14	15	0	**1**	0	0	0	0	0	0	0	0	30	22	20
20:00	3	10	7	0	0	0	0	0	0	0	0	0	0	20	21	17
21:00	2	13	9	0	0	0	0	0	0	0	0	0	0	24	21	18
22:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9	22	20
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7	22	19
Total	45	258	227	16	3	0	0	0	0	0	0	0	0	549		
%	8.2%	47.0%	41.3%	2.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	00:00	07:00									11:00		
Vol.	6	18	20	1	1									38		
PM Peak	12:00	12:00	15:00	16:00	19:00									12:00		
Vol.	7	30	24	3	1									54		

Stats

15th Percentile :	14 MPH
50th Percentile :	18 MPH
85th Percentile :	22 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	485
Percent in Pace :	88.3%
Number of Vehicles > 25 MPH :	16
Percent of Vehicles > 25 MPH :	2.9%

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	18	66	2	0	86	3	9	2	0	14	0	60	27	0	87	0	0	0	0	0	187
7:15 AM	18	80	0	0	98	4	11	1	0	16	0	69	35	0	104	0	0	0	0	0	218
7:30 AM	25	105	1	0	131	2	4	3	0	9	1	112	39	0	152	0	0	1	0	1	293
7:45 AM	9	90	2	0	101	3	10	0	0	13	0	115	35	0	150	0	0	0	0	0	264
Total	70	341	5	0	416	12	34	6	0	52	1	356	136	0	493	0	0	1	0	1	962
8:00 AM	10	117	1	0	128	7	8	1	0	16	1	91	41	0	133	0	0	0	0	0	277
8:15 AM	9	98	3	1	111	7	10	1	0	18	0	103	26	0	129	0	0	0	0	0	258
8:30 AM	4	112	0	0	116	7	4	2	0	13	1	91	31	0	123	0	0	0	0	0	252
8:45 AM	4	87	2	0	93	4	3	4	0	11	0	81	32	0	113	0	0	0	0	0	217
Total	27	414	6	1	448	25	25	8	0	58	2	366	130	0	498	0	0	0	0	0	1004
Grand Total	97	755	11	1	864	37	59	14	0	110	3	722	266	0	991	0	0	1	0	1	1966
Approach %	11.2	87.4	1.3	0.1		33.6	53.6	12.7	0.0		0.3	72.9	26.8	0.0		0.0	0.0	100.0	0.0		
Total %	4.9	38.4	0.6	0.1	43.9	1.9	3.0	0.7	0.0	5.6	0.2	36.7	13.5	0.0	50.4	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total					761					14					769					422	1966
Cars	96	722	11	1	830	36	59	14	0	109	3	698	265	0	966	0	0	1	0	1	1906
% Cars	99.0	95.6	100.0	100.0	96.1	97.3	100.0	100.0	0.0	99.1	100.0	96.7	99.6	0.0	97.5	0.0	0.0	100.0	0.0	100.0	96.9
Exiting Leg Total					736					14					736					420	1906
Heavy Vehicles	1	33	0	0	34	1	0	0	0	1	0	24	1	0	25	0	0	0	0	0	60
% Heavy Vehicles	1.0	4.4	0.0	0.0	3.9	2.7	0.0	0.0	0.0	0.9	0.0	3.3	0.4	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3.1
Exiting Leg Total					25					0					33					2	60

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

7:30 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
7:30 AM	25	105	1	0	131	2	4	3	0	9	1	112	39	0	152	0	0	1	0	1	293
7:45 AM	9	90	2	0	101	3	10	0	0	13	0	115	35	0	150	0	0	0	0	0	264
8:00 AM	10	117	1	0	128	7	8	1	0	16	1	91	41	0	133	0	0	0	0	0	277
8:15 AM	9	98	3	1	111	7	10	1	0	18	0	103	26	0	129	0	0	0	0	0	258
Total Volume	53	410	7	1	471	19	32	5	0	56	2	421	141	0	564	0	0	1	0	1	1092
% Approach Total	11.3	87.0	1.5	0.2		33.9	57.1	8.9	0.0		0.4	74.6	25.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.530	0.876	0.583	0.250	0.899	0.679	0.800	0.417	0.000	0.778	0.500	0.915	0.860	0.000	0.928	0.000	0.000	0.250	0.000	0.250	0.932
Cars	52	395	7	1	455	18	32	5	0	55	2	405	141	0	548	0	0	1	0	1	1059
Cars %	98.1	96.3	100.0	100.0	96.6	94.7	100.0	100.0	0.0	98.2	100.0	96.2	100.0	0.0	97.2	0.0	0.0	100.0	0.0	100.0	97.0
Heavy Vehicles	1	15	0	0	16	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	33
Heavy Vehicles %	1.9	3.7	0.0	0.0	3.4	5.3	0.0	0.0	0.0	1.8	0.0	3.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.0
Cars Enter Leg	52	395	7	1	455	18	32	5	0	55	2	405	141	0	548	0	0	1	0	1	1059
Heavy Enter Leg	1	15	0	0	16	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	33
Total Entering Leg	53	410	7	1	471	19	32	5	0	56	2	421	141	0	564	0	0	1	0	1	1092
Cars Exiting Leg					425					9					400					225	1059
Heavy Exiting Leg					17					0					15					1	33
Total Exiting Leg					442					9					415					226	1092

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	18	62	2	0	82	3	9	2	0	14	0	59	27	0	86	0	0	0	0	0	182
7:15 AM	18	76	0	0	94	4	11	1	0	16	0	67	35	0	102	0	0	0	0	0	212
7:30 AM	25	104	1	0	130	1	4	3	0	8	1	110	39	0	150	0	0	1	0	1	289
7:45 AM	9	85	2	0	96	3	10	0	0	13	0	111	35	0	146	0	0	0	0	0	255
Total	70	327	5	0	402	11	34	6	0	51	1	347	136	0	484	0	0	1	0	1	938
8:00 AM	10	110	1	0	121	7	8	1	0	16	1	86	41	0	128	0	0	0	0	0	265
8:15 AM	8	96	3	1	108	7	10	1	0	18	0	98	26	0	124	0	0	0	0	0	250
8:30 AM	4	105	0	0	109	7	4	2	0	13	1	89	31	0	121	0	0	0	0	0	243
8:45 AM	4	84	2	0	90	4	3	4	0	11	0	78	31	0	109	0	0	0	0	0	210
Total	26	395	6	1	428	25	25	8	0	58	2	351	129	0	482	0	0	0	0	0	968
Grand Total	96	722	11	1	830	36	59	14	0	109	3	698	265	0	966	0	0	1	0	1	1906
Approach %	11.6	87.0	1.3	0.1		33.0	54.1	12.8	0.0		0.3	72.3	27.4	0.0		0.0	0.0	100.0	0.0		
Total %	5.0	37.9	0.6	0.1	43.5	1.9	3.1	0.7	0.0	5.7	0.2	36.6	13.9	0.0	50.7	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total					736					14					736					420	1906

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

7:30 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
7:30 AM	25	104	1	0	130	1	4	3	0	8	1	110	39	0	150	0	0	1	0	1	289
7:45 AM	9	85	2	0	96	3	10	0	0	13	0	111	35	0	146	0	0	0	0	0	255
8:00 AM	10	110	1	0	121	7	8	1	0	16	1	86	41	0	128	0	0	0	0	0	265
8:15 AM	8	96	3	1	108	7	10	1	0	18	0	98	26	0	124	0	0	0	0	0	250
Total Volume	52	395	7	1	455	18	32	5	0	55	2	405	141	0	548	0	0	1	0	1	1059
% Approach Total	11.4	86.8	1.5	0.2		32.7	58.2	9.1	0.0		0.4	73.9	25.7	0.0		0.0	0.0	100.0	0.0		
PHF	0.520	0.898	0.583	0.250	0.875	0.643	0.800	0.417	0.000	0.764	0.500	0.912	0.860	0.000	0.913	0.000	0.000	0.250	0.000	0.250	0.916
Entering Leg	52	395	7	1	455	18	32	5	0	55	2	405	141	0	548	0	0	1	0	1	1059
Exiting Leg					425					9					400					225	1059
Total					880					64					948					226	2118

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
7:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	14	0	0	14	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	24
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
8:30 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total	1	19	0	0	20	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	36
Grand Total	1	33	0	0	34	1	0	0	0	1	0	24	1	0	25	0	0	0	0	0	60
Approach %	2.9	97.1	0.0	0.0		100.0	0.0	0.0	0.0		0.0	96.0	4.0	0.0		0.0	0.0	0.0	0.0		
Total %	1.7	55.0	0.0	0.0	56.7	1.7	0.0	0.0	0.0	1.7	0.0	40.0	1.7	0.0	41.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					25					0					33					2	60
Buses	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
% Buses	0.0	27.3	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	25.0
Exiting Leg Total					6					0					9					0	15
Single-Unit Trucks	0	18	0	0	18	1	0	0	0	1	0	18	1	0	19	0	0	0	0	0	38
% Single-Unit	0.0	54.5	0.0	0.0	52.9	100.0	0.0	0.0	0.0	100.0	0.0	75.0	100.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	63.3
Exiting Leg Total					19					0					18					1	38
Articulated Trucks	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Articulated	100.0	18.2	0.0	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Exiting Leg Total					0					0					6					1	7

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

7:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
8:30 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Total Volume	1	21	0	0	22	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	38
% Approach Total	4.5	95.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.750	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.792
Buses	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Buses %	0.0	19.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	23.7
Single-Unit Trucks	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
Single-Unit %	0.0	61.9	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0	0.0	68.8	0.0	0.0	68.8	0.0	0.0	0.0	0.0	0.0	63.2
Articulated Trucks	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Articulated %	100.0	19.0	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2
Buses	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Single-Unit Trucks	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
Articulated Trucks	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Entering Leg	1	21	0	0	22	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	38
Buses					5					0					4					0	9
Single-Unit Trucks					11					0					13					0	24
Articulated Trucks					0					0					4					1	5
Total Exiting Leg					16					0					21					1	38

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	16	50	1	0	67	1	6	2	0	9	0	56	23	0	79	0	0	0	0	0	155
7:15 AM	17	63	0	0	80	4	8	1	0	13	0	63	29	0	92	0	0	0	0	0	185
7:30 AM	23	97	1	0	121	1	3	3	0	7	1	101	36	0	138	0	0	1	0	1	267
7:45 AM	8	71	2	0	81	2	10	0	0	12	0	100	31	0	131	0	0	0	0	0	224
Total	64	281	4	0	349	8	27	6	0	41	1	320	119	0	440	0	0	1	0	1	831
8:00 AM	9	102	1	0	112	7	8	0	0	15	1	81	36	0	118	0	0	0	0	0	245
8:15 AM	6	86	3	1	96	6	9	1	0	16	0	93	20	0	113	0	0	0	0	0	225
8:30 AM	4	95	0	0	99	7	4	2	0	13	1	81	29	0	111	0	0	0	0	0	223
8:45 AM	3	73	2	0	78	4	3	4	0	11	0	66	26	0	92	0	0	0	0	0	181
Total	22	356	6	1	385	24	24	7	0	55	2	321	111	0	434	0	0	0	0	0	874
Grand Total	86	637	10	1	734	32	51	13	0	96	3	641	230	0	874	0	0	1	0	1	1705
Approach %	11.7	86.8	1.4	0.1		33.3	53.1	13.5	0.0		0.3	73.3	26.3	0.0		0.0	0.0	100.0	0.0		
Total %	5.0	37.4	0.6	0.1	43.0	1.9	3.0	0.8	0.0	5.6	0.2	37.6	13.5	0.0	51.3	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total					675					13					650					367	1705

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

7:30 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
7:30 AM	23	97	1	0	121	1	3	3	0	7	1	101	36	0	138	0	0	1	0	1	267
7:45 AM	8	71	2	0	81	2	10	0	0	12	0	100	31	0	131	0	0	0	0	0	224
8:00 AM	9	102	1	0	112	7	8	0	0	15	1	81	36	0	118	0	0	0	0	0	245
8:15 AM	6	86	3	1	96	6	9	1	0	16	0	93	20	0	113	0	0	0	0	0	225
Total Volume	46	356	7	1	410	16	30	4	0	50	2	375	123	0	500	0	0	1	0	1	961
% Approach Total	11.2	86.8	1.7	0.2		32.0	60.0	8.0	0.0		0.4	75.0	24.6	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.873	0.583	0.250	0.847	0.571	0.750	0.333	0.000	0.781	0.500	0.928	0.854	0.000	0.906	0.000	0.000	0.250	0.000	0.250	0.900
Entering Leg	46	356	7	1	410	16	30	4	0	50	2	375	123	0	500	0	0	1	0	1	961
Exiting Leg					393					9					360					199	961
Total					803					59					860					200	1922

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	2	12	1	0	15	2	3	0	0	5	0	3	4	0	7	0	0	0	0	0	27
7:15 AM	1	13	0	0	14	0	3	0	0	3	0	4	6	0	10	0	0	0	0	0	27
7:30 AM	2	7	0	0	9	0	1	0	0	1	0	9	3	0	12	0	0	0	0	0	22
7:45 AM	1	14	0	0	15	1	0	0	0	1	0	11	4	0	15	0	0	0	0	0	31
Total	6	46	1	0	53	3	7	0	0	10	0	27	17	0	44	0	0	0	0	0	107
8:00 AM	1	8	0	0	9	0	0	1	0	1	0	5	5	0	10	0	0	0	0	0	20
8:15 AM	2	10	0	0	12	1	1	0	0	2	0	5	6	0	11	0	0	0	0	0	25
8:30 AM	0	10	0	0	10	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	20
8:45 AM	1	11	0	0	12	0	0	0	0	0	0	12	5	0	17	0	0	0	0	0	29
Total	4	39	0	0	43	1	1	1	0	3	0	30	18	0	48	0	0	0	0	0	94
Grand Total	10	85	1	0	96	4	8	1	0	13	0	57	35	0	92	0	0	0	0	0	201
Approach %	10.4	88.5	1.0	0.0		30.8	61.5	7.7	0.0		0.0	62.0	38.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.0	42.3	0.5	0.0	47.8	2.0	4.0	0.5	0.0	6.5	0.0	28.4	17.4	0.0	45.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					61					1					86					53	201

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

7:00 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	2	12	1	0	15	2	3	0	0	5	0	3	4	0	7	0	0	0	0	0	27
7:15 AM	1	13	0	0	14	0	3	0	0	3	0	4	6	0	10	0	0	0	0	0	27
7:30 AM	2	7	0	0	9	0	1	0	0	1	0	9	3	0	12	0	0	0	0	0	22
7:45 AM	1	14	0	0	15	1	0	0	0	1	0	11	4	0	15	0	0	0	0	0	31
Total Volume	6	46	1	0	53	3	7	0	0	10	0	27	17	0	44	0	0	0	0	0	107
% Approach Total	11.3	86.8	1.9	0.0		30.0	70.0	0.0	0.0		0.0	61.4	38.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.821	0.250	0.000	0.883	0.375	0.583	0.000	0.000	0.500	0.000	0.614	0.708	0.000	0.733	0.000	0.000	0.000	0.000	0.000	0.863
Entering Leg	6	46	1	0	53	3	7	0	0	10	0	27	17	0	44	0	0	0	0	0	107
Exiting Leg					30					1					46					30	107
Total					83					11					90					30	214

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
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	0	1	0	0	1	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
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	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Grand Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					9					0	15

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

7:15 AM	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
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	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.450
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Exiting Leg					4					0					5					0	9
Total					9					0					9					0	18

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
Total	0	11	0	0	11	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	23
Grand Total	0	18	0	0	18	1	0	0	0	1	0	18	1	0	19	0	0	0	0	0	38
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	94.7	5.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	47.4	0.0	0.0	47.4	2.6	0.0	0.0	0.0	2.6	0.0	47.4	2.6	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					19					0					18					1	38

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

7:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.542	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
Exiting Leg					11					0					13					0	24
Total					24					0					24					0	48

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Approach %	14.3	85.7	0.0	0.0		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 %	14.3	85.7	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	
Exiting Leg Total					0					0					6					1	7

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

7:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	20.0	80.0	0.0	0.0		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	0.250	0.500	0.000	0.000	0.625	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	0.625
Entering Leg	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg					0					0					4					1	5
Total					5					0					4					1	10

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							1							2							0	5

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

8:00 AM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Exiting Leg							2							1							1							0	4
Total							3							2							3							0	8

PDI File #: **196792 A**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	1	1	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	4	0	4	9
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	4	2	6	0	0	0	0	4	2	6	0	0	0	0	6	3	9	22
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	1	0	1	6
7:45 AM	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	5	0	5	0	0	0	0	7	1	8	18
Total	0	0	0	0	1	4	5	0	0	0	0	8	6	14	0	0	0	0	11	3	14	0	0	0	0	18	4	22	55
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	2	0	2	0	0	0	0	4	0	4	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	2	0	2	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	1	1	0	0	0	0	2	14	16	0	0	0	0	5	0	5	0	0	0	0	9	0	9	31
Grand Total	0	0	0	0	1	5	6	0	0	0	0	10	20	30	0	0	0	0	16	3	19	0	0	0	0	27	4	31	86
Approach %	0	0	0	0	16.7	83.3		0	0	0	0	33.3	66.7		0	0	0	0	84.2	15.8		0	0	0	0	87.1	12.9		
Total %	0	0	0	0	1.16	5.81	6.98	0	0	0	0	11.6	23.3	34.9	0	0	0	0	18.6	3.49	22.1	0	0	0	0	31.4	4.65	36	
Exiting Leg Total							6							30							19							31	86

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

7:00 AM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	1	1	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	4	0	4	9
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	4	2	6	0	0	0	0	4	2	6	0	0	0	0	6	3	9	22
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	1	0	1	6
7:45 AM	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	5	0	5	0	0	0	0	7	1	8	18
Total Volume	0	0	0	0	1	4	5	0	0	0	0	8	6	14	0	0	0	0	11	3	14	0	0	0	0	18	4	22	55
% Approach Total	0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	57.1	42.9		0.0	0.0	0.0	0.0	78.6	21.4		0.0	0.0	0.0	0.0	81.8	18.2		
PHF	0.000	0.000	0.000	0.000	0.250	0.333	0.417	0.000	0.000	0.000	0.000	0.500	0.500	0.583	0.000	0.000	0.000	0.000	0.550	0.375	0.583	0.000	0.000	0.000	0.000	0.643	0.333	0.611	0.625
Entering Leg	0	0	0	0	1	4	5	0	0	0	0	8	6	14	0	0	0	0	11	3	14	0	0	0	0	18	4	22	55
Exiting Leg							5							14							14							22	55
Total							10							28							28							44	110

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	13	108	0	0	121	2	3	3	0	8	0	99	30	0	129	0	0	0	0	0	258
4:15 PM	7	117	4	0	128	4	4	0	0	8	0	114	38	0	152	0	0	0	0	0	288
4:30 PM	2	129	6	0	137	0	3	2	0	5	2	96	30	0	128	0	0	0	0	0	270
4:45 PM	8	140	3	0	151	0	5	3	0	8	1	92	24	0	117	0	0	0	0	0	276
Total	30	494	13	0	537	6	15	8	0	29	3	401	122	0	526	0	0	0	0	0	1092
5:00 PM	6	134	3	0	143	3	7	0	0	10	0	82	27	0	109	0	0	0	0	0	262
5:15 PM	9	158	3	0	170	4	5	0	0	9	1	114	24	0	139	0	0	0	0	0	318
5:30 PM	3	137	1	0	141	3	3	1	0	7	1	120	34	0	155	0	0	0	0	0	303
5:45 PM	8	124	4	1	137	3	5	0	0	8	2	100	19	0	121	0	0	0	0	0	266
Total	26	553	11	1	591	13	20	1	0	34	4	416	104	0	524	0	0	0	0	0	1149
Grand Total	56	1047	24	1	1128	19	35	9	0	63	7	817	226	0	1050	0	0	0	0	0	2241
Approach %	5.0	92.8	2.1	0.1		30.2	55.6	14.3	0.0		0.7	77.8	21.5	0.0		0.0	0.0	0.0	0.0		
Total %	2.5	46.7	1.1	0.0	50.3	0.8	1.6	0.4	0.0	2.8	0.3	36.5	10.1	0.0	46.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					837					31					1056					317	2241
Cars	55	1025	24	1	1105	19	35	9	0	63	7	801	217	0	1025	0	0	0	0	0	2193
% Cars	98.2	97.9	100.0	100.0	98.0	100.0	100.0	100.0	0.0	100.0	100.0	98.0	96.0	0.0	97.6	0.0	0.0	0.0	0.0	0.0	97.9
Exiting Leg Total					821					31					1034					307	2193
Heavy Vehicles	1	22	0	0	23	0	0	0	0	0	0	16	9	0	25	0	0	0	0	0	48
% Heavy Vehicles	1.8	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.1
Exiting Leg Total					16					0					22					10	48

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

4:45 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
4:45 PM	8	140	3	0	151	0	5	3	0	8	1	92	24	0	117	0	0	0	0	0	276
5:00 PM	6	134	3	0	143	3	7	0	0	10	0	82	27	0	109	0	0	0	0	0	262
5:15 PM	9	158	3	0	170	4	5	0	0	9	1	114	24	0	139	0	0	0	0	0	318
5:30 PM	3	137	1	0	141	3	3	1	0	7	1	120	34	0	155	0	0	0	0	0	303
Total Volume	26	569	10	0	605	10	20	4	0	34	3	408	109	0	520	0	0	0	0	0	1159
% Approach Total	4.3	94.0	1.7	0.0		29.4	58.8	11.8	0.0		0.6	78.5	21.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.722	0.900	0.833	0.000	0.890	0.625	0.714	0.333	0.000	0.850	0.750	0.850	0.801	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.911
Cars	25	560	10	0	595	10	20	4	0	34	3	402	107	0	512	0	0	0	0	0	1141
Cars %	96.2	98.4	100.0	0.0	98.3	100.0	100.0	100.0	0.0	100.0	100.0	98.5	98.2	0.0	98.5	0.0	0.0	0.0	0.0	0.0	98.4
Heavy Vehicles	1	9	0	0	10	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	18
Heavy Vehicles %	3.8	1.6	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.8	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.6
Cars Enter Leg	25	560	10	0	595	10	20	4	0	34	3	402	107	0	512	0	0	0	0	0	1141
Heavy Enter Leg	1	9	0	0	10	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	18
Total Entering Leg	26	569	10	0	605	10	20	4	0	34	3	408	109	0	520	0	0	0	0	0	1159
Cars Exiting Leg					412					13					564					152	1141
Heavy Exiting Leg					6					0					9					3	18
Total Exiting Leg					418					13					573					155	1159

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	13	103	0	0	116	2	3	3	0	8	0	96	28	0	124	0	0	0	0	0	248
4:15 PM	7	113	4	0	124	4	4	0	0	8	0	111	35	0	146	0	0	0	0	0	278
4:30 PM	2	126	6	0	134	0	3	2	0	5	2	93	29	0	124	0	0	0	0	0	263
4:45 PM	8	137	3	0	148	0	5	3	0	8	1	89	23	0	113	0	0	0	0	0	269
Total	30	479	13	0	522	6	15	8	0	29	3	389	115	0	507	0	0	0	0	0	1058
5:00 PM	6	131	3	0	140	3	7	0	0	10	0	82	27	0	109	0	0	0	0	0	259
5:15 PM	8	157	3	0	168	4	5	0	0	9	1	111	23	0	135	0	0	0	0	0	312
5:30 PM	3	135	1	0	139	3	3	1	0	7	1	120	34	0	155	0	0	0	0	0	301
5:45 PM	8	123	4	1	136	3	5	0	0	8	2	99	18	0	119	0	0	0	0	0	263
Total	25	546	11	1	583	13	20	1	0	34	4	412	102	0	518	0	0	0	0	0	1135
Grand Total	55	1025	24	1	1105	19	35	9	0	63	7	801	217	0	1025	0	0	0	0	0	2193
Approach %	5.0	92.8	2.2	0.1		30.2	55.6	14.3	0.0		0.7	78.1	21.2	0.0		0.0	0.0	0.0	0.0		
Total %	2.5	46.7	1.1	0.0	50.4	0.9	1.6	0.4	0.0	2.9	0.3	36.5	9.9	0.0	46.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					821					31					1034					307	2193

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

4:45 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
4:45 PM	8	137	3	0	148	0	5	3	0	8	1	89	23	0	113	0	0	0	0	0	269
5:00 PM	6	131	3	0	140	3	7	0	0	10	0	82	27	0	109	0	0	0	0	0	259
5:15 PM	8	157	3	0	168	4	5	0	0	9	1	111	23	0	135	0	0	0	0	0	312
5:30 PM	3	135	1	0	139	3	3	1	0	7	1	120	34	0	155	0	0	0	0	0	301
Total Volume	25	560	10	0	595	10	20	4	0	34	3	402	107	0	512	0	0	0	0	0	1141
% Approach Total	4.2	94.1	1.7	0.0		29.4	58.8	11.8	0.0		0.6	78.5	20.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.781	0.892	0.833	0.000	0.885	0.625	0.714	0.333	0.000	0.850	0.750	0.838	0.787	0.000	0.826	0.000	0.000	0.000	0.000	0.000	0.914
Entering Leg	25	560	10	0	595	10	20	4	0	34	3	402	107	0	512	0	0	0	0	0	1141
Exiting Leg					412					13					564					152	1141
Total					1007					47					1076					152	2282

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	5	0	0	5	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total	0	15	0	0	15	0	0	0	0	0	0	12	7	0	19	0	0	0	0	0	34
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	14
Grand Total	1	22	0	0	23	0	0	0	0	0	0	16	9	0	25	0	0	0	0	0	48
Approach %	4.3	95.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	64.0	36.0	0.0		0.0	0.0	0.0	0.0		
Total %	2.1	45.8	0.0	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	33.3	18.8	0.0	52.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					16					0					22					10	48
Buses	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	12
% Buses	0.0	27.3	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	31.3	11.1	0.0	24.0	0.0	0.0	0.0	0.0	0.0	25.0
Exiting Leg Total					5					0					6					1	12
Single-Unit Trucks	1	13	0	0	14	0	0	0	0	0	0	10	8	0	18	0	0	0	0	0	32
% Single-Unit	100.0	59.1	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	0.0	62.5	88.9	0.0	72.0	0.0	0.0	0.0	0.0	0.0	66.7
Exiting Leg Total					10					0					13					9	32
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Articulated	0.0	13.6	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	8.3
Exiting Leg Total					1					0					3					0	4

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

4:00 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	5	0	0	5	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total Volume	0	15	0	0	15	0	0	0	0	0	0	12	7	0	19	0	0	0	0	0	34
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	63.2	36.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.583	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.850
Buses	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
Buses %	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	14.3	0.0	21.1	0.0	0.0	0.0	0.0	0.0	23.5
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
Single-Unit %	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	85.7	0.0	78.9	0.0	0.0	0.0	0.0	0.0	70.6
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Buses	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	15	0	0	15	0	0	0	0	0	0	12	7	0	19	0	0	0	0	0	34
Buses					3					0					4					1	8
Single-Unit Trucks					9					0					9					6	24
Articulated Trucks					0					0					2					0	2
Total Exiting Leg					12					0					15					7	34

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	12	96	0	0	108	2	1	2	0	5	0	87	25	0	112	0	0	0	0	0	225
4:15 PM	7	105	3	0	115	4	4	0	0	8	0	98	27	0	125	0	0	0	0	0	248
4:30 PM	2	114	6	0	122	0	3	2	0	5	1	84	24	0	109	0	0	0	0	0	236
4:45 PM	8	133	3	0	144	0	4	3	0	7	1	86	19	0	106	0	0	0	0	0	257
Total	29	448	12	0	489	6	12	7	0	25	2	355	95	0	452	0	0	0	0	0	966
5:00 PM	6	125	2	0	133	3	7	0	0	10	0	75	23	0	98	0	0	0	0	0	241
5:15 PM	8	140	3	0	151	4	5	0	0	9	1	99	21	0	121	0	0	0	0	0	281
5:30 PM	3	127	1	0	131	3	2	1	0	6	1	110	31	0	142	0	0	0	0	0	279
5:45 PM	7	114	4	1	126	3	4	0	0	7	2	91	14	0	107	0	0	0	0	0	240
Total	24	506	10	1	541	13	18	1	0	32	4	375	89	0	468	0	0	0	0	0	1041
Grand Total	53	954	22	1	1030	19	30	8	0	57	6	730	184	0	920	0	0	0	0	0	2007
Approach %	5.1	92.6	2.1	0.1		33.3	52.6	14.0	0.0		0.7	79.3	20.0	0.0		0.0	0.0	0.0	0.0		
Total %	2.6	47.5	1.1	0.0	51.3	0.9	1.5	0.4	0.0	2.8	0.3	36.4	9.2	0.0	45.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					750					28					962					267	2007

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

4:45 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
4:45 PM	8	133	3	0	144	0	4	3	0	7	1	86	19	0	106	0	0	0	0	0	257
5:00 PM	6	125	2	0	133	3	7	0	0	10	0	75	23	0	98	0	0	0	0	0	241
5:15 PM	8	140	3	0	151	4	5	0	0	9	1	99	21	0	121	0	0	0	0	0	281
5:30 PM	3	127	1	0	131	3	2	1	0	6	1	110	31	0	142	0	0	0	0	0	279
Total Volume	25	525	9	0	559	10	18	4	0	32	3	370	94	0	467	0	0	0	0	0	1058
% Approach Total	4.5	93.9	1.6	0.0		31.3	56.3	12.5	0.0		0.6	79.2	20.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.781	0.938	0.750	0.000	0.925	0.625	0.643	0.333	0.000	0.800	0.750	0.841	0.758	0.000	0.822	0.000	0.000	0.000	0.000	0.000	0.941
Entering Leg	25	525	9	0	559	10	18	4	0	32	3	370	94	0	467	0	0	0	0	0	1058
Exiting Leg					380					12					529					137	1058
Total					939					44					996					137	2116

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	1	7	0	0	8	0	2	1	0	3	0	9	3	0	12	0	0	0	0	0	23
4:15 PM	0	8	1	0	9	0	0	0	0	0	0	13	7	0	20	0	0	0	0	0	29
4:30 PM	0	12	0	0	12	0	0	0	0	0	1	9	5	0	15	0	0	0	0	0	27
4:45 PM	0	4	0	0	4	0	1	0	0	1	0	3	4	0	7	0	0	0	0	0	12
Total	1	31	1	0	33	0	3	1	0	4	1	34	19	0	54	0	0	0	0	0	91
5:00 PM	0	6	1	0	7	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	17
5:15 PM	0	17	0	0	17	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	30
5:30 PM	0	8	0	0	8	0	1	0	0	1	0	10	3	0	13	0	0	0	0	0	22
5:45 PM	1	9	0	0	10	0	1	0	0	1	0	8	4	0	12	0	0	0	0	0	23
Total	1	40	1	0	42	0	2	0	0	2	0	36	12	0	48	0	0	0	0	0	92
Grand Total	2	71	2	0	75	0	5	1	0	6	1	70	31	0	102	0	0	0	0	0	183
Approach %	2.7	94.7	2.7	0.0		0.0	83.3	16.7	0.0		1.0	68.6	30.4	0.0		0.0	0.0	0.0	0.0		
Total %	1.1	38.8	1.1	0.0	41.0	0.0	2.7	0.5	0.0	3.3	0.5	38.3	16.9	0.0	55.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					70					3					72					38	183

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

5:00 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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
5:00 PM	0	6	1	0	7	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	17
5:15 PM	0	17	0	0	17	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	30
5:30 PM	0	8	0	0	8	0	1	0	0	1	0	10	3	0	13	0	0	0	0	0	22
5:45 PM	1	9	0	0	10	0	1	0	0	1	0	8	4	0	12	0	0	0	0	0	23
Total Volume	1	40	1	0	42	0	2	0	0	2	0	36	12	0	48	0	0	0	0	0	92
% Approach Total	2.4	95.2	2.4	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.588	0.250	0.000	0.618	0.000	0.500	0.000	0.000	0.500	0.000	0.750	0.750	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.767
Entering Leg	1	40	1	0	42	0	2	0	0	2	0	36	12	0	48	0	0	0	0	0	92
Exiting Leg					36					1					40					15	92
Total					78					3					88					15	184

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
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	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	12
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	8.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					6					1	12

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

4:00 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
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	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
Exiting Leg					3					0					4					1	8
Total					7					0					8					1	16

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	6
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total	0	9	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	8
Grand Total	1	13	0	0	14	0	0	0	0	0	0	10	8	0	18	0	0	0	0	0	32
Approach %	7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	55.6	44.4	0.0		0.0	0.0	0.0	0.0		
Total %	3.1	40.6	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	31.3	25.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					0					13					9	32

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

4:00 PM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street 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	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	6
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total Volume	0	9	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.0	40.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.857
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
Exiting Leg					9					0					9					6	24
Total					18					0					24					6	48

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					3					0	4

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

4:15 PM	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	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		
PHF	0.000	0.750	0.000	0.000	0.750	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	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					0					0					3					0	3
Total					3					0					3					0	6

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	1	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Approach %	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	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							1	2

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

4:00 PM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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 Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							1							0							1							0	2

PDI File #: **196792 AA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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	5	1	6	0	0	0	0	0	4	4	0	0	0	0	1	6	7	17
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	7	9	0	0	0	0	0	1	1	0	0	0	0	5	2	7	17
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3	4	7	10
Total	0	0	0	0	0	0	0	0	0	0	0	9	12	21	0	0	0	0	1	6	7	0	0	0	0	9	12	21	49
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	1	3	0	0	0	0	1	4	5	15
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	7	8	14
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	5	1	6	0	0	0	0	0	1	1	0	0	0	0	1	5	6	14
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	4	10	0	0	0	0	0	2	2	0	0	0	0	5	6	11	23
Total	0	0	0	0	1	1	2	0	0	0	0	15	11	26	0	0	0	0	2	6	8	0	0	0	0	8	22	30	66
Grand Total	0	0	0	0	1	1	2	0	0	0	0	24	23	47	0	0	0	0	3	12	15	0	0	0	0	17	34	51	115
Approach %	0	0	0	0	50	50		0	0	0	0	51.1	48.9		0	0	0	0	20	80		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	0.87	0.87	1.74	0	0	0	0	20.9	20	40.9	0	0	0	0	2.61	10.4	13	0	0	0	0	14.8	29.6	44.3	
Exiting Leg Total							2							47							15							51	115

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

5:00 PM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	1	3	0	0	0	0	1	4	5	15
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	7	8	14
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	5	1	6	0	0	0	0	0	1	1	0	0	0	0	1	5	6	14
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	4	10	0	0	0	0	0	2	2	0	0	0	0	5	6	11	23
Total Volume	0	0	0	0	1	1	2	0	0	0	0	15	11	26	0	0	0	0	2	6	8	0	0	0	0	8	22	30	66
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	57.7	42.3		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	26.7	73.3		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.625	0.688	0.650	0.000	0.000	0.000	0.000	0.250	0.750	0.667	0.000	0.000	0.000	0.000	0.400	0.786	0.682	0.717
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	15	11	26	0	0	0	0	2	6	8	0	0	0	0	8	22	30	66
Exiting Leg							2							26							8							30	66
Total							4							52							16							60	132

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	13	83	1	0	97	2	6	1	0	9	2	82	26	0	110	0	0	0	0	0	216
11:15 AM	17	101	2	1	121	5	2	3	0	10	1	97	15	0	113	0	0	0	0	0	244
11:30 AM	6	116	1	0	123	3	7	1	0	11	0	67	20	0	87	0	0	0	0	0	221
11:45 AM	9	96	2	0	107	3	8	2	0	13	1	102	18	0	121	0	0	0	0	0	241
Total	45	396	6	1	448	13	23	7	0	43	4	348	79	0	431	0	0	0	0	0	922
12:00 PM	14	104	0	1	119	2	6	3	0	11	1	75	20	0	96	0	0	0	0	0	226
12:15 PM	10	107	2	1	120	3	4	3	0	10	2	83	28	0	113	0	0	0	0	0	243
12:30 PM	6	106	2	1	115	2	4	2	0	8	3	79	19	0	101	0	0	0	0	0	224
12:45 PM	8	96	5	1	110	2	7	2	0	11	1	86	23	0	110	0	0	0	0	0	231
Total	38	413	9	4	464	9	21	10	0	40	7	323	90	0	420	0	0	0	0	0	924
Grand Total	83	809	15	5	912	22	44	17	0	83	11	671	169	0	851	0	0	0	0	0	1846
Approach %	9.1	88.7	1.6	0.5		26.5	53.0	20.5	0.0		1.3	78.8	19.9	0.0		0.0	0.0	0.0	0.0		
Total %	4.5	43.8	0.8	0.3	49.4	1.2	2.4	0.9	0.0	4.5	0.6	36.3	9.2	0.0	46.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					698					26					826					296	1846
Cars	83	802	15	5	905	22	44	16	0	82	11	665	165	0	841	0	0	0	0	0	1828
% Cars	100.0	99.1	100.0	100.0	99.2	100.0	100.0	94.1	0.0	98.8	100.0	99.1	97.6	0.0	98.8	0.0	0.0	0.0	0.0	0.0	99.0
Exiting Leg Total					692					26					818					292	1828
Heavy Vehicles	0	7	0	0	7	0	0	1	0	1	0	6	4	0	10	0	0	0	0	0	18
% Heavy Vehicles	0.0	0.9	0.0	0.0	0.8	0.0	0.0	5.9	0.0	1.2	0.0	0.9	2.4	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total					6					0					8					4	18

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	9	96	2	0	107	3	8	2	0	13	1	102	18	0	121	0	0	0	0	0	241
12:00 PM	14	104	0	1	119	2	6	3	0	11	1	75	20	0	96	0	0	0	0	0	226
12:15 PM	10	107	2	1	120	3	4	3	0	10	2	83	28	0	113	0	0	0	0	0	243
12:30 PM	6	106	2	1	115	2	4	2	0	8	3	79	19	0	101	0	0	0	0	0	224
Total Volume	39	413	6	3	461	10	22	10	0	42	7	339	85	0	431	0	0	0	0	0	934
% Approach Total	8.5	89.6	1.3	0.7		23.8	52.4	23.8	0.0		1.6	78.7	19.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.696	0.965	0.750	0.750	0.960	0.833	0.688	0.833	0.000	0.808	0.583	0.831	0.759	0.000	0.890	0.000	0.000	0.000	0.000	0.000	0.961
Cars	39	409	6	3	457	10	22	10	0	42	7	334	82	0	423	0	0	0	0	0	922
Cars %	100.0	99.0	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	98.5	96.5	0.0	98.1	0.0	0.0	0.0	0.0	0.0	98.7
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
Heavy Vehicles %	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.5	3.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.3
Cars Enter Leg	39	409	6	3	457	10	22	10	0	42	7	334	82	0	423	0	0	0	0	0	922
Heavy Enter Leg	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
Total Entering Leg	39	413	6	3	461	10	22	10	0	42	7	339	85	0	431	0	0	0	0	0	934
Cars Exiting Leg					347					13					419					143	922
Heavy Exiting Leg					5					0					4					3	12
Total Exiting Leg					352					13					423					146	934

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	13	82	1	0	96	2	6	1	0	9	2	82	26	0	110	0	0	0	0	0	215
11:15 AM	17	100	2	1	120	5	2	2	0	9	1	96	15	0	112	0	0	0	0	0	241
11:30 AM	6	115	1	0	122	3	7	1	0	11	0	67	19	0	86	0	0	0	0	0	219
11:45 AM	9	94	2	0	105	3	8	2	0	13	1	101	18	0	120	0	0	0	0	0	238
Total	45	391	6	1	443	13	23	6	0	42	4	346	78	0	428	0	0	0	0	0	913
12:00 PM	14	104	0	1	119	2	6	3	0	11	1	74	18	0	93	0	0	0	0	0	223
12:15 PM	10	107	2	1	120	3	4	3	0	10	2	81	28	0	111	0	0	0	0	0	241
12:30 PM	6	104	2	1	113	2	4	2	0	8	3	78	18	0	99	0	0	0	0	0	220
12:45 PM	8	96	5	1	110	2	7	2	0	11	1	86	23	0	110	0	0	0	0	0	231
Total	38	411	9	4	462	9	21	10	0	40	7	319	87	0	413	0	0	0	0	0	915
Grand Total	83	802	15	5	905	22	44	16	0	82	11	665	165	0	841	0	0	0	0	0	1828
Approach %	9.2	88.6	1.7	0.6		26.8	53.7	19.5	0.0		1.3	79.1	19.6	0.0		0.0	0.0	0.0	0.0		
Total %	4.5	43.9	0.8	0.3	49.5	1.2	2.4	0.9	0.0	4.5	0.6	36.4	9.0	0.0	46.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					692					26					818					292	1828

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	9	94	2	0	105	3	8	2	0	13	1	101	18	0	120	0	0	0	0	0	238
12:00 PM	14	104	0	1	119	2	6	3	0	11	1	74	18	0	93	0	0	0	0	0	223
12:15 PM	10	107	2	1	120	3	4	3	0	10	2	81	28	0	111	0	0	0	0	0	241
12:30 PM	6	104	2	1	113	2	4	2	0	8	3	78	18	0	99	0	0	0	0	0	220
Total Volume	39	409	6	3	457	10	22	10	0	42	7	334	82	0	423	0	0	0	0	0	922
% Approach Total	8.5	89.5	1.3	0.7		23.8	52.4	23.8	0.0		1.7	79.0	19.4	0.0		0.0	0.0	0.0	0.0		
PHF	0.696	0.956	0.750	0.750	0.952	0.833	0.688	0.833	0.000	0.808	0.583	0.827	0.732	0.000	0.881	0.000	0.000	0.000	0.000	0.000	0.956
Entering Leg	39	409	6	3	457	10	22	10	0	42	7	334	82	0	423	0	0	0	0	0	922
Exiting Leg					347					13					419					143	922
Total					804					55					842					143	1844

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	9
Grand Total	0	7	0	0	7	0	0	1	0	1	0	6	4	0	10	0	0	0	0	0	18
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	60.0	40.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	38.9	0.0	0.0	38.9	0.0	0.0	5.6	0.0	5.6	0.0	33.3	22.2	0.0	55.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					8					4	18
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total					1					0					2					0	3
Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	0	5	4	0	9	0	0	0	0	0	15
% Single-Unit	0.0	71.4	0.0	0.0	71.4	0.0	0.0	100.0	0.0	100.0	0.0	83.3	100.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	83.3
Exiting Leg Total					5					0					6					4	15
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
Total Volume	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	62.5	37.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.375	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16.7
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	10
Single-Unit %	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	83.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
Buses					1					0					1					0	2
Single-Unit Trucks					4					0					3					3	10
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					5					0					4					3	12

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	12	70	1	0	83	1	6	1	0	8	1	75	23	0	99	0	0	0	0	0	190
11:15 AM	16	91	2	1	110	5	2	2	0	9	1	87	12	0	100	0	0	0	0	0	219
11:30 AM	6	100	1	0	107	2	7	1	0	10	0	62	17	0	79	0	0	0	0	0	196
11:45 AM	8	91	2	0	101	3	7	1	0	11	1	94	16	0	111	0	0	0	0	0	223
Total	42	352	6	1	401	11	22	5	0	38	3	318	68	0	389	0	0	0	0	0	828
12:00 PM	14	96	0	1	111	1	5	3	0	9	1	68	15	0	84	0	0	0	0	0	204
12:15 PM	9	101	2	1	113	3	4	3	0	10	2	73	24	0	99	0	0	0	0	0	222
12:30 PM	6	95	1	1	103	2	4	2	0	8	3	68	17	0	88	0	0	0	0	0	199
12:45 PM	7	87	5	1	100	2	7	2	0	11	1	81	19	0	101	0	0	0	0	0	212
Total	36	379	8	4	427	8	20	10	0	38	7	290	75	0	372	0	0	0	0	0	837
Grand Total	78	731	14	5	828	19	42	15	0	76	10	608	143	0	761	0	0	0	0	0	1665
Approach %	9.4	88.3	1.7	0.6		25.0	55.3	19.7	0.0		1.3	79.9	18.8	0.0		0.0	0.0	0.0	0.0		
Total %	4.7	43.9	0.8	0.3	49.7	1.1	2.5	0.9	0.0	4.6	0.6	36.5	8.6	0.0	45.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					632					24					746					263	1665

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	8	91	2	0	101	3	7	1	0	11	1	94	16	0	111	0	0	0	0	0	223
12:00 PM	14	96	0	1	111	1	5	3	0	9	1	68	15	0	84	0	0	0	0	0	204
12:15 PM	9	101	2	1	113	3	4	3	0	10	2	73	24	0	99	0	0	0	0	0	222
12:30 PM	6	95	1	1	103	2	4	2	0	8	3	68	17	0	88	0	0	0	0	0	199
Total Volume	37	383	5	3	428	9	20	9	0	38	7	303	72	0	382	0	0	0	0	0	848
% Approach Total	8.6	89.5	1.2	0.7		23.7	52.6	23.7	0.0		1.8	79.3	18.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.661	0.948	0.625	0.750	0.947	0.750	0.714	0.750	0.000	0.864	0.583	0.806	0.750	0.000	0.860	0.000	0.000	0.000	0.000	0.000	0.951
Entering Leg	37	383	5	3	428	9	20	9	0	38	7	303	72	0	382	0	0	0	0	0	848
Exiting Leg					315					12					392					129	848
Total					743					50					774					129	1696

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	1	12	0	0	13	1	0	0	0	1	1	7	3	0	11	0	0	0	0	0	25
11:15 AM	1	8	0	0	9	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	21
11:30 AM	0	14	0	0	14	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	22
11:45 AM	1	3	0	0	4	0	1	1	0	2	0	7	2	0	9	0	0	0	0	0	15
Total	3	37	0	0	40	2	1	1	0	4	1	28	10	0	39	0	0	0	0	0	83
12:00 PM	0	8	0	0	8	1	1	0	0	2	0	4	3	0	7	0	0	0	0	0	17
12:15 PM	1	6	0	0	7	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	19
12:30 PM	0	9	1	0	10	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	20
12:45 PM	1	9	0	0	10	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	18
Total	2	32	1	0	35	1	1	0	0	2	0	25	12	0	37	0	0	0	0	0	74
Grand Total	5	69	1	0	75	3	2	1	0	6	1	53	22	0	76	0	0	0	0	0	157
Approach %	6.7	92.0	1.3	0.0		50.0	33.3	16.7	0.0		1.3	69.7	28.9	0.0		0.0	0.0	0.0	0.0		
Total %	3.2	43.9	0.6	0.0	47.8	1.9	1.3	0.6	0.0	3.8	0.6	33.8	14.0	0.0	48.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					56					2					70					29	157

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	1	12	0	0	13	1	0	0	0	1	1	7	3	0	11	0	0	0	0	0	25
11:15 AM	1	8	0	0	9	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	21
11:30 AM	0	14	0	0	14	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	22
11:45 AM	1	3	0	0	4	0	1	1	0	2	0	7	2	0	9	0	0	0	0	0	15
Total Volume	3	37	0	0	40	2	1	1	0	4	1	28	10	0	39	0	0	0	0	0	83
% Approach Total	7.5	92.5	0.0	0.0		50.0	25.0	25.0	0.0		2.6	71.8	25.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.661	0.000	0.000	0.714	0.500	0.250	0.250	0.000	0.500	0.250	0.778	0.833	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.830
Entering Leg	3	37	0	0	40	2	1	1	0	4	1	28	10	0	39	0	0	0	0	0	83
Exiting Leg					30					1					38					14	83
Total					70					5					77					14	166

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					2					0	3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street					Pleasant Street					Rantoul Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	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		
PHF	0.000	0.500	0.000	0.000	0.500	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	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					2					0	2
Total					2					0					2					0	4

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	8
Grand Total	0	5	0	0	5	0	0	1	0	1	0	5	4	0	9	0	0	0	0	0	15
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	55.6	44.4	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	6.7	0.0	6.7	0.0	33.3	26.7	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					6					4	15

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
Total Volume	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.375	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	10
Exiting Leg					4					0					3					3	10
Total					7					0					10					3	20

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Pleasant Street from East					Rantoul Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	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	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							0	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							1							0							1							0	2

PDI File #: **196792 AAA**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
11:00 AM	0	0	0	0	0	1	1	0	0	0	0	5	9	14	0	0	0	0	0	3	3	0	0	0	0	4	4	8	26
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	2	1	3	0	0	0	0	1	3	4	16
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	0	1	0	0	0	0	5	0	5	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	9	14	0	0	0	0	4	1	5	0	0	0	0	6	6	12	31
Total	0	0	0	0	0	1	1	0	0	0	0	19	22	41	0	0	0	0	7	5	12	0	0	0	0	16	13	29	83
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	1	1	0	0	0	0	0	3	3	11
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	4	6	10	19
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	4	8	12	0	0	0	0	5	0	5	0	0	0	0	4	1	5	23
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	3	3	0	0	0	0	4	5	9	21
Total	0	0	0	0	0	1	1	0	0	0	0	15	19	34	0	0	0	0	6	6	12	0	0	0	0	12	15	27	74
Grand Total	0	0	0	0	0	2	2	0	0	0	0	34	41	75	0	0	0	0	13	11	24	0	0	0	0	28	28	56	157
Approach %	0	0	0	0	0	100		0	0	0	0	45.3	54.7		0	0	0	0	54.2	45.8		0	0	0	0	50	50		
Total %	0	0	0	0	0	1.27	1.27	0	0	0	0	21.7	26.1	47.8	0	0	0	0	8.28	7.01	15.3	0	0	0	0	17.8	17.8	35.7	
Exiting Leg Total							2							75							24							56	157

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North							Pleasant Street from East							Rantoul Street from South							Pleasant Street 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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	9	14	0	0	0	0	4	1	5	0	0	0	0	6	6	12	31
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	1	1	0	0	0	0	0	3	3	11
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	4	6	10	19
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	4	6	10	19
Total Volume	0	0	0	0	0	0	0	0	0	0	0	13	20	33	0	0	0	0	6	6	12	0	0	0	0	14	21	35	80
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	39.4	60.6		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.556	0.589	0.000	0.000	0.000	0.000	0.375	0.750	0.600	0.000	0.000	0.000	0.000	0.583	0.875	0.729	0.645
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	13	20	33	0	0	0	0	6	6	12	0	0	0	0	14	21	35	80
Exiting Leg							0							33							12							35	80
Total							0							66							24							70	160

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	77	1	0	78	3	0	2	0	5	0	64	0	0	64	7	6	5	0	18	165
7:15 AM	0	81	0	0	81	9	0	5	0	14	0	73	0	0	73	12	7	4	0	23	191
7:30 AM	0	118	1	0	119	8	0	5	0	13	2	112	0	0	114	7	7	11	0	25	271
7:45 AM	0	92	3	0	95	12	0	4	0	16	1	118	0	0	119	5	11	8	0	24	254
Total	0	368	5	0	373	32	0	16	0	48	3	367	0	0	370	31	31	28	0	90	881
8:00 AM	0	102	4	0	106	9	0	6	0	15	1	93	0	1	95	18	8	12	0	38	254
8:15 AM	0	94	4	0	98	12	0	1	0	13	1	112	0	0	113	18	19	7	0	44	268
8:30 AM	0	102	6	0	108	5	0	1	0	6	2	96	0	0	98	13	13	9	0	35	247
8:45 AM	0	80	4	0	84	12	0	3	0	15	1	84	0	0	85	9	15	10	0	34	218
Total	0	378	18	0	396	38	0	11	0	49	5	385	0	1	391	58	55	38	0	151	987
Grand Total	0	746	23	0	769	70	0	27	0	97	8	752	0	1	761	89	86	66	0	241	1868
Approach %	0.0	97.0	3.0	0.0		72.2	0.0	27.8	0.0		1.1	98.8	0.0	0.1		36.9	35.7	27.4	0.0		
Total %	0.0	39.9	1.2	0.0	41.2	3.7	0.0	1.4	0.0	5.2	0.4	40.3	0.0	0.1	40.7	4.8	4.6	3.5	0.0	12.9	
Exiting Leg Total					888					117					863					0	1868
Cars	0	713	23	0	736	67	0	27	0	94	8	728	0	1	737	85	84	64	0	233	1800
% Cars	0.0	95.6	100.0	0.0	95.7	95.7	0.0	100.0	0.0	96.9	100.0	96.8	0.0	100.0	96.8	95.5	97.7	97.0	0.0	96.7	96.4
Exiting Leg Total					859					115					826					0	1800
Heavy Vehicles	0	33	0	0	33	3	0	0	0	3	0	24	0	0	24	4	2	2	0	8	68
% Heavy Vehicles	0.0	4.4	0.0	0.0	4.3	4.3	0.0	0.0	0.0	3.1	0.0	3.2	0.0	0.0	3.2	4.5	2.3	3.0	0.0	3.3	3.6
Exiting Leg Total					29					2					37					0	68

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

7:30 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
7:30 AM	0	118	1	0	119	8	0	5	0	13	2	112	0	0	114	7	7	11	0	25	271
7:45 AM	0	92	3	0	95	12	0	4	0	16	1	118	0	0	119	5	11	8	0	24	254
8:00 AM	0	102	4	0	106	9	0	6	0	15	1	93	0	1	95	18	8	12	0	38	254
8:15 AM	0	94	4	0	98	12	0	1	0	13	1	112	0	0	113	18	19	7	0	44	268
Total Volume	0	406	12	0	418	41	0	16	0	57	5	435	0	1	441	48	45	38	0	131	1047
% Approach Total	0.0	97.1	2.9	0.0		71.9	0.0	28.1	0.0		1.1	98.6	0.0	0.2		36.6	34.4	29.0	0.0		
PHF	0.000	0.860	0.750	0.000	0.878	0.854	0.000	0.667	0.000	0.891	0.625	0.922	0.000	0.250	0.926	0.667	0.592	0.792	0.000	0.744	0.966
Cars	0	388	12	0	400	40	0	16	0	56	5	419	0	1	425	46	44	38	0	128	1009
Cars %	0.0	95.6	100.0	0.0	95.7	97.6	0.0	100.0	0.0	98.2	100.0	96.3	0.0	100.0	96.4	95.8	97.8	100.0	0.0	97.7	96.4
Heavy Vehicles	0	18	0	0	18	1	0	0	0	1	0	16	0	0	16	2	1	0	0	3	38
Heavy Vehicles %	0.0	4.4	0.0	0.0	4.3	2.4	0.0	0.0	0.0	1.8	0.0	3.7	0.0	0.0	3.6	4.2	2.2	0.0	0.0	2.3	3.6
Cars Enter Leg	0	388	12	0	400	40	0	16	0	56	5	419	0	1	425	46	44	38	0	128	1009
Heavy Enter Leg	0	18	0	0	18	1	0	0	0	1	0	16	0	0	16	2	1	0	0	3	38
Total Entering Leg	0	406	12	0	418	41	0	16	0	57	5	435	0	1	441	48	45	38	0	131	1047
Cars Exiting Leg					497					61					451					0	1009
Heavy Exiting Leg					17					1					20					0	38
Total Exiting Leg					514					62					471					0	1047

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	74	1	0	75	3	0	2	0	5	0	63	0	0	63	6	6	4	0	16	159
7:15 AM	0	78	0	0	78	8	0	5	0	13	0	70	0	0	70	11	7	4	0	22	183
7:30 AM	0	117	1	0	118	8	0	5	0	13	2	109	0	0	111	7	6	11	0	24	266
7:45 AM	0	87	3	0	90	11	0	4	0	15	1	115	0	0	116	5	11	8	0	24	245
Total	0	356	5	0	361	30	0	16	0	46	3	357	0	0	360	29	30	27	0	86	853
8:00 AM	0	93	4	0	97	9	0	6	0	15	1	88	0	1	90	17	8	12	0	37	239
8:15 AM	0	91	4	0	95	12	0	1	0	13	1	107	0	0	108	17	19	7	0	43	259
8:30 AM	0	96	6	0	102	5	0	1	0	6	2	94	0	0	96	13	12	8	0	33	237
8:45 AM	0	77	4	0	81	11	0	3	0	14	1	82	0	0	83	9	15	10	0	34	212
Total	0	357	18	0	375	37	0	11	0	48	5	371	0	1	377	56	54	37	0	147	947
Grand Total	0	713	23	0	736	67	0	27	0	94	8	728	0	1	737	85	84	64	0	233	1800
Approach %	0.0	96.9	3.1	0.0		71.3	0.0	28.7	0.0		1.1	98.8	0.0	0.1		36.5	36.1	27.5	0.0		
Total %	0.0	39.6	1.3	0.0	40.9	3.7	0.0	1.5	0.0	5.2	0.4	40.4	0.0	0.1	40.9	4.7	4.7	3.6	0.0	12.9	
Exiting Leg Total					859					115					826					0	1800

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

7:30 AM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	117	1	0	118	8	0	5	0	13	2	109	0	0	111	7	6	11	0	24	266
7:45 AM	0	87	3	0	90	11	0	4	0	15	1	115	0	0	116	5	11	8	0	24	245
8:00 AM	0	93	4	0	97	9	0	6	0	15	1	88	0	1	90	17	8	12	0	37	239
8:15 AM	0	91	4	0	95	12	0	1	0	13	1	107	0	0	108	17	19	7	0	43	259
Total Volume	0	388	12	0	400	40	0	16	0	56	5	419	0	1	425	46	44	38	0	128	1009
% Approach Total	0.0	97.0	3.0	0.0		71.4	0.0	28.6	0.0		1.2	98.6	0.0	0.2		35.9	34.4	29.7	0.0		
PHF	0.000	0.829	0.750	0.000	0.847	0.833	0.000	0.667	0.000	0.933	0.625	0.911	0.000	0.250	0.916	0.676	0.579	0.792	0.000	0.744	0.948
Entering Leg	0	388	12	0	400	40	0	16	0	56	5	419	0	1	425	46	44	38	0	128	1009
Exiting Leg					497					61					451					0	1009
Total					897					117					876					128	2018

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
7:15 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	8
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
7:45 AM	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
Total	0	12	0	0	12	2	0	0	0	2	0	10	0	0	10	2	1	1	0	4	28
8:00 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	15
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	10
8:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	0	21	0	0	21	1	0	0	0	1	0	14	0	0	14	2	1	1	0	4	40
Grand Total	0	33	0	0	33	3	0	0	0	3	0	24	0	0	24	4	2	2	0	8	68
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		
Total %	0.0	48.5	0.0	0.0	48.5	4.4	0.0	0.0	0.0	4.4	0.0	35.3	0.0	0.0	35.3	5.9	2.9	2.9	0.0	11.8	
Exiting Leg Total					29					2					37					0	68
Buses	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	4	1	0	0	5	18
% Buses	0.0	18.2	0.0	0.0	18.2	33.3	0.0	0.0	0.0	33.3	0.0	25.0	0.0	0.0	25.0	100.0	50.0	0.0	0.0	62.5	26.5
Exiting Leg Total					7					1					10					0	18
Single-Unit Trucks	0	18	0	0	18	2	0	0	0	2	0	18	0	0	18	0	1	2	0	3	41
% Single-Unit	0.0	54.5	0.0	0.0	54.5	66.7	0.0	0.0	0.0	66.7	0.0	75.0	0.0	0.0	75.0	0.0	50.0	100.0	0.0	37.5	60.3
Exiting Leg Total					22					1					18					0	41
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
% Articulated	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2
Exiting Leg Total					0					0					9					0	9

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

7:45 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
8:00 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	15
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
8:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	10
Total Volume	0	23	0	0	23	1	0	0	0	1	0	15	0	0	15	2	1	1	0	4	43
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		
PHF	0.000	0.639	0.000	0.000	0.639	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.500	0.250	0.250	0.000	0.500	0.717
Buses	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
Buses %	0.0	13.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	100.0	0.0	0.0	0.0	50.0	23.3
Single-Unit Trucks	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	0	1	1	0	2	26
Single-Unit %	0.0	56.5	0.0	0.0	56.5	100.0	0.0	0.0	0.0	100.0	0.0	66.7	0.0	0.0	66.7	0.0	100.0	100.0	0.0	50.0	60.5
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Articulated %	0.0	30.4	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.3
Buses	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
Single-Unit Trucks	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	0	1	1	0	2	26
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Entering Leg	0	23	0	0	23	1	0	0	0	1	0	15	0	0	15	2	1	1	0	4	43
Buses					5					0					5					0	10
Single-Unit Trucks					12					1					13					0	26
Articulated Trucks					0					0					7					0	7
Total Exiting Leg					17					1					25					0	43

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	62	0	0	62	3	0	1	0	4	0	56	0	0	56	6	5	4	0	15	137
7:15 AM	0	66	0	0	66	8	0	5	0	13	0	64	0	0	64	9	5	1	0	15	158
7:30 AM	0	110	0	0	110	6	0	5	0	11	1	98	0	0	99	6	5	9	0	20	240
7:45 AM	0	75	2	0	77	9	0	4	0	13	0	102	0	0	102	4	11	8	0	23	215
Total	0	313	2	0	315	26	0	15	0	41	1	320	0	0	321	25	26	22	0	73	750
8:00 AM	0	88	4	0	92	9	0	5	0	14	1	84	0	1	86	16	6	8	0	30	222
8:15 AM	0	83	3	0	86	12	0	0	0	12	0	101	0	0	101	15	18	6	0	39	238
8:30 AM	0	88	4	0	92	5	0	1	0	6	2	84	0	0	86	13	10	8	0	31	215
8:45 AM	0	65	4	0	69	11	0	3	0	14	0	70	0	0	70	8	12	7	0	27	180
Total	0	324	15	0	339	37	0	9	0	46	3	339	0	1	343	52	46	29	0	127	855
Grand Total	0	637	17	0	654	63	0	24	0	87	4	659	0	1	664	77	72	51	0	200	1605
Approach %	0.0	97.4	2.6	0.0		72.4	0.0	27.6	0.0		0.6	99.2	0.0	0.2		38.5	36.0	25.5	0.0		
Total %	0.0	39.7	1.1	0.0	40.7	3.9	0.0	1.5	0.0	5.4	0.2	41.1	0.0	0.1	41.4	4.8	4.5	3.2	0.0	12.5	
Exiting Leg Total					773					93					739					0	1605

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

7:30 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
7:30 AM	0	110	0	0	110	6	0	5	0	11	1	98	0	0	99	6	5	9	0	20	240
7:45 AM	0	75	2	0	77	9	0	4	0	13	0	102	0	0	102	4	11	8	0	23	215
8:00 AM	0	88	4	0	92	9	0	5	0	14	1	84	0	1	86	16	6	8	0	30	222
8:15 AM	0	83	3	0	86	12	0	0	0	12	0	101	0	0	101	15	18	6	0	39	238
Total Volume	0	356	9	0	365	36	0	14	0	50	2	385	0	1	388	41	40	31	0	112	915
% Approach Total	0.0	97.5	2.5	0.0		72.0	0.0	28.0	0.0		0.5	99.2	0.0	0.3		36.6	35.7	27.7	0.0		
PHF	0.000	0.809	0.563	0.000	0.830	0.750	0.000	0.700	0.000	0.893	0.500	0.944	0.000	0.250	0.951	0.641	0.556	0.861	0.000	0.718	0.953
Entering Leg	0	356	9	0	365	36	0	14	0	50	2	385	0	1	388	41	40	31	0	112	915
Exiting Leg					452					51					412					0	915
Total					817					101					800					112	1830

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	12	1	0	13	0	0	1	0	1	0	7	0	0	7	0	1	0	0	1	22
7:15 AM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	2	2	3	0	7	25
7:30 AM	0	7	1	0	8	2	0	0	0	2	1	11	0	0	12	1	1	2	0	4	26
7:45 AM	0	12	1	0	13	2	0	0	0	2	1	13	0	0	14	1	0	0	0	1	30
Total	0	43	3	0	46	4	0	1	0	5	2	37	0	0	39	4	4	5	0	13	103
8:00 AM	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	1	2	4	0	7	17
8:15 AM	0	8	1	0	9	0	0	1	0	1	1	6	0	0	7	2	1	1	0	4	21
8:30 AM	0	8	2	0	10	0	0	0	0	0	0	10	0	0	10	0	2	0	0	2	22
8:45 AM	0	11	0	0	11	0	0	0	0	0	1	12	0	0	13	1	3	3	0	7	31
Total	0	32	3	0	35	0	0	2	0	2	2	32	0	0	34	4	8	8	0	20	91
Grand Total	0	75	6	0	81	4	0	3	0	7	4	69	0	0	73	8	12	13	0	33	194
Approach %	0.0	92.6	7.4	0.0		57.1	0.0	42.9	0.0		5.5	94.5	0.0	0.0		24.2	36.4	39.4	0.0		
Total %	0.0	38.7	3.1	0.0	41.8	2.1	0.0	1.5	0.0	3.6	2.1	35.6	0.0	0.0	37.6	4.1	6.2	6.7	0.0	17.0	
Exiting Leg Total					86					22					86					0	194

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

7:00 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	12	1	0	13	0	0	1	0	1	0	7	0	0	7	0	1	0	0	1	22
7:15 AM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	2	2	3	0	7	25
7:30 AM	0	7	1	0	8	2	0	0	0	2	1	11	0	0	12	1	1	2	0	4	26
7:45 AM	0	12	1	0	13	2	0	0	0	2	1	13	0	0	14	1	0	0	0	1	30
Total Volume	0	43	3	0	46	4	0	1	0	5	2	37	0	0	39	4	4	5	0	13	103
% Approach Total	0.0	93.5	6.5	0.0		80.0	0.0	20.0	0.0		5.1	94.9	0.0	0.0		30.8	30.8	38.5	0.0		
PHF	0.000	0.896	0.750	0.000	0.885	0.500	0.000	0.250	0.000	0.625	0.500	0.712	0.000	0.000	0.696	0.500	0.500	0.417	0.000	0.464	0.858
Entering Leg	0	43	3	0	46	4	0	1	0	5	2	37	0	0	39	4	4	5	0	13	103
Exiting Leg					46					9					48					0	103
Total					92					14					87					13	206

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	8
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	2	0	0	0	2	10
Grand Total	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	4	1	0	0	5	18
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		80.0	20.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	5.6	0.0	0.0	0.0	5.6	0.0	33.3	0.0	0.0	33.3	22.2	5.6	0.0	0.0	27.8	
Exiting Leg Total					7					1					10					0	18

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

7:15 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total Volume	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.458
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	11
Exiting Leg					4					1					6					0	11
Total					8					1					10					3	22

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
7:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	0	7	0	0	7	2	0	0	0	2	0	8	0	0	8	0	0	1	0	1	18
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	9
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	1	1	0	2	23
Grand Total	0	18	0	0	18	2	0	0	0	2	0	18	0	0	18	0	1	2	0	3	41
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	0.0	43.9	0.0	0.0	43.9	4.9	0.0	0.0	0.0	4.9	0.0	43.9	0.0	0.0	43.9	0.0	2.4	4.9	0.0	7.3	
Exiting Leg Total					22					1					18					0	41

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

7:45 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	9
Total Volume	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	0	1	1	0	2	26
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.650	0.000	0.000	0.650	0.250	0.000	0.000	0.000	0.250	0.000	0.833	0.000	0.000	0.833	0.000	0.250	0.250	0.000	0.250	0.722
Entering Leg	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	0	1	1	0	2	26
Exiting Leg					12					1					13					0	26
Total					25					2					23					2	52

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	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		
Total %	0.0	100.0	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	
Exiting Leg Total					0					0					9					0	9

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

7:45 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Approach Total	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		
PHF	0.000	0.583	0.000	0.000	0.583	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	0.583
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Exiting Leg					0					0					7					0	7
Total					7					0					7					0	14

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Approach %	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							1							0	3

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

7:00 AM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
% Approach Total	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Exiting Leg							1							0							1							0	2
Total							2							0							2							0	4

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	8	9	0	0	0	0	3	1	4	0	0	0	0	4	0	4	0	0	0	0	3	0	3	20
7:15 AM	0	0	0	0	0	7	7	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	5	3	8	22
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	5	0	5	0	0	0	0	3	0	3	12
7:45 AM	0	0	0	0	2	16	18	0	0	0	0	2	2	4	0	0	0	0	3	1	4	0	0	0	0	9	2	11	37
Total	0	0	0	0	3	32	35	0	0	0	0	6	9	15	0	0	0	0	14	2	16	0	0	0	0	20	5	25	91
8:00 AM	0	0	0	0	1	4	5	0	0	0	0	1	3	4	0	0	0	0	1	1	2	0	0	0	0	0	1	1	12
8:15 AM	0	0	0	0	1	7	8	0	0	0	0	0	3	3	0	0	0	0	2	0	2	0	0	0	0	2	1	3	16
8:30 AM	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
8:45 AM	0	0	0	0	1	2	3	0	0	0	0	0	3	3	0	0	0	0	1	2	3	0	0	0	0	1	0	1	10
Total	0	0	0	0	5	15	20	0	0	0	0	2	11	13	0	0	0	0	4	3	7	0	0	0	0	4	2	6	46
Grand Total	0	0	0	0	8	47	55	0	0	0	0	8	20	28	0	0	0	0	18	5	23	0	0	0	0	24	7	31	137
Approach %	0	0	0	0	14.5	85.5		0	0	0	0	28.6	71.4		0	0	0	0	78.3	21.7		0	0	0	0	77.4	22.6		
Total %	0	0	0	0	5.84	34.3	40.1	0	0	0	0	5.84	14.6	20.4	0	0	0	0	13.1	3.65	16.8	0	0	0	0	17.5	5.11	22.6	
Exiting Leg Total							55							28							23							31	137

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

7:00 AM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	8	9	0	0	0	0	3	1	4	0	0	0	0	4	0	4	0	0	0	0	3	0	3	20
7:15 AM	0	0	0	0	0	7	7	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	5	3	8	22
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	5	0	5	0	0	0	0	3	0	3	12
7:45 AM	0	0	0	0	2	16	18	0	0	0	0	2	2	4	0	0	0	0	3	1	4	0	0	0	0	9	2	11	37
Total Volume	0	0	0	0	3	32	35	0	0	0	0	6	9	15	0	0	0	0	14	2	16	0	0	0	0	20	5	25	91
% Approach Total	0.0	0.0	0.0	0.0	8.6	91.4		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	87.5	12.5		0.0	0.0	0.0	0.0	80.0	20.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.500	0.486	0.000	0.000	0.000	0.000	0.500	0.750	0.938	0.000	0.000	0.000	0.000	0.700	0.500	0.800	0.000	0.000	0.000	0.000	0.556	0.417	0.568	0.615
Entering Leg	0	0	0	0	3	32	35	0	0	0	0	6	9	15	0	0	0	0	14	2	16	0	0	0	0	20	5	25	91
Exiting Leg							35							15							16							25	91
Total							70							30							32							50	182

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	95	5	0	100	12	0	3	0	15	3	95	0	0	98	25	25	16	0	66	279
4:15 PM	0	100	2	1	103	9	0	4	0	13	2	116	0	0	118	21	26	13	0	60	294
4:30 PM	0	106	4	0	110	13	0	1	0	14	2	96	0	0	98	30	17	9	0	56	278
4:45 PM	0	116	3	0	119	13	0	4	0	17	2	87	0	0	89	30	23	22	0	75	300
Total	0	417	14	1	432	47	0	12	0	59	9	394	0	0	403	106	91	60	0	257	1151
5:00 PM	0	109	6	0	115	7	0	2	0	9	3	86	0	0	89	27	26	14	0	67	280
5:15 PM	0	137	6	0	143	10	0	2	0	12	6	107	0	0	113	32	25	15	0	72	340
5:30 PM	0	107	7	0	114	8	0	4	0	12	0	126	0	0	126	33	22	12	0	67	319
5:45 PM	0	109	3	0	112	5	0	4	0	9	0	100	0	0	100	21	22	18	0	61	282
Total	0	462	22	0	484	30	0	12	0	42	9	419	0	0	428	113	95	59	0	267	1221
Grand Total	0	879	36	1	916	77	0	24	0	101	18	813	0	0	831	219	186	119	0	524	2372
Approach %	0.0	96.0	3.9	0.1		76.2	0.0	23.8	0.0		2.2	97.8	0.0	0.0		41.8	35.5	22.7	0.0		
Total %	0.0	37.1	1.5	0.0	38.6	3.2	0.0	1.0	0.0	4.3	0.8	34.3	0.0	0.0	35.0	9.2	7.8	5.0	0.0	22.1	
Exiting Leg Total					1010					240					1122					0	2372
Cars	0	863	36	1	900	76	0	24	0	100	18	798	0	0	816	214	185	119	0	518	2334
% Cars	0.0	98.2	100.0	100.0	98.3	98.7	0.0	100.0	0.0	99.0	100.0	98.2	0.0	0.0	98.2	97.7	99.5	100.0	0.0	98.9	98.4
Exiting Leg Total					994					239					1101					0	2334
Heavy Vehicles	0	16	0	0	16	1	0	0	0	1	0	15	0	0	15	5	1	0	0	6	38
% Heavy Vehicles	0.0	1.8	0.0	0.0	1.7	1.3	0.0	0.0	0.0	1.0	0.0	1.8	0.0	0.0	1.8	2.3	0.5	0.0	0.0	1.1	1.6
Exiting Leg Total					16					1					21					0	38

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

4:45 PM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
4:45 PM	0	116	3	0	119	13	0	4	0	17	2	87	0	0	89	30	23	22	0	75	300
5:00 PM	0	109	6	0	115	7	0	2	0	9	3	86	0	0	89	27	26	14	0	67	280
5:15 PM	0	137	6	0	143	10	0	2	0	12	6	107	0	0	113	32	25	15	0	72	340
5:30 PM	0	107	7	0	114	8	0	4	0	12	0	126	0	0	126	33	22	12	0	67	319
Total Volume	0	469	22	0	491	38	0	12	0	50	11	406	0	0	417	122	96	63	0	281	1239
% Approach Total	0.0	95.5	4.5	0.0		76.0	0.0	24.0	0.0		2.6	97.4	0.0	0.0		43.4	34.2	22.4	0.0		
PHF	0.000	0.856	0.786	0.000	0.858	0.731	0.000	0.750	0.000	0.735	0.458	0.806	0.000	0.000	0.827	0.924	0.923	0.716	0.000	0.937	0.911
Cars	0	463	22	0	485	38	0	12	0	50	11	400	0	0	411	120	95	63	0	278	1224
Cars %	0.0	98.7	100.0	0.0	98.8	100.0	0.0	100.0	0.0	100.0	100.0	98.5	0.0	0.0	98.6	98.4	99.0	100.0	0.0	98.9	98.8
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	2	1	0	0	3	15
Heavy Vehicles %	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	1.6	1.0	0.0	0.0	1.1	1.2
Cars Enter Leg	0	463	22	0	485	38	0	12	0	50	11	400	0	0	411	120	95	63	0	278	1224
Heavy Enter Leg	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	2	1	0	0	3	15
Total Entering Leg	0	469	22	0	491	38	0	12	0	50	11	406	0	0	417	122	96	63	0	281	1239
Cars Exiting Leg					501					128					595					0	1224
Heavy Exiting Leg					6					1					8					0	15
Total Exiting Leg					507					129					603					0	1239

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	90	5	0	95	12	0	3	0	15	3	92	0	0	95	24	25	16	0	65	270
4:15 PM	0	98	2	1	101	8	0	4	0	12	2	114	0	0	116	20	26	13	0	59	288
4:30 PM	0	104	4	0	108	13	0	1	0	14	2	93	0	0	95	29	17	9	0	55	272
4:45 PM	0	113	3	0	116	13	0	4	0	17	2	84	0	0	86	30	23	22	0	75	294
Total	0	405	14	1	420	46	0	12	0	58	9	383	0	0	392	103	91	60	0	254	1124
5:00 PM	0	107	6	0	113	7	0	2	0	9	3	86	0	0	89	27	25	14	0	66	277
5:15 PM	0	136	6	0	142	10	0	2	0	12	6	104	0	0	110	31	25	15	0	71	335
5:30 PM	0	107	7	0	114	8	0	4	0	12	0	126	0	0	126	32	22	12	0	66	318
5:45 PM	0	108	3	0	111	5	0	4	0	9	0	99	0	0	99	21	22	18	0	61	280
Total	0	458	22	0	480	30	0	12	0	42	9	415	0	0	424	111	94	59	0	264	1210
Grand Total	0	863	36	1	900	76	0	24	0	100	18	798	0	0	816	214	185	119	0	518	2334
Approach %	0.0	95.9	4.0	0.1		76.0	0.0	24.0	0.0		2.2	97.8	0.0	0.0		41.3	35.7	23.0	0.0		
Total %	0.0	37.0	1.5	0.0	38.6	3.3	0.0	1.0	0.0	4.3	0.8	34.2	0.0	0.0	35.0	9.2	7.9	5.1	0.0	22.2	
Exiting Leg Total					994					239					1101					0	2334

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

4:45 PM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	113	3	0	116	13	0	4	0	17	2	84	0	0	86	30	23	22	0	75	294
5:00 PM	0	107	6	0	113	7	0	2	0	9	3	86	0	0	89	27	25	14	0	66	277
5:15 PM	0	136	6	0	142	10	0	2	0	12	6	104	0	0	110	31	25	15	0	71	335
5:30 PM	0	107	7	0	114	8	0	4	0	12	0	126	0	0	126	32	22	12	0	66	318
Total Volume	0	463	22	0	485	38	0	12	0	50	11	400	0	0	411	120	95	63	0	278	1224
% Approach Total	0.0	95.5	4.5	0.0		76.0	0.0	24.0	0.0		2.7	97.3	0.0	0.0		43.2	34.2	22.7	0.0		
PHF	0.000	0.851	0.786	0.000	0.854	0.731	0.000	0.750	0.000	0.735	0.458	0.794	0.000	0.000	0.815	0.938	0.950	0.716	0.000	0.927	0.913
Entering Leg	0	463	22	0	485	38	0	12	0	50	11	400	0	0	411	120	95	63	0	278	1224
Exiting Leg					501					128					595					0	1224
Total					986					178					1006					278	2448

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	5	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
4:15 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	12	0	0	12	1	0	0	0	1	0	11	0	0	11	3	0	0	0	3	27
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	11
Grand Total	0	16	0	0	16	1	0	0	0	1	0	15	0	0	15	5	1	0	0	6	38
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		83.3	16.7	0.0	0.0		
Total %	0.0	42.1	0.0	0.0	42.1	2.6	0.0	0.0	0.0	2.6	0.0	39.5	0.0	0.0	39.5	13.2	2.6	0.0	0.0	15.8	
Exiting Leg Total					16					1					21					0	38
Buses	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
% Buses	0.0	18.8	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	40.0	0.0	0.0	0.0	33.3	26.3
Exiting Leg Total					5					0					5					0	10
Single-Unit Trucks	0	10	0	0	10	1	0	0	0	1	0	9	0	0	9	3	1	0	0	4	24
% Single-Unit	0.0	62.5	0.0	0.0	62.5	100.0	0.0	0.0	0.0	100.0	0.0	60.0	0.0	0.0	60.0	60.0	100.0	0.0	0.0	66.7	63.2
Exiting Leg Total					10					1					13					0	24
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Articulated	0.0	18.8	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10.5
Exiting Leg Total					1					0					3					0	4

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

4:00 PM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	5	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
4:15 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Volume	0	12	0	0	12	1	0	0	0	1	0	11	0	0	11	3	0	0	0	3	27
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.600	0.000	0.000	0.600	0.250	0.000	0.000	0.000	0.250	0.000	0.917	0.000	0.000	0.917	0.750	0.000	0.000	0.000	0.750	0.750
Buses	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Buses %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	27.3	33.3	0.0	0.0	0.0	33.3	22.2
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	2	0	0	0	2	19
Single-Unit %	0.0	66.7	0.0	0.0	66.7	100.0	0.0	0.0	0.0	100.0	0.0	72.7	0.0	0.0	72.7	66.7	0.0	0.0	0.0	66.7	70.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Buses	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	2	0	0	0	2	19
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	12	0	0	12	1	0	0	0	1	0	11	0	0	11	3	0	0	0	3	27
Buses					3					0					3					0	6
Single-Unit Trucks					9					0					10					0	19
Articulated Trucks					0					0					2					0	2
Total Exiting Leg					12					0					15					0	27

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	82	4	0	86	10	0	3	0	13	3	82	0	0	85	24	23	14	0	61	245
4:15 PM	0	93	2	1	96	8	0	3	0	11	2	100	0	0	102	16	23	12	0	51	260
4:30 PM	0	93	4	0	97	12	0	1	0	13	2	85	0	0	87	26	13	9	0	48	245
4:45 PM	0	110	3	0	113	11	0	4	0	15	2	80	0	0	82	28	21	19	0	68	278
Total	0	378	13	1	392	41	0	11	0	52	9	347	0	0	356	94	80	54	0	228	1028
5:00 PM	0	103	6	0	109	6	0	2	0	8	3	79	0	0	82	24	23	13	0	60	259
5:15 PM	0	121	6	0	127	9	0	2	0	11	6	94	0	0	100	28	24	14	0	66	304
5:30 PM	0	102	7	0	109	5	0	3	0	8	0	115	0	0	115	28	20	11	0	59	291
5:45 PM	0	101	3	0	104	5	0	3	0	8	0	90	0	0	90	20	21	18	0	59	261
Total	0	427	22	0	449	25	0	10	0	35	9	378	0	0	387	100	88	56	0	244	1115
Grand Total	0	805	35	1	841	66	0	21	0	87	18	725	0	0	743	194	168	110	0	472	2143
Approach %	0.0	95.7	4.2	0.1		75.9	0.0	24.1	0.0		2.4	97.6	0.0	0.0		41.1	35.6	23.3	0.0		
Total %	0.0	37.6	1.6	0.0	39.2	3.1	0.0	1.0	0.0	4.1	0.8	33.8	0.0	0.0	34.7	9.1	7.8	5.1	0.0	22.0	
Exiting Leg Total					902					221					1020					0	2143

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

4:45 PM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
4:45 PM	0	110	3	0	113	11	0	4	0	15	2	80	0	0	82	28	21	19	0	68	278
5:00 PM	0	103	6	0	109	6	0	2	0	8	3	79	0	0	82	24	23	13	0	60	259
5:15 PM	0	121	6	0	127	9	0	2	0	11	6	94	0	0	100	28	24	14	0	66	304
5:30 PM	0	102	7	0	109	5	0	3	0	8	0	115	0	0	115	28	20	11	0	59	291
Total Volume	0	436	22	0	458	31	0	11	0	42	11	368	0	0	379	108	88	57	0	253	1132
% Approach Total	0.0	95.2	4.8	0.0		73.8	0.0	26.2	0.0		2.9	97.1	0.0	0.0		42.7	34.8	22.5	0.0		
PHF	0.000	0.901	0.786	0.000	0.902	0.705	0.000	0.688	0.000	0.700	0.458	0.800	0.000	0.000	0.824	0.964	0.917	0.750	0.000	0.930	0.931
Entering Leg	0	436	22	0	458	31	0	11	0	42	11	368	0	0	379	108	88	57	0	253	1132
Exiting Leg					456					121					555					0	1132
Total					914					163					934					253	2264

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	8	1	0	9	2	0	0	0	2	0	10	0	0	10	0	2	2	0	4	25
4:15 PM	0	5	0	0	5	0	0	1	0	1	0	14	0	0	14	4	3	1	0	8	28
4:30 PM	0	11	0	0	11	1	0	0	0	1	0	8	0	0	8	3	4	0	0	7	27
4:45 PM	0	3	0	0	3	2	0	0	0	2	0	4	0	0	4	2	2	3	0	7	16
Total	0	27	1	0	28	5	0	1	0	6	0	36	0	0	36	9	11	6	0	26	96
5:00 PM	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	3	2	1	0	6	17
5:15 PM	0	15	0	0	15	1	0	0	0	1	0	10	0	0	10	3	1	1	0	5	31
5:30 PM	0	5	0	0	5	3	0	1	0	4	0	11	0	0	11	4	2	1	0	7	27
5:45 PM	0	7	0	0	7	0	0	1	0	1	0	9	0	0	9	1	1	0	0	2	19
Total	0	31	0	0	31	5	0	2	0	7	0	36	0	0	36	11	6	3	0	20	94
Grand Total	0	58	1	0	59	10	0	3	0	13	0	72	0	0	72	20	17	9	0	46	190
Approach %	0.0	98.3	1.7	0.0		76.9	0.0	23.1	0.0		0.0	100.0	0.0	0.0		43.5	37.0	19.6	0.0		
Total %	0.0	30.5	0.5	0.0	31.1	5.3	0.0	1.6	0.0	6.8	0.0	37.9	0.0	0.0	37.9	10.5	8.9	4.7	0.0	24.2	
Exiting Leg Total					91					18					81					0	190

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

4:00 PM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	8	1	0	9	2	0	0	0	2	0	10	0	0	10	0	2	2	0	4	25
4:15 PM	0	5	0	0	5	0	0	1	0	1	0	14	0	0	14	4	3	1	0	8	28
4:30 PM	0	11	0	0	11	1	0	0	0	1	0	8	0	0	8	3	4	0	0	7	27
4:45 PM	0	3	0	0	3	2	0	0	0	2	0	4	0	0	4	2	2	3	0	7	16
Total Volume	0	27	1	0	28	5	0	1	0	6	0	36	0	0	36	9	11	6	0	26	96
% Approach Total	0.0	96.4	3.6	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0		34.6	42.3	23.1	0.0		
PHF	0.000	0.614	0.250	0.000	0.636	0.625	0.000	0.250	0.000	0.750	0.000	0.643	0.000	0.000	0.643	0.563	0.688	0.500	0.000	0.813	0.857
Entering Leg	0	27	1	0	28	5	0	1	0	6	0	36	0	0	36	9	11	6	0	26	96
Exiting Leg					47					12					37					0	96
Total					75					18					73					26	192

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
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	1	0	0	1	1	0	0	0	1	2
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Grand Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	20.0	0.0	0.0	0.0	20.0	
Exiting Leg Total					5					0					5					0	10

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

4:00 PM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Exiting Leg					3					0					3					0	6
Total					5					0					6					1	12

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	2	0	0	0	2	19
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
Grand Total	0	10	0	0	10	1	0	0	0	1	0	9	0	0	9	3	1	0	0	4	24
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		75.0	25.0	0.0	0.0		
Total %	0.0	41.7	0.0	0.0	41.7	4.2	0.0	0.0	0.0	4.2	0.0	37.5	0.0	0.0	37.5	12.5	4.2	0.0	0.0	16.7	
Exiting Leg Total					10					1					13					0	24

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

4:00 PM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Volume	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	2	0	0	0	2	19
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.000	0.667	0.000	0.000	0.667	0.500	0.000	0.000	0.000	0.500	0.792
Entering Leg	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	2	0	0	0	2	19
Exiting Leg					9					0					10					0	19
Total					17					1					18					2	38

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					3					0	4

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

4:15 PM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	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		
PHF	0.000	0.750	0.000	0.000	0.750	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	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					0					0					3					0	3
Total					3					0					3					0	6

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	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	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:

4:00 PM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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 Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							1							0							1							0	2

PDI File #: **196792 B**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	5	2	7	0	0	0	0	7	2	9	0	0	0	0	1	5	6	0	0	0	0	0	5	5	27
4:15 PM	0	0	0	0	0	4	4	0	0	0	0	1	7	8	0	0	0	0	0	3	3	0	0	0	0	2	2	4	19
4:30 PM	0	0	0	0	3	0	3	0	0	0	0	4	3	7	0	0	0	0	0	1	1	0	0	0	0	0	0	0	11
4:45 PM	0	0	0	0	3	2	5	0	0	0	0	3	3	6	0	0	0	0	0	3	3	0	0	0	0	2	5	7	21
Total	0	0	0	0	11	8	19	0	0	0	0	15	15	30	0	0	0	0	1	12	13	0	0	0	0	4	12	16	78
5:00 PM	0	0	0	0	3	1	4	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	2	1	3	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	0	8	8	12
5:30 PM	0	0	0	0	6	0	6	0	0	0	0	6	1	7	0	0	0	0	1	5	6	0	0	0	0	0	5	5	24
5:45 PM	0	0	0	0	6	0	6	0	0	0	0	9	3	12	0	0	0	0	2	2	4	0	0	0	0	4	1	5	27
Total	0	0	0	0	15	1	16	0	0	0	0	18	8	26	0	0	0	0	3	10	13	0	0	0	0	6	15	21	76
Grand Total	0	0	0	0	26	9	35	0	0	0	0	33	23	56	0	0	0	0	4	22	26	0	0	0	0	10	27	37	154
Approach %	0	0	0	0	74.3	25.7		0	0	0	0	58.9	41.1		0	0	0	0	15.4	84.6		0	0	0	0	27	73		
Total %	0	0	0	0	16.9	5.84	22.7	0	0	0	0	21.4	14.9	36.4	0	0	0	0	2.6	14.3	16.9	0	0	0	0	6.49	17.5	24	
Exiting Leg Total							35							56							26							37	154

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

4:00 PM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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	5	2	7	0	0	0	0	7	2	9	0	0	0	0	1	5	6	0	0	0	0	0	5	5	27
4:15 PM	0	0	0	0	0	4	4	0	0	0	0	1	7	8	0	0	0	0	0	3	3	0	0	0	0	2	2	4	19
4:30 PM	0	0	0	0	3	0	3	0	0	0	0	4	3	7	0	0	0	0	0	1	1	0	0	0	0	0	0	0	11
4:45 PM	0	0	0	0	3	2	5	0	0	0	0	3	3	6	0	0	0	0	0	3	3	0	0	0	0	2	5	7	21
Total Volume	0	0	0	0	11	8	19	0	0	0	0	15	15	30	0	0	0	0	1	12	13	0	0	0	0	4	12	16	78
% Approach Total	0.0	0.0	0.0	0.0	57.9	42.1		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	7.7	92.3		0.0	0.0	0.0	0.0	25.0	75.0		
PHF	0.000	0.000	0.000	0.000	0.550	0.500	0.679	0.000	0.000	0.000	0.000	0.536	0.536	0.833	0.000	0.000	0.000	0.000	0.250	0.600	0.542	0.000	0.000	0.000	0.000	0.500	0.600	0.571	0.722
Entering Leg	0	0	0	0	11	8	19	0	0	0	0	15	15	30	0	0	0	0	1	12	13	0	0	0	0	4	12	16	78
Exiting Leg							19							30							13							16	78
Total							38							60							26							32	156

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	80	4	0	84	14	0	7	0	21	1	79	0	0	80	9	10	17	0	36	221
11:15 AM	0	92	9	0	101	14	0	5	0	19	2	95	1	0	98	23	12	22	0	57	275
11:30 AM	0	100	9	0	109	16	0	3	0	19	2	67	0	0	69	23	8	13	0	44	241
11:45 AM	0	77	4	0	81	14	0	6	0	20	2	93	0	0	95	22	9	13	0	44	240
Total	0	349	26	0	375	58	0	21	0	79	7	334	1	0	342	77	39	65	0	181	977
12:00 PM	0	95	7	0	102	11	0	6	0	17	2	77	0	0	79	17	18	9	0	44	242
12:15 PM	0	91	2	0	93	12	0	9	0	21	4	78	0	0	82	21	16	13	0	50	246
12:30 PM	0	93	2	0	95	15	0	5	0	20	2	84	0	0	86	16	18	9	0	43	244
12:45 PM	0	78	5	0	83	10	0	5	0	15	2	83	0	0	85	28	14	4	0	46	229
Total	0	357	16	0	373	48	0	25	0	73	10	322	0	0	332	82	66	35	0	183	961
Grand Total	0	706	42	0	748	106	0	46	0	152	17	656	1	0	674	159	105	100	0	364	1938
Approach %	0.0	94.4	5.6	0.0		69.7	0.0	30.3	0.0		2.5	97.3	0.1	0.0		43.7	28.8	27.5	0.0		
Total %	0.0	36.4	2.2	0.0	38.6	5.5	0.0	2.4	0.0	7.8	0.9	33.8	0.1	0.0	34.8	8.2	5.4	5.2	0.0	18.8	
Exiting Leg Total					862					164					911					1	1938
Cars	0	701	42	0	743	106	0	46	0	152	17	647	1	0	665	157	104	100	0	361	1921
% Cars	0.0	99.3	100.0	0.0	99.3	100.0	0.0	100.0	0.0	100.0	100.0	98.6	100.0	0.0	98.7	98.7	99.0	100.0	0.0	99.2	99.1
Exiting Leg Total					853					163					904					1	1921
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	2	1	0	0	3	17
% Heavy Vehicles	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	1.3	1.0	0.0	0.0	0.8	0.9
Exiting Leg Total					9					1					7					0	17

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	92	9	0	101	14	0	5	0	19	2	95	1	0	98	23	12	22	0	57	275
11:30 AM	0	100	9	0	109	16	0	3	0	19	2	67	0	0	69	23	8	13	0	44	241
11:45 AM	0	77	4	0	81	14	0	6	0	20	2	93	0	0	95	22	9	13	0	44	240
12:00 PM	0	95	7	0	102	11	0	6	0	17	2	77	0	0	79	17	18	9	0	44	242
Total Volume	0	364	29	0	393	55	0	20	0	75	8	332	1	0	341	85	47	57	0	189	998
% Approach Total	0.0	92.6	7.4	0.0		73.3	0.0	26.7	0.0		2.3	97.4	0.3	0.0		45.0	24.9	30.2	0.0		
PHF	0.000	0.910	0.806	0.000	0.901	0.859	0.000	0.833	0.000	0.938	1.000	0.874	0.250	0.000	0.870	0.924	0.653	0.648	0.000	0.829	0.907
Cars	0	362	29	0	391	55	0	20	0	75	8	328	1	0	337	83	46	57	0	186	989
Cars %	0.0	99.5	100.0	0.0	99.5	100.0	0.0	100.0	0.0	100.0	100.0	98.8	100.0	0.0	98.8	97.6	97.9	100.0	0.0	98.4	99.1
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	9
Heavy Vehicles %	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	2.4	2.1	0.0	0.0	1.6	0.9
Cars Enter Leg	0	362	29	0	391	55	0	20	0	75	8	328	1	0	337	83	46	57	0	186	989
Heavy Enter Leg	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	9
Total Entering Leg	0	364	29	0	393	55	0	20	0	75	8	332	1	0	341	85	47	57	0	189	998
Cars Exiting Leg					440					83					465					1	989
Heavy Exiting Leg					4					1					4					0	9
Total Exiting Leg					444					84					469					1	998

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	79	4	0	83	14	0	7	0	21	1	79	0	0	80	9	10	17	0	36	220
11:15 AM	0	92	9	0	101	14	0	5	0	19	2	94	1	0	97	22	12	22	0	56	273
11:30 AM	0	99	9	0	108	16	0	3	0	19	2	67	0	0	69	23	8	13	0	44	240
11:45 AM	0	76	4	0	80	14	0	6	0	20	2	92	0	0	94	21	9	13	0	43	237
Total	0	346	26	0	372	58	0	21	0	79	7	332	1	0	340	75	39	65	0	179	970
12:00 PM	0	95	7	0	102	11	0	6	0	17	2	75	0	0	77	17	17	9	0	43	239
12:15 PM	0	91	2	0	93	12	0	9	0	21	4	74	0	0	78	21	16	13	0	50	242
12:30 PM	0	91	2	0	93	15	0	5	0	20	2	83	0	0	85	16	18	9	0	43	241
12:45 PM	0	78	5	0	83	10	0	5	0	15	2	83	0	0	85	28	14	4	0	46	229
Total	0	355	16	0	371	48	0	25	0	73	10	315	0	0	325	82	65	35	0	182	951
Grand Total	0	701	42	0	743	106	0	46	0	152	17	647	1	0	665	157	104	100	0	361	1921
Approach %	0.0	94.3	5.7	0.0		69.7	0.0	30.3	0.0		2.6	97.3	0.2	0.0		43.5	28.8	27.7	0.0		
Total %	0.0	36.5	2.2	0.0	38.7	5.5	0.0	2.4	0.0	7.9	0.9	33.7	0.1	0.0	34.6	8.2	5.4	5.2	0.0	18.8	
Exiting Leg Total					853					163					904					1	1921

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	92	9	0	101	14	0	5	0	19	2	94	1	0	97	22	12	22	0	56	273
11:30 AM	0	99	9	0	108	16	0	3	0	19	2	67	0	0	69	23	8	13	0	44	240
11:45 AM	0	76	4	0	80	14	0	6	0	20	2	92	0	0	94	21	9	13	0	43	237
12:00 PM	0	95	7	0	102	11	0	6	0	17	2	75	0	0	77	17	17	9	0	43	239
Total Volume	0	362	29	0	391	55	0	20	0	75	8	328	1	0	337	83	46	57	0	186	989
% Approach Total	0.0	92.6	7.4	0.0		73.3	0.0	26.7	0.0		2.4	97.3	0.3	0.0		44.6	24.7	30.6	0.0		
PHF	0.000	0.914	0.806	0.000	0.905	0.859	0.000	0.833	0.000	0.938	1.000	0.872	0.250	0.000	0.869	0.902	0.676	0.648	0.000	0.830	0.906
Entering Leg	0	362	29	0	391	55	0	20	0	75	8	328	1	0	337	83	46	57	0	186	989
Exiting Leg					440					83					465					1	989
Total					831					158					802					187	1978

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	10
Grand Total	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	2	1	0	0	3	17
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		
Total %	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9	11.8	5.9	0.0	0.0	17.6	
Exiting Leg Total					9					1					7					0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	100.0	100.0	0.0	0.0	100.0	29.4
Exiting Leg Total					2					1					2					0	5
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	70.6
Exiting Leg Total					7					0					5					0	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.813
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	100.0	100.0	0.0	0.0	100.0	30.8
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	69.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	2	0	0	2	1	1	0	0	2	4
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	13
Buses					2					1					1					0	4
Single-Unit Trucks					6					0					3					0	9
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					8					1					4					0	13

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	69	3	0	72	12	0	6	0	18	1	73	0	0	74	8	9	15	0	32	196
11:15 AM	0	86	8	0	94	12	0	5	0	17	2	86	1	0	89	21	11	18	0	50	250
11:30 AM	0	89	9	0	98	16	0	3	0	19	2	61	0	0	63	21	7	10	0	38	218
11:45 AM	0	74	4	0	78	14	0	5	0	19	2	86	0	0	88	20	8	11	0	39	224
Total	0	318	24	0	342	54	0	19	0	73	7	306	1	0	314	70	35	54	0	159	888
12:00 PM	0	87	7	0	94	10	0	6	0	16	2	69	0	0	71	17	16	8	0	41	222
12:15 PM	0	85	2	0	87	12	0	9	0	21	4	69	0	0	73	20	15	11	0	46	227
12:30 PM	0	87	2	0	89	15	0	4	0	19	2	72	0	0	74	15	16	8	0	39	221
12:45 PM	0	75	4	0	79	10	0	4	0	14	2	78	0	0	80	24	12	4	0	40	213
Total	0	334	15	0	349	47	0	23	0	70	10	288	0	0	298	76	59	31	0	166	883
Grand Total	0	652	39	0	691	101	0	42	0	143	17	594	1	0	612	146	94	85	0	325	1771
Approach %	0.0	94.4	5.6	0.0		70.6	0.0	29.4	0.0		2.8	97.1	0.2	0.0		44.9	28.9	26.2	0.0		
Total %	0.0	36.8	2.2	0.0	39.0	5.7	0.0	2.4	0.0	8.1	1.0	33.5	0.1	0.0	34.6	8.2	5.3	4.8	0.0	18.4	
Exiting Leg Total					780					150					840					1	1771

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Rantoul Street					Railroad Avenue					Rantoul Street					Railroad Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	86	8	0	94	12	0	5	0	17	2	86	1	0	89	21	11	18	0	50	250
11:30 AM	0	89	9	0	98	16	0	3	0	19	2	61	0	0	63	21	7	10	0	38	218
11:45 AM	0	74	4	0	78	14	0	5	0	19	2	86	0	0	88	20	8	11	0	39	224
12:00 PM	0	87	7	0	94	10	0	6	0	16	2	69	0	0	71	17	16	8	0	41	222
Total Volume	0	336	28	0	364	52	0	19	0	71	8	302	1	0	311	79	42	47	0	168	914
% Approach Total	0.0	92.3	7.7	0.0		73.2	0.0	26.8	0.0		2.6	97.1	0.3	0.0		47.0	25.0	28.0	0.0		
PHF	0.000	0.944	0.778	0.000	0.929	0.813	0.000	0.792	0.000	0.934	1.000	0.878	0.250	0.000	0.874	0.940	0.656	0.653	0.000	0.840	0.914
Entering Leg	0	336	28	0	364	52	0	19	0	71	8	302	1	0	311	79	42	47	0	168	914
Exiting Leg					401					78					434					1	914
Total					765					149					745					169	1828

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	10	1	0	11	2	0	1	0	3	0	6	0	0	6	1	1	2	0	4	24
11:15 AM	0	5	1	0	6	2	0	0	0	2	0	8	0	0	8	1	1	4	0	6	22
11:30 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	2	1	3	0	6	21
11:45 AM	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	1	1	2	0	4	13
Total	0	26	2	0	28	4	0	2	0	6	0	26	0	0	26	5	4	11	0	20	80
12:00 PM	0	8	0	0	8	1	0	0	0	1	0	4	0	0	4	0	1	1	0	2	15
12:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	1	1	2	0	4	15
12:30 PM	0	4	0	0	4	0	0	1	0	1	0	10	0	0	10	1	2	1	0	4	19
12:45 PM	0	3	1	0	4	0	0	1	0	1	0	4	0	0	4	4	2	0	0	6	15
Total	0	21	1	0	22	1	0	2	0	3	0	23	0	0	23	6	6	4	0	16	64
Grand Total	0	47	3	0	50	5	0	4	0	9	0	49	0	0	49	11	10	15	0	36	144
Approach %	0.0	94.0	6.0	0.0		55.6	0.0	44.4	0.0		0.0	100.0	0.0	0.0		30.6	27.8	41.7	0.0		
Total %	0.0	32.6	2.1	0.0	34.7	3.5	0.0	2.8	0.0	6.3	0.0	34.0	0.0	0.0	34.0	7.6	6.9	10.4	0.0	25.0	
Exiting Leg Total					69					13					62					0	144

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	10	1	0	11	2	0	1	0	3	0	6	0	0	6	1	1	2	0	4	24
11:15 AM	0	5	1	0	6	2	0	0	0	2	0	8	0	0	8	1	1	4	0	6	22
11:30 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	2	1	3	0	6	21
11:45 AM	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	1	1	2	0	4	13
Total Volume	0	26	2	0	28	4	0	2	0	6	0	26	0	0	26	5	4	11	0	20	80
% Approach Total	0.0	92.9	7.1	0.0		66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0		25.0	20.0	55.0	0.0		
PHF	0.000	0.650	0.500	0.000	0.636	0.500	0.000	0.500	0.000	0.500	0.000	0.813	0.000	0.000	0.813	0.625	1.000	0.688	0.000	0.833	0.833
Entering Leg	0	26	2	0	28	4	0	2	0	6	0	26	0	0	26	5	4	11	0	20	80
Exiting Leg					41					6					33					0	80
Total					69					12					59					20	160

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	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	2	0	0	2	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	5
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		66.7	33.3	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	40.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	60.0	
Exiting Leg Total					2					1					2					0	5

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
% 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		50.0	50.0	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	0.250	0.250	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
Exiting Leg					2					1					1					0	4
Total					2					1					3					2	8

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Grand Total	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.7	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					0					5					0	12

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Exiting Leg					6					0					3					0	9
Total					9					0					9					0	18

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Railroad Avenue from East					Rantoul Street from South					Railroad 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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
11:00 AM	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
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	1	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	20.0	0.0	0.0	60.0	20.0		0.0	0.0	0.0	0.0	0.0	0.0		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	20.0	0.0	0.0	60.0	20.0	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							4							0							1							0	5

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	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	0.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.000	0.375	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	0.375
Entering Leg	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg							3							0							0							0	3
Total							6							0							0							0	6

PDI File #: **196792 BBB**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Railroad Avenue W: Railroad Avenue**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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
11:00 AM	0	0	0	0	4	4	8	0	0	0	0	7	6	13	0	0	0	0	1	5	6	0	0	0	0	3	5	8	35
11:15 AM	0	0	0	0	0	2	2	0	0	0	0	7	3	10	0	0	0	0	1	0	1	0	0	0	0	1	2	3	16
11:30 AM	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	5	2	7	14
11:45 AM	0	0	0	0	5	1	6	0	0	0	0	4	5	9	0	0	0	0	4	3	7	0	0	0	0	7	6	13	35
Total	0	0	0	0	9	9	18	0	0	0	0	20	15	35	0	0	0	0	7	9	16	0	0	0	0	16	15	31	100
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	10	10	0	0	0	0	1	4	5	20
12:15 PM	0	0	0	0	1	2	3	0	0	0	0	4	4	8	0	0	0	0	0	1	1	0	0	0	0	2	5	7	19
12:30 PM	0	0	0	0	1	0	1	0	0	0	0	6	9	15	0	0	0	0	18	2	20	0	0	0	0	6	4	10	46
12:45 PM	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	4	7	11	0	0	0	0	2	5	7	24
Total	0	0	0	0	2	3	5	0	0	0	0	16	17	33	0	0	0	0	22	20	42	0	0	0	0	11	18	29	109
Grand Total	0	0	0	0	11	12	23	0	0	0	0	36	32	68	0	0	0	0	29	29	58	0	0	0	0	27	33	60	209
Approach %	0	0	0	0	47.8	52.2		0	0	0	0	52.9	47.1		0	0	0	0	50	50		0	0	0	0	45	55		
Total %	0	0	0	0	5.26	5.74	11	0	0	0	0	17.2	15.3	32.5	0	0	0	0	13.9	13.9	27.8	0	0	0	0	12.9	15.8	28.7	
Exiting Leg Total							23							68							58							60	209

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North							Railroad Avenue from East							Rantoul Street from South							Railroad 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
11:45 AM	0	0	0	0	5	1	6	0	0	0	0	4	5	9	0	0	0	0	4	3	7	0	0	0	0	7	6	13	35
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	10	10	0	0	0	0	1	4	5	20
12:15 PM	0	0	0	0	1	2	3	0	0	0	0	4	4	8	0	0	0	0	0	1	1	0	0	0	0	2	5	7	19
12:30 PM	0	0	0	0	1	2	3	0	0	0	0	4	4	8	0	0	0	0	0	1	1	0	0	0	0	2	5	7	19
Total Volume	0	0	0	0	7	5	12	0	0	0	0	14	16	30	0	0	0	0	4	15	19	0	0	0	0	12	20	32	93
% Approach Total	0.0	0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	21.1	78.9		0.0	0.0	0.0	0.0	37.5	62.5		
PHF	0.000	0.000	0.000	0.000	0.350	0.625	0.500	0.000	0.000	0.000	0.000	0.875	0.800	0.833	0.000	0.000	0.000	0.000	0.250	0.375	0.475	0.000	0.000	0.000	0.000	0.429	0.833	0.615	0.664
Entering Leg	0	0	0	0	7	5	12	0	0	0	0	14	16	30	0	0	0	0	4	15	19	0	0	0	0	12	20	32	93
Exiting Leg							12							30							19							32	93
Total							24							60							38							64	186

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	15	2	0	0	17	1	36	18	0	55	0	0	1	0	1	19	0	9	0	28	101
7:15 AM	21	10	0	0	31	2	43	17	0	62	0	0	2	0	2	20	0	21	0	41	136
7:30 AM	5	12	0	0	17	1	46	21	0	68	0	1	0	0	1	27	1	19	0	47	133
7:45 AM	11	11	0	0	22	5	45	8	0	58	0	2	0	0	2	19	0	18	0	37	119
Total	52	35	0	0	87	9	170	64	0	243	0	3	3	0	6	85	1	67	0	153	489
8:00 AM	7	6	0	0	13	7	36	14	0	57	0	1	0	0	1	13	0	26	0	39	110
8:15 AM	11	3	0	0	14	4	37	5	0	46	0	3	2	0	5	7	0	39	0	46	111
8:30 AM	10	1	0	0	11	3	34	4	0	41	0	0	2	0	2	2	0	24	0	26	80
8:45 AM	18	1	0	0	19	5	36	0	0	41	0	0	2	0	2	2	0	26	0	28	90
Total	46	11	0	0	57	19	143	23	0	185	0	4	6	0	10	24	0	115	0	139	391
Grand Total	98	46	0	0	144	28	313	87	0	428	0	7	9	0	16	109	1	182	0	292	880
Approach %	68.1	31.9	0.0	0.0		6.5	73.1	20.3	0.0		0.0	43.8	56.3	0.0		37.3	0.3	62.3	0.0		
Total %	11.1	5.2	0.0	0.0	16.4	3.2	35.6	9.9	0.0	48.6	0.0	0.8	1.0	0.0	1.8	12.4	0.1	20.7	0.0	33.2	
Exiting Leg Total					217					1					242					420	880
Cars	97	46	0	0	143	28	311	87	0	426	0	7	9	0	16	109	1	177	0	287	872
% Cars	99.0	100.0	0.0	0.0	99.3	100.0	99.4	100.0	0.0	99.5	0.0	100.0	100.0	0.0	100.0	100.0	100.0	97.3	0.0	98.3	99.1
Exiting Leg Total					212					1					242					417	872
Heavy Vehicles	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	8
% Heavy Vehicles	1.0	0.0	0.0	0.0	0.7	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	1.7	0.9
Exiting Leg Total					5					0					0					3	8

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

7:15 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	21	10	0	0	31	2	43	17	0	62	0	0	2	0	2	20	0	21	0	41	136
7:30 AM	5	12	0	0	17	1	46	21	0	68	0	1	0	0	1	27	1	19	0	47	133
7:45 AM	11	11	0	0	22	5	45	8	0	58	0	2	0	0	2	19	0	18	0	37	119
8:00 AM	7	6	0	0	13	7	36	14	0	57	0	1	0	0	1	13	0	26	0	39	110
Total Volume	44	39	0	0	83	15	170	60	0	245	0	4	2	0	6	79	1	84	0	164	498
% Approach Total	53.0	47.0	0.0	0.0		6.1	69.4	24.5	0.0		0.0	66.7	33.3	0.0		48.2	0.6	51.2	0.0		
PHF	0.524	0.813	0.000	0.000	0.669	0.536	0.924	0.714	0.000	0.901	0.000	0.500	0.250	0.000	0.750	0.731	0.250	0.808	0.000	0.872	0.915
Cars	43	39	0	0	82	15	170	60	0	245	0	4	2	0	6	79	1	83	0	163	496
Cars %	97.7	100.0	0.0	0.0	98.8	100.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	98.8	0.0	99.4	99.6
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Heavy Vehicles %	2.3	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.6	0.4
Cars Enter Leg	43	39	0	0	82	15	170	60	0	245	0	4	2	0	6	79	1	83	0	163	496
Heavy Enter Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Entering Leg	44	39	0	0	83	15	170	60	0	245	0	4	2	0	6	79	1	84	0	164	498
Cars Exiting Leg					102					1					178					215	496
Heavy Exiting Leg					1					0					0					1	2
Total Exiting Leg					103					1					178					216	498

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	15	2	0	0	17	1	36	18	0	55	0	0	1	0	1	19	0	8	0	27	100
7:15 AM	20	10	0	0	30	2	43	17	0	62	0	0	2	0	2	20	0	21	0	41	135
7:30 AM	5	12	0	0	17	1	46	21	0	68	0	1	0	0	1	27	1	18	0	46	132
7:45 AM	11	11	0	0	22	5	45	8	0	58	0	2	0	0	2	19	0	18	0	37	119
Total	51	35	0	0	86	9	170	64	0	243	0	3	3	0	6	85	1	65	0	151	486
8:00 AM	7	6	0	0	13	7	36	14	0	57	0	1	0	0	1	13	0	26	0	39	110
8:15 AM	11	3	0	0	14	4	36	5	0	45	0	3	2	0	5	7	0	39	0	46	110
8:30 AM	10	1	0	0	11	3	34	4	0	41	0	0	2	0	2	2	0	21	0	23	77
8:45 AM	18	1	0	0	19	5	35	0	0	40	0	0	2	0	2	2	0	26	0	28	89
Total	46	11	0	0	57	19	141	23	0	183	0	4	6	0	10	24	0	112	0	136	386
Grand Total	97	46	0	0	143	28	311	87	0	426	0	7	9	0	16	109	1	177	0	287	872
Approach %	67.8	32.2	0.0	0.0		6.6	73.0	20.4	0.0		0.0	43.8	56.3	0.0		38.0	0.3	61.7	0.0		
Total %	11.1	5.3	0.0	0.0	16.4	3.2	35.7	10.0	0.0	48.9	0.0	0.8	1.0	0.0	1.8	12.5	0.1	20.3	0.0	32.9	
Exiting Leg Total					212					1					242					417	872

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

7:15 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	20	10	0	0	30	2	43	17	0	62	0	0	2	0	2	20	0	21	0	41	135
7:30 AM	5	12	0	0	17	1	46	21	0	68	0	1	0	0	1	27	1	18	0	46	132
7:45 AM	11	11	0	0	22	5	45	8	0	58	0	2	0	0	2	19	0	18	0	37	119
8:00 AM	7	6	0	0	13	7	36	14	0	57	0	1	0	0	1	13	0	26	0	39	110
Total Volume	43	39	0	0	82	15	170	60	0	245	0	4	2	0	6	79	1	83	0	163	496
% Approach Total	52.4	47.6	0.0	0.0		6.1	69.4	24.5	0.0		0.0	66.7	33.3	0.0		48.5	0.6	50.9	0.0		
PHF	0.538	0.813	0.000	0.000	0.683	0.536	0.924	0.714	0.000	0.901	0.000	0.500	0.250	0.000	0.750	0.731	0.250	0.798	0.000	0.886	0.919
Entering Leg	43	39	0	0	82	15	170	60	0	245	0	4	2	0	6	79	1	83	0	163	496
Exiting Leg					102					1					178					215	496
Total					184					246					184					378	992

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	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	0	0	0	0	0	1	0	0	1	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	3	0	3	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Grand Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	8
Approach %	100.0	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	100.0	0.0		
Total %	12.5	0.0	0.0	0.0	12.5	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	62.5	
Exiting Leg Total					5					0					0					3	8
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Buses	100.0	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	20.0	0.0	20.0	25.0
Exiting Leg Total					1					0					0					1	2
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	5
% Single-Unit	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	0.0	0.0	80.0	0.0	80.0	62.5
Exiting Leg Total					4					0					0					1	5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated	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	0.0	0.0	0.0	0.0	0.0	12.5
Exiting Leg Total					0					0					0					1	1

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

8:00 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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
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	0	0	0	0	0	1	0	0	1	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	3	0	3	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	5
% 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	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.417
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	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Single-Unit %	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	0.0	0.0	100.0	0.0	100.0	80.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	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	0.0	0.0	0.0	0.0	0.0	20.0
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	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Buses					0					0					0					0	0
Single-Unit Trucks					3					0					0					1	4
Articulated Trucks					0					0					0					1	1
Total Exiting Leg					3					0					0					2	5

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	13	2	0	0	15	1	30	16	0	47	0	0	1	0	1	18	0	7	0	25	88
7:15 AM	19	10	0	0	29	1	35	16	0	52	0	0	2	0	2	19	0	17	0	36	119
7:30 AM	5	12	0	0	17	1	42	20	0	63	0	1	0	0	1	26	1	13	0	40	121
7:45 AM	9	10	0	0	19	5	41	8	0	54	0	2	0	0	2	18	0	18	0	36	111
Total	46	34	0	0	80	8	148	60	0	216	0	3	3	0	6	81	1	55	0	137	439
8:00 AM	6	5	0	0	11	7	32	12	0	51	0	1	0	0	1	11	0	21	0	32	95
8:15 AM	10	3	0	0	13	4	28	4	0	36	0	2	1	0	3	6	0	36	0	42	94
8:30 AM	9	1	0	0	10	2	34	4	0	40	0	0	2	0	2	2	0	20	0	22	74
8:45 AM	17	1	0	0	18	5	29	0	0	34	0	0	2	0	2	2	0	19	0	21	75
Total	42	10	0	0	52	18	123	20	0	161	0	3	5	0	8	21	0	96	0	117	338
Grand Total	88	44	0	0	132	26	271	80	0	377	0	6	8	0	14	102	1	151	0	254	777
Approach %	66.7	33.3	0.0	0.0		6.9	71.9	21.2	0.0		0.0	42.9	57.1	0.0		40.2	0.4	59.4	0.0		
Total %	11.3	5.7	0.0	0.0	17.0	3.3	34.9	10.3	0.0	48.5	0.0	0.8	1.0	0.0	1.8	13.1	0.1	19.4	0.0	32.7	
Exiting Leg Total					183					1					226					367	777

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

7:15 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	19	10	0	0	29	1	35	16	0	52	0	0	2	0	2	19	0	17	0	36	119
7:30 AM	5	12	0	0	17	1	42	20	0	63	0	1	0	0	1	26	1	13	0	40	121
7:45 AM	9	10	0	0	19	5	41	8	0	54	0	2	0	0	2	18	0	18	0	36	111
8:00 AM	6	5	0	0	11	7	32	12	0	51	0	1	0	0	1	11	0	21	0	32	95
Total Volume	39	37	0	0	76	14	150	56	0	220	0	4	2	0	6	74	1	69	0	144	446
% Approach Total	51.3	48.7	0.0	0.0		6.4	68.2	25.5	0.0		0.0	66.7	33.3	0.0		51.4	0.7	47.9	0.0		
PHF	0.513	0.771	0.000	0.000	0.655	0.500	0.893	0.700	0.000	0.873	0.000	0.500	0.250	0.000	0.750	0.712	0.250	0.821	0.000	0.900	0.921
Entering Leg	39	37	0	0	76	14	150	56	0	220	0	4	2	0	6	74	1	69	0	144	446
Exiting Leg					87					1					167					191	446
Total					163					221					173					335	892

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	2	0	0	0	2	0	6	2	0	8	0	0	0	0	0	1	0	1	0	2	12
7:15 AM	1	0	0	0	1	1	8	1	0	10	0	0	0	0	0	1	0	4	0	5	16
7:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	0	5	0	6	11
7:45 AM	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8
Total	5	1	0	0	6	1	22	4	0	27	0	0	0	0	0	4	0	10	0	14	47
8:00 AM	1	1	0	0	2	0	4	2	0	6	0	0	0	0	0	2	0	5	0	7	15
8:15 AM	1	0	0	0	1	0	8	1	0	9	0	1	1	0	2	1	0	3	0	4	16
8:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	7	0	7	14
Total	4	1	0	0	5	1	18	3	0	22	0	1	1	0	2	3	0	16	0	19	48
Grand Total	9	2	0	0	11	2	40	7	0	49	0	1	1	0	2	7	0	26	0	33	95
Approach %	81.8	18.2	0.0	0.0		4.1	81.6	14.3	0.0		0.0	50.0	50.0	0.0		21.2	0.0	78.8	0.0		
Total %	9.5	2.1	0.0	0.0	11.6	2.1	42.1	7.4	0.0	51.6	0.0	1.1	1.1	0.0	2.1	7.4	0.0	27.4	0.0	34.7	
Exiting Leg Total					29					0					16					50	95

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

7:15 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	0	0	1	1	8	1	0	10	0	0	0	0	0	1	0	4	0	5	16
7:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	0	5	0	6	11
7:45 AM	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8
8:00 AM	1	1	0	0	2	0	4	2	0	6	0	0	0	0	0	2	0	5	0	7	15
Total Volume	4	2	0	0	6	1	20	4	0	25	0	0	0	0	0	5	0	14	0	19	50
% Approach Total	66.7	33.3	0.0	0.0		4.0	80.0	16.0	0.0		0.0	0.0	0.0	0.0		26.3	0.0	73.7	0.0		
PHF	0.500	0.500	0.000	0.000	0.500	0.250	0.625	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.700	0.000	0.679	0.781
Entering Leg	4	2	0	0	6	1	20	4	0	25	0	0	0	0	0	5	0	14	0	19	50
Exiting Leg					15					0					11					24	50
Total					21					25					11					43	100

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	1	0	1	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Approach %	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	100.0	0.0		
Total %	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total					1					0					0					1	2

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

7:00 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Approach Total	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	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	0.250	0.000	0.250	0.500
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Exiting Leg					1					0					0					1	2
Total					2					0					0					2	4

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	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	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	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	3	0	3	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	5
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	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	80.0	
Exiting Leg Total					4					0					0					1	5

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

8:00 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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
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	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	3	0	3	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
% 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	100.0	0.0		
PHF	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	0.000	0.000	0.250	0.000	0.250	0.333
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Exiting Leg					3					0					0					1	4
Total					3					1					0					4	8

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
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	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	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
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	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	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		
Total %	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	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					1	1

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

7:30 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
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	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
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	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		
PHF	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	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					0					1	1
Total					0					1					0					1	2

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	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	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **196792 C**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	3	3	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	7
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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	4	4	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	9
Approach %	0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	50	50		0	0	0	0	0	0		
Total %	0	0	0	0	0	44.4	44.4	0	0	0	0	0	33.3	33.3	0	0	0	0	11.1	11.1	22.2	0	0	0	0	0	0	0	
Exiting Leg Total							4							3							2							0	9

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

7:00 AM	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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 Volume	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	7
Exiting Leg							3							2							2							0	7
Total							6							4							4							0	14

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	15	0	0	0	15	6	35	2	0	43	0	6	10	0	16	1	1	45	0	47	121
4:15 PM	27	1	0	0	28	2	44	0	0	46	0	2	2	0	4	0	0	46	0	46	124
4:30 PM	21	0	0	0	21	2	31	0	0	33	0	1	1	0	2	1	0	53	0	54	110
4:45 PM	18	0	0	0	18	2	32	0	0	34	0	5	11	0	16	2	0	55	0	57	125
Total	81	1	0	0	82	12	142	2	0	156	0	14	24	0	38	4	1	199	0	204	480
5:00 PM	15	1	0	0	16	5	38	2	0	45	0	12	27	0	39	0	0	47	0	47	147
5:15 PM	23	0	0	0	23	3	31	1	0	35	0	2	11	0	13	2	0	57	0	59	130
5:30 PM	13	0	0	0	13	6	35	2	0	43	0	11	18	0	29	1	0	47	0	48	133
5:45 PM	16	0	0	0	16	3	25	1	0	29	0	7	15	0	22	1	0	47	0	48	115
Total	67	1	0	0	68	17	129	6	0	152	0	32	71	0	103	4	0	198	0	202	525
Grand Total	148	2	0	0	150	29	271	8	0	308	0	46	95	0	141	8	1	397	0	406	1005
Approach %	98.7	1.3	0.0	0.0		9.4	88.0	2.6	0.0		0.0	32.6	67.4	0.0		2.0	0.2	97.8	0.0		
Total %	14.7	0.2	0.0	0.0	14.9	2.9	27.0	0.8	0.0	30.6	0.0	4.6	9.5	0.0	14.0	0.8	0.1	39.5	0.0	40.4	
Exiting Leg Total					472					1					18					514	1005
Cars	146	2	0	0	148	29	261	8	0	298	0	46	95	0	141	8	1	395	0	404	991
% Cars	98.6	100.0	0.0	0.0	98.7	100.0	96.3	100.0	0.0	96.8	0.0	100.0	100.0	0.0	100.0	100.0	100.0	99.5	0.0	99.5	98.6
Exiting Leg Total					470					1					18					502	991
Heavy Vehicles	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	0	2	0	2	14
% Heavy Vehicles	1.4	0.0	0.0	0.0	1.3	0.0	3.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	1.4
Exiting Leg Total					2					0					0					12	14

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

4:45 PM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	18	0	0	0	18	2	32	0	0	34	0	5	11	0	16	2	0	55	0	57	125
5:00 PM	15	1	0	0	16	5	38	2	0	45	0	12	27	0	39	0	0	47	0	47	147
5:15 PM	23	0	0	0	23	3	31	1	0	35	0	2	11	0	13	2	0	57	0	59	130
5:30 PM	13	0	0	0	13	6	35	2	0	43	0	11	18	0	29	1	0	47	0	48	133
Total Volume	69	1	0	0	70	16	136	5	0	157	0	30	67	0	97	5	0	206	0	211	535
% Approach Total	98.6	1.4	0.0	0.0		10.2	86.6	3.2	0.0		0.0	30.9	69.1	0.0		2.4	0.0	97.6	0.0		
PHF	0.750	0.250	0.000	0.000	0.761	0.667	0.895	0.625	0.000	0.872	0.000	0.625	0.620	0.000	0.622	0.625	0.000	0.904	0.000	0.894	0.910
Cars	68	1	0	0	69	16	133	5	0	154	0	30	67	0	97	5	0	205	0	210	530
Cars %	98.6	100.0	0.0	0.0	98.6	100.0	97.8	100.0	0.0	98.1	0.0	100.0	100.0	0.0	100.0	100.0	0.0	99.5	0.0	99.5	99.1
Heavy Vehicles	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Heavy Vehicles %	1.4	0.0	0.0	0.0	1.4	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.9
Cars Enter Leg	68	1	0	0	69	16	133	5	0	154	0	30	67	0	97	5	0	205	0	210	530
Heavy Enter Leg	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Total Entering Leg	69	1	0	0	70	16	136	5	0	157	0	30	67	0	97	5	0	206	0	211	535
Cars Exiting Leg					251					0					11					268	530
Heavy Exiting Leg					1					0					0					4	5
Total Exiting Leg					252					0					11					272	535

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	14	0	0	0	14	6	33	2	0	41	0	6	10	0	16	1	1	45	0	47	118
4:15 PM	27	1	0	0	28	2	41	0	0	43	0	2	2	0	4	0	0	46	0	46	121
4:30 PM	21	0	0	0	21	2	30	0	0	32	0	1	1	0	2	1	0	52	0	53	108
4:45 PM	18	0	0	0	18	2	31	0	0	33	0	5	11	0	16	2	0	55	0	57	124
Total	80	1	0	0	81	12	135	2	0	149	0	14	24	0	38	4	1	198	0	203	471
5:00 PM	14	1	0	0	15	5	38	2	0	45	0	12	27	0	39	0	0	47	0	47	146
5:15 PM	23	0	0	0	23	3	29	1	0	33	0	2	11	0	13	2	0	57	0	59	128
5:30 PM	13	0	0	0	13	6	35	2	0	43	0	11	18	0	29	1	0	46	0	47	132
5:45 PM	16	0	0	0	16	3	24	1	0	28	0	7	15	0	22	1	0	47	0	48	114
Total	66	1	0	0	67	17	126	6	0	149	0	32	71	0	103	4	0	197	0	201	520
Grand Total	146	2	0	0	148	29	261	8	0	298	0	46	95	0	141	8	1	395	0	404	991
Approach %	98.6	1.4	0.0	0.0		9.7	87.6	2.7	0.0		0.0	32.6	67.4	0.0		2.0	0.2	97.8	0.0		
Total %	14.7	0.2	0.0	0.0	14.9	2.9	26.3	0.8	0.0	30.1	0.0	4.6	9.6	0.0	14.2	0.8	0.1	39.9	0.0	40.8	
Exiting Leg Total					470					1					18					502	991

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

4:45 PM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	18	0	0	0	18	2	31	0	0	33	0	5	11	0	16	2	0	55	0	57	124
5:00 PM	14	1	0	0	15	5	38	2	0	45	0	12	27	0	39	0	0	47	0	47	146
5:15 PM	23	0	0	0	23	3	29	1	0	33	0	2	11	0	13	2	0	57	0	59	128
5:30 PM	13	0	0	0	13	6	35	2	0	43	0	11	18	0	29	1	0	46	0	47	132
Total Volume	68	1	0	0	69	16	133	5	0	154	0	30	67	0	97	5	0	205	0	210	530
% Approach Total	98.6	1.4	0.0	0.0		10.4	86.4	3.2	0.0		0.0	30.9	69.1	0.0		2.4	0.0	97.6	0.0		
PHF	0.739	0.250	0.000	0.000	0.750	0.667	0.875	0.625	0.000	0.856	0.000	0.625	0.620	0.000	0.622	0.625	0.000	0.899	0.000	0.890	0.908
Entering Leg	68	1	0	0	69	16	133	5	0	154	0	30	67	0	97	5	0	205	0	210	530
Exiting Leg					251					0					11					268	530
Total					320					154					108					478	1060

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	9
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Grand Total	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	0	2	0	2	14
Approach %	100.0	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	100.0	0.0		
Total %	14.3	0.0	0.0	0.0	14.3	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	
Exiting Leg Total					2					0					0					12	14
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Exiting Leg Total					0					0					0					1	1
Single-Unit Trucks	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	2	0	2	13
% Single-Unit	100.0	0.0	0.0	0.0	100.0	0.0	90.0	0.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	92.9
Exiting Leg Total					2					0					0					11	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	9
% Approach Total	100.0	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Single-Unit Trucks	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	88.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	9
Buses					0					0					0					1	1
Single-Unit Trucks					1					0					0					7	8
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					0					0					8	9

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	12	0	0	0	12	6	26	2	0	34	0	6	9	0	15	1	1	40	0	42	103
4:15 PM	22	1	0	0	23	2	35	0	0	37	0	2	2	0	4	0	0	40	0	40	104
4:30 PM	19	0	0	0	19	2	25	0	0	27	0	1	1	0	2	1	0	47	0	48	96
4:45 PM	16	0	0	0	16	2	26	0	0	28	0	5	11	0	16	1	0	49	0	50	110
Total	69	1	0	0	70	12	112	2	0	126	0	14	23	0	37	3	1	176	0	180	413
5:00 PM	12	1	0	0	13	5	33	2	0	40	0	12	26	0	38	0	0	41	0	41	132
5:15 PM	21	0	0	0	21	3	28	1	0	32	0	2	11	0	13	2	0	52	0	54	120
5:30 PM	12	0	0	0	12	6	31	2	0	39	0	11	18	0	29	1	0	43	0	44	124
5:45 PM	14	0	0	0	14	3	18	1	0	22	0	7	13	0	20	1	0	43	0	44	100
Total	59	1	0	0	60	17	110	6	0	133	0	32	68	0	100	4	0	179	0	183	476
Grand Total	128	2	0	0	130	29	222	8	0	259	0	46	91	0	137	7	1	355	0	363	889
Approach %	98.5	1.5	0.0	0.0		11.2	85.7	3.1	0.0		0.0	33.6	66.4	0.0		1.9	0.3	97.8	0.0		
Total %	14.4	0.2	0.0	0.0	14.6	3.3	25.0	0.9	0.0	29.1	0.0	5.2	10.2	0.0	15.4	0.8	0.1	39.9	0.0	40.8	
Exiting Leg Total					430					1					17					441	889

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

4:45 PM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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
4:45 PM	16	0	0	0	16	2	26	0	0	28	0	5	11	0	16	1	0	49	0	50	110
5:00 PM	12	1	0	0	13	5	33	2	0	40	0	12	26	0	38	0	0	41	0	41	132
5:15 PM	21	0	0	0	21	3	28	1	0	32	0	2	11	0	13	2	0	52	0	54	120
5:30 PM	12	0	0	0	12	6	31	2	0	39	0	11	18	0	29	1	0	43	0	44	124
Total Volume	61	1	0	0	62	16	118	5	0	139	0	30	66	0	96	4	0	185	0	189	486
% Approach Total	98.4	1.6	0.0	0.0		11.5	84.9	3.6	0.0		0.0	31.3	68.8	0.0		2.1	0.0	97.9	0.0		
PHF	0.726	0.250	0.000	0.000	0.738	0.667	0.894	0.625	0.000	0.869	0.000	0.625	0.635	0.000	0.632	0.500	0.000	0.889	0.000	0.875	0.920
Entering Leg	61	1	0	0	62	16	118	5	0	139	0	30	66	0	96	4	0	185	0	189	486
Exiting Leg					231					0					10					245	486
Total					293					139					106					434	972

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	2	0	0	0	2	0	7	0	0	7	0	0	1	0	1	0	0	5	0	5	15
4:15 PM	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	6	0	6	16
4:30 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	5	0	5	12
4:45 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	1	0	6	0	7	14
Total	11	0	0	0	11	0	22	0	0	22	0	0	1	0	1	1	0	22	0	23	57
5:00 PM	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	0	0	6	0	6	14
5:15 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	5	0	5	8
5:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	3	0	3	8
5:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	0	0	4	0	4	13
Total	6	0	0	0	6	0	16	0	0	16	0	0	3	0	3	0	0	18	0	18	43
Grand Total	17	0	0	0	17	0	38	0	0	38	0	0	4	0	4	1	0	40	0	41	100
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		2.4	0.0	97.6	0.0		
Total %	17.0	0.0	0.0	0.0	17.0	0.0	38.0	0.0	0.0	38.0	0.0	0.0	4.0	0.0	4.0	1.0	0.0	40.0	0.0	41.0	
Exiting Leg Total					40					0					1					59	100

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

4:00 PM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	2	0	0	0	2	0	7	0	0	7	0	0	1	0	1	0	0	5	0	5	15
4:15 PM	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	6	0	6	16
4:30 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	5	0	5	12
4:45 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	1	0	6	0	7	14
Total Volume	11	0	0	0	11	0	22	0	0	22	0	0	1	0	1	1	0	22	0	23	57
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		4.3	0.0	95.7	0.0		
PHF	0.550	0.000	0.000	0.000	0.550	0.000	0.786	0.000	0.000	0.786	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.917	0.000	0.821	0.891
Entering Leg	11	0	0	0	11	0	22	0	0	22	0	0	1	0	1	1	0	22	0	23	57
Exiting Leg					22					0					1					34	57
Total					33					22					2					57	114

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	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	1	0	0	1	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		
Total %	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	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					1	1

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

4:00 PM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	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		
PHF	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	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					0					1	1
Total					0					1					0					1	2

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Grand Total	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	2	0	2	13
Approach %	100.0	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	100.0	0.0		
Total %	15.4	0.0	0.0	0.0	15.4	0.0	69.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	15.4	
Exiting Leg Total					2					0					0					11	13

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

4:00 PM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street 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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
% Approach Total	100.0	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.667
Entering Leg	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
Exiting Leg					1					0					0					7	8
Total					2					6					0					8	16

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	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	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	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 #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	1	0	1	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		50.0	0.0	50.0	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	25.0	25.0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							1							1							2	4

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

4:45 PM	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	1	0	1	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		50.0	0.0	50.0	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	0.250	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.000	0.000	0.250	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	1	1	0	0	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4
Exiting Leg							0							1							1							2	4
Total							0							3							3							2	8

PDI File #: **196792 CC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street from North							Pleasant Street from East							Court Street from South							Pleasant Street 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	1	1	2	0	0	0	0	2	2	4	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	2	2	4	0	0	0	0	0	0	0	9
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	5	3	8	0	0	0	0	5	4	9	0	0	0	0	0	0	0	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	5	5	0	0	0	0	0	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	3	1	4	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	6	6	12	0	0	0	0	5	7	12	0	0	0	0	0	0	0	25
Grand Total	0	0	0	0	1	0	1	0	0	0	0	11	9	20	0	0	0	0	10	11	21	0	0	0	0	0	0	0	42
Approach %	0	0	0	0	100	0		0	0	0	0	55	45		0	0	0	0	47.6	52.4		0	0	0	0	0	0		
Total %	0	0	0	0	2.38	0	2.38	0	0	0	0	26.2	21.4	47.6	0	0	0	0	23.8	26.2	50	0	0	0	0	0	0	0	
Exiting Leg Total							1							20							21							0	42

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

4:30 PM	Park Street from North							Pleasant Street from East							Court Street from South							Pleasant Street 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	3	2	5	0	0	0	0	2	2	4	0	0	0	0	0	0	0	9
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	1	3	4	0	0	0	0	0	5	5	0	0	0	0	0	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	3	1	4	0	0	0	0	0	0	0	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	5	8	13	0	0	0	0	0	0	0	27
% Approach Total	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	38.5	61.5		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	0.583	0.583	0.700	0.000	0.000	0.000	0.000	0.417	0.400	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	5	8	13	0	0	0	0	0	0	0	27
Exiting Leg							0							14							13							0	27
Total							0							28							26							0	54

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	12	0	0	0	12	2	41	0	0	43	0	0	0	1	1	1	0	28	0	29	85
11:15 AM	14	0	0	0	14	5	28	2	0	35	0	2	0	0	2	0	0	37	0	37	88
11:30 AM	21	1	0	0	22	2	30	1	0	33	0	0	3	0	3	0	0	29	0	29	87
11:45 AM	13	0	0	0	13	8	27	3	0	38	0	0	0	0	0	1	0	31	0	32	83
Total	60	1	0	0	61	17	126	6	0	149	0	2	3	1	6	2	0	125	0	127	343
12:00 PM	10	1	0	0	11	6	30	4	0	40	0	1	2	0	3	0	1	31	0	32	86
12:15 PM	4	0	0	0	4	2	37	1	0	40	0	0	1	0	1	0	0	42	0	42	87
12:30 PM	14	0	0	0	14	0	32	0	0	32	0	0	1	0	1	0	0	38	0	38	85
12:45 PM	7	0	0	0	7	3	33	1	0	37	0	2	1	0	3	0	0	32	0	32	79
Total	35	1	0	0	36	11	132	6	0	149	0	3	5	0	8	0	1	143	0	144	337
Grand Total	95	2	0	0	97	28	258	12	0	298	0	5	8	1	14	2	1	268	0	271	680
Approach %	97.9	2.1	0.0	0.0		9.4	86.6	4.0	0.0		0.0	35.7	57.1	7.1		0.7	0.4	98.9	0.0		
Total %	14.0	0.3	0.0	0.0	14.3	4.1	37.9	1.8	0.0	43.8	0.0	0.7	1.2	0.1	2.1	0.3	0.1	39.4	0.0	39.9	
Exiting Leg Total					301					1					17					361	680
Cars	94	1	0	0	95	28	254	12	0	294	0	4	8	1	13	2	1	266	0	269	671
% Cars	98.9	50.0	0.0	0.0	97.9	100.0	98.4	100.0	0.0	98.7	0.0	80.0	100.0	100.0	92.9	100.0	100.0	99.3	0.0	99.3	98.7
Exiting Leg Total					298					1					16					356	671
Heavy Vehicles	1	1	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	9
% Heavy Vehicles	1.1	50.0	0.0	0.0	2.1	0.0	1.6	0.0	0.0	1.3	0.0	20.0	0.0	0.0	7.1	0.0	0.0	0.7	0.0	0.7	1.3
Exiting Leg Total					3					0					1					5	9

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	14	0	0	0	14	5	28	2	0	35	0	2	0	0	2	0	0	37	0	37	88
11:30 AM	21	1	0	0	22	2	30	1	0	33	0	0	3	0	3	0	0	29	0	29	87
11:45 AM	13	0	0	0	13	8	27	3	0	38	0	0	0	0	0	1	0	31	0	32	83
12:00 PM	10	1	0	0	11	6	30	4	0	40	0	1	2	0	3	0	1	31	0	32	86
Total Volume	58	2	0	0	60	21	115	10	0	146	0	3	5	0	8	1	1	128	0	130	344
% Approach Total	96.7	3.3	0.0	0.0		14.4	78.8	6.8	0.0		0.0	37.5	62.5	0.0		0.8	0.8	98.5	0.0		
PHF	0.690	0.500	0.000	0.000	0.682	0.656	0.958	0.625	0.000	0.913	0.000	0.375	0.417	0.000	0.667	0.250	0.250	0.865	0.000	0.878	0.977
Cars	58	1	0	0	59	21	112	10	0	143	0	2	5	0	7	1	1	126	0	128	337
Cars %	100.0	50.0	0.0	0.0	98.3	100.0	97.4	100.0	0.0	97.9	0.0	66.7	100.0	0.0	87.5	100.0	100.0	98.4	0.0	98.5	98.0
Heavy Vehicles	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	2	0	2	7
Heavy Vehicles %	0.0	50.0	0.0	0.0	1.7	0.0	2.6	0.0	0.0	2.1	0.0	33.3	0.0	0.0	12.5	0.0	0.0	1.6	0.0	1.5	2.0
Cars Enter Leg	58	1	0	0	59	21	112	10	0	143	0	2	5	0	7	1	1	126	0	128	337
Heavy Enter Leg	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	2	0	2	7
Total Entering Leg	58	2	0	0	60	21	115	10	0	146	0	3	5	0	8	1	1	128	0	130	344
Cars Exiting Leg					149					1					12					175	337
Heavy Exiting Leg					3					0					1					3	7
Total Exiting Leg					152					1					13					178	344

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	12	0	0	0	12	2	41	0	0	43	0	0	0	1	1	1	0	28	0	29	85
11:15 AM	14	0	0	0	14	5	28	2	0	35	0	2	0	0	2	0	0	37	0	37	88
11:30 AM	21	1	0	0	22	2	29	1	0	32	0	0	3	0	3	0	0	29	0	29	86
11:45 AM	13	0	0	0	13	8	27	3	0	38	0	0	0	0	0	1	0	29	0	30	81
Total	60	1	0	0	61	17	125	6	0	148	0	2	3	1	6	2	0	123	0	125	340
12:00 PM	10	0	0	0	10	6	28	4	0	38	0	0	2	0	2	0	1	31	0	32	82
12:15 PM	4	0	0	0	4	2	37	1	0	40	0	0	1	0	1	0	0	42	0	42	87
12:30 PM	13	0	0	0	13	0	31	0	0	31	0	0	1	0	1	0	0	38	0	38	83
12:45 PM	7	0	0	0	7	3	33	1	0	37	0	2	1	0	3	0	0	32	0	32	79
Total	34	0	0	0	34	11	129	6	0	146	0	2	5	0	7	0	1	143	0	144	331
Grand Total	94	1	0	0	95	28	254	12	0	294	0	4	8	1	13	2	1	266	0	269	671
Approach %	98.9	1.1	0.0	0.0		9.5	86.4	4.1	0.0		0.0	30.8	61.5	7.7		0.7	0.4	98.9	0.0		
Total %	14.0	0.1	0.0	0.0	14.2	4.2	37.9	1.8	0.0	43.8	0.0	0.6	1.2	0.1	1.9	0.3	0.1	39.6	0.0	40.1	
Exiting Leg Total					298					1					16					356	671

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	12	0	0	0	12	2	41	0	0	43	0	0	0	1	1	1	0	28	0	29	85
11:15 AM	14	0	0	0	14	5	28	2	0	35	0	2	0	0	2	0	0	37	0	37	88
11:30 AM	21	1	0	0	22	2	29	1	0	32	0	0	3	0	3	0	0	29	0	29	86
11:45 AM	13	0	0	0	13	8	27	3	0	38	0	0	0	0	0	1	0	29	0	30	81
Total Volume	60	1	0	0	61	17	125	6	0	148	0	2	3	1	6	2	0	123	0	125	340
% Approach Total	98.4	1.6	0.0	0.0		11.5	84.5	4.1	0.0		0.0	33.3	50.0	16.7		1.6	0.0	98.4	0.0		
PHF	0.714	0.250	0.000	0.000	0.693	0.531	0.762	0.500	0.000	0.860	0.000	0.250	0.250	0.250	0.500	0.500	0.000	0.831	0.000	0.845	0.966
Entering Leg	60	1	0	0	61	17	125	6	0	148	0	2	3	1	6	2	0	123	0	125	340
Exiting Leg					142					0					10					188	340
Total					203					148					16					313	680

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
12:00 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	6
Grand Total	1	1	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	9
Approach %	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	11.1	11.1	0.0	0.0	22.2	0.0	44.4	0.0	0.0	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	22.2	0.0	22.2	
Exiting Leg Total					3					0					1					5	9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0.0	100.0	0.0	0.0	50.0	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	22.2
Exiting Leg Total					1					0					1					0	2
Single-Unit Trucks	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	7
% Single-Unit	100.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	77.8
Exiting Leg Total					2					0					0					5	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:00 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	2	0	2	8
% Approach Total	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	100.0	0.0	0.0	50.0	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	25.0
Single-Unit Trucks	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Single-Unit %	100.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	75.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	2	0	2	8
Buses					1					0					1					0	2
Single-Unit Trucks					2					0					0					4	6
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					3					0					1					4	8

PDI File #: **196792 CCC**
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Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
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Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

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Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	12	0	0	0	12	2	37	0	0	39	0	0	0	1	1	1	0	25	0	26	78
11:15 AM	13	0	0	0	13	5	25	2	0	32	0	2	0	0	2	0	0	31	0	31	78
11:30 AM	18	1	0	0	19	2	28	1	0	31	0	0	3	0	3	0	0	23	0	23	76
11:45 AM	12	0	0	0	12	7	26	3	0	36	0	0	0	0	0	1	0	28	0	29	77
Total	55	1	0	0	56	16	116	6	0	138	0	2	3	1	6	2	0	107	0	109	309
12:00 PM	9	0	0	0	9	6	25	4	0	35	0	0	2	0	2	0	1	29	0	30	76
12:15 PM	3	0	0	0	3	2	34	1	0	37	0	0	1	0	1	0	0	40	0	40	81
12:30 PM	11	0	0	0	11	0	29	0	0	29	0	0	1	0	1	0	0	35	0	35	76
12:45 PM	6	0	0	0	6	3	29	1	0	33	0	2	1	0	3	0	0	31	0	31	73
Total	29	0	0	0	29	11	117	6	0	134	0	2	5	0	7	0	1	135	0	136	306
Grand Total	84	1	0	0	85	27	233	12	0	272	0	4	8	1	13	2	1	242	0	245	615
Approach %	98.8	1.2	0.0	0.0		9.9	85.7	4.4	0.0		0.0	30.8	61.5	7.7		0.8	0.4	98.8	0.0		
Total %	13.7	0.2	0.0	0.0	13.8	4.4	37.9	2.0	0.0	44.2	0.0	0.7	1.3	0.2	2.1	0.3	0.2	39.3	0.0	39.8	
Exiting Leg Total					273					1					16					325	615

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	Park Street from North					Pleasant Street from East					Court Street from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	18	1	0	0	19	2	28	1	0	31	0	0	3	0	3	0	0	23	0	23	76
11:45 AM	12	0	0	0	12	7	26	3	0	36	0	0	0	0	0	1	0	28	0	29	77
12:00 PM	9	0	0	0	9	6	25	4	0	35	0	0	2	0	2	0	1	29	0	30	76
12:15 PM	3	0	0	0	3	2	34	1	0	37	0	0	1	0	1	0	0	40	0	40	81
Total Volume	42	1	0	0	43	17	113	9	0	139	0	0	6	0	6	1	1	120	0	122	310
% Approach Total	97.7	2.3	0.0	0.0		12.2	81.3	6.5	0.0		0.0	0.0	100.0	0.0		0.8	0.8	98.4	0.0		
PHF	0.583	0.250	0.000	0.000	0.566	0.607	0.831	0.563	0.000	0.939	0.000	0.000	0.500	0.000	0.500	0.250	0.250	0.750	0.000	0.763	0.957
Entering Leg	42	1	0	0	43	17	113	9	0	139	0	0	6	0	6	1	1	120	0	122	310
Exiting Leg					137					1					11					161	310
Total					180					140					17					283	620

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
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Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Light Goods Vehicle

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	3	7
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	6	0	6	10
11:30 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	10
11:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Total	5	0	0	0	5	1	9	0	0	10	0	0	0	0	0	0	0	16	0	16	31
12:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
12:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
12:30 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	7
12:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	6
Total	5	0	0	0	5	0	12	0	0	12	0	0	0	0	0	0	0	8	0	8	25
Grand Total	10	0	0	0	10	1	21	0	0	22	0	0	0	0	0	0	0	24	0	24	56
Approach %	100.0	0.0	0.0	0.0		4.5	95.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	17.9	0.0	0.0	0.0	17.9	1.8	37.5	0.0	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	
Exiting Leg Total					25					0					0					31	56

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	3	7
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	6	0	6	10
11:30 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	10
11:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Total Volume	5	0	0	0	5	1	9	0	0	10	0	0	0	0	0	0	0	16	0	16	31
% Approach Total	100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.417	0.000	0.000	0.000	0.417	0.250	0.563	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.775
Entering Leg	5	0	0	0	5	1	9	0	0	10	0	0	0	0	0	0	0	16	0	16	31
Exiting Leg					17					0					0					14	31
Total					22					10					0					30	62

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

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46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	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					1					0					1					0	2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	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	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg					1					0					1					0	2
Total					2					0					2					0	4

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Grand Total	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	7
Approach %	100.0	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	100.0	0.0		
Total %	14.3	0.0	0.0	0.0	14.3	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	
Exiting Leg Total					2					0					0					5	7

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
% Approach Total	100.0	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750
Entering Leg	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Exiting Leg					2					0					0					4	6
Total					3					3					0					6	12

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street					Pleasant Street					Court Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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							1	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	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	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							0							1	1
Total							1							0							0							1	2

PDI File #: **196792 CCC**
Location: **N: Park Street S: Court Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	2	4	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	0	0		0	0	0	0	50	50		0	0	0	0	50	50		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	25	25	50	0	0	0	0	25	25	50	0	0	0	0	0	0	0	
Exiting Leg Total							0							4							4							0	8

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street							Pleasant Street							Court Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		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	0.250	0.250	0.375	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	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5
Exiting Leg							0							3							2							0	5
Total							0							6							4							0	10

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	20	10	1	31	0	0	0	0	0	7	5	0	0	12	0	0	0	0	0	43
7:15 AM	0	29	9	0	38	0	0	0	0	0	17	4	0	0	21	0	0	0	0	0	59
7:30 AM	0	17	5	0	22	0	0	0	0	0	18	3	1	0	22	0	0	0	0	0	44
7:45 AM	0	23	9	0	32	0	0	0	0	0	18	6	1	0	25	0	0	0	0	0	57
Total	0	89	33	1	123	0	0	0	0	0	60	18	2	0	80	0	0	0	0	0	203
8:00 AM	1	13	11	0	25	0	0	0	0	0	24	10	0	0	34	0	0	0	0	0	59
8:15 AM	3	14	11	0	28	0	0	0	0	0	36	8	1	0	45	0	0	0	0	0	73
8:30 AM	0	11	11	1	23	0	0	0	0	0	23	4	0	0	27	0	0	0	0	0	50
8:45 AM	0	19	13	0	32	0	0	0	0	0	23	7	0	0	30	0	0	0	0	0	62
Total	4	57	46	1	108	0	0	0	0	0	106	29	1	0	136	0	0	0	0	0	244
Grand Total	4	146	79	2	231	0	0	0	0	0	166	47	3	0	216	0	0	0	0	0	447
Approach %	1.7	63.2	34.2	0.9		0.0	0.0	0.0	0.0		76.9	21.8	1.4	0.0		0.0	0.0	0.0	0.0		
Total %	0.9	32.7	17.7	0.4	51.7	0.0	0.0	0.0	0.0	0.0	37.1	10.5	0.7	0.0	48.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					49					245					146					7	447
Cars	4	145	73	2	224	0	0	0	0	0	164	45	3	0	212	0	0	0	0	0	436
% Cars	100.0	99.3	92.4	100.0	97.0	0.0	0.0	0.0	0.0	0.0	98.8	95.7	100.0	0.0	98.1	0.0	0.0	0.0	0.0	0.0	97.5
Exiting Leg Total					47					237					145					7	436
Heavy Vehicles	0	1	6	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11
% Heavy Vehicles	0.0	0.7	7.6	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.2	4.3	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total					2					8					1					0	11

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

8:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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
8:00 AM	1	13	11	0	25	0	0	0	0	0	24	10	0	0	34	0	0	0	0	0	59
8:15 AM	3	14	11	0	28	0	0	0	0	0	36	8	1	0	45	0	0	0	0	0	73
8:30 AM	0	11	11	1	23	0	0	0	0	0	23	4	0	0	27	0	0	0	0	0	50
8:45 AM	0	19	13	0	32	0	0	0	0	0	23	7	0	0	30	0	0	0	0	0	62
Total Volume	4	57	46	1	108	0	0	0	0	0	106	29	1	0	136	0	0	0	0	0	244
% Approach Total	3.7	52.8	42.6	0.9		0.0	0.0	0.0	0.0		77.9	21.3	0.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.333	0.750	0.885	0.250	0.844	0.000	0.000	0.000	0.000	0.000	0.736	0.725	0.250	0.000	0.756	0.000	0.000	0.000	0.000	0.000	0.836
Cars	4	57	44	1	106	0	0	0	0	0	104	28	1	0	133	0	0	0	0	0	239
Cars %	100.0	100.0	95.7	100.0	98.1	0.0	0.0	0.0	0.0	0.0	98.1	96.6	100.0	0.0	97.8	0.0	0.0	0.0	0.0	0.0	98.0
Heavy Vehicles	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
Heavy Vehicles %	0.0	0.0	4.3	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.9	3.4	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.0
Cars Enter Leg	4	57	44	1	106	0	0	0	0	0	104	28	1	0	133	0	0	0	0	0	239
Heavy Enter Leg	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
Total Entering Leg	4	57	46	1	108	0	0	0	0	0	106	29	1	0	136	0	0	0	0	0	244
Cars Exiting Leg					29					148					57					5	239
Heavy Exiting Leg					1					4					0					0	5
Total Exiting Leg					30					152					57					5	244

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	20	8	1	29	0	0	0	0	0	7	4	0	0	11	0	0	0	0	0	40
7:15 AM	0	28	7	0	35	0	0	0	0	0	17	4	0	0	21	0	0	0	0	0	56
7:30 AM	0	17	5	0	22	0	0	0	0	0	18	3	1	0	22	0	0	0	0	0	44
7:45 AM	0	23	9	0	32	0	0	0	0	0	18	6	1	0	25	0	0	0	0	0	57
Total	0	88	29	1	118	0	0	0	0	0	60	17	2	0	79	0	0	0	0	0	197
8:00 AM	1	13	10	0	24	0	0	0	0	0	24	10	0	0	34	0	0	0	0	0	58
8:15 AM	3	14	10	0	27	0	0	0	0	0	36	8	1	0	45	0	0	0	0	0	72
8:30 AM	0	11	11	1	23	0	0	0	0	0	21	3	0	0	24	0	0	0	0	0	47
8:45 AM	0	19	13	0	32	0	0	0	0	0	23	7	0	0	30	0	0	0	0	0	62
Total	4	57	44	1	106	0	0	0	0	0	104	28	1	0	133	0	0	0	0	0	239
Grand Total	4	145	73	2	224	0	0	0	0	0	164	45	3	0	212	0	0	0	0	0	436
Approach %	1.8	64.7	32.6	0.9		0.0	0.0	0.0	0.0		77.4	21.2	1.4	0.0		0.0	0.0	0.0	0.0		
Total %	0.9	33.3	16.7	0.5	51.4	0.0	0.0	0.0	0.0	0.0	37.6	10.3	0.7	0.0	48.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					47					237					145					7	436

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

8:00 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	13	10	0	24	0	0	0	0	0	24	10	0	0	34	0	0	0	0	0	58
8:15 AM	3	14	10	0	27	0	0	0	0	0	36	8	1	0	45	0	0	0	0	0	72
8:30 AM	0	11	11	1	23	0	0	0	0	0	21	3	0	0	24	0	0	0	0	0	47
8:45 AM	0	19	13	0	32	0	0	0	0	0	23	7	0	0	30	0	0	0	0	0	62
Total Volume	4	57	44	1	106	0	0	0	0	0	104	28	1	0	133	0	0	0	0	0	239
% Approach Total	3.8	53.8	41.5	0.9		0.0	0.0	0.0	0.0		78.2	21.1	0.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.333	0.750	0.846	0.250	0.828	0.000	0.000	0.000	0.000	0.000	0.722	0.700	0.250	0.000	0.739	0.000	0.000	0.000	0.000	0.000	0.830
Entering Leg	4	57	44	1	106	0	0	0	0	0	104	28	1	0	133	0	0	0	0	0	239
Exiting Leg					29					148					57					5	239
Total					135					148					190					5	478

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	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	2	1	0	0	3	0	0	0	0	0	3
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	0	2	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
Grand Total	0	1	6	0	7	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	11
Approach %	0.0	14.3	85.7	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		
Total %	0.0	9.1	54.5	0.0	63.6	0.0	0.0	0.0	0.0	0.0	18.2	18.2	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					8					1					0	11
Buses	0	1	5	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
% Buses	0.0	100.0	83.3	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	63.6
Exiting Leg Total					1					5					1					0	7
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
% Single-Unit	0.0	0.0	16.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	36.4
Exiting Leg Total					1					3					0					0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 07:00 AM to 09:00 AM begins at:

7:00 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
% Approach Total	0.0	20.0	80.0	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	0.250	0.500	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Buses %	0.0	100.0	75.0	0.0	80.0	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	83.3
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	0.0	25.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Buses					1					3					1					0	5
Single-Unit Trucks					0					1					0					0	1
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					4					1					0	6

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	18	7	1	26	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	36
7:15 AM	0	27	6	0	33	0	0	0	0	0	12	3	0	0	15	0	0	0	0	0	48
7:30 AM	0	17	5	0	22	0	0	0	0	0	13	2	0	0	15	0	0	0	0	0	37
7:45 AM	0	20	9	0	29	0	0	0	0	0	18	6	1	0	25	0	0	0	0	0	54
Total	0	82	27	1	110	0	0	0	0	0	49	15	1	0	65	0	0	0	0	0	175
8:00 AM	1	12	8	0	21	0	0	0	0	0	20	9	0	0	29	0	0	0	0	0	50
8:15 AM	3	13	9	0	25	0	0	0	0	0	32	8	1	0	41	0	0	0	0	0	66
8:30 AM	0	10	11	1	22	0	0	0	0	0	19	2	0	0	21	0	0	0	0	0	43
8:45 AM	0	18	13	0	31	0	0	0	0	0	15	7	0	0	22	0	0	0	0	0	53
Total	4	53	41	1	99	0	0	0	0	0	86	26	1	0	113	0	0	0	0	0	212
Grand Total	4	135	68	2	209	0	0	0	0	0	135	41	2	0	178	0	0	0	0	0	387
Approach %	1.9	64.6	32.5	1.0		0.0	0.0	0.0	0.0		75.8	23.0	1.1	0.0		0.0	0.0	0.0	0.0		
Total %	1.0	34.9	17.6	0.5	54.0	0.0	0.0	0.0	0.0	0.0	34.9	10.6	0.5	0.0	46.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					43					203					135					6	387

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

7:45 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	0	20	9	0	29	0	0	0	0	0	18	6	1	0	25	0	0	0	0	0	54
8:00 AM	1	12	8	0	21	0	0	0	0	0	20	9	0	0	29	0	0	0	0	0	50
8:15 AM	3	13	9	0	25	0	0	0	0	0	32	8	1	0	41	0	0	0	0	0	66
8:30 AM	0	10	11	1	22	0	0	0	0	0	19	2	0	0	21	0	0	0	0	0	43
Total Volume	4	55	37	1	97	0	0	0	0	0	89	25	2	0	116	0	0	0	0	0	213
% Approach Total	4.1	56.7	38.1	1.0		0.0	0.0	0.0	0.0		76.7	21.6	1.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.333	0.688	0.841	0.250	0.836	0.000	0.000	0.000	0.000	0.000	0.695	0.694	0.500	0.000	0.707	0.000	0.000	0.000	0.000	0.000	0.807
Entering Leg	4	55	37	1	97	0	0	0	0	0	89	25	2	0	116	0	0	0	0	0	213
Exiting Leg					26					126					55					6	213
Total					123					126					171					6	426

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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Light Goods Vehicle

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
7:15 AM	0	1	1	0	2	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	1	1	0	7	0	0	0	0	0	7
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	2	0	8	0	0	0	0	0	11	2	1	0	14	0	0	0	0	0	22
8:00 AM	0	1	2	0	3	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	8
8:15 AM	0	1	1	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
Total	0	4	3	0	7	0	0	0	0	0	18	2	0	0	20	0	0	0	0	0	27
Grand Total	0	10	5	0	15	0	0	0	0	0	29	4	1	0	34	0	0	0	0	0	49
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		85.3	11.8	2.9	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.4	10.2	0.0	30.6	0.0	0.0	0.0	0.0	0.0	59.2	8.2	2.0	0.0	69.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					34					10					1	49

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

8:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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
8:00 AM	0	1	2	0	3	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	8
8:15 AM	0	1	1	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
Total Volume	0	4	3	0	7	0	0	0	0	0	18	2	0	0	20	0	0	0	0	0	27
% Approach Total	0.0	57.1	42.9	0.0		0.0	0.0	0.0	0.0		90.0	10.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.375	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.563	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	4	3	0	7	0	0	0	0	0	18	2	0	0	20	0	0	0	0	0	27
Exiting Leg					2					21					4					0	27
Total					9					21					24					0	54

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	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	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	5	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Approach %	0.0	16.7	83.3	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	14.3	71.4	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					5					1					0	7

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

7:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Approach Total	0.0	25.0	75.0	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	0.250	0.375	0.000	0.333	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	0.417
Entering Leg	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Exiting Leg					1					3					1					0	5
Total					5					3					2					0	10

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	1	0	1	0	0	0	0	0	0	0	0	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
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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	2	1	0	0	3	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
Grand Total	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					3					0					0	4

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

7:45 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	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
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	2	1	0	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		66.7	33.3	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	0.250	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	2	1	0	0	3	0	0	0	0	0	3
Exiting Leg					1					2					0					0	3
Total					1					2					3					0	6

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	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	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
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	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	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 07:00 AM to 09:00 AM begins at:

7:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	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	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 #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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	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	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **196792 D**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street							Railroad Avenue							Park Street							Parking							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	18	19	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6	0	6	31
7:15 AM	0	0	0	0	2	7	9	0	0	0	0	1	3	4	0	0	0	0	2	0	2	0	0	0	0	2	0	2	17
7:30 AM	0	0	0	0	1	4	5	0	0	0	0	1	1	2	0	0	0	0	3	0	3	0	0	0	0	3	0	3	13
7:45 AM	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	34
Total	0	0	0	0	4	59	63	0	0	0	0	2	4	6	0	0	0	0	13	0	13	0	0	0	0	13	0	13	95
8:00 AM	0	0	0	0	2	6	8	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10
8:15 AM	0	0	0	0	1	26	27	0	0	0	0	1	4	5	0	0	0	0	2	0	2	0	0	0	0	3	0	3	37
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	0	1	11
Total	0	0	0	0	6	40	46	0	0	0	0	3	6	9	0	0	0	0	4	1	5	0	0	0	0	4	1	5	65
Grand Total	0	0	0	0	10	99	109	0	0	0	0	5	10	15	0	0	0	0	17	1	18	0	0	0	0	17	1	18	160
Approach %	0	0	0	0	9.17	90.8		0	0	0	0	33.3	66.7		0	0	0	0	94.4	5.56		0	0	0	0	94.4	5.56		
Total %	0	0	0	0	6.25	61.9	68.1	0	0	0	0	3.13	6.25	9.38	0	0	0	0	10.6	0.63	11.3	0	0	0	0	10.6	0.63	11.3	
Exiting Leg Total							109							15							18							18	160

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

7:00 AM	Park Street							Railroad Avenue							Park Street							Parking							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	18	19	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6	0	6	31
7:15 AM	0	0	0	0	2	7	9	0	0	0	0	1	3	4	0	0	0	0	2	0	2	0	0	0	0	2	0	2	17
7:30 AM	0	0	0	0	1	4	5	0	0	0	0	1	1	2	0	0	0	0	3	0	3	0	0	0	0	3	0	3	13
7:45 AM	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	34
Total Volume	0	0	0	0	4	59	63	0	0	0	0	2	4	6	0	0	0	0	13	0	13	0	0	0	0	13	0	13	95
% Approach Total	0.0	0.0	0.0	0.0	6.3	93.7		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.492	0.525	0.000	0.000	0.000	0.000	0.500	0.333	0.375	0.000	0.000	0.000	0.000	0.542	0.000	0.542	0.000	0.000	0.000	0.000	0.542	0.000	0.542	0.699
Entering Leg	0	0	0	0	4	59	63	0	0	0	0	2	4	6	0	0	0	0	13	0	13	0	0	0	0	13	0	13	95
Exiting Leg							63							6							13							13	95
Total							126							12							26							26	190

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	15	14	0	29	0	0	0	0	0	49	12	0	0	61	0	0	0	0	0	90
4:15 PM	0	28	14	0	42	0	0	0	0	0	45	7	0	0	52	0	0	0	0	0	94
4:30 PM	0	22	16	1	39	0	0	0	0	0	47	8	0	0	55	0	0	0	0	0	94
4:45 PM	0	16	17	0	33	0	0	0	0	0	58	8	0	0	66	0	0	0	0	0	99
Total	0	81	61	1	143	0	0	0	0	0	199	35	0	0	234	0	0	0	0	0	377
5:00 PM	0	18	20	1	39	0	0	0	0	0	45	17	0	0	62	0	0	0	0	0	101
5:15 PM	0	24	22	0	46	0	0	0	0	0	50	11	0	0	61	0	0	0	0	0	107
5:30 PM	0	12	20	1	33	0	0	0	0	0	51	14	0	0	65	0	0	0	0	0	98
5:45 PM	3	15	23	1	42	0	0	0	0	0	35	17	0	0	52	1	0	0	0	1	95
Total	3	69	85	3	160	0	0	0	0	0	181	59	0	0	240	1	0	0	0	1	401
Grand Total	3	150	146	4	303	0	0	0	0	0	380	94	0	0	474	1	0	0	0	1	778
Approach %	1.0	49.5	48.2	1.3		0.0	0.0	0.0	0.0		80.2	19.8	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.4	19.3	18.8	0.5	38.9	0.0	0.0	0.0	0.0	0.0	48.8	12.1	0.0	0.0	60.9	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total					98					526					151					3	778
Cars	3	149	141	4	297	0	0	0	0	0	379	94	0	0	473	1	0	0	0	1	771
% Cars	100.0	99.3	96.6	100.0	98.0	0.0	0.0	0.0	0.0	0.0	99.7	100.0	0.0	0.0	99.8	100.0	0.0	0.0	0.0	100.0	99.1
Exiting Leg Total					98					520					150					3	771
Heavy Vehicles	0	1	5	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
% Heavy Vehicles	0.0	0.7	3.4	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.9
Exiting Leg Total					0					6					1					0	7

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

4:45 PM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	16	17	0	33	0	0	0	0	0	58	8	0	0	66	0	0	0	0	0	99
5:00 PM	0	18	20	1	39	0	0	0	0	0	45	17	0	0	62	0	0	0	0	0	101
5:15 PM	0	24	22	0	46	0	0	0	0	0	50	11	0	0	61	0	0	0	0	0	107
5:30 PM	0	12	20	1	33	0	0	0	0	0	51	14	0	0	65	0	0	0	0	0	98
Total Volume	0	70	79	2	151	0	0	0	0	0	204	50	0	0	254	0	0	0	0	0	405
% Approach Total	0.0	46.4	52.3	1.3		0.0	0.0	0.0	0.0		80.3	19.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.729	0.898	0.500	0.821	0.000	0.000	0.000	0.000	0.000	0.879	0.735	0.000	0.000	0.962	0.000	0.000	0.000	0.000	0.000	0.946
Cars	0	70	76	2	148	0	0	0	0	0	203	50	0	0	253	0	0	0	0	0	401
Cars %	0.0	100.0	96.2	100.0	98.0	0.0	0.0	0.0	0.0	0.0	99.5	100.0	0.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	99.0
Heavy Vehicles	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Heavy Vehicles %	0.0	0.0	3.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.0
Cars Enter Leg	0	70	76	2	148	0	0	0	0	0	203	50	0	0	253	0	0	0	0	0	401
Heavy Enter Leg	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total Entering Leg	0	70	79	2	151	0	0	0	0	0	204	50	0	0	254	0	0	0	0	0	405
Cars Exiting Leg					52					279					70					0	401
Heavy Exiting Leg					0					4					0					0	4
Total Exiting Leg					52					283					70					0	405

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	14	13	0	27	0	0	0	0	0	49	12	0	0	61	0	0	0	0	0	88
4:15 PM	0	28	14	0	42	0	0	0	0	0	45	7	0	0	52	0	0	0	0	0	94
4:30 PM	0	22	15	1	38	0	0	0	0	0	47	8	0	0	55	0	0	0	0	0	93
4:45 PM	0	16	17	0	33	0	0	0	0	0	58	8	0	0	66	0	0	0	0	0	99
Total	0	80	59	1	140	0	0	0	0	0	199	35	0	0	234	0	0	0	0	0	374
5:00 PM	0	18	19	1	38	0	0	0	0	0	45	17	0	0	62	0	0	0	0	0	100
5:15 PM	0	24	21	0	45	0	0	0	0	0	50	11	0	0	61	0	0	0	0	0	106
5:30 PM	0	12	19	1	32	0	0	0	0	0	50	14	0	0	64	0	0	0	0	0	96
5:45 PM	3	15	23	1	42	0	0	0	0	0	35	17	0	0	52	1	0	0	0	1	95
Total	3	69	82	3	157	0	0	0	0	0	180	59	0	0	239	1	0	0	0	1	397
Grand Total	3	149	141	4	297	0	0	0	0	0	379	94	0	0	473	1	0	0	0	1	771
Approach %	1.0	50.2	47.5	1.3		0.0	0.0	0.0	0.0		80.1	19.9	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.4	19.3	18.3	0.5	38.5	0.0	0.0	0.0	0.0	0.0	49.2	12.2	0.0	0.0	61.3	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total					98					520					150					3	771

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

4:45 PM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	16	17	0	33	0	0	0	0	0	58	8	0	0	66	0	0	0	0	0	99
5:00 PM	0	18	19	1	38	0	0	0	0	0	45	17	0	0	62	0	0	0	0	0	100
5:15 PM	0	24	21	0	45	0	0	0	0	0	50	11	0	0	61	0	0	0	0	0	106
5:30 PM	0	12	19	1	32	0	0	0	0	0	50	14	0	0	64	0	0	0	0	0	96
Total Volume	0	70	76	2	148	0	0	0	0	0	203	50	0	0	253	0	0	0	0	0	401
% Approach Total	0.0	47.3	51.4	1.4		0.0	0.0	0.0	0.0		80.2	19.8	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.729	0.905	0.500	0.822	0.000	0.000	0.000	0.000	0.000	0.875	0.735	0.000	0.000	0.958	0.000	0.000	0.000	0.000	0.000	0.946
Entering Leg	0	70	76	2	148	0	0	0	0	0	203	50	0	0	253	0	0	0	0	0	401
Exiting Leg					52					279					70					0	401
Total					200					279					323					0	802

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
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	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Grand Total	0	1	5	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Approach %	0.0	16.7	83.3	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		
Total %	0.0	14.3	71.4	0.0	85.7	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					6					1					0	7
Buses	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.0	0.0	40.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6
Exiting Leg Total					0					2					0					0	2
Single-Unit Trucks	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
% Single-Unit	0.0	100.0	60.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71.4
Exiting Leg Total					0					4					1					0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:

4:45 PM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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
4:45 PM	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Single-Unit %	0.0	0.0	66.7	0.0	66.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Buses					0					1					0					0	1
Single-Unit Trucks					0					3					0					0	3
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					4					0					0	4

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	12	13	0	25	0	0	0	0	0	46	10	0	0	56	0	0	0	0	0	81
4:15 PM	0	21	10	0	31	0	0	0	0	0	42	4	0	0	46	0	0	0	0	0	77
4:30 PM	0	21	14	1	36	0	0	0	0	0	41	6	0	0	47	0	0	0	0	0	83
4:45 PM	0	13	16	0	29	0	0	0	0	0	52	8	0	0	60	0	0	0	0	0	89
Total	0	67	53	1	121	0	0	0	0	0	181	28	0	0	209	0	0	0	0	0	330
5:00 PM	0	16	17	1	34	0	0	0	0	0	42	15	0	0	57	0	0	0	0	0	91
5:15 PM	0	22	19	0	41	0	0	0	0	0	45	10	0	0	55	0	0	0	0	0	96
5:30 PM	0	11	16	1	28	0	0	0	0	0	48	14	0	0	62	0	0	0	0	0	90
5:45 PM	3	12	23	1	39	0	0	0	0	0	35	16	0	0	51	1	0	0	0	1	91
Total	3	61	75	3	142	0	0	0	0	0	170	55	0	0	225	1	0	0	0	1	368
Grand Total	3	128	128	4	263	0	0	0	0	0	351	83	0	0	434	1	0	0	0	1	698
Approach %	1.1	48.7	48.7	1.5		0.0	0.0	0.0	0.0		80.9	19.1	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.4	18.3	18.3	0.6	37.7	0.0	0.0	0.0	0.0	0.0	50.3	11.9	0.0	0.0	62.2	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total					87					479					129					3	698

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

5:00 PM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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
5:00 PM	0	16	17	1	34	0	0	0	0	0	42	15	0	0	57	0	0	0	0	0	91
5:15 PM	0	22	19	0	41	0	0	0	0	0	45	10	0	0	55	0	0	0	0	0	96
5:30 PM	0	11	16	1	28	0	0	0	0	0	48	14	0	0	62	0	0	0	0	0	90
5:45 PM	3	12	23	1	39	0	0	0	0	0	35	16	0	0	51	1	0	0	0	1	91
Total Volume	3	61	75	3	142	0	0	0	0	0	170	55	0	0	225	1	0	0	0	1	368
% Approach Total	2.1	43.0	52.8	2.1		0.0	0.0	0.0	0.0		75.6	24.4	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.693	0.815	0.750	0.866	0.000	0.000	0.000	0.000	0.000	0.885	0.859	0.000	0.000	0.907	0.250	0.000	0.000	0.000	0.250	0.958
Entering Leg	3	61	75	3	142	0	0	0	0	0	170	55	0	0	225	1	0	0	0	1	368
Exiting Leg					58					245					62					3	368
Total					200					245					287					4	736

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7
4:15 PM	0	7	4	0	11	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	17
4:30 PM	0	1	1	0	2	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	10
4:45 PM	0	3	1	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	10
Total	0	13	6	0	19	0	0	0	0	0	18	7	0	0	25	0	0	0	0	0	44
5:00 PM	0	2	2	0	4	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	9
5:15 PM	0	2	2	0	4	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	10
5:30 PM	0	1	3	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	7	7	0	14	0	0	0	0	0	10	4	0	0	14	0	0	0	0	0	28
Grand Total	0	20	13	0	33	0	0	0	0	0	28	11	0	0	39	0	0	0	0	0	72
Approach %	0.0	60.6	39.4	0.0		0.0	0.0	0.0	0.0		71.8	28.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	27.8	18.1	0.0	45.8	0.0	0.0	0.0	0.0	0.0	38.9	15.3	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					11					41					20					0	72

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

4:15 PM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	7	4	0	11	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	17
4:30 PM	0	1	1	0	2	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	10
4:45 PM	0	3	1	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	10
5:00 PM	0	2	2	0	4	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	9
Total Volume	0	13	8	0	21	0	0	0	0	0	18	7	0	0	25	0	0	0	0	0	46
% Approach Total	0.0	61.9	38.1	0.0		0.0	0.0	0.0	0.0		72.0	28.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.464	0.500	0.000	0.477	0.000	0.000	0.000	0.000	0.000	0.750	0.583	0.000	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.676
Entering Leg	0	13	8	0	21	0	0	0	0	0	18	7	0	0	25	0	0	0	0	0	46
Exiting Leg					7					26					13					0	46
Total					28					26					38					0	92

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	1	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
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	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		
Total %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					2					0					0	2

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

4:00 PM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	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		
PHF	0.000	0.000	0.250	0.000	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	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					1					0					0	1
Total					1					1					0					0	2

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	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
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
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	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Grand Total	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Approach %	0.0	25.0	75.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.0	60.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					4					1					0	5

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

4:45 PM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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
4:45 PM	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	1	0	1	0	0	0	0	0	0	0	0	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
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Exiting Leg					0					3					0					0	3
Total					2					3					1					0	6

PDI File #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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	Park Street from North					Railroad Avenue from East					Park Street from South					Parking 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 #: **196792 DD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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	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	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **196792 DD**
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City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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	6	4	10	0	0	0	0	3	0	3	0	0	0	0	0	1	1	0	0	0	0	0	1	1	15
4:15 PM	0	0	0	0	0	5	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:45 PM	0	0	0	0	6	0	6	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13
Total	0	0	0	0	13	10	23	0	0	0	0	13	6	19	0	0	0	0	0	1	1	0	0	0	0	0	3	3	46
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	3	2	5	13
5:15 PM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	8
5:30 PM	0	0	0	0	6	3	9	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	0	1	1	14
5:45 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	6	6	17
Total	0	0	0	0	13	10	23	0	0	0	0	3	2	5	0	0	0	0	3	7	10	0	0	0	0	4	10	14	52
Grand Total	0	0	0	0	26	20	46	0	0	0	0	16	8	24	0	0	0	0	3	8	11	0	0	0	0	4	13	17	98
Approach %	0	0	0	0	56.5	43.5		0	0	0	0	66.7	33.3		0	0	0	0	27.3	72.7		0	0	0	0	23.5	76.5		
Total %	0	0	0	0	26.5	20.4	46.9	0	0	0	0	16.3	8.16	24.5	0	0	0	0	3.06	8.16	11.2	0	0	0	0	4.08	13.3	17.3	
Exiting Leg Total							46							24							11							17	98

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

5:00 PM	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	3	2	5	13
5:15 PM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	8
5:30 PM	0	0	0	0	6	3	9	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	0	1	1	14
5:45 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	6	6	17
Total Volume	0	0	0	0	13	10	23	0	0	0	0	3	2	5	0	0	0	0	3	7	10	0	0	0	0	4	10	14	52
% Approach Total	0.0	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	28.6	71.4		
PHF	0.000	0.000	0.000	0.000	0.542	0.833	0.639	0.000	0.000	0.000	0.000	0.375	0.250	0.417	0.000	0.000	0.000	0.000	0.750	0.438	0.500	0.000	0.000	0.000	0.000	0.333	0.417	0.583	0.765
Entering Leg	0	0	0	0	13	10	23	0	0	0	0	3	2	5	0	0	0	0	3	7	10	0	0	0	0	4	10	14	52
Exiting Leg							23							5							10							14	52
Total							46							10							20							28	104

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	13	9	0	22	0	0	0	0	0	28	3	0	0	31	1	0	0	0	1	54
11:15 AM	0	14	17	0	31	0	0	0	0	0	40	3	0	0	43	0	0	0	0	0	74
11:30 AM	1	21	12	1	35	0	0	0	0	0	34	1	0	0	35	0	0	0	0	0	70
11:45 AM	0	15	10	1	26	0	0	0	0	0	33	8	0	0	41	0	0	0	0	0	67
Total	1	63	48	2	114	0	0	0	0	0	135	15	0	0	150	1	0	0	0	1	265
12:00 PM	0	11	11	0	22	0	0	0	0	0	29	6	0	0	35	0	0	0	0	0	57
12:15 PM	0	7	10	0	17	0	0	0	0	0	44	3	0	0	47	0	0	0	0	0	64
12:30 PM	0	14	9	0	23	0	0	0	0	0	34	5	0	0	39	0	0	0	0	0	62
12:45 PM	0	8	11	0	19	0	0	0	0	0	35	2	1	0	38	0	0	0	0	0	57
Total	0	40	41	0	81	0	0	0	0	0	142	16	1	0	159	0	0	0	0	0	240
Grand Total	1	103	89	2	195	0	0	0	0	0	277	31	1	0	309	1	0	0	0	1	505
Approach %	0.5	52.8	45.6	1.0		0.0	0.0	0.0	0.0		89.6	10.0	0.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.2	20.4	17.6	0.4	38.6	0.0	0.0	0.0	0.0	0.0	54.9	6.1	0.2	0.0	61.2	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					33					366					104					2	505
Cars	0	102	88	2	192	0	0	0	0	0	276	30	1	0	307	1	0	0	0	1	500
% Cars	0.0	99.0	98.9	100.0	98.5	0.0	0.0	0.0	0.0	0.0	99.6	96.8	100.0	0.0	99.4	100.0	0.0	0.0	0.0	100.0	99.0
Exiting Leg Total					32					364					103					1	500
Heavy Vehicles	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
% Heavy Vehicles	100.0	1.0	1.1	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.4	3.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total					1					2					1					1	5

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	14	17	0	31	0	0	0	0	0	40	3	0	0	43	0	0	0	0	0	74
11:30 AM	1	21	12	1	35	0	0	0	0	0	34	1	0	0	35	0	0	0	0	0	70
11:45 AM	0	15	10	1	26	0	0	0	0	0	33	8	0	0	41	0	0	0	0	0	67
12:00 PM	0	11	11	0	22	0	0	0	0	0	29	6	0	0	35	0	0	0	0	0	57
Total Volume	1	61	50	2	114	0	0	0	0	0	136	18	0	0	154	0	0	0	0	0	268
% Approach Total	0.9	53.5	43.9	1.8		0.0	0.0	0.0	0.0		88.3	11.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.726	0.735	0.500	0.814	0.000	0.000	0.000	0.000	0.000	0.850	0.563	0.000	0.000	0.895	0.000	0.000	0.000	0.000	0.000	0.905
Cars	0	60	49	2	111	0	0	0	0	0	135	17	0	0	152	0	0	0	0	0	263
Cars %	0.0	98.4	98.0	100.0	97.4	0.0	0.0	0.0	0.0	0.0	99.3	94.4	0.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.1
Heavy Vehicles	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Heavy Vehicles %	100.0	1.6	2.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.7	5.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	0	60	49	2	111	0	0	0	0	0	135	17	0	0	152	0	0	0	0	0	263
Heavy Enter Leg	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Total Entering Leg	1	61	50	2	114	0	0	0	0	0	136	18	0	0	154	0	0	0	0	0	268
Cars Exiting Leg					19					184					60					0	263
Heavy Exiting Leg					1					2					1					1	5
Total Exiting Leg					20					186					61					1	268

PDI File #: **196792 DDD**
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Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	13	9	0	22	0	0	0	0	0	28	3	0	0	31	1	0	0	0	1	54
11:15 AM	0	14	16	0	30	0	0	0	0	0	40	3	0	0	43	0	0	0	0	0	73
11:30 AM	0	21	12	1	34	0	0	0	0	0	34	1	0	0	35	0	0	0	0	0	69
11:45 AM	0	15	10	1	26	0	0	0	0	0	33	7	0	0	40	0	0	0	0	0	66
Total	0	63	47	2	112	0	0	0	0	0	135	14	0	0	149	1	0	0	0	1	262
12:00 PM	0	10	11	0	21	0	0	0	0	0	28	6	0	0	34	0	0	0	0	0	55
12:15 PM	0	7	10	0	17	0	0	0	0	0	44	3	0	0	47	0	0	0	0	0	64
12:30 PM	0	14	9	0	23	0	0	0	0	0	34	5	0	0	39	0	0	0	0	0	62
12:45 PM	0	8	11	0	19	0	0	0	0	0	35	2	1	0	38	0	0	0	0	0	57
Total	0	39	41	0	80	0	0	0	0	0	141	16	1	0	158	0	0	0	0	0	238
Grand Total	0	102	88	2	192	0	0	0	0	0	276	30	1	0	307	1	0	0	0	1	500
Approach %	0.0	53.1	45.8	1.0		0.0	0.0	0.0	0.0		89.9	9.8	0.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	20.4	17.6	0.4	38.4	0.0	0.0	0.0	0.0	0.0	55.2	6.0	0.2	0.0	61.4	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					32					364					103					1	500

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	14	16	0	30	0	0	0	0	0	40	3	0	0	43	0	0	0	0	0	73
11:30 AM	0	21	12	1	34	0	0	0	0	0	34	1	0	0	35	0	0	0	0	0	69
11:45 AM	0	15	10	1	26	0	0	0	0	0	33	7	0	0	40	0	0	0	0	0	66
12:00 PM	0	10	11	0	21	0	0	0	0	0	28	6	0	0	34	0	0	0	0	0	55
Total Volume	0	60	49	2	111	0	0	0	0	0	135	17	0	0	152	0	0	0	0	0	263
% Approach Total	0.0	54.1	44.1	1.8		0.0	0.0	0.0	0.0		88.8	11.2	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.714	0.766	0.500	0.816	0.000	0.000	0.000	0.000	0.000	0.844	0.607	0.000	0.000	0.884	0.000	0.000	0.000	0.000	0.000	0.901
Entering Leg	0	60	49	2	111	0	0	0	0	0	135	17	0	0	152	0	0	0	0	0	263
Exiting Leg					19					184					60					0	263
Total					130					184					212					0	526

PDI File #: **196792 DDD**
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Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Grand Total	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Approach %	33.3	33.3	33.3	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		
Total %	20.0	20.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					2					1					1	5
Buses	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
Exiting Leg Total					0					1					1					1	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40.0
Exiting Leg Total					1					1					0					0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
% Approach Total	33.3	33.3	33.3	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	0.250	0.250	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Buses	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Buses %	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Buses					0					1					1					1	3
Single-Unit Trucks					1					1					0					0	2
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					2					1					1	5

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	13	9	0	22	0	0	0	0	0	25	3	0	0	28	1	0	0	0	1	51
11:15 AM	0	13	15	0	28	0	0	0	0	0	34	3	0	0	37	0	0	0	0	0	65
11:30 AM	0	19	11	1	31	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	61
11:45 AM	0	13	8	1	22	0	0	0	0	0	30	5	0	0	35	0	0	0	0	0	57
Total	0	58	43	2	103	0	0	0	0	0	119	11	0	0	130	1	0	0	0	1	234
12:00 PM	0	9	11	0	20	0	0	0	0	0	26	6	0	0	32	0	0	0	0	0	52
12:15 PM	0	6	9	0	15	0	0	0	0	0	41	3	0	0	44	0	0	0	0	0	59
12:30 PM	0	10	8	0	18	0	0	0	0	0	32	3	0	0	35	0	0	0	0	0	53
12:45 PM	0	7	8	0	15	0	0	0	0	0	32	2	0	0	34	0	0	0	0	0	49
Total	0	32	36	0	68	0	0	0	0	0	131	14	0	0	145	0	0	0	0	0	213
Grand Total	0	90	79	2	171	0	0	0	0	0	250	25	0	0	275	1	0	0	0	1	447
Approach %	0.0	52.6	46.2	1.2		0.0	0.0	0.0	0.0		90.9	9.1	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	20.1	17.7	0.4	38.3	0.0	0.0	0.0	0.0	0.0	55.9	5.6	0.0	0.0	61.5	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					27					329					91					0	447

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	13	15	0	28	0	0	0	0	0	34	3	0	0	37	0	0	0	0	0	65
11:30 AM	0	19	11	1	31	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	61
11:45 AM	0	13	8	1	22	0	0	0	0	0	30	5	0	0	35	0	0	0	0	0	57
12:00 PM	0	9	11	0	20	0	0	0	0	0	26	6	0	0	32	0	0	0	0	0	52
Total Volume	0	54	45	2	101	0	0	0	0	0	120	14	0	0	134	0	0	0	0	0	235
% Approach Total	0.0	53.5	44.6	2.0		0.0	0.0	0.0	0.0		89.6	10.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.711	0.750	0.500	0.815	0.000	0.000	0.000	0.000	0.000	0.882	0.583	0.000	0.000	0.905	0.000	0.000	0.000	0.000	0.000	0.904
Entering Leg	0	54	45	2	101	0	0	0	0	0	120	14	0	0	134	0	0	0	0	0	235
Exiting Leg					16					165					54					0	235
Total					117					165					188					0	470

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
11:15 AM	0	1	1	0	2	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	8
11:30 AM	0	2	1	0	3	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	8
11:45 AM	0	2	2	0	4	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	9
Total	0	5	4	0	9	0	0	0	0	0	16	3	0	0	19	0	0	0	0	0	28
12:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
12:15 PM	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
12:30 PM	0	4	1	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9
12:45 PM	0	1	3	0	4	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	8
Total	0	7	5	0	12	0	0	0	0	0	10	2	1	0	13	0	0	0	0	0	25
Grand Total	0	12	9	0	21	0	0	0	0	0	26	5	1	0	32	0	0	0	0	0	53
Approach %	0.0	57.1	42.9	0.0		0.0	0.0	0.0	0.0		81.3	15.6	3.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	22.6	17.0	0.0	39.6	0.0	0.0	0.0	0.0	0.0	49.1	9.4	1.9	0.0	60.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					35					12					1	53

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
11:15 AM	0	1	1	0	2	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	8
11:30 AM	0	2	1	0	3	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	8
11:45 AM	0	2	2	0	4	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	9
Total Volume	0	5	4	0	9	0	0	0	0	0	16	3	0	0	19	0	0	0	0	0	28
% Approach Total	0.0	55.6	44.4	0.0		0.0	0.0	0.0	0.0		84.2	15.8	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.667	0.375	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.778
Entering Leg	0	5	4	0	9	0	0	0	0	0	16	3	0	0	19	0	0	0	0	0	28
Exiting Leg					3					20					5					0	28
Total					12					20					24					0	56

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	33.3	33.3	33.3	0.0		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 %	33.3	33.3	33.3	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	
Exiting Leg Total					0					1					1					1	3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street					Railroad Avenue					Park Street					Parking					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	33.3	33.3	33.3	0.0		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	0.250	0.250	0.250	0.000	0.750	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	0.750
Entering Leg	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					0					1					1					1	3
Total					3					1					1					1	6

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Approach %	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		
Total %	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	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					1					0					0	2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Approach Total	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	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Exiting Leg					1					1					0					0	2
Total					1					1					2					0	4

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street from North					Railroad Avenue from East					Park Street from South					Parking from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
Approach %	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	100.0	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	33.3	0.0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							2	3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Park Street from North							Railroad Avenue from East							Park Street from South							Parking 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
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
% Approach Total	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	100.0	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	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	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
Exiting Leg							0							0							1							2	3
Total							0							1							3							2	6

PDI File #: **196792 DDD**
Location: **N: Park Street S: Park Street**
Location: **E: Railroad Avenue W: Parking**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Park Street							Railroad Avenue							Park Street							Parking							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	6	6	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:15 AM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	10
11:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	5	10	15	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	2	0	2	23
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	17	17	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
12:45 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	0	0	0	0	1	19	20	0	0	0	0	3	14	17	0	0	0	0	0	1	1	0	0	0	0	0	0	0	38
Grand Total	0	0	0	0	6	29	35	0	0	0	0	5	16	21	0	0	0	0	2	1	3	0	0	0	0	2	0	2	61
Approach %	0	0	0	0	17.1	82.9		0	0	0	0	23.8	76.2		0	0	0	0	66.7	33.3		0	0	0	0	100	0		
Total %	0	0	0	0	9.84	47.5	57.4	0	0	0	0	8.2	26.2	34.4	0	0	0	0	3.28	1.64	4.92	0	0	0	0	3.28	0	3.28	
Exiting Leg Total							35							21							3							2	61

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Park Street							Railroad Avenue							Park Street							Parking							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	2	2	4	0	0	0	0	5	4	9	0	0	0	0	0	2	2	0	0	0	0	0	0	0	15
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	55.6	44.4		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	0.500	0.500	1.000	0.000	0.000	0.000	0.000	0.417	0.500	0.450	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	2	2	4	0	0	0	0	5	4	9	0	0	0	0	0	2	2	0	0	0	0	0	0	0	15
Exiting Leg							4							9							2							0	15
Total							8							18							4							0	30

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	55	25	0	0	80	0	0	0	0	0	0	50	1	0	51	2	0	40	0	42	173
7:15 AM	67	35	0	0	102	1	0	0	0	1	0	69	2	0	71	3	0	64	0	67	241
7:30 AM	49	43	0	0	92	0	0	0	0	0	0	50	0	0	50	4	0	64	0	68	210
7:45 AM	66	37	2	0	105	0	0	0	0	0	0	53	3	0	56	4	2	78	0	84	245
Total	237	140	2	0	379	1	0	0	0	1	0	222	6	0	228	13	2	246	0	261	869
8:00 AM	76	35	0	0	111	3	0	0	0	3	0	40	5	0	45	4	0	61	0	65	224
8:15 AM	89	43	0	0	132	0	0	0	0	0	0	47	2	0	49	5	0	75	0	80	261
8:30 AM	58	21	0	0	79	1	0	0	0	1	0	41	6	0	47	5	0	58	0	63	190
8:45 AM	80	25	0	0	105	0	0	0	0	0	4	47	5	0	56	2	0	41	0	43	204
Total	303	124	0	0	427	4	0	0	0	4	4	175	18	0	197	16	0	235	0	251	879
Grand Total	540	264	2	0	806	5	0	0	0	5	4	397	24	0	425	29	2	481	0	512	1748
Approach %	67.0	32.8	0.2	0.0		100.0	0.0	0.0	0.0		0.9	93.4	5.6	0.0		5.7	0.4	93.9	0.0		
Total %	30.9	15.1	0.1	0.0	46.1	0.3	0.0	0.0	0.0	0.3	0.2	22.7	1.4	0.0	24.3	1.7	0.1	27.5	0.0	29.3	
Exiting Leg Total					883					8					293					564	1748
Cars	520	264	2	0	786	5	0	0	0	5	4	394	24	0	422	25	2	440	0	467	1680
% Cars	96.3	100.0	100.0	0.0	97.5	100.0	0.0	0.0	0.0	100.0	100.0	99.2	100.0	0.0	99.3	86.2	100.0	91.5	0.0	91.2	96.1
Exiting Leg Total					839					8					289					544	1680
Heavy Vehicles	20	0	0	0	20	0	0	0	0	0	0	3	0	0	3	4	0	41	0	45	68
% Heavy Vehicles	3.7	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	13.8	0.0	8.5	0.0	8.8	3.9
Exiting Leg Total					44					0					4					20	68

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

7:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:30 AM	49	43	0	0	92	0	0	0	0	0	0	50	0	0	50	4	0	64	0	68	210
7:45 AM	66	37	2	0	105	0	0	0	0	0	0	53	3	0	56	4	2	78	0	84	245
8:00 AM	76	35	0	0	111	3	0	0	0	3	0	40	5	0	45	4	0	61	0	65	224
8:15 AM	89	43	0	0	132	0	0	0	0	0	0	47	2	0	49	5	0	75	0	80	261
Total Volume	280	158	2	0	440	3	0	0	0	3	0	190	10	0	200	17	2	278	0	297	940
% Approach Total	63.6	35.9	0.5	0.0		100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		5.7	0.7	93.6	0.0		
PHF	0.787	0.919	0.250	0.000	0.833	0.250	0.000	0.000	0.000	0.250	0.000	0.896	0.500	0.000	0.893	0.850	0.250	0.891	0.000	0.884	0.900
Cars	271	158	2	0	431	3	0	0	0	3	0	189	10	0	199	17	2	253	0	272	905
Cars %	96.8	100.0	100.0	0.0	98.0	100.0	0.0	0.0	0.0	100.0	0.0	99.5	100.0	0.0	99.5	100.0	100.0	91.0	0.0	91.6	96.3
Heavy Vehicles	9	0	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	25	0	25	35
Heavy Vehicles %	3.2	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	9.0	0.0	8.4	3.7
Cars Enter Leg	271	158	2	0	431	3	0	0	0	3	0	189	10	0	199	17	2	253	0	272	905
Heavy Enter Leg	9	0	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	25	0	25	35
Total Entering Leg	280	158	2	0	440	3	0	0	0	3	0	190	10	0	200	17	2	278	0	297	940
Cars Exiting Leg					445					4					175					281	905
Heavy Exiting Leg					26					0					0					9	35
Total Exiting Leg					471					4					175					290	940

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	53	25	0	0	78	0	0	0	0	0	0	50	1	0	51	1	0	37	0	38	167
7:15 AM	64	35	0	0	99	1	0	0	0	1	0	68	2	0	70	3	0	58	0	61	231
7:30 AM	47	43	0	0	90	0	0	0	0	0	0	50	0	0	50	4	0	63	0	67	207
7:45 AM	65	37	2	0	104	0	0	0	0	0	0	53	3	0	56	4	2	66	0	72	232
Total	229	140	2	0	371	1	0	0	0	1	0	221	6	0	227	12	2	224	0	238	837
8:00 AM	72	35	0	0	107	3	0	0	0	3	0	40	5	0	45	4	0	56	0	60	215
8:15 AM	87	43	0	0	130	0	0	0	0	0	0	46	2	0	48	5	0	68	0	73	251
8:30 AM	56	21	0	0	77	1	0	0	0	1	0	41	6	0	47	2	0	54	0	56	181
8:45 AM	76	25	0	0	101	0	0	0	0	0	4	46	5	0	55	2	0	38	0	40	196
Total	291	124	0	0	415	4	0	0	0	4	4	173	18	0	195	13	0	216	0	229	843
Grand Total	520	264	2	0	786	5	0	0	0	5	4	394	24	0	422	25	2	440	0	467	1680
Approach %	66.2	33.6	0.3	0.0		100.0	0.0	0.0	0.0		0.9	93.4	5.7	0.0		5.4	0.4	94.2	0.0		
Total %	31.0	15.7	0.1	0.0	46.8	0.3	0.0	0.0	0.0	0.3	0.2	23.5	1.4	0.0	25.1	1.5	0.1	26.2	0.0	27.8	
Exiting Leg Total					839					8					289					544	1680

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

7:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:30 AM	47	43	0	0	90	0	0	0	0	0	0	50	0	0	50	4	0	63	0	67	207
7:45 AM	65	37	2	0	104	0	0	0	0	0	0	53	3	0	56	4	2	66	0	72	232
8:00 AM	72	35	0	0	107	3	0	0	0	3	0	40	5	0	45	4	0	56	0	60	215
8:15 AM	87	43	0	0	130	0	0	0	0	0	0	46	2	0	48	5	0	68	0	73	251
Total Volume	271	158	2	0	431	3	0	0	0	3	0	189	10	0	199	17	2	253	0	272	905
% Approach Total	62.9	36.7	0.5	0.0		100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		6.3	0.7	93.0	0.0		
PHF	0.779	0.919	0.250	0.000	0.829	0.250	0.000	0.000	0.000	0.250	0.000	0.892	0.500	0.000	0.888	0.850	0.250	0.930	0.000	0.932	0.901
Entering Leg	271	158	2	0	431	3	0	0	0	3	0	189	10	0	199	17	2	253	0	272	905
Exiting Leg					445					4					175					281	905
Total					876					7					374					553	1810

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	6
7:15 AM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	10
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	13
Total	8	0	0	0	8	0	0	0	0	0	0	1	0	0	1	1	0	22	0	23	32
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	10
8:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	4	0	7	9
8:45 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	8
Total	12	0	0	0	12	0	0	0	0	0	0	2	0	0	2	3	0	19	0	22	36
Grand Total	20	0	0	0	20	0	0	0	0	0	0	3	0	0	3	4	0	41	0	45	68
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		8.9	0.0	91.1	0.0		
Total %	29.4	0.0	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	5.9	0.0	60.3	0.0	66.2	
Exiting Leg Total					44					0					4					20	68
Buses	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	8
% Buses	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	25.0	0.0	12.2	0.0	13.3	11.8
Exiting Leg Total					6					0					1					1	8
Single-Unit Trucks	18	0	0	0	18	0	0	0	0	0	0	1	0	0	1	3	0	33	0	36	55
% Single-Unit	90.0	0.0	0.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	75.0	0.0	80.5	0.0	80.0	80.9
Exiting Leg Total					34					0					3					18	55
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
% Articulated	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	7.3	0.0	6.7	7.4
Exiting Leg Total					4					0					0					1	5

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

7:45 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	13
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	10
8:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	4	0	7	9
Total Volume	9	0	0	0	9	0	0	0	0	0	0	1	0	0	1	3	0	28	0	31	41
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		9.7	0.0	90.3	0.0		
PHF	0.563	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.583	0.000	0.646	0.788
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
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	10.7	0.0	9.7	7.3
Single-Unit Trucks	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	23	0	26	35
Single-Unit %	100.0	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	100.0	0.0	82.1	0.0	83.9	85.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
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	7.1	0.0	6.5	7.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Single-Unit Trucks	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	23	0	26	35
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Total Entering Leg	9	0	0	0	9	0	0	0	0	0	0	1	0	0	1	3	0	28	0	31	41
Buses					3					0					0					0	3
Single-Unit Trucks					23					0					3					9	35
Articulated Trucks					3					0					0					0	3
Total Exiting Leg					29					0					3					9	41

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	43	24	0	0	67	0	0	0	0	0	0	40	1	0	41	1	0	33	0	34	142
7:15 AM	51	31	0	0	82	1	0	0	0	1	0	60	1	0	61	3	0	47	0	50	194
7:30 AM	35	39	0	0	74	0	0	0	0	0	0	46	0	0	46	3	0	57	0	60	180
7:45 AM	57	36	2	0	95	0	0	0	0	0	0	46	3	0	49	4	2	62	0	68	212
Total	186	130	2	0	318	1	0	0	0	1	0	192	5	0	197	11	2	199	0	212	728
8:00 AM	61	30	0	0	91	3	0	0	0	3	0	35	5	0	40	2	0	53	0	55	189
8:15 AM	80	39	0	0	119	0	0	0	0	0	0	39	1	0	40	5	0	66	0	71	230
8:30 AM	48	20	0	0	68	1	0	0	0	1	0	38	6	0	44	1	0	53	0	54	167
8:45 AM	64	19	0	0	83	0	0	0	0	0	4	38	5	0	47	1	0	36	0	37	167
Total	253	108	0	0	361	4	0	0	0	4	4	150	17	0	171	9	0	208	0	217	753
Grand Total	439	238	2	0	679	5	0	0	0	5	4	342	22	0	368	20	2	407	0	429	1481
Approach %	64.7	35.1	0.3	0.0		100.0	0.0	0.0	0.0		1.1	92.9	6.0	0.0		4.7	0.5	94.9	0.0		
Total %	29.6	16.1	0.1	0.0	45.8	0.3	0.0	0.0	0.0	0.3	0.3	23.1	1.5	0.0	24.8	1.4	0.1	27.5	0.0	29.0	
Exiting Leg Total					754					8					258					461	1481

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

7:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:30 AM	35	39	0	0	74	0	0	0	0	0	0	46	0	0	46	3	0	57	0	60	180
7:45 AM	57	36	2	0	95	0	0	0	0	0	0	46	3	0	49	4	2	62	0	68	212
8:00 AM	61	30	0	0	91	3	0	0	0	3	0	35	5	0	40	2	0	53	0	55	189
8:15 AM	80	39	0	0	119	0	0	0	0	0	0	39	1	0	40	5	0	66	0	71	230
Total Volume	233	144	2	0	379	3	0	0	0	3	0	166	9	0	175	14	2	238	0	254	811
% Approach Total	61.5	38.0	0.5	0.0		100.0	0.0	0.0	0.0		0.0	94.9	5.1	0.0		5.5	0.8	93.7	0.0		
PHF	0.728	0.923	0.250	0.000	0.796	0.250	0.000	0.000	0.000	0.250	0.000	0.902	0.450	0.000	0.893	0.700	0.250	0.902	0.000	0.894	0.882
Entering Leg	233	144	2	0	379	3	0	0	0	3	0	166	9	0	175	14	2	238	0	254	811
Exiting Leg					407					4					158					242	811
Total					786					7					333					496	1622

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	10	1	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	4	0	4	25
7:15 AM	13	4	0	0	17	0	0	0	0	0	0	8	1	0	9	0	0	11	0	11	37
7:30 AM	12	4	0	0	16	0	0	0	0	0	0	4	0	0	4	1	0	6	0	7	27
7:45 AM	8	1	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	20
Total	43	10	0	0	53	0	0	0	0	0	0	29	1	0	30	1	0	25	0	26	109
8:00 AM	11	5	0	0	16	0	0	0	0	0	0	5	0	0	5	2	0	3	0	5	26
8:15 AM	7	4	0	0	11	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	21
8:30 AM	8	1	0	0	9	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	14
8:45 AM	12	6	0	0	18	0	0	0	0	0	0	8	0	0	8	1	0	2	0	3	29
Total	38	16	0	0	54	0	0	0	0	0	0	23	1	0	24	4	0	8	0	12	90
Grand Total	81	26	0	0	107	0	0	0	0	0	0	52	2	0	54	5	0	33	0	38	199
Approach %	75.7	24.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.3	3.7	0.0		13.2	0.0	86.8	0.0		
Total %	40.7	13.1	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	26.1	1.0	0.0	27.1	2.5	0.0	16.6	0.0	19.1	
Exiting Leg Total					85					0					31					83	199

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

7:15 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:15 AM	13	4	0	0	17	0	0	0	0	0	0	8	1	0	9	0	0	11	0	11	37
7:30 AM	12	4	0	0	16	0	0	0	0	0	0	4	0	0	4	1	0	6	0	7	27
7:45 AM	8	1	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	20
8:00 AM	11	5	0	0	16	0	0	0	0	0	0	5	0	0	5	2	0	3	0	5	26
Total Volume	44	14	0	0	58	0	0	0	0	0	0	24	1	0	25	3	0	24	0	27	110
% Approach Total	75.9	24.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.0	4.0	0.0		11.1	0.0	88.9	0.0		
PHF	0.846	0.700	0.000	0.000	0.853	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.694	0.375	0.000	0.545	0.000	0.614	0.743
Entering Leg	44	14	0	0	58	0	0	0	0	0	0	24	1	0	25	3	0	24	0	27	110
Exiting Leg					48					0					17					45	110
Total					106					0					42					72	220

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
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	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	6
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	8
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	12.5	0.0	62.5	0.0	75.0	
Exiting Leg Total					6					0					1					1	8

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

7:00 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
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	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	6
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.375	0.000	0.500	0.375
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	6
Exiting Leg					4					0					1					1	6
Total					5					0					2					5	12

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
7:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	12
Total	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	24
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	8
8:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	3	0	6	8
8:45 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	8
Total	12	0	0	0	12	0	0	0	0	0	0	1	0	0	1	3	0	15	0	18	31
Grand Total	18	0	0	0	18	0	0	0	0	0	0	1	0	0	1	3	0	33	0	36	55
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		8.3	0.0	91.7	0.0		
Total %	32.7	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	5.5	0.0	60.0	0.0	65.5	
Exiting Leg Total					34					0					3					18	55

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

7:45 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	12
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	8
8:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	3	0	6	8
Total Volume	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	23	0	26	35
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		11.5	0.0	88.5	0.0		
PHF	0.563	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.523	0.000	0.591	0.729
Entering Leg	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	23	0	26	35
Exiting Leg					23					0					3					9	35
Total					32					0					3					35	70

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	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	0	0	0	0	0	0	1	0	1	1
7:30 AM	1	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Grand Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
Approach %	100.0	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	0.0		
Total %	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	60.0	0.0	60.0	
Exiting Leg Total					4					0					0					1	5

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

7:15 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	1	0	0	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
% Approach Total	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	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	0.375	0.000	0.375	0.500
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
Exiting Leg					3					0					0					1	4
Total					4					0					0					4	8

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	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	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	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **196792 E**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	2	2	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	6
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	1	8	9	0	0	0	0	0	6	6	15
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	8	9	0	0	0	0	0	6	6	15
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	11.1	88.9		0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.67	53.3	60	0	0	0	0	0	40	40	
Exiting Leg Total							0							0							9							6	15

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

7:00 AM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	2	2	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	6
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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	9	0	0	0	0	0	6	6	15
% 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	11.1	88.9		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.333	0.321	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	9	0	0	0	0	0	6	6	15
Exiting Leg							0							0							9							6	15
Total							0							0							18							12	30

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	96	43	0	0	139	1	0	0	0	1	0	54	5	0	59	3	0	50	0	53	252
4:15 PM	92	42	0	0	134	0	0	0	0	0	0	61	11	0	72	6	0	57	0	63	269
4:30 PM	98	45	0	0	143	0	0	0	0	0	0	48	5	0	53	7	0	61	0	68	264
4:45 PM	111	54	0	0	165	0	0	0	0	0	1	47	8	0	56	6	2	55	0	63	284
Total	397	184	0	0	581	1	0	0	0	1	1	210	29	0	240	22	2	223	0	247	1069
5:00 PM	117	40	0	0	157	1	0	0	0	1	0	79	7	0	86	6	0	43	0	49	293
5:15 PM	106	57	1	0	164	3	0	0	0	3	2	53	9	0	64	2	0	48	0	50	281
5:30 PM	121	45	1	0	167	1	0	0	0	1	0	61	6	0	67	4	0	37	0	41	276
5:45 PM	114	45	0	0	159	1	0	0	0	1	0	50	7	0	57	4	0	35	0	39	256
Total	458	187	2	0	647	6	0	0	0	6	2	243	29	0	274	16	0	163	0	179	1106
Grand Total	855	371	2	0	1228	7	0	0	0	7	3	453	58	0	514	38	2	386	0	426	2175
Approach %	69.6	30.2	0.2	0.0		100.0	0.0	0.0	0.0		0.6	88.1	11.3	0.0		8.9	0.5	90.6	0.0		
Total %	39.3	17.1	0.1	0.0	56.5	0.3	0.0	0.0	0.0	0.3	0.1	20.8	2.7	0.0	23.6	1.7	0.1	17.7	0.0	19.6	
Exiting Leg Total					846					7					409					913	2175
Cars	850	370	2	0	1222	7	0	0	0	7	3	442	57	0	502	38	2	377	0	417	2148
% Cars	99.4	99.7	100.0	0.0	99.5	100.0	0.0	0.0	0.0	100.0	100.0	97.6	98.3	0.0	97.7	100.0	100.0	97.7	0.0	97.9	98.8
Exiting Leg Total					826					7					408					907	2148
Heavy Vehicles	5	1	0	0	6	0	0	0	0	0	0	11	1	0	12	0	0	9	0	9	27
% Heavy Vehicles	0.6	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.7	0.0	2.3	0.0	0.0	2.3	0.0	2.1	1.2
Exiting Leg Total					20					0					1					6	27

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

4:45 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:45 PM	111	54	0	0	165	0	0	0	0	0	1	47	8	0	56	6	2	55	0	63	284
5:00 PM	117	40	0	0	157	1	0	0	0	1	0	79	7	0	86	6	0	43	0	49	293
5:15 PM	106	57	1	0	164	3	0	0	0	3	2	53	9	0	64	2	0	48	0	50	281
5:30 PM	121	45	1	0	167	1	0	0	0	1	0	61	6	0	67	4	0	37	0	41	276
Total Volume	455	196	2	0	653	5	0	0	0	5	3	240	30	0	273	18	2	183	0	203	1134
% Approach Total	69.7	30.0	0.3	0.0		100.0	0.0	0.0	0.0		1.1	87.9	11.0	0.0		8.9	1.0	90.1	0.0		
PHF	0.940	0.860	0.500	0.000	0.978	0.417	0.000	0.000	0.000	0.417	0.375	0.759	0.833	0.000	0.794	0.750	0.250	0.832	0.000	0.806	0.968
Cars	453	195	2	0	650	5	0	0	0	5	3	237	29	0	269	18	2	180	0	200	1124
Cars %	99.6	99.5	100.0	0.0	99.5	100.0	0.0	0.0	0.0	100.0	100.0	98.8	96.7	0.0	98.5	100.0	100.0	98.4	0.0	98.5	99.1
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	10
Heavy Vehicles %	0.4	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	3.3	0.0	1.5	0.0	0.0	1.6	0.0	1.5	0.9
Cars Enter Leg	453	195	2	0	650	5	0	0	0	5	3	237	29	0	269	18	2	180	0	200	1124
Heavy Enter Leg	2	1	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	10
Total Entering Leg	455	196	2	0	653	5	0	0	0	5	3	240	30	0	273	18	2	183	0	203	1134
Cars Exiting Leg					422					7					213					482	1124
Heavy Exiting Leg					6					0					1					3	10
Total Exiting Leg					428					7					214					485	1134

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	96	43	0	0	139	1	0	0	0	1	0	51	5	0	56	3	0	47	0	50	246
4:15 PM	92	42	0	0	134	0	0	0	0	0	0	58	11	0	69	6	0	56	0	62	265
4:30 PM	96	45	0	0	141	0	0	0	0	0	0	47	5	0	52	7	0	60	0	67	260
4:45 PM	110	54	0	0	164	0	0	0	0	0	1	46	8	0	55	6	2	54	0	62	281
Total	394	184	0	0	578	1	0	0	0	1	1	202	29	0	232	22	2	217	0	241	1052
5:00 PM	117	40	0	0	157	1	0	0	0	1	0	79	6	0	85	6	0	43	0	49	292
5:15 PM	105	57	1	0	163	3	0	0	0	3	2	51	9	0	62	2	0	47	0	49	277
5:30 PM	121	44	1	0	166	1	0	0	0	1	0	61	6	0	67	4	0	36	0	40	274
5:45 PM	113	45	0	0	158	1	0	0	0	1	0	49	7	0	56	4	0	34	0	38	253
Total	456	186	2	0	644	6	0	0	0	6	2	240	28	0	270	16	0	160	0	176	1096
Grand Total	850	370	2	0	1222	7	0	0	0	7	3	442	57	0	502	38	2	377	0	417	2148
Approach %	69.6	30.3	0.2	0.0		100.0	0.0	0.0	0.0		0.6	88.0	11.4	0.0		9.1	0.5	90.4	0.0		
Total %	39.6	17.2	0.1	0.0	56.9	0.3	0.0	0.0	0.0	0.3	0.1	20.6	2.7	0.0	23.4	1.8	0.1	17.6	0.0	19.4	
Exiting Leg Total					826					7					408					907	2148

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

4:45 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:45 PM	110	54	0	0	164	0	0	0	0	0	1	46	8	0	55	6	2	54	0	62	281
5:00 PM	117	40	0	0	157	1	0	0	0	1	0	79	6	0	85	6	0	43	0	49	292
5:15 PM	105	57	1	0	163	3	0	0	0	3	2	51	9	0	62	2	0	47	0	49	277
5:30 PM	121	44	1	0	166	1	0	0	0	1	0	61	6	0	67	4	0	36	0	40	274
Total Volume	453	195	2	0	650	5	0	0	0	5	3	237	29	0	269	18	2	180	0	200	1124
% Approach Total	69.7	30.0	0.3	0.0		100.0	0.0	0.0	0.0		1.1	88.1	10.8	0.0		9.0	1.0	90.0	0.0		
PHF	0.936	0.855	0.500	0.000	0.979	0.417	0.000	0.000	0.000	0.417	0.375	0.750	0.806	0.000	0.791	0.750	0.250	0.833	0.000	0.806	0.962
Entering Leg	453	195	2	0	650	5	0	0	0	5	3	237	29	0	269	18	2	180	0	200	1124
Exiting Leg					422					7					213					482	1124
Total					1072					12					482					682	2248

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	6	0	6	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total	2	1	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	10
Grand Total	5	1	0	0	6	0	0	0	0	0	0	11	1	0	12	0	0	9	0	9	27
Approach %	83.3	16.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		0.0	0.0	100.0	0.0		
Total %	18.5	3.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	40.7	3.7	0.0	44.4	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					20					0					1					6	27
Buses	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
% Buses	40.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.3	0.0	0.0	22.2	0.0	22.2	18.5
Exiting Leg Total					3					0					0					2	5
Single-Unit Trucks	2	1	0	0	3	0	0	0	0	0	0	10	1	0	11	0	0	6	0	6	20
% Single-Unit	40.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	100.0	0.0	91.7	0.0	0.0	66.7	0.0	66.7	74.1
Exiting Leg Total					16					0					1					3	20
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Articulated	20.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	7.4
Exiting Leg Total					1					0					0					1	2

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

4:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total Volume	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	6	0	6	17
% Approach Total	100.0	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	0.0		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.500	0.000	0.500	0.708
Buses	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
Buses %	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	33.3	0.0	33.3	23.5
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	13
Single-Unit %	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	87.5	0.0	0.0	66.7	0.0	66.7	76.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	6	0	6	17
Buses					3					0					0					1	4
Single-Unit Trucks					11					0					0					2	13
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					14					0					0					3	17

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	93	40	0	0	133	1	0	0	0	1	0	42	5	0	47	2	0	36	0	38	219
4:15 PM	80	38	0	0	118	0	0	0	0	0	0	47	10	0	57	4	0	39	0	43	218
4:30 PM	87	40	0	0	127	0	0	0	0	0	0	42	5	0	47	6	0	53	0	59	233
4:45 PM	101	48	0	0	149	0	0	0	0	0	1	42	7	0	50	6	2	44	0	52	251
Total	361	166	0	0	527	1	0	0	0	1	1	173	27	0	201	18	2	172	0	192	921
5:00 PM	106	35	0	0	141	1	0	0	0	1	0	70	5	0	75	5	0	37	0	42	259
5:15 PM	94	54	1	0	149	3	0	0	0	3	2	49	8	0	59	1	0	44	0	45	256
5:30 PM	107	42	1	0	150	1	0	0	0	1	0	56	6	0	62	3	0	34	0	37	250
5:45 PM	99	41	0	0	140	1	0	0	0	1	0	41	6	0	47	4	0	28	0	32	220
Total	406	172	2	0	580	6	0	0	0	6	2	216	25	0	243	13	0	143	0	156	985
Grand Total	767	338	2	0	1107	7	0	0	0	7	3	389	52	0	444	31	2	315	0	348	1906
Approach %	69.3	30.5	0.2	0.0		100.0	0.0	0.0	0.0		0.7	87.6	11.7	0.0		8.9	0.6	90.5	0.0		
Total %	40.2	17.7	0.1	0.0	58.1	0.4	0.0	0.0	0.0	0.4	0.2	20.4	2.7	0.0	23.3	1.6	0.1	16.5	0.0	18.3	
Exiting Leg Total					711					7					369					819	1906

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

4:45 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:45 PM	101	48	0	0	149	0	0	0	0	0	1	42	7	0	50	6	2	44	0	52	251
5:00 PM	106	35	0	0	141	1	0	0	0	1	0	70	5	0	75	5	0	37	0	42	259
5:15 PM	94	54	1	0	149	3	0	0	0	3	2	49	8	0	59	1	0	44	0	45	256
5:30 PM	107	42	1	0	150	1	0	0	0	1	0	56	6	0	62	3	0	34	0	37	250
Total Volume	408	179	2	0	589	5	0	0	0	5	3	217	26	0	246	15	2	159	0	176	1016
% Approach Total	69.3	30.4	0.3	0.0		100.0	0.0	0.0	0.0		1.2	88.2	10.6	0.0		8.5	1.1	90.3	0.0		
PHF	0.953	0.829	0.500	0.000	0.982	0.417	0.000	0.000	0.000	0.417	0.375	0.775	0.813	0.000	0.820	0.625	0.250	0.903	0.000	0.846	0.981
Entering Leg	408	179	2	0	589	5	0	0	0	5	3	217	26	0	246	15	2	159	0	176	1016
Exiting Leg					381					7					194					434	1016
Total					970					12					440					610	2032

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	3	3	0	0	6	0	0	0	0	0	0	9	0	0	9	1	0	11	0	12	27
4:15 PM	12	4	0	0	16	0	0	0	0	0	0	10	1	0	11	2	0	17	0	19	46
4:30 PM	9	5	0	0	14	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8	27
4:45 PM	9	6	0	0	15	0	0	0	0	0	0	4	1	0	5	0	0	10	0	10	30
Total	33	18	0	0	51	0	0	0	0	0	0	28	2	0	30	4	0	45	0	49	130
5:00 PM	11	5	0	0	16	0	0	0	0	0	0	9	1	0	10	1	0	6	0	7	33
5:15 PM	11	3	0	0	14	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	21
5:30 PM	14	2	0	0	16	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	24
5:45 PM	14	4	0	0	18	0	0	0	0	0	0	8	0	0	8	0	0	6	0	6	32
Total	50	14	0	0	64	0	0	0	0	0	0	24	2	0	26	3	0	17	0	20	110
Grand Total	83	32	0	0	115	0	0	0	0	0	0	52	4	0	56	7	0	62	0	69	240
Approach %	72.2	27.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.9	7.1	0.0		10.1	0.0	89.9	0.0		
Total %	34.6	13.3	0.0	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	21.7	1.7	0.0	23.3	2.9	0.0	25.8	0.0	28.8	
Exiting Leg Total					114					0					39					87	240

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

4:15 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:15 PM	12	4	0	0	16	0	0	0	0	0	0	10	1	0	11	2	0	17	0	19	46
4:30 PM	9	5	0	0	14	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8	27
4:45 PM	9	6	0	0	15	0	0	0	0	0	0	4	1	0	5	0	0	10	0	10	30
5:00 PM	11	5	0	0	16	0	0	0	0	0	0	9	1	0	10	1	0	6	0	7	33
Total Volume	41	20	0	0	61	0	0	0	0	0	0	28	3	0	31	4	0	40	0	44	136
% Approach Total	67.2	32.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.3	9.7	0.0		9.1	0.0	90.9	0.0		
PHF	0.854	0.833	0.000	0.000	0.953	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.750	0.000	0.705	0.500	0.000	0.588	0.000	0.579	0.739
Entering Leg	41	20	0	0	61	0	0	0	0	0	0	28	3	0	31	4	0	40	0	44	136
Exiting Leg					68					0					24					44	136
Total					129					0					55					88	272

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
Approach %	100.0	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	0.0		
Total %	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	40.0	0.0	40.0	
Exiting Leg Total					3					0					0					2	5

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

4:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
% Approach Total	100.0	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	0.0		
PHF	0.250	0.000	0.000	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	0.250	0.000	0.250	0.333
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
Exiting Leg					3					0					0					1	4
Total					4					0					1					3	8

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total	2	0	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	7
Grand Total	2	1	0	0	3	0	0	0	0	0	0	10	1	0	11	0	0	6	0	6	20
Approach %	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	100.0	0.0		
Total %	10.0	5.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	5.0	0.0	55.0	0.0	0.0	30.0	0.0	30.0	
Exiting Leg Total					16					0					1					3	20

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

4:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total Volume	2	0	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	13
% Approach Total	100.0	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	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	1.000	0.000	1.000	0.813
Entering Leg	2	0	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	13
Exiting Leg					11					0					0					2	13
Total					13					0					7					6	26

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	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	1	0	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Approach %	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	100.0	0.0		
Total %	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total					1					0					0					1	2

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

5:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
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	1	0	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Approach Total	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	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	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	0.250	0.000	0.250	0.500
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Exiting Leg					1					0					0					1	2
Total					2					0					0					2	4

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
Grand Total	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
Approach %	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	66.7	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							0							4	6

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

5:00 PM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
% Approach Total	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.333	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
Exiting Leg							2							0							0							4	6
Total							6							0							2							4	12

PDI File #: **196792 EE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 14, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:00 PM	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
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	6	0	6	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	1	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	5	0	5	12
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14	0	0	0	0	8	1	9	23
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3	22	0	0	0	0	8	1	9	31
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	86.4	13.6		0	0	0	0	88.9	11.1		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61.3	9.68	71	0	0	0	0	25.8	3.23	29	
Exiting Leg Total							0							0							22							9	31

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

5:00 PM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	1	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	5	0	5	12
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14	0	0	0	0	8	1	9	23
% 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	85.7	14.3		0.0	0.0	0.0	0.0	88.9	11.1		
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	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.400	0.250	0.450	0.479
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14	0	0	0	0	8	1	9	23
Exiting Leg							0							0							14							9	23
Total							0							0							28							18	46

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	49	29	0	0	78	0	2	0	0	2	1	48	5	0	54	0	0	27	0	27	161
11:15 AM	60	38	0	0	98	0	0	0	0	0	0	38	3	0	41	2	0	39	0	41	180
11:30 AM	70	31	1	0	102	0	0	0	0	0	2	47	4	0	53	1	0	43	0	44	199
11:45 AM	60	30	1	0	91	2	0	0	0	2	1	39	2	0	42	2	0	32	0	34	169
Total	239	128	2	0	369	2	2	0	0	4	4	172	14	0	190	5	0	141	0	146	709
12:00 PM	79	29	0	0	108	1	0	0	0	1	1	34	5	0	40	1	0	49	0	50	199
12:15 PM	85	42	0	0	127	0	0	0	0	0	0	42	4	0	46	2	0	33	0	35	208
12:30 PM	86	36	0	0	122	0	0	0	0	0	0	41	6	0	47	4	0	30	0	34	203
12:45 PM	64	30	0	0	94	0	0	0	0	0	0	36	4	0	40	1	0	31	0	32	166
Total	314	137	0	0	451	1	0	0	0	1	1	153	19	0	173	8	0	143	0	151	776
Grand Total	553	265	2	0	820	3	2	0	0	5	5	325	33	0	363	13	0	284	0	297	1485
Approach %	67.4	32.3	0.2	0.0		60.0	40.0	0.0	0.0		1.4	89.5	9.1	0.0		4.4	0.0	95.6	0.0		
Total %	37.2	17.8	0.1	0.0	55.2	0.2	0.1	0.0	0.0	0.3	0.3	21.9	2.2	0.0	24.4	0.9	0.0	19.1	0.0	20.0	
Exiting Leg Total					612					7					278					588	1485
Cars	550	265	2	0	817	3	2	0	0	5	5	320	33	0	358	12	0	277	0	289	1469
% Cars	99.5	100.0	100.0	0.0	99.6	100.0	100.0	0.0	0.0	100.0	100.0	98.5	100.0	0.0	98.6	92.3	0.0	97.5	0.0	97.3	98.9
Exiting Leg Total					600					7					277					585	1469
Heavy Vehicles	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8	16
% Heavy Vehicles	0.5	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	7.7	0.0	2.5	0.0	2.7	1.1
Exiting Leg Total					12					0					1					3	16

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:45 AM	60	30	1	0	91	2	0	0	0	2	1	39	2	0	42	2	0	32	0	34	169
12:00 PM	79	29	0	0	108	1	0	0	0	1	1	34	5	0	40	1	0	49	0	50	199
12:15 PM	85	42	0	0	127	0	0	0	0	0	0	42	4	0	46	2	0	33	0	35	208
12:30 PM	86	36	0	0	122	0	0	0	0	0	0	41	6	0	47	4	0	30	0	34	203
Total Volume	310	137	1	0	448	3	0	0	0	3	2	156	17	0	175	9	0	144	0	153	779
% Approach Total	69.2	30.6	0.2	0.0		100.0	0.0	0.0	0.0		1.1	89.1	9.7	0.0		5.9	0.0	94.1	0.0		
PHF	0.901	0.815	0.250	0.000	0.882	0.375	0.000	0.000	0.000	0.375	0.500	0.929	0.708	0.000	0.931	0.563	0.000	0.735	0.000	0.765	0.936
Cars	309	137	1	0	447	3	0	0	0	3	2	153	17	0	172	8	0	139	0	147	769
Cars %	99.7	100.0	100.0	0.0	99.8	100.0	0.0	0.0	0.0	100.0	100.0	98.1	100.0	0.0	98.3	88.9	0.0	96.5	0.0	96.1	98.7
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	5	0	6	10
Heavy Vehicles %	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	11.1	0.0	3.5	0.0	3.9	1.3
Cars Enter Leg	309	137	1	0	447	3	0	0	0	3	2	153	17	0	172	8	0	139	0	147	769
Heavy Enter Leg	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	5	0	6	10
Total Entering Leg	310	137	1	0	448	3	0	0	0	3	2	156	17	0	175	9	0	144	0	153	779
Cars Exiting Leg					295					3					145					326	769
Heavy Exiting Leg					8					0					1					1	10
Total Exiting Leg					303					3					146					327	779

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	48	29	0	0	77	0	2	0	0	2	1	47	5	0	53	0	0	27	0	27	159
11:15 AM	60	38	0	0	98	0	0	0	0	0	0	38	3	0	41	2	0	38	0	40	179
11:30 AM	69	31	1	0	101	0	0	0	0	0	2	46	4	0	52	1	0	43	0	44	197
11:45 AM	59	30	1	0	90	2	0	0	0	2	1	39	2	0	42	1	0	29	0	30	164
Total	236	128	2	0	366	2	2	0	0	4	4	170	14	0	188	4	0	137	0	141	699
12:00 PM	79	29	0	0	108	1	0	0	0	1	1	33	5	0	39	1	0	49	0	50	198
12:15 PM	85	42	0	0	127	0	0	0	0	0	0	41	4	0	45	2	0	31	0	33	205
12:30 PM	86	36	0	0	122	0	0	0	0	0	0	40	6	0	46	4	0	30	0	34	202
12:45 PM	64	30	0	0	94	0	0	0	0	0	0	36	4	0	40	1	0	30	0	31	165
Total	314	137	0	0	451	1	0	0	0	1	1	150	19	0	170	8	0	140	0	148	770
Grand Total	550	265	2	0	817	3	2	0	0	5	5	320	33	0	358	12	0	277	0	289	1469
Approach %	67.3	32.4	0.2	0.0		60.0	40.0	0.0	0.0		1.4	89.4	9.2	0.0		4.2	0.0	95.8	0.0		
Total %	37.4	18.0	0.1	0.0	55.6	0.2	0.1	0.0	0.0	0.3	0.3	21.8	2.2	0.0	24.4	0.8	0.0	18.9	0.0	19.7	
Exiting Leg Total					600					7					277					585	1469

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
12:00 PM	79	29	0	0	108	1	0	0	0	1	1	33	5	0	39	1	0	49	0	50	198
12:15 PM	85	42	0	0	127	0	0	0	0	0	0	41	4	0	45	2	0	31	0	33	205
12:30 PM	86	36	0	0	122	0	0	0	0	0	0	40	6	0	46	4	0	30	0	34	202
12:45 PM	64	30	0	0	94	0	0	0	0	0	0	36	4	0	40	1	0	30	0	31	165
Total Volume	314	137	0	0	451	1	0	0	0	1	1	150	19	0	170	8	0	140	0	148	770
% Approach Total	69.6	30.4	0.0	0.0		100.0	0.0	0.0	0.0		0.6	88.2	11.2	0.0		5.4	0.0	94.6	0.0		
PHF	0.913	0.815	0.000	0.000	0.888	0.250	0.000	0.000	0.000	0.250	0.250	0.915	0.792	0.000	0.924	0.500	0.000	0.714	0.000	0.740	0.939
Entering Leg	314	137	0	0	451	1	0	0	0	1	1	150	19	0	170	8	0	140	0	148	770
Exiting Leg					291					1					145					333	770
Total					742					2					315					481	1540

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	5
Total	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	6
Grand Total	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8	16
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		12.5	0.0	87.5	0.0		
Total %	18.8	0.0	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	31.3	6.3	0.0	43.8	0.0	50.0	
Exiting Leg Total					12					0					1					3	16
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 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	14.3	0.0	12.5	6.3
Exiting Leg Total					1					0					0					0	1
Single-Unit Trucks	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	6	0	7	15
% Single-Unit	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	85.7	0.0	87.5	93.8
Exiting Leg Total					11					0					1					3	15
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Total Volume	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	5	0	6	11
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		16.7	0.0	83.3	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.250	0.000	0.417	0.000	0.375	0.550
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	20.0	0.0	16.7	9.1
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	4	0	5	10
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	80.0	0.0	83.3	90.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1	0	1	1
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	4	0	5	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	5	0	6	11
Buses					1					0					0					0	1
Single-Unit Trucks					7					0					1					2	10
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					8					0					1					2	11

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	44	26	0	0	70	0	2	0	0	2	1	45	5	0	51	0	0	25	0	25	148
11:15 AM	51	34	0	0	85	0	0	0	0	0	0	32	3	0	35	2	0	33	0	35	155
11:30 AM	66	27	1	0	94	0	0	0	0	0	2	43	4	0	49	0	0	40	0	40	183
11:45 AM	55	27	1	0	83	2	0	0	0	2	1	34	2	0	37	0	0	26	0	26	148
Total	216	114	2	0	332	2	2	0	0	4	4	154	14	0	172	2	0	124	0	126	634
12:00 PM	73	28	0	0	101	1	0	0	0	1	1	29	4	0	34	1	0	41	0	42	178
12:15 PM	80	40	0	0	120	0	0	0	0	0	0	37	4	0	41	1	0	27	0	28	189
12:30 PM	78	33	0	0	111	0	0	0	0	0	0	36	6	0	42	3	0	26	0	29	182
12:45 PM	53	26	0	0	79	0	0	0	0	0	0	30	4	0	34	1	0	26	0	27	140
Total	284	127	0	0	411	1	0	0	0	1	1	132	18	0	151	6	0	120	0	126	689
Grand Total	500	241	2	0	743	3	2	0	0	5	5	286	32	0	323	8	0	244	0	252	1323
Approach %	67.3	32.4	0.3	0.0		60.0	40.0	0.0	0.0		1.5	88.5	9.9	0.0		3.2	0.0	96.8	0.0		
Total %	37.8	18.2	0.2	0.0	56.2	0.2	0.2	0.0	0.0	0.4	0.4	21.6	2.4	0.0	24.4	0.6	0.0	18.4	0.0	19.0	
Exiting Leg Total					533					7					249					534	1323

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:30 AM	66	27	1	0	94	0	0	0	0	0	2	43	4	0	49	0	0	40	0	40	183
11:45 AM	55	27	1	0	83	2	0	0	0	2	1	34	2	0	37	0	0	26	0	26	148
12:00 PM	73	28	0	0	101	1	0	0	0	1	1	29	4	0	34	1	0	41	0	42	178
12:15 PM	80	40	0	0	120	0	0	0	0	0	0	37	4	0	41	1	0	27	0	28	189
Total Volume	274	122	2	0	398	3	0	0	0	3	4	143	14	0	161	2	0	134	0	136	698
% Approach Total	68.8	30.7	0.5	0.0		100.0	0.0	0.0	0.0		2.5	88.8	8.7	0.0		1.5	0.0	98.5	0.0		
PHF	0.856	0.763	0.500	0.000	0.829	0.375	0.000	0.000	0.000	0.375	0.500	0.831	0.875	0.000	0.821	0.500	0.000	0.817	0.000	0.810	0.923
Entering Leg	274	122	2	0	398	3	0	0	0	3	4	143	14	0	161	2	0	134	0	136	698
Exiting Leg					280					6					124					288	698
Total					678					9					285					424	1396

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	4	3	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	11
11:15 AM	9	4	0	0	13	0	0	0	0	0	0	6	0	0	6	0	0	5	0	5	24
11:30 AM	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	1	0	3	0	4	14
11:45 AM	4	3	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	3	0	4	16
Total	20	14	0	0	34	0	0	0	0	0	0	16	0	0	16	2	0	13	0	15	65
12:00 PM	6	1	0	0	7	0	0	0	0	0	0	4	1	0	5	0	0	8	0	8	20
12:15 PM	5	2	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	3	0	4	15
12:30 PM	8	3	0	0	11	0	0	0	0	0	0	4	0	0	4	1	0	4	0	5	20
12:45 PM	11	4	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	25
Total	30	10	0	0	40	0	0	0	0	0	0	18	1	0	19	2	0	19	0	21	80
Grand Total	50	24	0	0	74	0	0	0	0	0	0	34	1	0	35	4	0	32	0	36	145
Approach %	67.6	32.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.1	2.9	0.0		11.1	0.0	88.9	0.0		
Total %	34.5	16.6	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0.7	0.0	24.1	2.8	0.0	22.1	0.0	24.8	
Exiting Leg Total					66					0					28					51	145

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
12:00 PM	6	1	0	0	7	0	0	0	0	0	0	4	1	0	5	0	0	8	0	8	20
12:15 PM	5	2	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	3	0	4	15
12:30 PM	8	3	0	0	11	0	0	0	0	0	0	4	0	0	4	1	0	4	0	5	20
12:45 PM	11	4	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	25
Total Volume	30	10	0	0	40	0	0	0	0	0	0	18	1	0	19	2	0	19	0	21	80
% Approach Total	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	94.7	5.3	0.0		9.5	0.0	90.5	0.0		
PHF	0.682	0.625	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.792	0.500	0.000	0.594	0.000	0.656	0.800
Entering Leg	30	10	0	0	40	0	0	0	0	0	0	18	1	0	19	2	0	19	0	21	80
Exiting Leg					37					0					12					31	80
Total					77					0					31					52	160

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	100.0	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	100.0	0.0	100.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	100.0	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	0.250	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	1	0	1	1
Exiting Leg					1					0					0					0	1
Total					1					0					0					1	2

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	5
Total	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
Grand Total	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	6	0	7	15
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		14.3	0.0	85.7	0.0		
Total %	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	6.7	0.0	40.0	0.0	46.7	
Exiting Leg Total					11					0					1					3	15

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	5
Total Volume	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	10
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.333	0.000	0.313	0.500
Entering Leg	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	10
Exiting Leg					6					0					1					3	10
Total					9					0					3					8	20

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	River Street					Station Parking					Pleasant Street					River Street					
	from North					from Northeast					from East					from South					
	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	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	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							1	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	100.0	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	0.250	0.000	0.000	0.000	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	1	0	0	0	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							0							1	1
Total							0							0							1							1	2

PDI File #: **196792 EEE**
Location: **N: River Street S: River Street NE: Station Parking**
Location: **E: Pleasant Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 16, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	1	2	3	7
12:00 PM	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
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
12:30 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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	2	5	0	0	0	0	1	2	3	11
Approach %	0	0	0	0	0	0		0	0	0	0	66.7	33.3		0	0	0	0	60	40		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	0	0	0	0	0	0	0	18.2	9.09	27.3	0	0	0	0	27.3	18.2	45.5	0	0	0	0	9.09	18.2	27.3	
Exiting Leg Total							0							3							5							3	11

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	River Street							Station Parking							Pleasant Street							River Street							
	from North							from Northeast							from East							from South							
	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	1	2	3	9
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.563
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	1	2	3	9
Exiting Leg							0							3							3							3	9
Total							0							6							6							6	18

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	16	67	5	0	88	0	0	0	0	0	1	67	20	1	89	14	21	11	0	46	223
7:15 AM	20	75	2	0	97	0	0	0	0	0	2	96	23	0	121	11	31	15	0	57	275
7:30 AM	27	111	0	0	138	0	0	0	0	0	4	108	24	0	136	7	19	20	0	46	320
7:45 AM	24	95	4	0	123	0	0	0	0	0	3	125	26	0	154	20	32	34	0	86	363
Total	87	348	11	0	446	0	0	0	0	0	10	396	93	1	500	52	103	80	0	235	1181
8:00 AM	24	86	3	0	113	0	0	0	0	0	2	87	17	0	106	14	37	18	0	69	288
8:15 AM	22	100	9	0	131	0	0	0	0	0	5	96	30	0	131	19	30	12	0	61	323
8:30 AM	24	106	2	0	132	0	0	0	0	0	2	105	28	0	135	8	42	15	0	65	332
8:45 AM	16	108	0	0	124	0	0	0	0	0	3	103	21	0	127	15	46	14	0	75	326
Total	86	400	14	0	500	0	0	0	0	0	12	391	96	0	499	56	155	59	0	270	1269
Grand Total	173	748	25	0	946	0	0	0	0	0	22	787	189	1	999	108	258	139	0	505	2450
Approach %	18.3	79.1	2.6	0.0		0.0	0.0	0.0	0.0		2.2	78.8	18.9	0.1		21.4	51.1	27.5	0.0		
Total %	7.1	30.5	1.0	0.0	38.6	0.0	0.0	0.0	0.0	0.0	0.9	32.1	7.7	0.0	40.8	4.4	10.5	5.7	0.0	20.6	
Exiting Leg Total					926					305					857					362	2450
Cars	165	721	24	0	910	0	0	0	0	0	19	756	184	1	960	104	248	138	0	490	2360
% Cars	95.4	96.4	96.0	0.0	96.2	0.0	0.0	0.0	0.0	0.0	86.4	96.1	97.4	100.0	96.1	96.3	96.1	99.3	0.0	97.0	96.3
Exiting Leg Total					894					291					826					349	2360
Heavy Vehicles	8	27	1	0	36	0	0	0	0	0	3	31	5	0	39	4	10	1	0	15	90
% Heavy Vehicles	4.6	3.6	4.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	13.6	3.9	2.6	0.0	3.9	3.7	3.9	0.7	0.0	3.0	3.7
Exiting Leg Total					32					14					31					13	90

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

7:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	24	95	4	0	123	0	0	0	0	0	3	125	26	0	154	20	32	34	0	86	363
8:00 AM	24	86	3	0	113	0	0	0	0	0	2	87	17	0	106	14	37	18	0	69	288
8:15 AM	22	100	9	0	131	0	0	0	0	0	5	96	30	0	131	19	30	12	0	61	323
8:30 AM	24	106	2	0	132	0	0	0	0	0	2	105	28	0	135	8	42	15	0	65	332
Total Volume	94	387	18	0	499	0	0	0	0	0	12	413	101	0	526	61	141	79	0	281	1306
% Approach Total	18.8	77.6	3.6	0.0		0.0	0.0	0.0	0.0		2.3	78.5	19.2	0.0		21.7	50.2	28.1	0.0		
PHF	0.979	0.913	0.500	0.000	0.945	0.000	0.000	0.000	0.000	0.000	0.600	0.826	0.842	0.000	0.854	0.763	0.839	0.581	0.000	0.817	0.899
Cars	90	375	17	0	482	0	0	0	0	0	10	402	100	0	512	59	135	78	0	272	1266
Cars %	95.7	96.9	94.4	0.0	96.6	0.0	0.0	0.0	0.0	0.0	83.3	97.3	99.0	0.0	97.3	96.7	95.7	98.7	0.0	96.8	96.9
Heavy Vehicles	4	12	1	0	17	0	0	0	0	0	2	11	1	0	14	2	6	1	0	9	40
Heavy Vehicles %	4.3	3.1	5.6	0.0	3.4	0.0	0.0	0.0	0.0	0.0	16.7	2.7	1.0	0.0	2.7	3.3	4.3	1.3	0.0	3.2	3.1
Cars Enter Leg	90	375	17	0	482	0	0	0	0	0	10	402	100	0	512	59	135	78	0	272	1266
Heavy Enter Leg	4	12	1	0	17	0	0	0	0	0	2	11	1	0	14	2	6	1	0	9	40
Total Entering Leg	94	387	18	0	499	0	0	0	0	0	12	413	101	0	526	61	141	79	0	281	1306
Cars Exiting Leg					480					162					434					190	1266
Heavy Exiting Leg					12					9					14					5	40
Total Exiting Leg					492					171					448					195	1306

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	16	63	5	0	84	0	0	0	0	0	1	63	20	1	85	14	21	11	0	46	215
7:15 AM	20	71	2	0	93	0	0	0	0	0	1	90	20	0	111	11	28	15	0	54	258
7:30 AM	24	107	0	0	131	0	0	0	0	0	4	104	24	0	132	6	19	20	0	45	308
7:45 AM	24	92	3	0	119	0	0	0	0	0	3	122	26	0	151	19	30	34	0	83	353
Total	84	333	10	0	427	0	0	0	0	0	9	379	90	1	479	50	98	80	0	228	1134
8:00 AM	22	82	3	0	107	0	0	0	0	0	1	85	17	0	103	14	36	18	0	68	278
8:15 AM	21	97	9	0	127	0	0	0	0	0	4	93	30	0	127	18	28	11	0	57	311
8:30 AM	23	104	2	0	129	0	0	0	0	0	2	102	27	0	131	8	41	15	0	64	324
8:45 AM	15	105	0	0	120	0	0	0	0	0	3	97	20	0	120	14	45	14	0	73	313
Total	81	388	14	0	483	0	0	0	0	0	10	377	94	0	481	54	150	58	0	262	1226
Grand Total	165	721	24	0	910	0	0	0	0	0	19	756	184	1	960	104	248	138	0	490	2360
Approach %	18.1	79.2	2.6	0.0		0.0	0.0	0.0	0.0		2.0	78.8	19.2	0.1		21.2	50.6	28.2	0.0		
Total %	7.0	30.6	1.0	0.0	38.6	0.0	0.0	0.0	0.0	0.0	0.8	32.0	7.8	0.0	40.7	4.4	10.5	5.8	0.0	20.8	
Exiting Leg Total					894					291					826					349	2360

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

7:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	24	92	3	0	119	0	0	0	0	0	3	122	26	0	151	19	30	34	0	83	353
8:00 AM	22	82	3	0	107	0	0	0	0	0	1	85	17	0	103	14	36	18	0	68	278
8:15 AM	21	97	9	0	127	0	0	0	0	0	4	93	30	0	127	18	28	11	0	57	311
8:30 AM	23	104	2	0	129	0	0	0	0	0	2	102	27	0	131	8	41	15	0	64	324
Total Volume	90	375	17	0	482	0	0	0	0	0	10	402	100	0	512	59	135	78	0	272	1266
% Approach Total	18.7	77.8	3.5	0.0		0.0	0.0	0.0	0.0		2.0	78.5	19.5	0.0		21.7	49.6	28.7	0.0		
PHF	0.938	0.901	0.472	0.000	0.934	0.000	0.000	0.000	0.000	0.000	0.625	0.824	0.833	0.000	0.848	0.776	0.823	0.574	0.000	0.819	0.897
Entering Leg	90	375	17	0	482	0	0	0	0	0	10	402	100	0	512	59	135	78	0	272	1266
Exiting Leg					480					162					434					190	1266
Total					962					162					946					462	2532

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
7:15 AM	0	4	0	0	4	0	0	0	0	0	1	6	3	0	10	0	3	0	0	3	17
7:30 AM	3	4	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
7:45 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	10
Total	3	15	1	0	19	0	0	0	0	0	1	17	3	0	21	2	5	0	0	7	47
8:00 AM	2	4	0	0	6	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	10
8:15 AM	1	3	0	0	4	0	0	0	0	0	1	3	0	0	4	1	2	1	0	4	12
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	8
8:45 AM	1	3	0	0	4	0	0	0	0	0	0	6	1	0	7	1	1	0	0	2	13
Total	5	12	0	0	17	0	0	0	0	0	2	14	2	0	18	2	5	1	0	8	43
Grand Total	8	27	1	0	36	0	0	0	0	0	3	31	5	0	39	4	10	1	0	15	90
Approach %	22.2	75.0	2.8	0.0		0.0	0.0	0.0	0.0		7.7	79.5	12.8	0.0		26.7	66.7	6.7	0.0		
Total %	8.9	30.0	1.1	0.0	40.0	0.0	0.0	0.0	0.0	0.0	3.3	34.4	5.6	0.0	43.3	4.4	11.1	1.1	0.0	16.7	
Exiting Leg Total					32					14					31					13	90
Buses	6	7	1	0	14	0	0	0	0	0	2	7	3	0	12	2	4	0	0	6	32
% Buses	75.0	25.9	100.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	66.7	22.6	60.0	0.0	30.8	50.0	40.0	0.0	0.0	40.0	35.6
Exiting Leg Total					7					7					9					9	32
Single-Unit Trucks	2	14	0	0	16	0	0	0	0	0	1	17	2	0	20	2	6	1	0	9	45
% Single-Unit	25.0	51.9	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	33.3	54.8	40.0	0.0	51.3	50.0	60.0	100.0	0.0	60.0	50.0
Exiting Leg Total					18					7					16					4	45
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
% Articulated	0.0	22.2	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	22.6	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	14.4
Exiting Leg Total					7					0					6					0	13

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

7:15 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	4	0	0	4	0	0	0	0	0	1	6	3	0	10	0	3	0	0	3	17
7:30 AM	3	4	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
7:45 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	10
8:00 AM	2	4	0	0	6	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	10
Total Volume	5	15	1	0	21	0	0	0	0	0	2	15	3	0	20	2	6	0	0	8	49
% Approach Total	23.8	71.4	4.8	0.0		0.0	0.0	0.0	0.0		10.0	75.0	15.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.417	0.938	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.250	0.000	0.500	0.500	0.500	0.000	0.000	0.667	0.721
Buses	4	3	1	0	8	0	0	0	0	0	1	3	3	0	7	1	4	0	0	5	20
Buses %	80.0	20.0	100.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	50.0	20.0	100.0	0.0	35.0	50.0	66.7	0.0	0.0	62.5	40.8
Single-Unit Trucks	1	9	0	0	10	0	0	0	0	0	1	8	0	0	9	1	2	0	0	3	22
Single-Unit %	20.0	60.0	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	50.0	53.3	0.0	0.0	45.0	50.0	33.3	0.0	0.0	37.5	44.9
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Articulated %	0.0	20.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14.3
Buses	4	3	1	0	8	0	0	0	0	0	1	3	3	0	7	1	4	0	0	5	20
Single-Unit Trucks	1	9	0	0	10	0	0	0	0	0	1	8	0	0	9	1	2	0	0	3	22
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Entering Leg	5	15	1	0	21	0	0	0	0	0	2	15	3	0	20	2	6	0	0	8	49
Buses					3					6					4					7	20
Single-Unit Trucks					8					3					10					1	22
Articulated Trucks					4					0					3					0	7
Total Exiting Leg					15					9					17					8	49

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	13	57	4	0	74	0	0	0	0	0	1	55	16	0	72	10	16	10	0	36	182
7:15 AM	16	59	1	0	76	0	0	0	0	0	1	81	18	0	100	8	25	12	0	45	221
7:30 AM	22	101	0	0	123	0	0	0	0	0	4	98	22	0	124	5	12	15	0	32	279
7:45 AM	21	81	2	0	104	0	0	0	0	0	3	104	23	0	130	17	25	30	0	72	306
Total	72	298	7	0	377	0	0	0	0	0	9	338	79	0	426	40	78	67	0	185	988
8:00 AM	18	71	2	0	91	0	0	0	0	0	1	79	17	0	97	11	30	18	0	59	247
8:15 AM	17	88	6	0	111	0	0	0	0	0	3	82	29	0	114	15	21	9	0	45	270
8:30 AM	19	92	2	0	113	0	0	0	0	0	2	93	22	0	117	5	39	11	0	55	285
8:45 AM	13	96	0	0	109	0	0	0	0	0	3	87	17	0	107	10	39	11	0	60	276
Total	67	347	10	0	424	0	0	0	0	0	9	341	85	0	435	41	129	49	0	219	1078
Grand Total	139	645	17	0	801	0	0	0	0	0	18	679	164	0	861	81	207	116	0	404	2066
Approach %	17.4	80.5	2.1	0.0		0.0	0.0	0.0	0.0		2.1	78.9	19.0	0.0		20.0	51.2	28.7	0.0		
Total %	6.7	31.2	0.8	0.0	38.8	0.0	0.0	0.0	0.0	0.0	0.9	32.9	7.9	0.0	41.7	3.9	10.0	5.6	0.0	19.6	
Exiting Leg Total					795					242					726					303	2066

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

7:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	21	81	2	0	104	0	0	0	0	0	3	104	23	0	130	17	25	30	0	72	306
8:00 AM	18	71	2	0	91	0	0	0	0	0	1	79	17	0	97	11	30	18	0	59	247
8:15 AM	17	88	6	0	111	0	0	0	0	0	3	82	29	0	114	15	21	9	0	45	270
8:30 AM	19	92	2	0	113	0	0	0	0	0	2	93	22	0	117	5	39	11	0	55	285
Total Volume	75	332	12	0	419	0	0	0	0	0	9	358	91	0	458	48	115	68	0	231	1108
% Approach Total	17.9	79.2	2.9	0.0		0.0	0.0	0.0	0.0		2.0	78.2	19.9	0.0		20.8	49.8	29.4	0.0		
PHF	0.893	0.902	0.500	0.000	0.927	0.000	0.000	0.000	0.000	0.000	0.750	0.861	0.784	0.000	0.881	0.706	0.737	0.567	0.000	0.802	0.905
Entering Leg	75	332	12	0	419	0	0	0	0	0	9	358	91	0	458	48	115	68	0	231	1108
Exiting Leg					426					136					380					166	1108
Total					845					136					838					397	2216

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	3	6	1	0	10	0	0	0	0	0	0	8	4	1	13	4	5	1	0	10	33
7:15 AM	4	12	1	0	17	0	0	0	0	0	0	9	2	0	11	3	3	3	0	9	37
7:30 AM	2	6	0	0	8	0	0	0	0	0	0	6	2	0	8	1	7	5	0	13	29
7:45 AM	3	11	1	0	15	0	0	0	0	0	0	18	3	0	21	2	5	4	0	11	47
Total	12	35	3	0	50	0	0	0	0	0	0	41	11	1	53	10	20	13	0	43	146
8:00 AM	4	11	1	0	16	0	0	0	0	0	0	6	0	0	6	3	6	0	0	9	31
8:15 AM	4	9	3	0	16	0	0	0	0	0	1	11	1	0	13	3	7	2	0	12	41
8:30 AM	4	12	0	0	16	0	0	0	0	0	0	9	5	0	14	3	2	4	0	9	39
8:45 AM	2	9	0	0	11	0	0	0	0	0	0	10	3	0	13	4	6	3	0	13	37
Total	14	41	4	0	59	0	0	0	0	0	1	36	9	0	46	13	21	9	0	43	148
Grand Total	26	76	7	0	109	0	0	0	0	0	1	77	20	1	99	23	41	22	0	86	294
Approach %	23.9	69.7	6.4	0.0		0.0	0.0	0.0	0.0		1.0	77.8	20.2	1.0		26.7	47.7	25.6	0.0		
Total %	8.8	25.9	2.4	0.0	37.1	0.0	0.0	0.0	0.0	0.0	0.3	26.2	6.8	0.3	33.7	7.8	13.9	7.5	0.0	29.3	
Exiting Leg Total					99					49					100					46	294

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

7:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	3	11	1	0	15	0	0	0	0	0	0	18	3	0	21	2	5	4	0	11	47
8:00 AM	4	11	1	0	16	0	0	0	0	0	0	6	0	0	6	3	6	0	0	9	31
8:15 AM	4	9	3	0	16	0	0	0	0	0	1	11	1	0	13	3	7	2	0	12	41
8:30 AM	4	12	0	0	16	0	0	0	0	0	0	9	5	0	14	3	2	4	0	9	39
Total Volume	15	43	5	0	63	0	0	0	0	0	1	44	9	0	54	11	20	10	0	41	158
% Approach Total	23.8	68.3	7.9	0.0		0.0	0.0	0.0	0.0		1.9	81.5	16.7	0.0		26.8	48.8	24.4	0.0		
PHF	0.938	0.896	0.417	0.000	0.984	0.000	0.000	0.000	0.000	0.000	0.250	0.611	0.450	0.000	0.643	0.917	0.714	0.625	0.000	0.854	0.840
Entering Leg	15	43	5	0	63	0	0	0	0	0	1	44	9	0	54	11	20	10	0	41	158
Exiting Leg					54					26					54					24	158
Total					117					26					108					65	316

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	6	0	3	0	0	3	9
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
Total	2	4	1	0	7	0	0	0	0	0	1	3	3	0	7	1	4	0	0	5	19
8:00 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	4	3	0	0	7	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	13
Grand Total	6	7	1	0	14	0	0	0	0	0	2	7	3	0	12	2	4	0	0	6	32
Approach %	42.9	50.0	7.1	0.0		0.0	0.0	0.0	0.0		16.7	58.3	25.0	0.0		33.3	66.7	0.0	0.0		
Total %	18.8	21.9	3.1	0.0	43.8	0.0	0.0	0.0	0.0	0.0	6.3	21.9	9.4	0.0	37.5	6.3	12.5	0.0	0.0	18.8	
Exiting Leg Total					7					7					9					9	32

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

7:15 AM	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	6	0	3	0	0	3	9
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
8:00 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	4	3	1	0	8	0	0	0	0	0	1	3	3	0	7	1	4	0	0	5	20
% Approach Total	50.0	37.5	12.5	0.0		0.0	0.0	0.0	0.0		14.3	42.9	42.9	0.0		20.0	80.0	0.0	0.0		
PHF	0.500	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.292	0.250	0.333	0.000	0.000	0.417	0.556
Entering Leg	4	3	1	0	8	0	0	0	0	0	1	3	3	0	7	1	4	0	0	5	20
Exiting Leg					3					6					4					7	20
Total					11					6					11					12	40

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
Total	1	8	0	0	9	0	0	0	0	0	0	9	0	0	9	1	1	0	0	2	20
8:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	2	1	0	4	8
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4
8:45 AM	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	0	1	0	0	1	8
Total	1	6	0	0	7	0	0	0	0	0	1	8	2	0	11	1	5	1	0	7	25
Grand Total	2	14	0	0	16	0	0	0	0	0	1	17	2	0	20	2	6	1	0	9	45
Approach %	12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		5.0	85.0	10.0	0.0		22.2	66.7	11.1	0.0		
Total %	4.4	31.1	0.0	0.0	35.6	0.0	0.0	0.0	0.0	0.0	2.2	37.8	4.4	0.0	44.4	4.4	13.3	2.2	0.0	20.0	
Exiting Leg Total					18					7					16					4	45

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

7:30 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
8:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	2	1	0	4	8
Total Volume	1	8	0	0	9	0	0	0	0	0	1	8	0	0	9	2	4	1	0	7	25
% Approach Total	11.1	88.9	0.0	0.0		0.0	0.0	0.0	0.0		11.1	88.9	0.0	0.0		28.6	57.1	14.3	0.0		
PHF	0.250	1.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.667	0.000	0.000	0.750	0.500	0.500	0.250	0.000	0.438	0.781
Entering Leg	1	8	0	0	9	0	0	0	0	0	1	8	0	0	9	2	4	1	0	7	25
Exiting Leg					9					5					10					1	25
Total					18					5					19					8	50

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	46.2	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					0					6					0	13

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

7:00 AM	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	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	0.667
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Exiting Leg					5					0					3					0	8
Total					8					0					8					0	16

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	3
Approach %	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	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							1							1	3

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

7:00 AM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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 Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
% Approach Total	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Exiting Leg							1							0							1							0	2
Total							2							0							2							0	4

PDI File #: **196792 F**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	2	4	6	0	0	0	0	4	2	6	0	0	0	0	1	1	2	0	0	0	0	0	1	1	15
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	4	1	5	0	0	0	0	0	2	2	12
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	2	0	2	0	0	0	0	0	2	2	8
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	4	5	9	0	0	0	0	8	7	15	0	0	0	0	7	2	9	0	0	0	0	1	5	6	39
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	3	2	5	0	0	0	0	3	1	4	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	1	2	3	6
8:30 AM	0	0	0	0	0	2	2	0	0	0	0	2	2	4	0	0	0	0	2	1	3	0	0	0	0	2	4	6	15
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	1	1	2	8
Total	0	0	0	0	1	3	4	0	0	0	0	9	5	14	0	0	0	0	7	4	11	0	0	0	0	7	8	15	44
Grand Total	0	0	0	0	5	8	13	0	0	0	0	17	12	29	0	0	0	0	14	6	20	0	0	0	0	8	13	21	83
Approach %	0	0	0	0	38.5	61.5		0	0	0	0	58.6	41.4		0	0	0	0	70	30		0	0	0	0	38.1	61.9		
Total %	0	0	0	0	6.02	9.64	15.7	0	0	0	0	20.5	14.5	34.9	0	0	0	0	16.9	7.23	24.1	0	0	0	0	9.64	15.7	25.3	
Exiting Leg Total							13							29							20							21	83

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

8:00 AM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	3	2	5	0	0	0	0	3	1	4	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	1	2	3	6
8:30 AM	0	0	0	0	0	2	2	0	0	0	0	2	2	4	0	0	0	0	2	1	3	0	0	0	0	2	4	6	15
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	1	1	2	8
Total Volume	0	0	0	0	1	3	4	0	0	0	0	9	5	14	0	0	0	0	7	4	11	0	0	0	0	7	8	15	44
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	64.3	35.7		0.0	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	0.0	46.7	53.3		
PHF	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.563	0.625	0.583	0.000	0.000	0.000	0.000	0.583	0.500	0.550	0.000	0.000	0.000	0.000	0.583	0.500	0.625	0.733
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	9	5	14	0	0	0	0	7	4	11	0	0	0	0	7	8	15	44
Exiting Leg							4							14							11							15	44
Total							8							28							22							30	88

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	24	90	3	0	117	0	0	0	0	0	4	108	26	0	138	32	39	24	0	95	350
4:15 PM	23	116	1	0	140	0	0	0	0	0	8	99	19	1	127	19	41	21	0	81	348
4:30 PM	23	128	2	0	153	0	0	0	0	0	15	97	19	0	131	21	31	16	0	68	352
4:45 PM	25	134	5	0	164	0	0	0	0	0	1	90	23	0	114	17	41	29	0	87	365
Total	95	468	11	0	574	0	0	0	0	0	28	394	87	1	510	89	152	90	0	331	1415
5:00 PM	27	126	5	0	158	0	0	0	0	0	5	101	27	0	133	17	31	31	0	79	370
5:15 PM	27	140	7	0	174	0	0	0	0	0	6	125	17	0	148	21	42	21	0	84	406
5:30 PM	21	112	5	0	138	0	0	0	0	0	8	95	24	0	127	29	44	22	0	95	360
5:45 PM	25	125	7	0	157	0	0	0	0	0	2	92	19	0	113	22	40	22	0	84	354
Total	100	503	24	0	627	0	0	0	0	0	21	413	87	0	521	89	157	96	0	342	1490
Grand Total	195	971	35	0	1201	0	0	0	0	0	49	807	174	1	1031	178	309	186	0	673	2905
Approach %	16.2	80.8	2.9	0.0		0.0	0.0	0.0	0.0		4.8	78.3	16.9	0.1		26.4	45.9	27.6	0.0		
Total %	6.7	33.4	1.2	0.0	41.3	0.0	0.0	0.0	0.0	0.0	1.7	27.8	6.0	0.0	35.5	6.1	10.6	6.4	0.0	23.2	
Exiting Leg Total					993					393					1150					369	2905
Cars	194	964	34	0	1192	0	0	0	0	0	49	793	172	1	1015	172	307	183	0	662	2869
% Cars	99.5	99.3	97.1	0.0	99.3	0.0	0.0	0.0	0.0	0.0	100.0	98.3	98.9	100.0	98.4	96.6	99.4	98.4	0.0	98.4	98.8
Exiting Leg Total					976					390					1137					366	2869
Heavy Vehicles	1	7	1	0	9	0	0	0	0	0	0	14	2	0	16	6	2	3	0	11	36
% Heavy Vehicles	0.5	0.7	2.9	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.1	0.0	1.6	3.4	0.6	1.6	0.0	1.6	1.2
Exiting Leg Total					17					3					13					3	36

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

4:45 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
4:45 PM	25	134	5	0	164	0	0	0	0	0	1	90	23	0	114	17	41	29	0	87	365
5:00 PM	27	126	5	0	158	0	0	0	0	0	5	101	27	0	133	17	31	31	0	79	370
5:15 PM	27	140	7	0	174	0	0	0	0	0	6	125	17	0	148	21	42	21	0	84	406
5:30 PM	21	112	5	0	138	0	0	0	0	0	8	95	24	0	127	29	44	22	0	95	360
Total Volume	100	512	22	0	634	0	0	0	0	0	20	411	91	0	522	84	158	103	0	345	1501
% Approach Total	15.8	80.8	3.5	0.0		0.0	0.0	0.0	0.0		3.8	78.7	17.4	0.0		24.3	45.8	29.9	0.0		
PHF	0.926	0.914	0.786	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.625	0.822	0.843	0.000	0.882	0.724	0.898	0.831	0.000	0.908	0.924
Cars	100	511	21	0	632	0	0	0	0	0	20	406	90	0	516	80	158	102	0	340	1488
Cars %	100.0	99.8	95.5	0.0	99.7	0.0	0.0	0.0	0.0	0.0	100.0	98.8	98.9	0.0	98.9	95.2	100.0	99.0	0.0	98.6	99.1
Heavy Vehicles	0	1	1	0	2	0	0	0	0	0	0	5	1	0	6	4	0	1	0	5	13
Heavy Vehicles %	0.0	0.2	4.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.1	0.0	1.1	4.8	0.0	1.0	0.0	1.4	0.9
Cars Enter Leg	100	511	21	0	632	0	0	0	0	0	20	406	90	0	516	80	158	102	0	340	1488
Heavy Enter Leg	0	1	1	0	2	0	0	0	0	0	0	5	1	0	6	4	0	1	0	5	13
Total Entering Leg	100	512	22	0	634	0	0	0	0	0	20	411	91	0	522	84	158	103	0	345	1501
Cars Exiting Leg					508					199					591					190	1488
Heavy Exiting Leg					6					1					5					1	13
Total Exiting Leg					514					200					596					191	1501

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	23	89	3	0	115	0	0	0	0	0	4	106	25	0	135	30	39	22	0	91	341
4:15 PM	23	116	1	0	140	0	0	0	0	0	8	97	19	1	125	19	40	21	0	80	345
4:30 PM	23	125	2	0	150	0	0	0	0	0	15	93	19	0	127	21	30	16	0	67	344
4:45 PM	25	133	5	0	163	0	0	0	0	0	1	90	22	0	113	17	41	29	0	87	363
Total	94	463	11	0	568	0	0	0	0	0	28	386	85	1	500	87	150	88	0	325	1393
5:00 PM	27	126	5	0	158	0	0	0	0	0	5	100	27	0	132	16	31	30	0	77	367
5:15 PM	27	140	7	0	174	0	0	0	0	0	6	122	17	0	145	18	42	21	0	81	400
5:30 PM	21	112	4	0	137	0	0	0	0	0	8	94	24	0	126	29	44	22	0	95	358
5:45 PM	25	123	7	0	155	0	0	0	0	0	2	91	19	0	112	22	40	22	0	84	351
Total	100	501	23	0	624	0	0	0	0	0	21	407	87	0	515	85	157	95	0	337	1476
Grand Total	194	964	34	0	1192	0	0	0	0	0	49	793	172	1	1015	172	307	183	0	662	2869
Approach %	16.3	80.9	2.9	0.0		0.0	0.0	0.0	0.0		4.8	78.1	16.9	0.1		26.0	46.4	27.6	0.0		
Total %	6.8	33.6	1.2	0.0	41.5	0.0	0.0	0.0	0.0	0.0	1.7	27.6	6.0	0.0	35.4	6.0	10.7	6.4	0.0	23.1	
Exiting Leg Total					976					390					1137					366	2869

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

4:45 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
4:45 PM	25	133	5	0	163	0	0	0	0	0	1	90	22	0	113	17	41	29	0	87	363
5:00 PM	27	126	5	0	158	0	0	0	0	0	5	100	27	0	132	16	31	30	0	77	367
5:15 PM	27	140	7	0	174	0	0	0	0	0	6	122	17	0	145	18	42	21	0	81	400
5:30 PM	21	112	4	0	137	0	0	0	0	0	8	94	24	0	126	29	44	22	0	95	358
Total Volume	100	511	21	0	632	0	0	0	0	0	20	406	90	0	516	80	158	102	0	340	1488
% Approach Total	15.8	80.9	3.3	0.0		0.0	0.0	0.0	0.0		3.9	78.7	17.4	0.0		23.5	46.5	30.0	0.0		
PHF	0.926	0.913	0.750	0.000	0.908	0.000	0.000	0.000	0.000	0.000	0.625	0.832	0.833	0.000	0.890	0.690	0.898	0.850	0.000	0.895	0.930
Entering Leg	100	511	21	0	632	0	0	0	0	0	20	406	90	0	516	80	158	102	0	340	1488
Exiting Leg					508					199					591					190	1488
Total					1140					199					1107					530	2976

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	2	0	2	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	8
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	2	2	2	0	6	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	6
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	4	0	1	0	5	14
Grand Total	1	7	1	0	9	0	0	0	0	0	0	14	2	0	16	6	2	3	0	11	36
Approach %	11.1	77.8	11.1	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		54.5	18.2	27.3	0.0		
Total %	2.8	19.4	2.8	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	38.9	5.6	0.0	44.4	16.7	5.6	8.3	0.0	30.6	
Exiting Leg Total					17					3					13					3	36
Buses	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	2	2	0	0	4	11
% Buses	0.0	28.6	100.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	25.0	33.3	100.0	0.0	0.0	36.4	30.6
Exiting Leg Total					4					3					4					0	11
Single-Unit Trucks	1	4	0	0	5	0	0	0	0	0	0	10	2	0	12	4	0	3	0	7	24
% Single-Unit	100.0	57.1	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	100.0	0.0	75.0	66.7	0.0	100.0	0.0	63.6	66.7
Exiting Leg Total					13					0					8					3	24
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	14.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Exiting Leg Total					0					0					1					0	1

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

4:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	2	0	2	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	8
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total Volume	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	2	2	2	0	6	22
% Approach Total	16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		33.3	33.3	33.3	0.0		
PHF	0.250	0.417	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.625	0.250	0.500	0.250	0.000	0.375	0.611
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
Buses %	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	30.0	50.0	100.0	0.0	0.0	50.0	31.8
Single-Unit Trucks	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	14
Single-Unit %	100.0	60.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	62.5	100.0	0.0	70.0	50.0	0.0	100.0	0.0	50.0	63.6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
Single-Unit Trucks	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	14
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	2	2	2	0	6	22
Buses					3					2					2					0	7
Single-Unit Trucks					7					0					4					3	14
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					10					2					7					3	22

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	17	82	3	0	102	0	0	0	0	0	3	92	22	0	117	27	28	21	0	76	295
4:15 PM	16	102	1	0	119	0	0	0	0	0	7	92	13	1	113	18	34	18	0	70	302
4:30 PM	19	119	2	0	140	0	0	0	0	0	14	91	16	0	121	19	26	13	0	58	319
4:45 PM	20	123	5	0	148	0	0	0	0	0	1	82	20	0	103	15	34	26	0	75	326
Total	72	426	11	0	509	0	0	0	0	0	25	357	71	1	454	79	122	78	0	279	1242
5:00 PM	25	115	5	0	145	0	0	0	0	0	5	92	24	0	121	16	27	27	0	70	336
5:15 PM	24	136	6	0	166	0	0	0	0	0	6	113	17	0	136	17	36	21	0	74	376
5:30 PM	20	99	4	0	123	0	0	0	0	0	8	86	21	0	115	23	43	18	0	84	322
5:45 PM	22	119	6	0	147	0	0	0	0	0	2	84	18	0	104	21	38	16	0	75	326
Total	91	469	21	0	581	0	0	0	0	0	21	375	80	0	476	77	144	82	0	303	1360
Grand Total	163	895	32	0	1090	0	0	0	0	0	46	732	151	1	930	156	266	160	0	582	2602
Approach %	15.0	82.1	2.9	0.0		0.0	0.0	0.0	0.0		4.9	78.7	16.2	0.1		26.8	45.7	27.5	0.0		
Total %	6.3	34.4	1.2	0.0	41.9	0.0	0.0	0.0	0.0	0.0	1.8	28.1	5.8	0.0	35.7	6.0	10.2	6.1	0.0	22.4	
Exiting Leg Total					892					344					1052					314	2602

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

4:45 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
4:45 PM	20	123	5	0	148	0	0	0	0	0	1	82	20	0	103	15	34	26	0	75	326
5:00 PM	25	115	5	0	145	0	0	0	0	0	5	92	24	0	121	16	27	27	0	70	336
5:15 PM	24	136	6	0	166	0	0	0	0	0	6	113	17	0	136	17	36	21	0	74	376
5:30 PM	20	99	4	0	123	0	0	0	0	0	8	86	21	0	115	23	43	18	0	84	322
Total Volume	89	473	20	0	582	0	0	0	0	0	20	373	82	0	475	71	140	92	0	303	1360
% Approach Total	15.3	81.3	3.4	0.0		0.0	0.0	0.0	0.0		4.2	78.5	17.3	0.0		23.4	46.2	30.4	0.0		
PHF	0.890	0.869	0.833	0.000	0.877	0.000	0.000	0.000	0.000	0.000	0.625	0.825	0.854	0.000	0.873	0.772	0.814	0.852	0.000	0.902	0.904
Entering Leg	89	473	20	0	582	0	0	0	0	0	20	373	82	0	475	71	140	92	0	303	1360
Exiting Leg					465					180					544					171	1360
Total					1047					180					1019					474	2720

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	6	7	0	0	13	0	0	0	0	0	1	14	3	0	18	3	11	1	0	15	46
4:15 PM	7	14	0	0	21	0	0	0	0	0	1	5	6	0	12	1	6	3	0	10	43
4:30 PM	4	6	0	0	10	0	0	0	0	0	1	2	3	0	6	2	4	3	0	9	25
4:45 PM	5	10	0	0	15	0	0	0	0	0	0	8	2	0	10	2	7	3	0	12	37
Total	22	37	0	0	59	0	0	0	0	0	3	29	14	0	46	8	28	10	0	46	151
5:00 PM	2	11	0	0	13	0	0	0	0	0	0	8	3	0	11	0	4	3	0	7	31
5:15 PM	3	4	1	0	8	0	0	0	0	0	0	9	0	0	9	1	6	0	0	7	24
5:30 PM	1	13	0	0	14	0	0	0	0	0	0	8	3	0	11	6	1	4	0	11	36
5:45 PM	3	4	1	0	8	0	0	0	0	0	0	7	1	0	8	1	2	6	0	9	25
Total	9	32	2	0	43	0	0	0	0	0	0	32	7	0	39	8	13	13	0	34	116
Grand Total	31	69	2	0	102	0	0	0	0	0	3	61	21	0	85	16	41	23	0	80	267
Approach %	30.4	67.6	2.0	0.0		0.0	0.0	0.0	0.0		3.5	71.8	24.7	0.0		20.0	51.3	28.8	0.0		
Total %	11.6	25.8	0.7	0.0	38.2	0.0	0.0	0.0	0.0	0.0	1.1	22.8	7.9	0.0	31.8	6.0	15.4	8.6	0.0	30.0	
Exiting Leg Total					84					46					85					52	267

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

4:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	6	7	0	0	13	0	0	0	0	0	1	14	3	0	18	3	11	1	0	15	46
4:15 PM	7	14	0	0	21	0	0	0	0	0	1	5	6	0	12	1	6	3	0	10	43
4:30 PM	4	6	0	0	10	0	0	0	0	0	1	2	3	0	6	2	4	3	0	9	25
4:45 PM	5	10	0	0	15	0	0	0	0	0	0	8	2	0	10	2	7	3	0	12	37
Total Volume	22	37	0	0	59	0	0	0	0	0	3	29	14	0	46	8	28	10	0	46	151
% Approach Total	37.3	62.7	0.0	0.0		0.0	0.0	0.0	0.0		6.5	63.0	30.4	0.0		17.4	60.9	21.7	0.0		
PHF	0.786	0.661	0.000	0.000	0.702	0.000	0.000	0.000	0.000	0.000	0.750	0.518	0.583	0.000	0.639	0.667	0.636	0.833	0.000	0.767	0.821
Entering Leg	22	37	0	0	59	0	0	0	0	0	3	29	14	0	46	8	28	10	0	46	151
Exiting Leg					39					31					45					36	151
Total					98					31					91					82	302

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
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	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
Grand Total	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	2	2	0	0	4	11
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	18.2	9.1	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	36.4	18.2	18.2	0.0	0.0	36.4	
Exiting Leg Total					4					3					4					0	11

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

4:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
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	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.750	0.438
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	7
Exiting Leg					3					2					2					0	7
Total					4					2					5					3	14

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	6
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	3	0	1	0	4	10
Grand Total	1	4	0	0	5	0	0	0	0	0	0	10	2	0	12	4	0	3	0	7	24
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		57.1	0.0	42.9	0.0		
Total %	4.2	16.7	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	41.7	8.3	0.0	50.0	16.7	0.0	12.5	0.0	29.2	
Exiting Leg Total					13					0					8					3	24

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

4:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total Volume	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	14
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0		33.3	0.0	66.7	0.0		
PHF	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.250	0.438
Entering Leg	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	14
Exiting Leg					7					0					4					3	14
Total					11					0					11					6	28

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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		
Total %	0.0	100.0	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	
Exiting Leg Total					0					0					1					0	1

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

4:00 PM	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	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		
PHF	0.000	0.250	0.000	0.000	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	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					1					0	1
Total					1					0					1					0	2

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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	1	0	0	0	0	1	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	4	0	0	0	0	4	0	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	14.3	28.6	0.0	57.1	0.0	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							4							1							1							1	7

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

4:00 PM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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 Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Exiting Leg							2							0							1							1	4
Total							3							1							3							1	8

PDI File #: **196792 FF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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	1	1	0	0	0	0	8	5	13	0	0	0	0	4	0	4	0	0	0	0	4	1	5	23
4:15 PM	0	0	0	0	2	0	2	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
4:30 PM	0	0	0	0	0	3	3	0	0	0	0	4	1	5	0	0	0	0	1	0	1	0	0	0	0	0	1	1	10
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	4	6
Total	0	0	0	0	2	4	6	0	0	0	0	19	9	28	0	0	0	0	5	0	5	0	0	0	0	8	4	12	51
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	3	4	7	0	0	0	0	0	1	1	0	0	0	0	6	1	7	18
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	2	1	3	10
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	2	0	2	0	0	0	0	4	2	6	15
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	1	9	10	0	0	0	0	1	3	4	0	0	0	0	3	4	7	23
Total	0	0	0	0	4	2	6	0	0	0	0	8	21	29	0	0	0	0	3	5	8	0	0	0	0	15	8	23	66
Grand Total	0	0	0	0	6	6	12	0	0	0	0	27	30	57	0	0	0	0	8	5	13	0	0	0	0	23	12	35	117
Approach %	0	0	0	0	50	50		0	0	0	0	47.4	52.6		0	0	0	0	61.5	38.5		0	0	0	0	65.7	34.3		
Total %	0	0	0	0	5.13	5.13	10.3	0	0	0	0	23.1	25.6	48.7	0	0	0	0	6.84	4.27	11.1	0	0	0	0	19.7	10.3	29.9	
Exiting Leg Total							12							57							13							35	117

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

5:00 PM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	3	4	7	0	0	0	0	0	1	1	0	0	0	0	6	1	7	18
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	2	1	3	10
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	2	0	2	0	0	0	0	4	2	6	15
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	1	9	10	0	0	0	0	1	3	4	0	0	0	0	3	4	7	23
Total Volume	0	0	0	0	4	2	6	0	0	0	0	8	21	29	0	0	0	0	3	5	8	0	0	0	0	15	8	23	66
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	27.6	72.4		0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	65.2	34.8		
PHF	0.000	0.000	0.000	0.000	0.333	0.500	0.500	0.000	0.000	0.000	0.000	0.667	0.583	0.725	0.000	0.000	0.000	0.000	0.375	0.417	0.500	0.000	0.000	0.000	0.000	0.625	0.500	0.821	0.717
Entering Leg	0	0	0	0	4	2	6	0	0	0	0	8	21	29	0	0	0	0	3	5	8	0	0	0	0	15	8	23	66
Exiting Leg							6							29							8							23	66
Total							12							58							16							46	132

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	20	88	8	0	116	0	0	0	0	0	4	78	25	0	107	22	24	19	0	65	288
11:15 AM	28	94	0	0	122	0	0	0	0	0	2	78	23	0	103	22	51	15	0	88	313
11:30 AM	26	93	5	1	125	0	0	0	0	0	4	95	16	0	115	11	41	16	0	68	308
11:45 AM	26	101	6	0	133	0	0	0	0	0	6	73	23	0	102	22	32	24	0	78	313
Total	100	376	19	1	496	0	0	0	0	0	16	324	87	0	427	77	148	74	0	299	1222
12:00 PM	19	101	6	0	126	0	0	0	0	0	7	90	27	0	124	21	32	17	0	70	320
12:15 PM	18	100	7	0	125	0	0	0	0	0	11	90	21	0	122	27	40	25	0	92	339
12:30 PM	22	98	3	0	123	0	0	0	0	0	6	72	27	0	105	36	37	17	0	90	318
12:45 PM	21	101	8	1	131	0	0	0	0	0	7	75	22	0	104	31	37	28	0	96	331
Total	80	400	24	1	505	0	0	0	0	0	31	327	97	0	455	115	146	87	0	348	1308
Grand Total	180	776	43	2	1001	0	0	0	0	0	47	651	184	0	882	192	294	161	0	647	2530
Approach %	18.0	77.5	4.3	0.2		0.0	0.0	0.0	0.0		5.3	73.8	20.9	0.0		29.7	45.4	24.9	0.0		
Total %	7.1	30.7	1.7	0.1	39.6	0.0	0.0	0.0	0.0	0.0	1.9	25.7	7.3	0.0	34.9	7.6	11.6	6.4	0.0	25.6	
Exiting Leg Total					814					384					968					364	2530
Cars	177	766	41	2	986	0	0	0	0	0	45	644	183	0	872	189	291	158	0	638	2496
% Cars	98.3	98.7	95.3	100.0	98.5	0.0	0.0	0.0	0.0	0.0	95.7	98.9	99.5	0.0	98.9	98.4	99.0	98.1	0.0	98.6	98.7
Exiting Leg Total					804					377					955					360	2496
Heavy Vehicles	3	10	2	0	15	0	0	0	0	0	2	7	1	0	10	3	3	3	0	9	34
% Heavy Vehicles	1.7	1.3	4.7	0.0	1.5	0.0	0.0	0.0	0.0	0.0	4.3	1.1	0.5	0.0	1.1	1.6	1.0	1.9	0.0	1.4	1.3
Exiting Leg Total					10					7					13					4	34

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Rantoul Street					Federal Street					Rantoul Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	19	101	6	0	126	0	0	0	0	0	7	90	27	0	124	21	32	17	0	70	320
12:15 PM	18	100	7	0	125	0	0	0	0	0	11	90	21	0	122	27	40	25	0	92	339
12:30 PM	22	98	3	0	123	0	0	0	0	0	6	72	27	0	105	36	37	17	0	90	318
12:45 PM	21	101	8	1	131	0	0	0	0	0	7	75	22	0	104	31	37	28	0	96	331
Total Volume	80	400	24	1	505	0	0	0	0	0	31	327	97	0	455	115	146	87	0	348	1308
% Approach Total	15.8	79.2	4.8	0.2		0.0	0.0	0.0	0.0		6.8	71.9	21.3	0.0		33.0	42.0	25.0	0.0		
PHF	0.909	0.990	0.750	0.250	0.964	0.000	0.000	0.000	0.000	0.000	0.705	0.908	0.898	0.000	0.917	0.799	0.913	0.777	0.000	0.906	0.965
Cars	78	394	23	1	496	0	0	0	0	0	29	323	96	0	448	115	144	86	0	345	1289
Cars %	97.5	98.5	95.8	100.0	98.2	0.0	0.0	0.0	0.0	0.0	93.5	98.8	99.0	0.0	98.5	100.0	98.6	98.9	0.0	99.1	98.5
Heavy Vehicles	2	6	1	0	9	0	0	0	0	0	2	4	1	0	7	0	2	1	0	3	19
Heavy Vehicles %	2.5	1.5	4.2	0.0	1.8	0.0	0.0	0.0	0.0	0.0	6.5	1.2	1.0	0.0	1.5	0.0	1.4	1.1	0.0	0.9	1.5
Cars Enter Leg	78	394	23	1	496	0	0	0	0	0	29	323	96	0	448	115	144	86	0	345	1289
Heavy Enter Leg	2	6	1	0	9	0	0	0	0	0	2	4	1	0	7	0	2	1	0	3	19
Total Entering Leg	80	400	24	1	505	0	0	0	0	0	31	327	97	0	455	115	146	87	0	348	1308
Cars Exiting Leg					410					196					509					174	1289
Heavy Exiting Leg					5					5					6					3	19
Total Exiting Leg					415					201					515					177	1308

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	20	88	8	0	116	0	0	0	0	0	4	78	25	0	107	22	24	19	0	65	288
11:15 AM	27	92	0	0	119	0	0	0	0	0	2	77	23	0	102	22	51	14	0	87	308
11:30 AM	26	93	4	1	124	0	0	0	0	0	4	94	16	0	114	10	41	16	0	67	305
11:45 AM	26	99	6	0	131	0	0	0	0	0	6	72	23	0	101	20	31	23	0	74	306
Total	99	372	18	1	490	0	0	0	0	0	16	321	87	0	424	74	147	72	0	293	1207
12:00 PM	19	100	6	0	125	0	0	0	0	0	7	90	27	0	124	21	31	17	0	69	318
12:15 PM	17	99	6	0	122	0	0	0	0	0	11	88	20	0	119	27	40	24	0	91	332
12:30 PM	22	95	3	0	120	0	0	0	0	0	5	70	27	0	102	36	36	17	0	89	311
12:45 PM	20	100	8	1	129	0	0	0	0	0	6	75	22	0	103	31	37	28	0	96	328
Total	78	394	23	1	496	0	0	0	0	0	29	323	96	0	448	115	144	86	0	345	1289
Grand Total	177	766	41	2	986	0	0	0	0	0	45	644	183	0	872	189	291	158	0	638	2496
Approach %	18.0	77.7	4.2	0.2		0.0	0.0	0.0	0.0		5.2	73.9	21.0	0.0		29.6	45.6	24.8	0.0		
Total %	7.1	30.7	1.6	0.1	39.5	0.0	0.0	0.0	0.0	0.0	1.8	25.8	7.3	0.0	34.9	7.6	11.7	6.3	0.0	25.6	
Exiting Leg Total					804					377					955					360	2496

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
12:00 PM	19	100	6	0	125	0	0	0	0	0	7	90	27	0	124	21	31	17	0	69	318
12:15 PM	17	99	6	0	122	0	0	0	0	0	11	88	20	0	119	27	40	24	0	91	332
12:30 PM	22	95	3	0	120	0	0	0	0	0	5	70	27	0	102	36	36	17	0	89	311
12:45 PM	20	100	8	1	129	0	0	0	0	0	6	75	22	0	103	31	37	28	0	96	328
Total Volume	78	394	23	1	496	0	0	0	0	0	29	323	96	0	448	115	144	86	0	345	1289
% Approach Total	15.7	79.4	4.6	0.2		0.0	0.0	0.0	0.0		6.5	72.1	21.4	0.0		33.3	41.7	24.9	0.0		
PHF	0.886	0.985	0.719	0.250	0.961	0.000	0.000	0.000	0.000	0.000	0.659	0.897	0.889	0.000	0.903	0.799	0.900	0.768	0.000	0.898	0.971
Entering Leg	78	394	23	1	496	0	0	0	0	0	29	323	96	0	448	115	144	86	0	345	1289
Exiting Leg					410					196					509					174	1289
Total					906					196					957					519	2578

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	7
Total	1	4	1	0	6	0	0	0	0	0	0	3	0	0	3	3	1	2	0	6	15
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	7
12:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	2	6	1	0	9	0	0	0	0	0	2	4	1	0	7	0	2	1	0	3	19
Grand Total	3	10	2	0	15	0	0	0	0	0	2	7	1	0	10	3	3	3	0	9	34
Approach %	20.0	66.7	13.3	0.0		0.0	0.0	0.0	0.0		20.0	70.0	10.0	0.0		33.3	33.3	33.3	0.0		
Total %	8.8	29.4	5.9	0.0	44.1	0.0	0.0	0.0	0.0	0.0	5.9	20.6	2.9	0.0	29.4	8.8	8.8	8.8	0.0	26.5	
Exiting Leg Total					10					7					13					4	34
Buses	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
% Buses	0.0	30.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	20.0	33.3	33.3	0.0	0.0	22.2	20.6
Exiting Leg Total					2					1					4					0	7
Single-Unit Trucks	3	6	2	0	11	0	0	0	0	0	2	5	1	0	8	2	2	3	0	7	26
% Single-Unit	100.0	60.0	100.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	100.0	71.4	100.0	0.0	80.0	66.7	66.7	100.0	0.0	77.8	76.5
Exiting Leg Total					8					6					8					4	26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	10.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	7
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	7
Total Volume	1	7	1	0	9	0	0	0	0	0	1	5	1	0	7	2	3	2	0	7	23
% Approach Total	11.1	77.8	11.1	0.0		0.0	0.0	0.0	0.0		14.3	71.4	14.3	0.0		28.6	42.9	28.6	0.0		
PHF	0.250	0.583	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.250	0.000	0.583	0.250	0.750	0.500	0.000	0.438	0.821
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
Buses %	0.0	28.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	14.3	50.0	33.3	0.0	0.0	28.6	21.7
Single-Unit Trucks	1	4	1	0	6	0	0	0	0	0	1	4	1	0	6	1	2	2	0	5	17
Single-Unit %	100.0	57.1	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	100.0	80.0	100.0	0.0	85.7	50.0	66.7	100.0	0.0	71.4	73.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	14.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
Single-Unit Trucks	1	4	1	0	6	0	0	0	0	0	1	4	1	0	6	1	2	2	0	5	17
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	1	7	1	0	9	0	0	0	0	0	1	5	1	0	7	2	3	2	0	7	23
Buses					1					1					3					0	5
Single-Unit Trucks					6					4					5					2	17
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					7					5					9					2	23

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	17	81	8	0	106	0	0	0	0	0	3	65	23	0	91	19	20	16	0	55	252
11:15 AM	24	83	0	0	107	0	0	0	0	0	2	67	18	0	87	18	48	12	0	78	272
11:30 AM	23	85	1	1	110	0	0	0	0	0	4	83	15	0	102	8	36	16	0	60	272
11:45 AM	23	94	6	0	123	0	0	0	0	0	5	65	22	0	92	20	28	19	0	67	282
Total	87	343	15	1	446	0	0	0	0	0	14	280	78	0	372	65	132	63	0	260	1078
12:00 PM	18	93	5	0	116	0	0	0	0	0	7	85	26	0	118	19	26	15	0	60	294
12:15 PM	15	93	6	0	114	0	0	0	0	0	10	81	15	0	106	22	33	22	0	77	297
12:30 PM	22	86	3	0	111	0	0	0	0	0	4	67	20	0	91	31	34	14	0	79	281
12:45 PM	18	90	5	1	114	0	0	0	0	0	5	69	21	0	95	28	33	24	0	85	294
Total	73	362	19	1	455	0	0	0	0	0	26	302	82	0	410	100	126	75	0	301	1166
Grand Total	160	705	34	2	901	0	0	0	0	0	40	582	160	0	782	165	258	138	0	561	2244
Approach %	17.8	78.2	3.8	0.2		0.0	0.0	0.0	0.0		5.1	74.4	20.5	0.0		29.4	46.0	24.6	0.0		
Total %	7.1	31.4	1.5	0.1	40.2	0.0	0.0	0.0	0.0	0.0	1.8	25.9	7.1	0.0	34.8	7.4	11.5	6.1	0.0	25.0	
Exiting Leg Total					722					332					870					320	2244

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street 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
12:00 PM	18	93	5	0	116	0	0	0	0	0	7	85	26	0	118	19	26	15	0	60	294
12:15 PM	15	93	6	0	114	0	0	0	0	0	10	81	15	0	106	22	33	22	0	77	297
12:30 PM	22	86	3	0	111	0	0	0	0	0	4	67	20	0	91	31	34	14	0	79	281
12:45 PM	18	90	5	1	114	0	0	0	0	0	5	69	21	0	95	28	33	24	0	85	294
Total Volume	73	362	19	1	455	0	0	0	0	0	26	302	82	0	410	100	126	75	0	301	1166
% Approach Total	16.0	79.6	4.2	0.2		0.0	0.0	0.0	0.0		6.3	73.7	20.0	0.0		33.2	41.9	24.9	0.0		
PHF	0.830	0.973	0.792	0.250	0.981	0.000	0.000	0.000	0.000	0.000	0.650	0.888	0.788	0.000	0.869	0.806	0.926	0.781	0.000	0.885	0.981
Entering Leg	73	362	19	1	455	0	0	0	0	0	26	302	82	0	410	100	126	75	0	301	1166
Exiting Leg					378					171					462					155	1166
Total					833					171					872					456	2332

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	3	6	0	0	9	0	0	0	0	0	1	13	2	0	16	3	4	3	0	10	35
11:15 AM	3	9	0	0	12	0	0	0	0	0	0	10	5	0	15	4	3	2	0	9	36
11:30 AM	3	8	3	0	14	0	0	0	0	0	0	11	1	0	12	2	4	0	0	6	32
11:45 AM	3	5	0	0	8	0	0	0	0	0	1	7	1	0	9	0	3	4	0	7	24
Total	12	28	3	0	43	0	0	0	0	0	2	41	9	0	52	9	14	9	0	32	127
12:00 PM	1	7	1	0	9	0	0	0	0	0	0	5	1	0	6	2	4	2	0	8	23
12:15 PM	2	6	0	0	8	0	0	0	0	0	1	7	5	0	13	5	7	2	0	14	35
12:30 PM	0	9	0	0	9	0	0	0	0	0	1	2	7	0	10	5	2	3	0	10	29
12:45 PM	2	10	3	0	15	0	0	0	0	0	1	6	1	0	8	3	4	4	0	11	34
Total	5	32	4	0	41	0	0	0	0	0	3	20	14	0	37	15	17	11	0	43	121
Grand Total	17	60	7	0	84	0	0	0	0	0	5	61	23	0	89	24	31	20	0	75	248
Approach %	20.2	71.4	8.3	0.0		0.0	0.0	0.0	0.0		5.6	68.5	25.8	0.0		32.0	41.3	26.7	0.0		
Total %	6.9	24.2	2.8	0.0	33.9	0.0	0.0	0.0	0.0	0.0	2.0	24.6	9.3	0.0	35.9	9.7	12.5	8.1	0.0	30.2	
Exiting Leg Total					81					43					84					40	248

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	3	6	0	0	9	0	0	0	0	0	1	13	2	0	16	3	4	3	0	10	35
11:15 AM	3	9	0	0	12	0	0	0	0	0	0	10	5	0	15	4	3	2	0	9	36
11:30 AM	3	8	3	0	14	0	0	0	0	0	0	11	1	0	12	2	4	0	0	6	32
11:45 AM	3	5	0	0	8	0	0	0	0	0	1	7	1	0	9	0	3	4	0	7	24
Total Volume	12	28	3	0	43	0	0	0	0	0	2	41	9	0	52	9	14	9	0	32	127
% Approach Total	27.9	65.1	7.0	0.0		0.0	0.0	0.0	0.0		3.8	78.8	17.3	0.0		28.1	43.8	28.1	0.0		
PHF	1.000	0.778	0.250	0.000	0.768	0.000	0.000	0.000	0.000	0.000	0.500	0.788	0.450	0.000	0.813	0.563	0.875	0.563	0.000	0.800	0.882
Entering Leg	12	28	3	0	43	0	0	0	0	0	2	41	9	0	52	9	14	9	0	32	127
Exiting Leg					50					19					37					21	127
Total					93					19					89					53	254

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
Grand Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	14.3	14.3	0.0	0.0	28.6	
Exiting Leg Total					2					1					4					0	7

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.417
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
Exiting Leg					1					1					3					0	5
Total					3					1					4					2	10

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	5
Total	1	2	1	0	4	0	0	0	0	0	0	2	0	0	2	2	1	2	0	5	11
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	6
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
12:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	2	4	1	0	7	0	0	0	0	0	2	3	1	0	6	0	1	1	0	2	15
Grand Total	3	6	2	0	11	0	0	0	0	0	2	5	1	0	8	2	2	3	0	7	26
Approach %	27.3	54.5	18.2	0.0		0.0	0.0	0.0	0.0		25.0	62.5	12.5	0.0		28.6	28.6	42.9	0.0		
Total %	11.5	23.1	7.7	0.0	42.3	0.0	0.0	0.0	0.0	0.0	7.7	19.2	3.8	0.0	30.8	7.7	7.7	11.5	0.0	26.9	
Exiting Leg Total					8					6					8					4	26

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	6
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
Total Volume	1	4	1	0	6	0	0	0	0	0	1	4	1	0	6	1	2	2	0	5	17
% Approach Total	16.7	66.7	16.7	0.0		0.0	0.0	0.0	0.0		16.7	66.7	16.7	0.0		20.0	40.0	40.0	0.0		
PHF	0.250	1.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.500	0.250	0.500	0.500	0.000	0.417	0.708
Entering Leg	1	4	1	0	6	0	0	0	0	0	1	4	1	0	6	1	2	2	0	5	17
Exiting Leg					6					4					5					2	17
Total					12					4					11					7	34

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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		
Total %	0.0	100.0	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	
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Rantoul Street from North					Federal Street from East					Rantoul Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	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		
PHF	0.000	0.250	0.000	0.000	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	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					1					0	1
Total					1					0					1					0	2

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	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	0.0	0.0	0.0	100.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
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	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							1							0							1	2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	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	100.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
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	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	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	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Exiting Leg							0							1							0							1	2
Total							0							2							1							1	4

PDI File #: **196792 FFF**
Location: **N: Rantoul Street S: Rantoul Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
11:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
11:15 AM	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	3	0	3	0	0	0	0	2	0	2	13
Total	0	0	0	0	1	2	3	0	0	0	0	8	8	16	0	0	0	0	3	0	3	0	0	0	0	2	3	5	27
12:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	7	2	9	16
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	1	1	2	9
12:30 PM	0	0	0	0	3	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	8	12	17
12:45 PM	0	0	0	0	0	1	1	0	0	0	0	4	2	6	0	0	0	0	0	1	1	0	0	0	0	5	1	6	14
Total	0	0	0	0	5	3	8	0	0	0	0	6	6	12	0	0	0	0	2	5	7	0	0	0	0	17	12	29	56
Grand Total	0	0	0	0	6	5	11	0	0	0	0	14	14	28	0	0	0	0	5	5	10	0	0	0	0	19	15	34	83
Approach %	0	0	0	0	54.5	45.5		0	0	0	0	50	50		0	0	0	0	50	50		0	0	0	0	55.9	44.1		
Total %	0	0	0	0	7.23	6.02	13.3	0	0	0	0	16.9	16.9	33.7	0	0	0	0	6.02	6.02	12	0	0	0	0	22.9	18.1	41	
Exiting Leg Total							11							28							10							34	83

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Rantoul Street from North							Federal Street from East							Rantoul Street from South							Federal Street 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
12:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	7	2	9	16
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	1	1	2	9
12:30 PM	0	0	0	0	3	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	8	12	17
12:45 PM	0	0	0	0	0	1	1	0	0	0	0	4	2	6	0	0	0	0	0	1	1	0	0	0	0	5	1	6	14
Total Volume	0	0	0	0	5	3	8	0	0	0	0	6	6	12	0	0	0	0	2	5	7	0	0	0	0	17	12	29	56
% Approach Total	0.0	0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	58.6	41.4		
PHF	0.000	0.000	0.000	0.000	0.417	0.375	0.500	0.000	0.000	0.000	0.000	0.375	0.750	0.500	0.000	0.000	0.000	0.000	0.500	0.313	0.350	0.000	0.000	0.000	0.000	0.607	0.375	0.604	0.824
Entering Leg	0	0	0	0	5	3	8	0	0	0	0	6	6	12	0	0	0	0	2	5	7	0	0	0	0	17	12	29	56
Exiting Leg							8							12							7							29	56
Total							16							24							14							58	112

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	70	12	0	83	14	10	35	0	59	21	32	0	0	53	1	24	10	0	35	230
7:15 AM	4	71	20	0	95	17	9	26	0	52	14	48	0	0	62	0	29	24	0	53	262
7:30 AM	6	65	7	0	78	19	20	29	0	68	17	67	0	0	84	0	31	26	0	57	287
7:45 AM	5	69	17	0	91	24	12	34	0	70	22	91	0	0	113	0	60	27	0	87	361
Total	16	275	56	0	347	74	51	124	0	249	74	238	0	0	312	1	144	87	0	232	1140
8:00 AM	13	71	17	0	101	25	16	26	0	67	23	78	0	0	101	1	36	23	0	60	329
8:15 AM	5	77	16	0	98	24	11	32	0	67	25	77	0	0	102	0	28	36	0	64	331
8:30 AM	6	74	21	0	101	29	15	34	0	78	24	65	0	0	89	0	31	16	0	47	315
8:45 AM	6	69	23	0	98	18	18	28	0	64	25	65	0	0	90	0	36	21	0	57	309
Total	30	291	77	0	398	96	60	120	0	276	97	285	0	0	382	1	131	96	0	228	1284
Grand Total	46	566	133	0	745	170	111	244	0	525	171	523	0	0	694	2	275	183	0	460	2424
Approach %	6.2	76.0	17.9	0.0		32.4	21.1	46.5	0.0		24.6	75.4	0.0	0.0		0.4	59.8	39.8	0.0		
Total %	1.9	23.3	5.5	0.0	30.7	7.0	4.6	10.1	0.0	21.7	7.1	21.6	0.0	0.0	28.6	0.1	11.3	7.5	0.0	19.0	
Exiting Leg Total					876					579					812					157	2424
Cars	45	557	132	0	734	167	109	234	0	510	164	490	0	0	654	2	270	179	0	451	2349
% Cars	97.8	98.4	99.2	0.0	98.5	98.2	98.2	95.9	0.0	97.1	95.9	93.7	0.0	0.0	94.2	100.0	98.2	97.8	0.0	98.0	96.9
Exiting Leg Total					836					566					793					154	2349
Heavy Vehicles	1	9	1	0	11	3	2	10	0	15	7	33	0	0	40	0	5	4	0	9	75
% Heavy Vehicles	2.2	1.6	0.8	0.0	1.5	1.8	1.8	4.1	0.0	2.9	4.1	6.3	0.0	0.0	5.8	0.0	1.8	2.2	0.0	2.0	3.1
Exiting Leg Total					40					13					19					3	75

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

7:45 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	5	69	17	0	91	24	12	34	0	70	22	91	0	0	113	0	60	27	0	87	361
8:00 AM	13	71	17	0	101	25	16	26	0	67	23	78	0	0	101	1	36	23	0	60	329
8:15 AM	5	77	16	0	98	24	11	32	0	67	25	77	0	0	102	0	28	36	0	64	331
8:30 AM	6	74	21	0	101	29	15	34	0	78	24	65	0	0	89	0	31	16	0	47	315
Total Volume	29	291	71	0	391	102	54	126	0	282	94	311	0	0	405	1	155	102	0	258	1336
% Approach Total	7.4	74.4	18.2	0.0		36.2	19.1	44.7	0.0		23.2	76.8	0.0	0.0		0.4	60.1	39.5	0.0		
PHF	0.558	0.945	0.845	0.000	0.968	0.879	0.844	0.926	0.000	0.904	0.940	0.854	0.000	0.000	0.896	0.250	0.646	0.708	0.000	0.741	0.925
Cars	29	288	70	0	387	102	52	121	0	275	89	290	0	0	379	1	152	100	0	253	1294
Cars %	100.0	99.0	98.6	0.0	99.0	100.0	96.3	96.0	0.0	97.5	94.7	93.2	0.0	0.0	93.6	100.0	98.1	98.0	0.0	98.1	96.9
Heavy Vehicles	0	3	1	0	4	0	2	5	0	7	5	21	0	0	26	0	3	2	0	5	42
Heavy Vehicles %	0.0	1.0	1.4	0.0	1.0	0.0	3.7	4.0	0.0	2.5	5.3	6.8	0.0	0.0	6.4	0.0	1.9	2.0	0.0	1.9	3.1
Cars Enter Leg	29	288	70	0	387	102	52	121	0	275	89	290	0	0	379	1	152	100	0	253	1294
Heavy Enter Leg	0	3	1	0	4	0	2	5	0	7	5	21	0	0	26	0	3	2	0	5	42
Total Entering Leg	29	291	71	0	391	102	54	126	0	282	94	311	0	0	405	1	155	102	0	258	1336
Cars Exiting Leg					492					311					410					81	1294
Heavy Exiting Leg					23					9					8					2	42
Total Exiting Leg					515					320					418					83	1336

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	67	12	0	80	13	10	34	0	57	21	31	0	0	52	1	24	10	0	35	224
7:15 AM	4	71	20	0	95	16	9	25	0	50	12	46	0	0	58	0	28	23	0	51	254
7:30 AM	6	62	7	0	75	18	20	28	0	66	17	60	0	0	77	0	31	26	0	57	275
7:45 AM	5	68	17	0	90	24	11	34	0	69	21	81	0	0	102	0	58	26	0	84	345
Total	16	268	56	0	340	71	50	121	0	242	71	218	0	0	289	1	141	85	0	227	1098
8:00 AM	13	69	17	0	99	25	15	25	0	65	22	71	0	0	93	1	36	23	0	60	317
8:15 AM	5	77	15	0	97	24	11	31	0	66	24	74	0	0	98	0	27	35	0	62	323
8:30 AM	6	74	21	0	101	29	15	31	0	75	22	64	0	0	86	0	31	16	0	47	309
8:45 AM	5	69	23	0	97	18	18	26	0	62	25	63	0	0	88	0	35	20	0	55	302
Total	29	289	76	0	394	96	59	113	0	268	93	272	0	0	365	1	129	94	0	224	1251
Grand Total	45	557	132	0	734	167	109	234	0	510	164	490	0	0	654	2	270	179	0	451	2349
Approach %	6.1	75.9	18.0	0.0		32.7	21.4	45.9	0.0		25.1	74.9	0.0	0.0		0.4	59.9	39.7	0.0		
Total %	1.9	23.7	5.6	0.0	31.2	7.1	4.6	10.0	0.0	21.7	7.0	20.9	0.0	0.0	27.8	0.1	11.5	7.6	0.0	19.2	
Exiting Leg Total					836					566					793					154	2349

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

7:45 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	5	68	17	0	90	24	11	34	0	69	21	81	0	0	102	0	58	26	0	84	345
8:00 AM	13	69	17	0	99	25	15	25	0	65	22	71	0	0	93	1	36	23	0	60	317
8:15 AM	5	77	15	0	97	24	11	31	0	66	24	74	0	0	98	0	27	35	0	62	323
8:30 AM	6	74	21	0	101	29	15	31	0	75	22	64	0	0	86	0	31	16	0	47	309
Total Volume	29	288	70	0	387	102	52	121	0	275	89	290	0	0	379	1	152	100	0	253	1294
% Approach Total	7.5	74.4	18.1	0.0		37.1	18.9	44.0	0.0		23.5	76.5	0.0	0.0		0.4	60.1	39.5	0.0		
PHF	0.558	0.935	0.833	0.000	0.958	0.879	0.867	0.890	0.000	0.917	0.927	0.895	0.000	0.000	0.929	0.250	0.655	0.714	0.000	0.753	0.938
Entering Leg	29	288	70	0	387	102	52	121	0	275	89	290	0	0	379	1	152	100	0	253	1294
Exiting Leg					492					311					410					81	1294
Total					879					586					789					334	2588

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	3	0	0	3	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	1	0	1	0	2	2	2	0	0	4	0	1	1	0	2	8
7:30 AM	0	3	0	0	3	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	12
7:45 AM	0	1	0	0	1	0	1	0	0	1	1	10	0	0	11	0	2	1	0	3	16
Total	0	7	0	0	7	3	1	3	0	7	3	20	0	0	23	0	3	2	0	5	42
8:00 AM	0	2	0	0	2	0	1	1	0	2	1	7	0	0	8	0	0	0	0	0	12
8:15 AM	0	0	1	0	1	0	0	1	0	1	1	3	0	0	4	0	1	1	0	2	8
8:30 AM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6
8:45 AM	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	0	1	1	0	2	7
Total	1	2	1	0	4	0	1	7	0	8	4	13	0	0	17	0	2	2	0	4	33
Grand Total	1	9	1	0	11	3	2	10	0	15	7	33	0	0	40	0	5	4	0	9	75
Approach %	9.1	81.8	9.1	0.0		20.0	13.3	66.7	0.0		17.5	82.5	0.0	0.0		0.0	55.6	44.4	0.0		
Total %	1.3	12.0	1.3	0.0	14.7	4.0	2.7	13.3	0.0	20.0	9.3	44.0	0.0	0.0	53.3	0.0	6.7	5.3	0.0	12.0	
Exiting Leg Total					40					13					19					3	75
Buses	0	0	0	0	0	3	1	6	0	10	3	3	0	0	6	0	4	2	0	6	22
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	50.0	60.0	0.0	66.7	42.9	9.1	0.0	0.0	15.0	0.0	80.0	50.0	0.0	66.7	29.3
Exiting Leg Total					8					7					6					1	22
Single-Unit Trucks	0	7	1	0	8	0	1	4	0	5	4	27	0	0	31	0	1	2	0	3	47
% Single-Unit	0.0	77.8	100.0	0.0	72.7	0.0	50.0	40.0	0.0	33.3	57.1	81.8	0.0	0.0	77.5	0.0	20.0	50.0	0.0	33.3	62.7
Exiting Leg Total					29					6					11					1	47
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Articulated	100.0	22.2	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	8.0
Exiting Leg Total					3					0					2					1	6

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

7:15 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	0	0	0	0	1	0	1	0	2	2	2	0	0	4	0	1	1	0	2	8
7:30 AM	0	3	0	0	3	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	12
7:45 AM	0	1	0	0	1	0	1	0	0	1	1	10	0	0	11	0	2	1	0	3	16
8:00 AM	0	2	0	0	2	0	1	1	0	2	1	7	0	0	8	0	0	0	0	0	12
Total Volume	0	6	0	0	6	2	2	3	0	7	4	26	0	0	30	0	3	2	0	5	48
% Approach Total	0.0	100.0	0.0	0.0		28.6	28.6	42.9	0.0		13.3	86.7	0.0	0.0		0.0	60.0	40.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.500	0.500	0.750	0.000	0.875	0.500	0.650	0.000	0.000	0.682	0.000	0.375	0.500	0.000	0.417	0.750
Buses	0	0	0	0	0	2	1	3	0	6	3	2	0	0	5	0	3	2	0	5	16
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	50.0	100.0	0.0	85.7	75.0	7.7	0.0	0.0	16.7	0.0	100.0	100.0	0.0	100.0	33.3
Single-Unit Trucks	0	5	0	0	5	0	1	0	0	1	1	21	0	0	22	0	0	0	0	0	28
Single-Unit %	0.0	83.3	0.0	0.0	83.3	0.0	50.0	0.0	0.0	14.3	25.0	80.8	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	58.3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Articulated %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8.3
Buses	0	0	0	0	0	2	1	3	0	6	3	2	0	0	5	0	3	2	0	5	16
Single-Unit Trucks	0	5	0	0	5	0	1	0	0	1	1	21	0	0	22	0	0	0	0	0	28
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Entering Leg	0	6	0	0	6	2	2	3	0	7	4	26	0	0	30	0	3	2	0	5	48
Buses					6					6					3					1	16
Single-Unit Trucks					21					1					5					1	28
Articulated Trucks					3					0					1					0	4
Total Exiting Leg					30					7					9					2	48

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	58	8	0	67	11	8	28	0	47	16	27	0	0	43	1	20	10	0	31	188
7:15 AM	4	61	17	0	82	15	7	21	0	43	9	40	0	0	49	0	22	23	0	45	219
7:30 AM	5	55	4	0	64	17	17	24	0	58	10	54	0	0	64	0	26	24	0	50	236
7:45 AM	4	56	15	0	75	23	10	26	0	59	20	72	0	0	92	0	49	24	0	73	299
Total	14	230	44	0	288	66	42	99	0	207	55	193	0	0	248	1	117	81	0	199	942
8:00 AM	13	60	17	0	90	23	12	20	0	55	17	63	0	0	80	1	30	23	0	54	279
8:15 AM	5	64	13	0	82	22	10	25	0	57	15	68	0	0	83	0	23	32	0	55	277
8:30 AM	6	65	19	0	90	27	13	23	0	63	17	57	0	0	74	0	25	14	0	39	266
8:45 AM	5	55	21	0	81	17	16	18	0	51	18	53	0	0	71	0	32	17	0	49	252
Total	29	244	70	0	343	89	51	86	0	226	67	241	0	0	308	1	110	86	0	197	1074
Grand Total	43	474	114	0	631	155	93	185	0	433	122	434	0	0	556	2	227	167	0	396	2016
Approach %	6.8	75.1	18.1	0.0		35.8	21.5	42.7	0.0		21.9	78.1	0.0	0.0		0.5	57.3	42.2	0.0		
Total %	2.1	23.5	5.7	0.0	31.3	7.7	4.6	9.2	0.0	21.5	6.1	21.5	0.0	0.0	27.6	0.1	11.3	8.3	0.0	19.6	
Exiting Leg Total					756					463					661					136	2016

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

7:45 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	56	15	0	75	23	10	26	0	59	20	72	0	0	92	0	49	24	0	73	299
8:00 AM	13	60	17	0	90	23	12	20	0	55	17	63	0	0	80	1	30	23	0	54	279
8:15 AM	5	64	13	0	82	22	10	25	0	57	15	68	0	0	83	0	23	32	0	55	277
8:30 AM	6	65	19	0	90	27	13	23	0	63	17	57	0	0	74	0	25	14	0	39	266
Total Volume	28	245	64	0	337	95	45	94	0	234	69	260	0	0	329	1	127	93	0	221	1121
% Approach Total	8.3	72.7	19.0	0.0		40.6	19.2	40.2	0.0		21.0	79.0	0.0	0.0		0.5	57.5	42.1	0.0		
PHF	0.538	0.942	0.842	0.000	0.936	0.880	0.865	0.904	0.000	0.929	0.863	0.903	0.000	0.000	0.894	0.250	0.648	0.727	0.000	0.757	0.937
Entering Leg	28	245	64	0	337	95	45	94	0	234	69	260	0	0	329	1	127	93	0	221	1121
Exiting Leg					448					260					340					73	1121
Total					785					494					669					294	2242

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	9	4	0	13	2	2	6	0	10	5	4	0	0	9	0	4	0	0	4	36
7:15 AM	0	10	3	0	13	1	2	4	0	7	3	6	0	0	9	0	6	0	0	6	35
7:30 AM	1	7	3	0	11	1	3	4	0	8	7	6	0	0	13	0	5	2	0	7	39
7:45 AM	1	12	2	0	15	1	1	8	0	10	1	9	0	0	10	0	9	2	0	11	46
Total	2	38	12	0	52	5	8	22	0	35	16	25	0	0	41	0	24	4	0	28	156
8:00 AM	0	9	0	0	9	2	3	5	0	10	5	8	0	0	13	0	6	0	0	6	38
8:15 AM	0	13	2	0	15	2	1	6	0	9	9	6	0	0	15	0	4	3	0	7	46
8:30 AM	0	9	2	0	11	2	2	8	0	12	5	7	0	0	12	0	6	2	0	8	43
8:45 AM	0	14	2	0	16	1	2	8	0	11	7	10	0	0	17	0	3	3	0	6	50
Total	0	45	6	0	51	7	8	27	0	42	26	31	0	0	57	0	19	8	0	27	177
Grand Total	2	83	18	0	103	12	16	49	0	77	42	56	0	0	98	0	43	12	0	55	333
Approach %	1.9	80.6	17.5	0.0		15.6	20.8	63.6	0.0		42.9	57.1	0.0	0.0		0.0	78.2	21.8	0.0		
Total %	0.6	24.9	5.4	0.0	30.9	3.6	4.8	14.7	0.0	23.1	12.6	16.8	0.0	0.0	29.4	0.0	12.9	3.6	0.0	16.5	
Exiting Leg Total					80					103					132					18	333

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

8:00 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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
8:00 AM	0	9	0	0	9	2	3	5	0	10	5	8	0	0	13	0	6	0	0	6	38
8:15 AM	0	13	2	0	15	2	1	6	0	9	9	6	0	0	15	0	4	3	0	7	46
8:30 AM	0	9	2	0	11	2	2	8	0	12	5	7	0	0	12	0	6	2	0	8	43
8:45 AM	0	14	2	0	16	1	2	8	0	11	7	10	0	0	17	0	3	3	0	6	50
Total Volume	0	45	6	0	51	7	8	27	0	42	26	31	0	0	57	0	19	8	0	27	177
% Approach Total	0.0	88.2	11.8	0.0		16.7	19.0	64.3	0.0		45.6	54.4	0.0	0.0		0.0	70.4	29.6	0.0		
PHF	0.000	0.804	0.750	0.000	0.797	0.875	0.667	0.844	0.000	0.875	0.722	0.775	0.000	0.000	0.838	0.000	0.792	0.667	0.000	0.844	0.885
Entering Leg	0	45	6	0	51	7	8	27	0	42	26	31	0	0	57	0	19	8	0	27	177
Exiting Leg					46					51					72					8	177
Total					97					93					129					35	354

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	0	1	1	0	2	6
7:30 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	5
Total	0	0	0	0	0	3	0	3	0	6	3	1	0	0	4	0	3	2	0	5	15
8:00 AM	0	0	0	0	0	0	1	1	0	2	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	2	0	2	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	3	0	4	0	2	0	0	2	0	1	0	0	1	7
Grand Total	0	0	0	0	0	3	1	6	0	10	3	3	0	0	6	0	4	2	0	6	22
Approach %	0.0	0.0	0.0	0.0		30.0	10.0	60.0	0.0		50.0	50.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	13.6	4.5	27.3	0.0	45.5	13.6	13.6	0.0	0.0	27.3	0.0	18.2	9.1	0.0	27.3	
Exiting Leg Total					8					7					6					1	22

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

7:15 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	0	1	1	0	2	6
7:30 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	5
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	0	0	0	0	2	1	3	0	6	3	2	0	0	5	0	3	2	0	5	16
% Approach Total	0.0	0.0	0.0	0.0		33.3	16.7	50.0	0.0		60.0	40.0	0.0	0.0		0.0	60.0	40.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.750	0.375	0.500	0.000	0.000	0.625	0.000	0.375	0.500	0.000	0.417	0.667
Entering Leg	0	0	0	0	0	2	1	3	0	6	3	2	0	0	5	0	3	2	0	5	16
Exiting Leg					6					6					3					1	16
Total					6					12					8					6	32

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
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Class:

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Single-Unit Trucks

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
Total	0	5	0	0	5	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	22
8:00 AM	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	9
8:15 AM	0	0	1	0	1	0	0	1	0	1	1	3	0	0	4	0	1	1	0	2	8
8:30 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	0	1	0	1	5
Total	0	2	1	0	3	0	0	4	0	4	4	11	0	0	15	0	1	2	0	3	25
Grand Total	0	7	1	0	8	0	1	4	0	5	4	27	0	0	31	0	1	2	0	3	47
Approach %	0.0	87.5	12.5	0.0		0.0	20.0	80.0	0.0		12.9	87.1	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	0.0	14.9	2.1	0.0	17.0	0.0	2.1	8.5	0.0	10.6	8.5	57.4	0.0	0.0	66.0	0.0	2.1	4.3	0.0	6.4	
Exiting Leg Total					29					6					11					1	47

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

7:30 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
8:00 AM	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	9
8:15 AM	0	0	1	0	1	0	0	1	0	1	1	3	0	0	4	0	1	1	0	2	8
Total Volume	0	5	1	0	6	0	1	1	0	2	2	23	0	0	25	0	1	1	0	2	35
% Approach Total	0.0	83.3	16.7	0.0		0.0	50.0	50.0	0.0		8.0	92.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.417	0.250	0.000	0.500	0.000	0.250	0.250	0.000	0.500	0.500	0.719	0.000	0.000	0.781	0.000	0.250	0.250	0.000	0.250	0.972
Entering Leg	0	5	1	0	6	0	1	1	0	2	2	23	0	0	25	0	1	1	0	2	35
Exiting Leg					24					4					6					1	35
Total					30					6					31					3	70

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
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	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Approach %	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	16.7	33.3	0.0	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					3					0					2					1	6

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

7:00 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Exiting Leg					3					0					2					0	5
Total					5					0					5					0	10

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	1	0	0	0	0	1	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	1	0	0	0	0	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	1	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	0	0	0	0	2	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	1
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	2	2	4	8
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	
Exiting Leg Total							2							0							1							5	8

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

7:30 AM	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	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	2	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	2	1	3	6
% Approach Total	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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	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	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.750
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	2	1	3	6
Exiting Leg							2							0							0							4	6
Total							2							1							2							7	12

PDI File #: **196792 G**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	4	1	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	3	4	6
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	4	5	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	3	2	5	8
Total	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	9	10	19	26
8:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
8:15 AM	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	6	0	6	7
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
8:45 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	4	1	5	6
Total	0	0	0	0	0	4	4	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	12	3	15	21
Grand Total	0	0	0	0	0	5	5	0	0	0	0	1	2	3	0	0	0	0	1	4	5	0	0	0	0	21	13	34	47
Approach %	0	0	0	0	0	100		0	0	0	0	33.3	66.7		0	0	0	0	20	80		0	0	0	0	61.8	38.2		
Total %	0	0	0	0	0	10.6	10.6	0	0	0	0	2.13	4.26	6.38	0	0	0	0	2.13	8.51	10.6	0	0	0	0	44.7	27.7	72.3	
Exiting Leg Total							5							3							5							34	47

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

7:00 AM	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	4	1	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	3	4	6
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	4	5	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	3	2	5	8
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	9	10	19	26
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	47.4	52.6		
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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.563	0.625	0.950	0.813
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	9	10	19	26
Exiting Leg							1							2							4							19	26
Total							2							4							8							38	52

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	107	33	0	143	26	23	44	0	93	25	46	1	0	72	0	31	10	0	41	349
4:15 PM	15	78	33	0	126	22	22	33	0	77	24	49	0	0	73	0	24	11	0	35	311
4:30 PM	7	86	25	0	118	16	25	31	0	72	20	51	0	0	71	0	32	7	0	39	300
4:45 PM	7	94	22	0	123	20	24	37	0	81	21	47	0	0	68	0	36	18	0	54	326
Total	32	365	113	0	510	84	94	145	0	323	90	193	1	0	284	0	123	46	0	169	1286
5:00 PM	4	91	19	0	114	25	27	44	0	96	30	62	0	0	92	0	41	9	0	50	352
5:15 PM	3	113	22	0	138	18	18	43	0	79	24	51	0	0	75	1	36	8	0	45	337
5:30 PM	6	97	29	0	132	22	20	28	0	70	26	57	0	0	83	0	36	17	0	53	338
5:45 PM	8	89	28	0	125	13	31	26	0	70	25	47	0	0	72	0	40	14	0	54	321
Total	21	390	98	0	509	78	96	141	0	315	105	217	0	0	322	1	153	48	0	202	1348
Grand Total	53	755	211	0	1019	162	190	286	0	638	195	410	1	0	606	1	276	94	0	371	2634
Approach %	5.2	74.1	20.7	0.0		25.4	29.8	44.8	0.0		32.2	67.7	0.2	0.0		0.3	74.4	25.3	0.0		
Total %	2.0	28.7	8.0	0.0	38.7	6.2	7.2	10.9	0.0	24.2	7.4	15.6	0.0	0.0	23.0	0.0	10.5	3.6	0.0	14.1	
Exiting Leg Total					666					682					1042					244	2634
Cars	53	745	210	0	1008	162	189	282	0	633	192	406	1	0	599	1	274	94	0	369	2609
% Cars	100.0	98.7	99.5	0.0	98.9	100.0	99.5	98.6	0.0	99.2	98.5	99.0	100.0	0.0	98.8	100.0	99.3	100.0	0.0	99.5	99.1
Exiting Leg Total					662					676					1028					243	2609
Heavy Vehicles	0	10	1	0	11	0	1	4	0	5	3	4	0	0	7	0	2	0	0	2	25
% Heavy Vehicles	0.0	1.3	0.5	0.0	1.1	0.0	0.5	1.4	0.0	0.8	1.5	1.0	0.0	0.0	1.2	0.0	0.7	0.0	0.0	0.5	0.9
Exiting Leg Total					4					6					14					1	25

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

4:45 PM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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
4:45 PM	7	94	22	0	123	20	24	37	0	81	21	47	0	0	68	0	36	18	0	54	326
5:00 PM	4	91	19	0	114	25	27	44	0	96	30	62	0	0	92	0	41	9	0	50	352
5:15 PM	3	113	22	0	138	18	18	43	0	79	24	51	0	0	75	1	36	8	0	45	337
5:30 PM	6	97	29	0	132	22	20	28	0	70	26	57	0	0	83	0	36	17	0	53	338
Total Volume	20	395	92	0	507	85	89	152	0	326	101	217	0	0	318	1	149	52	0	202	1353
% Approach Total	3.9	77.9	18.1	0.0		26.1	27.3	46.6	0.0		31.8	68.2	0.0	0.0		0.5	73.8	25.7	0.0		
PHF	0.714	0.874	0.793	0.000	0.918	0.850	0.824	0.864	0.000	0.849	0.842	0.875	0.000	0.000	0.864	0.250	0.909	0.722	0.000	0.935	0.961
Cars	20	391	91	0	502	85	88	152	0	325	100	216	0	0	316	1	148	52	0	201	1344
Cars %	100.0	99.0	98.9	0.0	99.0	100.0	98.9	100.0	0.0	99.7	99.0	99.5	0.0	0.0	99.4	100.0	99.3	100.0	0.0	99.5	99.3
Heavy Vehicles	0	4	1	0	5	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	9
Heavy Vehicles %	0.0	1.0	1.1	0.0	1.0	0.0	1.1	0.0	0.0	0.3	1.0	0.5	0.0	0.0	0.6	0.0	0.7	0.0	0.0	0.5	0.7
Cars Enter Leg	20	391	91	0	502	85	88	152	0	325	100	216	0	0	316	1	148	52	0	201	1344
Heavy Enter Leg	0	4	1	0	5	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	9
Total Entering Leg	20	395	92	0	507	85	89	152	0	326	101	217	0	0	318	1	149	52	0	202	1353
Cars Exiting Leg					353					339					544					108	1344
Heavy Exiting Leg					1					3					4					1	9
Total Exiting Leg					354					342					548					109	1353

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	104	33	0	140	26	23	42	0	91	25	45	1	0	71	0	30	10	0	40	342
4:15 PM	15	77	33	0	125	22	22	31	0	75	23	47	0	0	70	0	24	11	0	35	305
4:30 PM	7	85	25	0	117	16	25	31	0	72	19	51	0	0	70	0	32	7	0	39	298
4:45 PM	7	94	22	0	123	20	23	37	0	80	21	46	0	0	67	0	36	18	0	54	324
Total	32	360	113	0	505	84	93	141	0	318	88	189	1	0	278	0	122	46	0	168	1269
5:00 PM	4	91	19	0	114	25	27	44	0	96	30	62	0	0	92	0	40	9	0	49	351
5:15 PM	3	109	21	0	133	18	18	43	0	79	23	51	0	0	74	1	36	8	0	45	331
5:30 PM	6	97	29	0	132	22	20	28	0	70	26	57	0	0	83	0	36	17	0	53	338
5:45 PM	8	88	28	0	124	13	31	26	0	70	25	47	0	0	72	0	40	14	0	54	320
Total	21	385	97	0	503	78	96	141	0	315	104	217	0	0	321	1	152	48	0	201	1340
Grand Total	53	745	210	0	1008	162	189	282	0	633	192	406	1	0	599	1	274	94	0	369	2609
Approach %	5.3	73.9	20.8	0.0		25.6	29.9	44.5	0.0		32.1	67.8	0.2	0.0		0.3	74.3	25.5	0.0		
Total %	2.0	28.6	8.0	0.0	38.6	6.2	7.2	10.8	0.0	24.3	7.4	15.6	0.0	0.0	23.0	0.0	10.5	3.6	0.0	14.1	
Exiting Leg Total					662					676					1028					243	2609

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

4:45 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	7	94	22	0	123	20	23	37	0	80	21	46	0	0	67	0	36	18	0	54	324
5:00 PM	4	91	19	0	114	25	27	44	0	96	30	62	0	0	92	0	40	9	0	49	351
5:15 PM	3	109	21	0	133	18	18	43	0	79	23	51	0	0	74	1	36	8	0	45	331
5:30 PM	6	97	29	0	132	22	20	28	0	70	26	57	0	0	83	0	36	17	0	53	338
Total Volume	20	391	91	0	502	85	88	152	0	325	100	216	0	0	316	1	148	52	0	201	1344
% Approach Total	4.0	77.9	18.1	0.0		26.2	27.1	46.8	0.0		31.6	68.4	0.0	0.0		0.5	73.6	25.9	0.0		
PHF	0.714	0.897	0.784	0.000	0.944	0.850	0.815	0.864	0.000	0.846	0.833	0.871	0.000	0.000	0.859	0.250	0.925	0.722	0.000	0.931	0.957
Entering Leg	20	391	91	0	502	85	88	152	0	325	100	216	0	0	316	1	148	52	0	201	1344
Exiting Leg					353					339					544					108	1344
Total					855					664					860					309	2688

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	3	0	0	3	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	7
4:15 PM	0	1	0	0	1	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	1	4	0	5	2	4	0	0	6	0	1	0	0	1	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	4	1	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	1	0	6	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	8
Grand Total	0	10	1	0	11	0	1	4	0	5	3	4	0	0	7	0	2	0	0	2	25
Approach %	0.0	90.9	9.1	0.0		0.0	20.0	80.0	0.0		42.9	57.1	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	40.0	4.0	0.0	44.0	0.0	4.0	16.0	0.0	20.0	12.0	16.0	0.0	0.0	28.0	0.0	8.0	0.0	0.0	8.0	
Exiting Leg Total					4					6					14					1	25
Buses	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	7
% Buses	0.0	30.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	28.6	0.0	100.0	0.0	0.0	100.0	28.0
Exiting Leg Total					0					4					3					0	7
Single-Unit Trucks	0	7	1	0	8	0	1	4	0	5	1	3	0	0	4	0	0	0	0	0	17
% Single-Unit	0.0	70.0	100.0	0.0	72.7	0.0	100.0	100.0	0.0	100.0	33.3	75.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	68.0
Exiting Leg Total					3					2					11					1	17
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	25.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	4.0
Exiting Leg Total					1					0					0					0	1

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

4:00 PM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	3	0	0	3	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	7
4:15 PM	0	1	0	0	1	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	1	4	0	5	2	4	0	0	6	0	1	0	0	1	17
% Approach Total	0.0	100.0	0.0	0.0		0.0	20.0	80.0	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.250	0.500	0.000	0.625	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.607
Buses	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	5
Buses %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	33.3	0.0	100.0	0.0	0.0	100.0	29.4
Single-Unit Trucks	0	3	0	0	3	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	11
Single-Unit %	0.0	60.0	0.0	0.0	60.0	0.0	100.0	100.0	0.0	100.0	0.0	75.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	64.7
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	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	5.9
Buses	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	5
Single-Unit Trucks	0	3	0	0	3	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	11
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	5	0	0	5	0	1	4	0	5	2	4	0	0	6	0	1	0	0	1	17
Buses					0					3					2					0	5
Single-Unit Trucks					3					0					7					1	11
Articulated Trucks					1					0					0					0	1
Total Exiting Leg					4					3					9					1	17

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	94	26	0	123	23	14	33	0	70	18	42	0	0	60	0	26	10	0	36	289
4:15 PM	14	69	31	0	114	16	15	24	0	55	20	41	0	0	61	0	23	11	0	34	264
4:30 PM	6	84	22	0	112	12	22	25	0	59	16	39	0	0	55	0	24	6	0	30	256
4:45 PM	7	79	19	0	105	17	17	30	0	64	20	43	0	0	63	0	29	17	0	46	278
Total	30	326	98	0	454	68	68	112	0	248	74	165	0	0	239	0	102	44	0	146	1087
5:00 PM	4	81	18	0	103	21	24	30	0	75	25	57	0	0	82	0	37	8	0	45	305
5:15 PM	3	105	20	0	128	17	16	36	0	69	18	47	0	0	65	1	34	7	0	42	304
5:30 PM	6	90	27	0	123	20	15	27	0	62	21	51	0	0	72	0	31	14	0	45	302
5:45 PM	8	81	27	0	116	12	29	23	0	64	22	40	0	0	62	0	34	12	0	46	288
Total	21	357	92	0	470	70	84	116	0	270	86	195	0	0	281	1	136	41	0	178	1199
Grand Total	51	683	190	0	924	138	152	228	0	518	160	360	0	0	520	1	238	85	0	324	2286
Approach %	5.5	73.9	20.6	0.0		26.6	29.3	44.0	0.0		30.8	69.2	0.0	0.0		0.3	73.5	26.2	0.0		
Total %	2.2	29.9	8.3	0.0	40.4	6.0	6.6	10.0	0.0	22.7	7.0	15.7	0.0	0.0	22.7	0.0	10.4	3.7	0.0	14.2	
Exiting Leg Total					583					588					912					203	2286

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

5:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	4	81	18	0	103	21	24	30	0	75	25	57	0	0	82	0	37	8	0	45	305
5:15 PM	3	105	20	0	128	17	16	36	0	69	18	47	0	0	65	1	34	7	0	42	304
5:30 PM	6	90	27	0	123	20	15	27	0	62	21	51	0	0	72	0	31	14	0	45	302
5:45 PM	8	81	27	0	116	12	29	23	0	64	22	40	0	0	62	0	34	12	0	46	288
Total Volume	21	357	92	0	470	70	84	116	0	270	86	195	0	0	281	1	136	41	0	178	1199
% Approach Total	4.5	76.0	19.6	0.0		25.9	31.1	43.0	0.0		30.6	69.4	0.0	0.0		0.6	76.4	23.0	0.0		
PHF	0.656	0.850	0.852	0.000	0.918	0.833	0.724	0.806	0.000	0.900	0.860	0.855	0.000	0.000	0.857	0.250	0.919	0.732	0.000	0.967	0.983
Entering Leg	21	357	92	0	470	70	84	116	0	270	86	195	0	0	281	1	136	41	0	178	1199
Exiting Leg					306					314					474					105	1199
Total					776					584					755					283	2398

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	10	7	0	17	3	9	9	0	21	7	3	1	0	11	0	4	0	0	4	53
4:15 PM	1	8	2	0	11	6	7	7	0	20	3	6	0	0	9	0	1	0	0	1	41
4:30 PM	1	1	3	0	5	4	3	6	0	13	3	12	0	0	15	0	8	1	0	9	42
4:45 PM	0	15	3	0	18	3	6	7	0	16	1	3	0	0	4	0	7	1	0	8	46
Total	2	34	15	0	51	16	25	29	0	70	14	24	1	0	39	0	20	2	0	22	182
5:00 PM	0	10	1	0	11	4	3	14	0	21	5	5	0	0	10	0	3	1	0	4	46
5:15 PM	0	4	1	0	5	1	2	7	0	10	5	4	0	0	9	0	2	1	0	3	27
5:30 PM	0	7	2	0	9	2	5	1	0	8	5	6	0	0	11	0	5	3	0	8	36
5:45 PM	0	7	1	0	8	1	2	3	0	6	3	7	0	0	10	0	6	2	0	8	32
Total	0	28	5	0	33	8	12	25	0	45	18	22	0	0	40	0	16	7	0	23	141
Grand Total	2	62	20	0	84	24	37	54	0	115	32	46	1	0	79	0	36	9	0	45	323
Approach %	2.4	73.8	23.8	0.0		20.9	32.2	47.0	0.0		40.5	58.2	1.3	0.0		0.0	80.0	20.0	0.0		
Total %	0.6	19.2	6.2	0.0	26.0	7.4	11.5	16.7	0.0	35.6	9.9	14.2	0.3	0.0	24.5	0.0	11.1	2.8	0.0	13.9	
Exiting Leg Total					79					88					116					40	323

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

4:00 PM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street 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	10	7	0	17	3	9	9	0	21	7	3	1	0	11	0	4	0	0	4	53
4:15 PM	1	8	2	0	11	6	7	7	0	20	3	6	0	0	9	0	1	0	0	1	41
4:30 PM	1	1	3	0	5	4	3	6	0	13	3	12	0	0	15	0	8	1	0	9	42
4:45 PM	0	15	3	0	18	3	6	7	0	16	1	3	0	0	4	0	7	1	0	8	46
Total Volume	2	34	15	0	51	16	25	29	0	70	14	24	1	0	39	0	20	2	0	22	182
% Approach Total	3.9	66.7	29.4	0.0		22.9	35.7	41.4	0.0		35.9	61.5	2.6	0.0		0.0	90.9	9.1	0.0		
PHF	0.500	0.567	0.536	0.000	0.708	0.667	0.694	0.806	0.000	0.833	0.500	0.500	0.250	0.000	0.650	0.000	0.625	0.500	0.000	0.611	0.858
Entering Leg	2	34	15	0	51	16	25	29	0	70	14	24	1	0	39	0	20	2	0	22	182
Exiting Leg					42					49					63					28	182
Total					93					119					102					50	364

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	7
Approach %	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	100.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	28.6	0.0	28.6	0.0	0.0	28.6	
Exiting Leg Total					0					4					3					0	7

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

4:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	5
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	5
Exiting Leg					0					3					2					0	5
Total					2					3					4					1	10

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
4:15 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	11
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	4	1	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
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	4	1	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Grand Total	0	7	1	0	8	0	1	4	0	5	1	3	0	0	4	0	0	0	0	0	17
Approach %	0.0	87.5	12.5	0.0		0.0	20.0	80.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.2	5.9	0.0	47.1	0.0	5.9	23.5	0.0	29.4	5.9	17.6	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					2					11					1	17

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

4:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
4:15 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	20.0	80.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.500	0.000	0.625	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	3	0	0	3	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	11
Exiting Leg					3					0					7					1	11
Total					6					5					10					1	22

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	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	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	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	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	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 #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	1	1	1
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
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	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	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
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	1	1	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	4
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	2	2	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	33.3	33.3	
Exiting Leg Total							0							1							2							3	6

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

4:45 PM	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		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	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500	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	0.333
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
Exiting Leg							0							1							2							1	4
Total							1							3							3							1	8

PDI File #: **196792 GG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Thursday, March 21, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	McPherson Drive from North							Federal Street from East							River Street from South							Federal Street 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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	3	5	8
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	5
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	7	7	10
Total	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	4	14	18	28
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	8	7	15	20
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	4	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	3	6	9
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	12	14
Total	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	2	3	5	0	0	0	0	14	23	37	49
Grand Total	0	0	0	0	2	5	7	0	0	0	0	1	2	3	0	0	0	0	4	8	12	0	0	0	0	18	37	55	77
Approach %	0	0	0	0	28.6	71.4		0	0	0	0	33.3	66.7		0	0	0	0	33.3	66.7		0	0	0	0	32.7	67.3		
Total %	0	0	0	0	2.6	6.49	9.09	0	0	0	0	1.3	2.6	3.9	0	0	0	0	5.19	10.4	15.6	0	0	0	0	23.4	48.1	71.4	
Exiting Leg Total							7							3							12							55	77

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

5:00 PM	McPherson Drive from North							Federal Street from East							River Street from South							Federal Street 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
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	8	7	15	20
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	4	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	3	6	9
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	12	14
Total Volume	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	2	3	5	0	0	0	0	14	23	37	49
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	37.8	62.2		
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.750	0.417	0.000	0.000	0.000	0.000	0.438	0.575	0.617	0.613
Entering Leg	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	2	3	5	0	0	0	0	14	23	37	49
Exiting Leg							4							3							5							37	49
Total							8							6							10							74	98

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	11	56	22	0	89	29	18	30	0	77	25	38	0	0	63	0	18	7	0	25	254
11:15 AM	7	46	21	0	74	22	13	37	0	72	38	39	0	0	77	0	31	4	0	35	258
11:30 AM	5	68	22	0	95	19	15	34	0	68	29	37	0	0	66	0	33	11	0	44	273
11:45 AM	13	74	19	0	106	22	24	32	0	78	42	39	0	0	81	1	22	12	0	35	300
Total	36	244	84	0	364	92	70	133	0	295	134	153	0	0	287	1	104	34	0	139	1085
12:00 PM	11	75	23	0	109	17	29	35	0	81	22	41	1	0	64	1	20	7	0	28	282
12:15 PM	11	65	25	0	101	15	27	25	0	67	38	32	1	0	71	0	30	5	0	35	274
12:30 PM	2	58	21	0	81	16	28	28	0	72	43	25	0	0	68	0	37	7	0	44	265
12:45 PM	7	62	21	0	90	18	31	31	0	80	41	27	1	0	69	0	32	14	0	46	285
Total	31	260	90	0	381	66	115	119	0	300	144	125	3	0	272	1	119	33	0	153	1106
Grand Total	67	504	174	0	745	158	185	252	0	595	278	278	3	0	559	2	223	67	0	292	2191
Approach %	9.0	67.7	23.4	0.0		26.6	31.1	42.4	0.0		49.7	49.7	0.5	0.0		0.7	76.4	22.9	0.0		
Total %	3.1	23.0	7.9	0.0	34.0	7.2	8.4	11.5	0.0	27.2	12.7	12.7	0.1	0.0	25.5	0.1	10.2	3.1	0.0	13.3	
Exiting Leg Total					503					675					758					255	2191
Cars	67	498	172	0	737	158	183	250	0	591	275	273	3	0	551	2	223	67	0	292	2171
% Cars	100.0	98.8	98.9	0.0	98.9	100.0	98.9	99.2	0.0	99.3	98.9	98.2	100.0	0.0	98.6	100.0	100.0	100.0	0.0	100.0	99.1
Exiting Leg Total					498					670					750					253	2171
Heavy Vehicles	0	6	2	0	8	0	2	2	0	4	3	5	0	0	8	0	0	0	0	0	20
% Heavy Vehicles	0.0	1.2	1.1	0.0	1.1	0.0	1.1	0.8	0.0	0.7	1.1	1.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.9
Exiting Leg Total					5					5					8					2	20

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	McPherson Drive from North					Federal Street from East					River Street from South					Federal Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	5	68	22	0	95	19	15	34	0	68	29	37	0	0	66	0	33	11	0	44	273
11:45 AM	13	74	19	0	106	22	24	32	0	78	42	39	0	0	81	1	22	12	0	35	300
12:00 PM	11	75	23	0	109	17	29	35	0	81	22	41	1	0	64	1	20	7	0	28	282
12:15 PM	11	65	25	0	101	15	27	25	0	67	38	32	1	0	71	0	30	5	0	35	274
Total Volume	40	282	89	0	411	73	95	126	0	294	131	149	2	0	282	2	105	35	0	142	1129
% Approach Total	9.7	68.6	21.7	0.0		24.8	32.3	42.9	0.0		46.5	52.8	0.7	0.0		1.4	73.9	24.6	0.0		
PHF	0.769	0.940	0.890	0.000	0.943	0.830	0.819	0.900	0.000	0.907	0.780	0.909	0.500	0.000	0.870	0.500	0.795	0.729	0.000	0.807	0.941
Cars	40	279	87	0	406	73	94	126	0	293	129	146	2	0	277	2	105	35	0	142	1118
Cars %	100.0	98.9	97.8	0.0	98.8	100.0	98.9	100.0	0.0	99.7	98.5	98.0	100.0	0.0	98.2	100.0	100.0	100.0	0.0	100.0	99.0
Heavy Vehicles	0	3	2	0	5	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	11
Heavy Vehicles %	0.0	1.1	2.2	0.0	1.2	0.0	1.1	0.0	0.0	0.3	1.5	2.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.0
Cars Enter Leg	40	279	87	0	406	73	94	126	0	293	129	146	2	0	277	2	105	35	0	142	1118
Heavy Enter Leg	0	3	2	0	5	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	11
Total Entering Leg	40	282	89	0	411	73	95	126	0	294	131	149	2	0	282	2	105	35	0	142	1129
Cars Exiting Leg					254					321					407					136	1118
Heavy Exiting Leg					3					4					3					1	11
Total Exiting Leg					257					325					410					137	1129

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	11	56	22	0	89	29	18	30	0	77	25	38	0	0	63	0	18	7	0	25	254
11:15 AM	7	46	21	0	74	22	12	37	0	71	37	39	0	0	76	0	31	4	0	35	256
11:30 AM	5	67	22	0	94	19	15	34	0	68	28	37	0	0	65	0	33	11	0	44	271
11:45 AM	13	74	18	0	105	22	24	32	0	78	41	39	0	0	80	1	22	12	0	35	298
Total	36	243	83	0	362	92	69	133	0	294	131	153	0	0	284	1	104	34	0	139	1079
12:00 PM	11	74	22	0	107	17	29	35	0	81	22	39	1	0	62	1	20	7	0	28	278
12:15 PM	11	64	25	0	100	15	26	25	0	66	38	31	1	0	70	0	30	5	0	35	271
12:30 PM	2	56	21	0	79	16	28	27	0	71	43	24	0	0	67	0	37	7	0	44	261
12:45 PM	7	61	21	0	89	18	31	30	0	79	41	26	1	0	68	0	32	14	0	46	282
Total	31	255	89	0	375	66	114	117	0	297	144	120	3	0	267	1	119	33	0	153	1092
Grand Total	67	498	172	0	737	158	183	250	0	591	275	273	3	0	551	2	223	67	0	292	2171
Approach %	9.1	67.6	23.3	0.0		26.7	31.0	42.3	0.0		49.9	49.5	0.5	0.0		0.7	76.4	22.9	0.0		
Total %	3.1	22.9	7.9	0.0	33.9	7.3	8.4	11.5	0.0	27.2	12.7	12.6	0.1	0.0	25.4	0.1	10.3	3.1	0.0	13.5	
Exiting Leg Total					498					670					750					253	2171

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	5	67	22	0	94	19	15	34	0	68	28	37	0	0	65	0	33	11	0	44	271
11:45 AM	13	74	18	0	105	22	24	32	0	78	41	39	0	0	80	1	22	12	0	35	298
12:00 PM	11	74	22	0	107	17	29	35	0	81	22	39	1	0	62	1	20	7	0	28	278
12:15 PM	11	64	25	0	100	15	26	25	0	66	38	31	1	0	70	0	30	5	0	35	271
Total Volume	40	279	87	0	406	73	94	126	0	293	129	146	2	0	277	2	105	35	0	142	1118
% Approach Total	9.9	68.7	21.4	0.0		24.9	32.1	43.0	0.0		46.6	52.7	0.7	0.0		1.4	73.9	24.6	0.0		
PHF	0.769	0.943	0.870	0.000	0.949	0.830	0.810	0.900	0.000	0.904	0.787	0.936	0.500	0.000	0.866	0.500	0.795	0.729	0.000	0.807	0.938
Entering Leg	40	279	87	0	406	73	94	126	0	293	129	146	2	0	277	2	105	35	0	142	1118
Exiting Leg					254					321					407					136	1118
Total					660					614					684					278	2236

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	6
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Grand Total	0	6	2	0	8	0	2	2	0	4	3	5	0	0	8	0	0	0	0	0	20
Approach %	0.0	75.0	25.0	0.0		0.0	50.0	50.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.0	10.0	0.0	40.0	0.0	10.0	10.0	0.0	20.0	15.0	25.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					5					8					2	20
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	6	2	0	8	0	2	2	0	4	3	5	0	0	8	0	0	0	0	0	20
% Single-Unit	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total					5					5					8					2	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
% Approach Total	0.0	83.3	16.7	0.0		0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.250	0.000	0.750	0.000	0.250	0.500	0.000	0.750	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.875
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	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Single-Unit %	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Buses					0					0					0					0	0
Single-Unit Trucks					5					1					7					1	14
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					5					1					7					1	14

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	7	52	18	0	77	26	17	28	0	71	19	32	0	0	51	0	15	6	0	21	220
11:15 AM	7	39	19	0	65	20	7	32	0	59	32	35	0	0	67	0	28	3	0	31	222
11:30 AM	4	59	20	0	83	17	14	28	0	59	22	33	0	0	55	0	29	11	0	40	237
11:45 AM	11	70	17	0	98	22	18	28	0	68	36	34	0	0	70	1	17	11	0	29	265
Total	29	220	74	0	323	85	56	116	0	257	109	134	0	0	243	1	89	31	0	121	944
12:00 PM	10	67	20	0	97	17	25	28	0	70	16	34	0	0	50	1	18	6	0	25	242
12:15 PM	11	54	24	0	89	14	23	17	0	54	30	29	0	0	59	0	24	3	0	27	229
12:30 PM	2	49	18	0	69	15	23	22	0	60	37	20	0	0	57	0	32	6	0	38	224
12:45 PM	7	53	19	0	79	16	26	23	0	65	33	22	1	0	56	0	29	13	0	42	242
Total	30	223	81	0	334	62	97	90	0	249	116	105	1	0	222	1	103	28	0	132	937
Grand Total	59	443	155	0	657	147	153	206	0	506	225	239	1	0	465	2	192	59	0	253	1881
Approach %	9.0	67.4	23.6	0.0		29.1	30.2	40.7	0.0		48.4	51.4	0.2	0.0		0.8	75.9	23.3	0.0		
Total %	3.1	23.6	8.2	0.0	34.9	7.8	8.1	11.0	0.0	26.9	12.0	12.7	0.1	0.0	24.7	0.1	10.2	3.1	0.0	13.5	
Exiting Leg Total					445					572					651					213	1881

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	4	59	20	0	83	17	14	28	0	59	22	33	0	0	55	0	29	11	0	40	237
11:45 AM	11	70	17	0	98	22	18	28	0	68	36	34	0	0	70	1	17	11	0	29	265
12:00 PM	10	67	20	0	97	17	25	28	0	70	16	34	0	0	50	1	18	6	0	25	242
12:15 PM	11	54	24	0	89	14	23	17	0	54	30	29	0	0	59	0	24	3	0	27	229
Total Volume	36	250	81	0	367	70	80	101	0	251	104	130	0	0	234	2	88	31	0	121	973
% Approach Total	9.8	68.1	22.1	0.0		27.9	31.9	40.2	0.0		44.4	55.6	0.0	0.0		1.7	72.7	25.6	0.0		
PHF	0.818	0.893	0.844	0.000	0.936	0.795	0.800	0.902	0.000	0.896	0.722	0.956	0.000	0.000	0.836	0.500	0.759	0.705	0.000	0.756	0.918
Entering Leg	36	250	81	0	367	70	80	101	0	251	104	130	0	0	234	2	88	31	0	121	973
Exiting Leg					231					273					353					116	973
Total					598					524					587					237	1946

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	4	4	4	0	12	3	1	2	0	6	6	6	0	0	12	0	3	1	0	4	34
11:15 AM	0	7	2	0	9	2	5	5	0	12	5	4	0	0	9	0	3	1	0	4	34
11:30 AM	0	8	2	0	10	2	1	6	0	9	5	4	0	0	9	0	4	0	0	4	32
11:45 AM	2	4	1	0	7	0	6	4	0	10	5	5	0	0	10	0	5	1	0	6	33
Total	6	23	9	0	38	7	13	17	0	37	21	19	0	0	40	0	15	3	0	18	133
12:00 PM	1	7	2	0	10	0	4	7	0	11	5	5	1	0	11	0	2	1	0	3	35
12:15 PM	0	10	1	0	11	1	3	8	0	12	8	2	1	0	11	0	6	2	0	8	42
12:30 PM	0	7	3	0	10	1	5	5	0	11	6	4	0	0	10	0	5	1	0	6	37
12:45 PM	0	8	2	0	10	2	5	7	0	14	8	4	0	0	12	0	3	1	0	4	40
Total	1	32	8	0	41	4	17	27	0	48	27	15	2	0	44	0	16	5	0	21	154
Grand Total	7	55	17	0	79	11	30	44	0	85	48	34	2	0	84	0	31	8	0	39	287
Approach %	8.9	69.6	21.5	0.0		12.9	35.3	51.8	0.0		57.1	40.5	2.4	0.0		0.0	79.5	20.5	0.0		
Total %	2.4	19.2	5.9	0.0	27.5	3.8	10.5	15.3	0.0	29.6	16.7	11.8	0.7	0.0	29.3	0.0	10.8	2.8	0.0	13.6	
Exiting Leg Total					53					96					99					39	287

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	7	2	0	10	0	4	7	0	11	5	5	1	0	11	0	2	1	0	3	35
12:15 PM	0	10	1	0	11	1	3	8	0	12	8	2	1	0	11	0	6	2	0	8	42
12:30 PM	0	7	3	0	10	1	5	5	0	11	6	4	0	0	10	0	5	1	0	6	37
12:45 PM	0	8	2	0	10	2	5	7	0	14	8	4	0	0	12	0	3	1	0	4	40
Total Volume	1	32	8	0	41	4	17	27	0	48	27	15	2	0	44	0	16	5	0	21	154
% Approach Total	2.4	78.0	19.5	0.0		8.3	35.4	56.3	0.0		61.4	34.1	4.5	0.0		0.0	76.2	23.8	0.0		
PHF	0.250	0.800	0.667	0.000	0.932	0.500	0.850	0.844	0.000	0.857	0.844	0.750	0.500	0.000	0.917	0.000	0.667	0.625	0.000	0.656	0.917
Entering Leg	1	32	8	0	41	4	17	27	0	48	27	15	2	0	44	0	16	5	0	21	154
Exiting Leg					24					51					59					20	154
Total					65					99					103					41	308

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	6
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Grand Total	0	6	2	0	8	0	2	2	0	4	3	5	0	0	8	0	0	0	0	0	20
Approach %	0.0	75.0	25.0	0.0		0.0	50.0	50.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.0	10.0	0.0	40.0	0.0	10.0	10.0	0.0	20.0	15.0	25.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					5					8					2	20

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
% Approach Total	0.0	83.3	16.7	0.0		0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.250	0.000	0.750	0.000	0.250	0.500	0.000	0.750	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	5	1	0	6	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	14
Exiting Leg					5					1					7					1	14
Total					11					4					12					1	28

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 11:00 AM to 01:00 PM begins at:

11:00 AM	McPherson Drive					Federal Street					River Street					Federal Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1
12:00 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
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
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	1	1	2	3
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	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	66.7	
Exiting Leg Total							1							0							0							2	3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	McPherson Drive							Federal Street							River Street							Federal Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 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
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	1	1	2	3
% 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	50.0	50.0		
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	0.250	0.250	0.500	0.750
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	1	1	2	3
Exiting Leg							1							0							0							2	3
Total							2							0							0							4	6

PDI File #: **196792 GGG**
Location: **N: McPherson Drive S: River Street**
Location: **E: Federal Street W: Federal Street**
City, State: **Beverly, MA**
Client: **GPI/R. Brown**
Site Code: **MAX-2019007.00**
Count Date: **Saturday, March 23, 2019**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	McPherson Drive from North							Federal Street from East							River Street from South							Federal Street 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	3	3	6
12:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
12:45 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	1	1	2
Total	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	6	5	11	17
Grand Total	0	0	0	0	3	1	4	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	7	9	16	23
Approach %	0	0	0	0	75	25		0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	43.8	56.3		
Total %	0	0	0	0	13	4.35	17.4	0	0	0	0	0	4.35	4.35	0	0	0	0	0	8.7	8.7	0	0	0	0	30.4	39.1	69.6	
Exiting Leg Total							4							1							2							16	23

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	McPherson Drive from North							Federal Street from East							River Street from South							Federal Street 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
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	3	3	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	3	3	6
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	3	7	10	17
% Approach Total	0.0	0.0	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	100.0		0.0	0.0	0.0	0.0	30.0	70.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.375	0.583	0.833	0.708
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	3	7	10	17
Exiting Leg							1							2							4							10	17
Total							2							4							8							20	34

TRAFFIC-VOLUME ADJUSTMENT DATA

MassDOT Traffic Volumes

STATION 35 - BEVERLY - RTE.128 - NORTH OF BRIMBLE AVENUE

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AADT[b]
	39,011	41,648	46,000	46,511	48,741	49,470	51,273	48,153	45,721	48,212	43,754	41,813	45,859
2014	14.9%	9.2%	-0.3%	-1.4%	-6.3%	-7.9%	-11.8%	-5.0%	0.3%	-5.1%	4.6%	8.8%	0.0%
	41,103	41,143	43,402	46,446	50,910	51,501	54,455	54,687	52,058	48,570	44,669	44,523	47,789
2015	14.0%	13.9%	9.2%	2.8%	-6.5%	-7.8%	-13.9%	-14.4%	-8.9%	-1.6%	6.5%	6.8%	0.0%
Seasonal Adj.[c]	**14.5%**	**11.5%**	**4.4%**	**0.7%**	**-6.4%**	**-7.8%**	**-12.9%**	**-9.7%**	**-4.3%**	**-3.4%**	**5.6%**	**7.8%**	**0.0%**

STATION 5557 - DANVERS - RTE.I-95 - SOUTH OF RTE. 62

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AADT[b]
	67,037	67,516	73,771	77,597	83,525	87,126	93,091	85,505	80,560		78,181	76,418	79,121
2015	15.3%	14.7%	6.8%	1.9%	-5.6%	-10.1%	-17.7%	-8.1%	-1.8%		1.2%	3.4%	0.0%
	71,808	73,077	76,958	79,548	85,855	90,958	94,902	97,164	88,540	87,624	81,121	77,354	83,742
2016	14.3%	12.7%	8.1%	5.0%	-2.5%	-8.6%	-13.3%	-16.0%	-5.7%	-4.6%	3.1%	7.6%	0.0%
	74,583	75,288	77,988	81,624	87,570	93,082	96,300		91,022	89,949	83,018	78,190	85,567
2017	12.8%	12.0%	8.9%	4.6%	-2.3%	-8.8%	-12.5%		-6.4%	-5.1%	3.0%	8.6%	0.0%
Seasonal Adj.[c]	**14.1%**	**13.1%**	**7.9%**	**3.8%**	**-3.5%**	**-9.2%**	**-14.5%**	**-12.0%**	**-4.6%**	**-4.9%**	**2.4%**	**6.6%**	**0.0%**

STATION 5558 - DANVERS - RTE.I-95 - NORTH OF RTE. 62

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AADT[b]
	67,839	69,493	73,012	76,097	81,527	87,611	91,400	93,616	84,667	83,202	78,461	72,594	79,960
2016	15.2%	13.1%	8.7%	4.8%	-2.0%	-9.6%	-14.3%	-17.1%	-5.9%	-4.1%	1.9%	9.2%	0.0%
	70,224	72,137	72,860		83,777	88,516	92,149		85,972	84,791	77,875	73,003	81,358
2017	13.7%	11.3%	10.4%		-3.0%	-8.8%	-13.3%		-5.7%	-4.2%	4.3%	10.3%	0.0%
Seasonal Adj.[c]	**14.4%**	**12.2%**	**9.6%**	**4.8%**	**-2.5%**	**-9.2%**	**-13.8%**	**-17.1%**	**-5.8%**	**-4.1%**	**3.1%**	**9.7%**	**0.0%**

STATION 5048 - TOPSFIELD - RTE.I-95 - NORTH OF RTE.1

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AADT[b]
	81,124	79,089	80,968	88,368	97,414	102,028	103,663	106,415	98,388	96,747	83,815	100,002	93,168
2014	12.9%	15.1%	13.1%	5.2%	-4.6%	-9.5%	-11.3%	-14.2%	-5.6%	-3.8%	10.0%	-7.3%	0.0%
	73,835	67,576	79,467	81,351	87,888	93,067	97,107	99,421	88,637	86,505	81,682	78,194	84,561
2016	12.7%	20.1%	6.0%	3.8%	-3.9%	-10.1%	-14.8%	-17.6%	-4.8%	-2.3%	3.4%	7.5%	0.0%
Seasonal Adj.[c]	**12.8%**	**17.6%**	**9.6%**	**4.5%**	**-4.2%**	**-9.8%**	**-13.1%**	**-15.9%**	**-5.2%**	**-3.1%**	**6.7%**	**0.1%**	**0.0%**
Average	**14.0%**	**13.6%**	**7.9%**	**3.5%**	**-4.2%**	**-9.0%**	**-13.6%**	**-13.7%**	**-5.0%**	**-3.9%**	**4.5%**	**6.1%**	**0.0%**

[a] Based upon historical data. Source: MassDOT 2009 Traffic Volumes and MassDOT Transportation Data Management System
[b] Average Annual Daily Traffic.
[c] Seasonal adjustment to yearly average.

Traffic Growth Factor Worksheet

Temporary Count Stations

(Source: MassDOT Transportation Data Management System)

STA.	CITY/TOWN	ROUTE/STREET	LOCATION	2010	2011	2012	2013	2014	2015	2016	2017	Average % Growth
5100	Beverly	Kernwood Street	at Beverly	6,300	6,432	6,543	6,023					-1.4%
5072	Beverly	Essex Street	at Wenham Town Line	4,400	4,399	4,199	4,083			4,792		1.5%
5076	Beverly	Hale Street	East of Haskell Street	4,742	4,218	3,991	4,004	4,375			4,796	0.4%

Average Growth:	0.2%
Say:	**0.5%**

MASSDOT CRASH RATE WORKSHEET

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

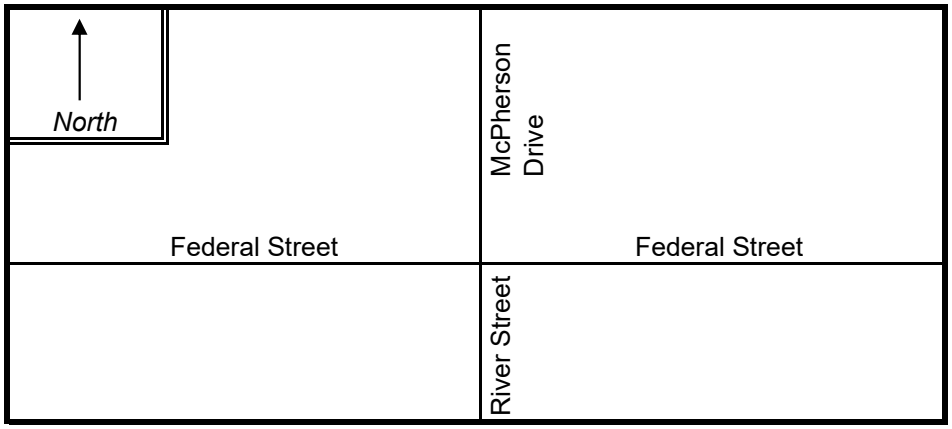
~ INTERSECTION DATA ~

MAJOR STREET : FEDERAL STREET

MINOR STREET(S) : RIVER STREET

MCPHERSON DRIVE

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	218	352	343	547		1,460

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **14,747**

TOTAL # OF CRASHES : 23 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **4.60**

CRASH RATE CALCULATION : 0.85

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

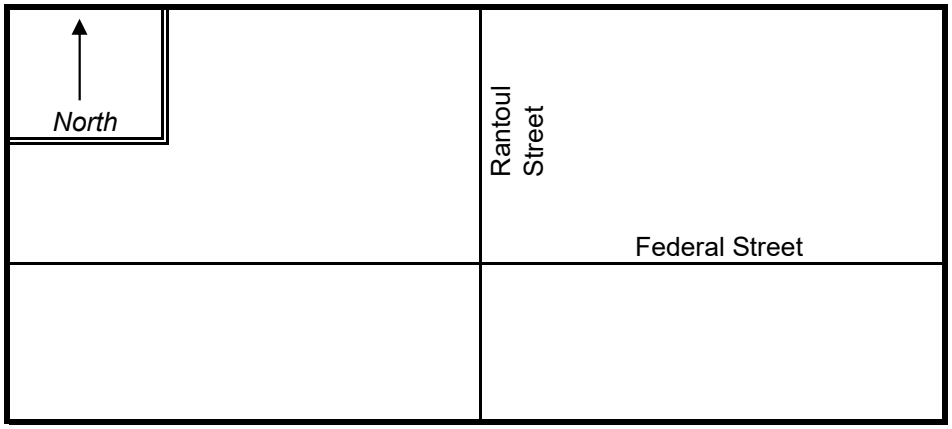
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : RANTOUL STREET (ROUTE 1A)

MINOR STREET(S) : FEDERAL STREET

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	372		563	684		1,619

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **16,354**

TOTAL # OF CRASHES : 13 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.60**

CRASH RATE CALCULATION : 0.44

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

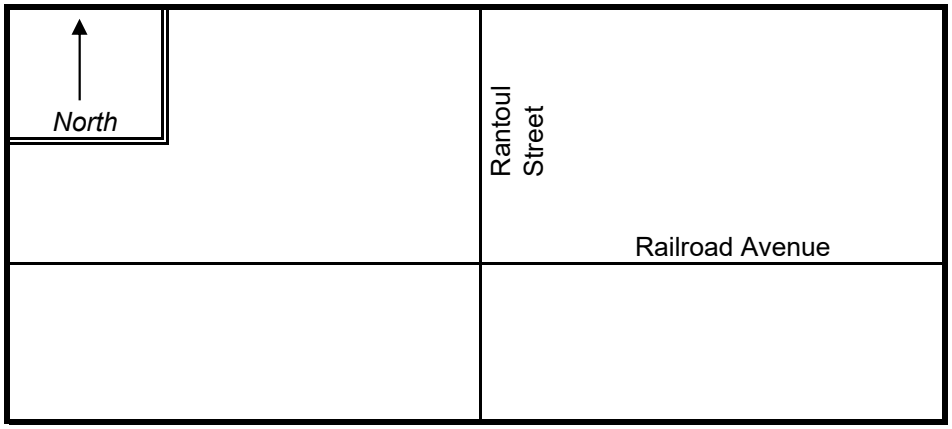
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : RANTOUL STREET (ROUTE 1A)

MINOR STREET(S) : RAILROAD AVENUE

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	304	54	450	530		1,338

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,515**

TOTAL # OF CRASHES : 16 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **3.20**

CRASH RATE CALCULATION : 0.65

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

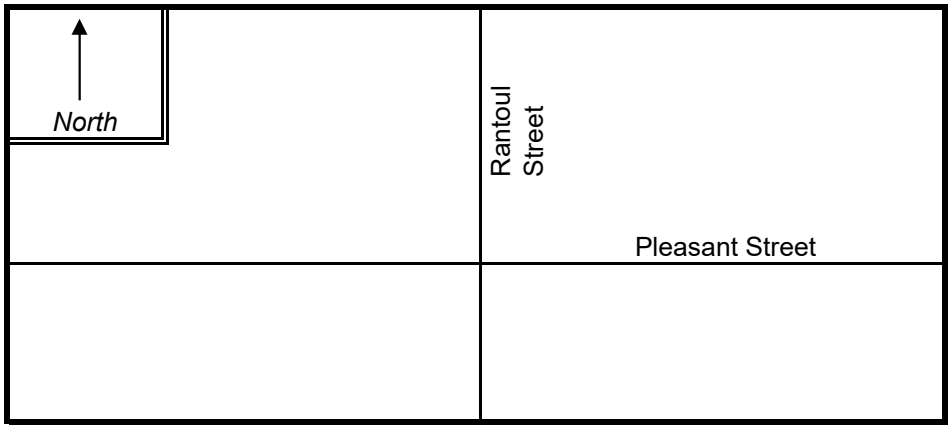
DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : RANTOUL STREET (ROUTE 1A)

MINOR STREET(S) : PLEASANT STREET

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		37	561	653		1,251

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **12,636**

TOTAL # OF CRASHES : 10 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.00**

CRASH RATE CALCULATION : 0.43

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

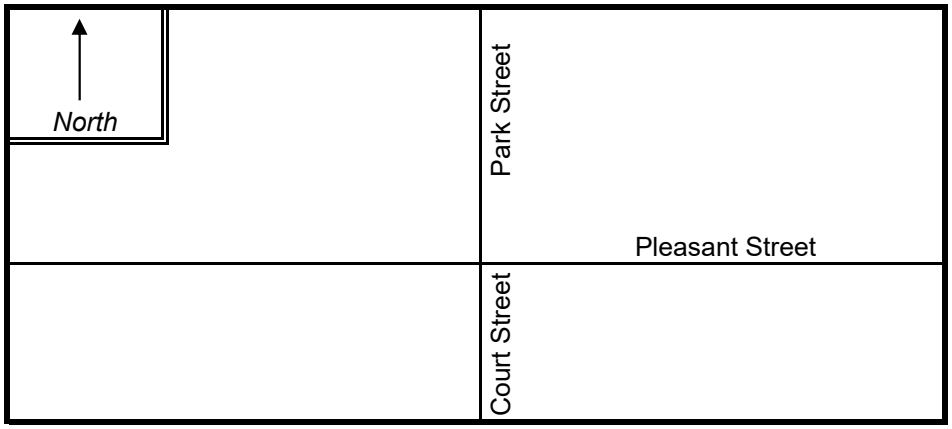
~ INTERSECTION DATA ~

MAJOR STREET : PLEASANT STREET

MINOR STREET(S) : PARK STREET

COURT STREET

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	227	169	97	75		568

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **5,737**

TOTAL # OF CRASHES : 7 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.40**

CRASH RATE CALCULATION : 0.67

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

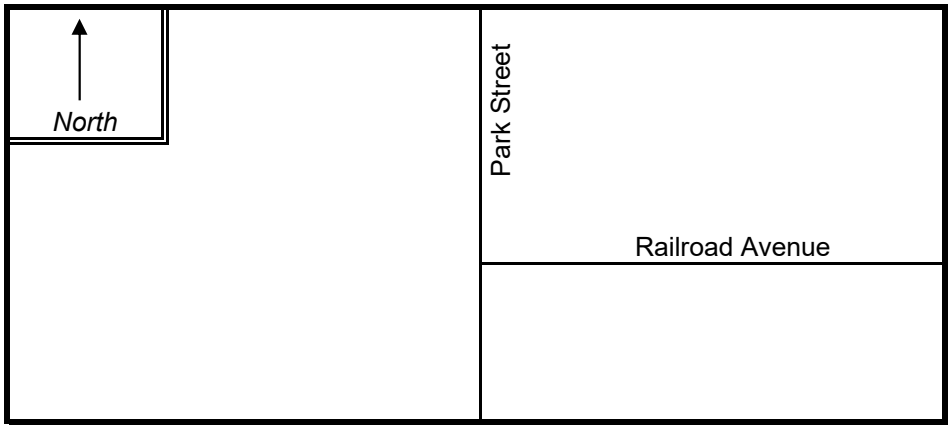
DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : PARK STREET

MINOR STREET(S) : RAILROAD AVENUE

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :			274	163		437

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **4,414**

TOTAL # OF CRASHES : 3 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.60**

CRASH RATE CALCULATION : 0.37

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BEVERLY COUNT DATE : Mar-19

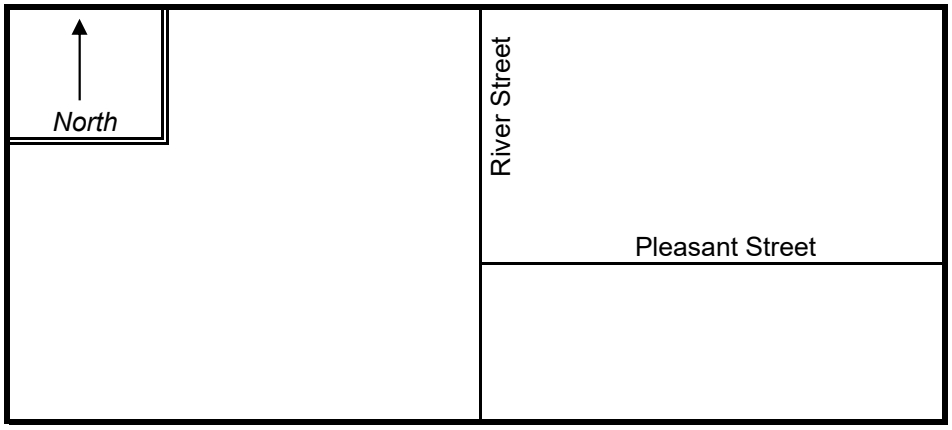
DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : PLEASANT STREET

MINOR STREET(S) : RIVER STREET

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		300	219	705		1,224

" K " FACTOR : **0.099** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **12,364**

TOTAL # OF CRASHES : 3 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.60**

CRASH RATE CALCULATION : 0.13

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

Comments : "K" Factor calculated from ATRs along Rantoul Street

Project Title & Date: MAX-2019007 - Depot Square II, Beverly, MA

MassDOT Crash Data (2012-2016)
Rantoul Street (Route 1A) / Pleasant Street

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Landmark	Traffic Control Device Type	Traffic Device Functioning
4/25/2012	Wednesday	3:00 PM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:N / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way),(Distracted)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST Rte 1A N / PLEASANT ST		Stop signs	Yes, device functioning
7/21/2012	Saturday	4:41 PM	Non-fatal injury	2	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:S / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way),(Physical impairment)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / PLEASANT ST		No controls	Not reported
3/22/2013	Friday	1:30 PM	Not Reported	0	0	1	Single vehicle crash	V1: Parked	V1:8	V1:(Collision with other fixed object(wall, building, tunnel, etc.))	V1:(Passenger car)	D1:()		No hit and run	Dry	Daylight	Clear / Clear	131	RANTOUL ST		No controls	Not reported
4/9/2013	Tuesday	2:20 PM	Non-fatal injury	1	0	2	Rear-end	V1: Turning left / V2:Travelling straight ahead	V1:S / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Followed too closely),(Inattention)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / PLEASANT ST		No controls	Not reported
12/1/2013	Sunday	1:00 PM	Property damage only (none injured)	0	0	2	Sideswipe, opposite direction	V1: Not reported / V2:Travelling straight ahead	V1:8 / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:() D2:(No improper driving)		No hit and run	Wet	Daylight	Rain / Cloudy		RANTOUL STREET / PLEASANT STREET		No controls	Not reported
2/28/2014	Friday	3:46 PM	Property damage only (none injured)	0	0	2	Angle	V1: Backing / V2:Parked	V1:W / V2:8	V1:(Collision with parked motor vehicle) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	127	RANTOUL ST		No controls	Not reported
11/18/2014	Tuesday	2:25 PM	Property damage only (none injured)	0	0	2	Sideswipe, same direction	V1: Travelling straight ahead / V2:Parked	V1:W / V2:8	V1:(Collision with parked motor vehicle) V2:(Collision with animal - deer)	V1:(Bus (seats for 7-15 people, including driver)) V2:(Passenger car)	D1:(No improper driving) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	44	PLEASANT STREET		No controls	Not reported
8/31/2015	Monday	8:00 AM	Property damage only (none injured)	0	0	2	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:W / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / PLEASANT ST		Stop signs	Yes, device functioning
2/8/2016	Monday	11:20 AM	Property damage only (none injured)	0	0	2	Rear-end	V1: Turning left / V2:Travelling straight ahead	V1:N / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Single-unit truck (2-axle, 6-tire)) V2:(Passenger car)	D1:(No improper driving) D2:(No improper driving)		No hit and run	Snow	Daylight	Snow / Snow		RANTOUL STREET Rte 1A N / PLEASANT STREET		No controls	Yes, device functioning
2/12/2016	Friday	10:35 AM	Property damage only (none injured)	0	0	2	Angle	V1: Backing / V2:Travelling straight ahead	V1:8 / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / PLEASANT ST		No controls	Not reported

MassDOT Crash Data (2012-2016)
Rantoul Street (Route 1A) / Railroad Avenue

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Landmark	Traffic Control Device Type	Traffic Device Functioning
1/24/2012	Tuesday	12:15 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Disregarded traffic signs, signals, road markings)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / RAILROAD AV		Stop signs	Yes, device functioning
10/25/2012	Thursday	7:00 PM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Disregarded traffic signs, signals, road markings) D2:()		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		RANTOUL ST / RAILROAD AV		Stop signs	Not reported
11/15/2012	Thursday	5:45 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Turning right / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Other improper action)		No hit and run	Dry	Dark - lighted roadway	Clear		RANTOUL STREET Rte 1A N	ENTRANCE TO BEVERLY DEPOT	No controls	Not reported
2/5/2013	Tuesday	9:00 AM	Non-fatal injury	1	0	1	Single vehicle crash	V1: Turning left	V1:E	V1:(Collision with pedestrian)	V1:(Passenger car)	D1:(Failed to yield right of way),(Made an improper turn)	P2: Pedestrian	No hit and run	Dry	Daylight	Cloudy / Clear		RANTOUL ST Rte 1A N / RAILROAD AV		No controls	Reported but invalid
9/16/2013	Monday	4:00 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST Rte 1A S / RAILROAD AV		Stop signs	Yes, device functioning
1/2/2014	Thursday	10:00 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(No improper driving)		No hit and run	Snow	Daylight	Snow / Snow		RANTOUL ST / RAILROAD AV		Stop signs	No, device not functioning
1/18/2014	Saturday	2:28 PM	Non-fatal injury	1	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:N	V1:(Collision with other fixed object(wall, building, tunnel, etc.)),(Collision with light pole or other post/support)	V1:(Passenger car)	D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner),(History heart/epilepsy/fainting)		No hit and run	Snow	Daylight	Snow / Cloudy	150	RANTOUL ST		No controls	Not reported
8/1/2014	Friday	2:50 PM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:S / V2:E	V1:(Collision with motor vehicle in traffic),(Collision with utility pole) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving) D2:(Failed to yield right of way),(Inattention)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / RAILROAD AV		Stop signs	Yes, device functioning
4/2/2015	Thursday	10:08 AM	Property damage only (none injured)	0	0	2	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(No improper driving),(No improper driving)		No hit and run	Dry	Daylight	Cloudy / Cloudy	151	RANTOUL ST		No controls	Not reported
4/6/2015	Monday	8:56 PM	Non-fatal injury	1	0	2	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:E / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		RANTOUL ST Rte 1A S / RAILROAD AV		Stop signs	Yes, device functioning
6/21/2015	Sunday	2:00 PM	Non-fatal injury	3	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)				Wet	Daylight	Rain / Cloudy		RANTOUL ST / RAILROAD AV		Stop signs	Yes, device functioning
11/11/2015	Wednesday	4:10 PM	Property damage only (none injured)	0	0	2	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Wet	Dusk	Rain/Rain	151	RANTOUL ST Rte 1A N		No controls	Not reported
12/1/2015	Tuesday	8:24 PM	Not Reported	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:E / V2:E	V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:() D2:()		No hit and run	Wet	Dark - lighted roadway	Rain/Rain	148	RANTOUL ST		Stop signs	Yes, device functioning
1/21/2016	Thursday	5:40 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear / Cloudy		RANTOUL ST / RAILROAD AV		Stop signs	Yes, device functioning
2/2/2016	Tuesday	1:54 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving),(No improper driving) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / RAILROAD AV		Stop signs	Not reported

MassDOT Crash Data (2012-2016)
Rantoul Street (Route 1A) / Railroad Avenue

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Landmark	Traffic Control Device Type	Traffic Device Functioning
10/24/2016	Monday	12:00 AM	Non-fatal injury	1	0	2	Head-on	V1: Turning right / V2:Travelling straight ahead	V1:8 / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Single-unit truck (2-axle, 6-tire))	D1:(Disregarded traffic signs, signals, road markings),(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		RANTOUL STREET / RAILROAD AVENUE		Stop signs	Yes, device functioning

MassDOT Crash Data (2012-2016)
Railroad Avenue / Park Street
Pleasant Street / Park Street / Court Street
Pleasant Street / River Street

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Landmark	Traffic Control Device Type	Traffic Device Functioning
Railroad Avenue / Park Street																						
10/25/2013	Friday	9:55 PM	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning left	V1:S	V1:(Ran off road left),(Collision with other fixed object(wall, building, tunnel, etc.))	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner),(Failure to keep in proper lane or running off road)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear	10	PARK ST		Railway crossing device	Yes, device functioning
9/10/2014	Wednesday	5:11 PM	Property damage only (none injured)	0	0	2	Sideswipe, same direction	V1: Backing / V2:Slowing or stopped in traffic	V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:() D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	10	PARK ST		No controls	Not reported
12/11/2014	Thursday	5:44 PM	Property damage only (none injured)	0	0	2	Sideswipe, opposite direction	V1: Parked / V2:Entering traffic lane	V1:E / V2:8	V2:(Collision with parked motor vehicle)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:() D2:()		Yes, hit and run	Wet	Dark - lighted roadway	Clear / Clear	10	PARK ST		No controls	Not reported
Pleasant Street / Park Street / Court Street																						
4/17/2012	Tuesday	3:20 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Turning right	V1:W / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic),(Collision with curb)	V1:(Passenger car) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		PARK ST / PLEASANT ST		Stop signs	Yes, device functioning
12/18/2012	Tuesday	4:33 PM	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:W	V1:(Collision with bridge overhead structure)	V1:(Single-unit truck (2-axle, 6-tire))	D1:(Disregarded traffic signs, signals, road markings)		No hit and run	Wet	Dark - lighted roadway	Cloudy / Cloudy		PLEASANT STREET / PARK STREET		Warning signs	Yes, device functioning
1/27/2014	Monday	1:00 PM	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:E	V1:(Collision with bridge overhead structure)	V1:(Single-unit truck (2-axle, 6-tire))	D1:(Disregarded traffic signs, signals, road markings)		No hit and run	Dry	Daylight	Cloudy / Cloudy	62	PLEASANT STREET		Warning signs	Yes, device functioning
8/25/2014	Monday	12:30 AM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Parked	V1:W / V2:8	V1:(Collision with parked motor vehicle) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Failure to keep in proper lane or running off road),(Emotional) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear	62	PLEASANT ST		No controls	Not reported
3/21/2015	Saturday	12:33 AM	Property damage only (none injured)	0	0	2	Head-on	V1: Turning right / V2:Travelling straight ahead	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Failure to keep in proper lane or running off road) D2:()		No hit and run	Snow	Dark - lighted roadway	Snow / Snow		PARK ST / PLEASANT ST		Stop signs	Not reported
6/6/2015	Saturday	4:15 AM	Non-fatal injury	1	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:S	V1:(Collision with other fixed object(wall, building, tunnel, etc.))	V1:(Passenger car)	D1:(Driving too fast for conditions)		No hit and run	Wet	Dark - lighted roadway	Rain / Rain		PARK ST / PLEASANT ST		Stop signs	Yes, device functioning
9/3/2015	Thursday	4:30 AM	Not Reported	0	0	2	Sideswipe, opposite direction	V1: Not reported / V2:Not reported	V1:8 / V2:8	V2:	V1:(Passenger car) V2:(Passenger car)	D1:() D2:()		No hit and run	Dry	Dark - unknown roadway lighting	Clear / Clear		COURT STREET		No controls	Not reported
Pleasant Street / River Street																						
2/19/2014	Wednesday	12:45 PM	Non-fatal injury	2	0	2	Angle	V1: Turning left / V2:Slowing or stopped in traffic	V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Over-correcting/over-steering) D2:()		No hit and run	Dry	Daylight	Cloudy / Cloudy		RIVER ST / PLEASANT ST		Stop signs	Yes, device functioning
2/24/2014	Monday	11:30 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Visibility obstructed),(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RIVER STREET	NATIONAL GRID PARKING LOT EXIT	No controls	Yes, device functioning
4/4/2016	Monday	5:29 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving),(No improper driving) D2:(Followed too closely)		No hit and run	Ice	Dusk	Snow / Snow		RIVER ST / PLEASANT ST		Stop signs	Yes, device functioning

MassDOT Crash Data (2012-2016)
Rantoul Street (Route 1A) / Federal Street

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Traffic Control Device Type	Traffic Device Functioning
1/31/2012	Tuesday	8:15 AM	Non-fatal injury	2	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)				Dry	Daylight	Clear / Clear		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
4/3/2012	Tuesday	9:15 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Inattention),(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
11/9/2012	Friday	4:15 PM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Disregarded traffic signs, signals, road markings) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy / Cloudy		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
12/9/2012	Sunday	1:07 AM	Property damage only (none injured)	0	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving) D2:(Distracted)		No hit and run	Wet	Dark - lighted roadway	Rain / Cloudy		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
12/10/2012	Monday	6:52 PM	Non-fatal injury	1	0	1	Single vehicle crash	V1: Turning left	V1:N	V1:(Collision with pedestrian)	V1:(Passenger car)	D1:(Inattention)	P4:Pedestrian	No hit and run	Wet	Dark - lighted roadway	Cloudy / Cloudy		RANTOUL STREET / FEDERAL STREET	Traffic control signal	Yes, device functioning
1/17/2013	Thursday	12:13 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Followed too closely),(Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	276	RANTOUL ST	No controls	Not reported
3/19/2013	Tuesday	11:02 PM	Non-fatal injury	1	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Driving too fast for conditions)		No hit and run	Snow	Dark - lighted roadway	Snow / Snow		RANTOUL ST Rte 1A N / FEDERAL ST	Traffic control signal	Yes, device functioning
6/6/2013	Thursday	5:59 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:S / V2:S	V1:(Collision with motor vehicle in traffic),(Separation of units) V2:(Collision with motor vehicle in traffic),(Separation of units)	V1:(Passenger car) V2:(Passenger car)	D1:(Followed too closely),(Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Cloudy		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
7/25/2013	Thursday	3:50 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Disregarded traffic signs, signals, road markings) D2:(No improper driving)		No hit and run	Wet	Daylight	Rain / Cloudy		RANTOUL ST Rte 1A / FEDERAL ST	Traffic control signal	Yes, device functioning
1/2/2014	Thursday	9:08 AM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Driving too fast for conditions) D2:(No improper driving)		No hit and run	Snow	Daylight	Snow / Cloudy		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
6/11/2014	Wednesday	8:00 AM	Property damage only (none injured)	0	0	2	Head-on	V1: Turning left / V2:Slowing or stopped in traffic	V1:S / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:() D2:()		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL ST / FEDERAL ST	Traffic control signal	Yes, device functioning
8/5/2014	Tuesday	12:00 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Parked	V1:S / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Other non-collision)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Distracted),(Failure to keep in proper lane or running off road) D2:(No improper driving),(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	278	RANTOUL ST	No controls	Yes, device functioning
3/25/2015	Wednesday	8:46 AM	Not Reported	0	0	2	Angle	V1: Turning right / V2:Parked	V1:N / V2:8	V1:(Collision with parked motor vehicle) V2:(Collision with motor vehicle in traffic)	V1:(Single-unit truck (3-or-more axles)) V2:(Passenger car)	D1:() D2:()		No hit and run	Dry	Daylight	Clear / Clear		RANTOUL STREET Rte 1A N / FEDERAL STREET	Traffic control signal	Yes, device functioning

MassDOT Crash Data (2012-2016)
Federal Street / River Street / McPherson Drive

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Traffic Control Device Type	Traffic Device Functioning
1/5/2012	Thursday	5:10 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:()		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	No, device not functioning
2/2/2012	Thursday	12:10 PM	Property damage only (none injured)	0	0	2	Single vehicle crash	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:S / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy / Cloudy		RIVER STREET / MCPHERSON DRIVE	Stop signs	No, device not functioning
2/21/2012	Tuesday	6:36 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RIVER STREET / MARGIN STREET	Stop signs	Yes, device functioning
8/7/2012	Tuesday	1:39 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Parked / V2:Backing	V1:E / V2:E	V1:(Collision with parked motor vehicle) V2:(Collision with parked motor vehicle)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear	97	RIVER ST	No controls	Not reported
11/20/2012	Tuesday	2:20 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)				Dry	Daylight	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Yes, device functioning
12/26/2012	Wednesday	10:11 AM	Property damage only (none injured)	0	0	2	Angle	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:W / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:() D2:()		No hit and run	Dry	Daylight	Clear / Clear		FEDERAL STREET / MCPHERSON DRIVE	Stop signs	Yes, device functioning
1/12/2013	Saturday	11:00 AM	Property damage only (none injured)	0	0	2	Sideswipe, opposite direction	V1: Travelling straight ahead / V2:Turning left	V1:N / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Disregarded traffic signs, signals, road markings) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy / Cloudy		RIVER STREET / MCPHERSON DRIVE	Stop signs	Yes, device functioning
1/21/2013	Monday	1:30 AM	Property damage only (none injured)	0	0	2	Single vehicle crash	V1: Travelling straight ahead / V2:Turning left	V1:S / V2:8	V1:(Collision with utility pole) V2:(Other non-collision)	V1:(Passenger car) V2:()	D1:(No improper driving) D2:(Disregarded traffic signs, signals, road markings)		Yes, hit and run	Dry	Dark - lighted roadway	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Yes, device functioning
4/19/2013	Friday	11:27 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RIVER STREET / MCPHERSON DRIVE	Stop signs	Not reported
12/12/2013	Thursday	7:09 AM	Non-fatal injury	3	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic),(Collision with utility pole)	V1:(Passenger car) V2:(Passenger car)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Yes, device functioning
7/21/2014	Monday	12:32 PM	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning right	V1:E	V1:(Collision with other fixed object(wall, building, tunnel, etc.))	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Over-correcting/over-steering)		No hit and run	Dry	Daylight	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Not reported
1/12/2015	Monday	9:00 AM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Disregarded traffic signs, signals, road markings)		No hit and run	Wet	Daylight	Cloudy / Snow		RIVER ST / FEDERAL ST	Stop signs	Yes, device functioning
3/16/2015	Monday	11:37 AM	Property damage only (none injured)	0	0	3	Angle	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:N / V2:S / V3:N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving) D2:(No improper driving) D3:(Disregarded traffic signs, signals, road markings),(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Not reported
5/8/2015	Friday	8:19 PM	Property damage only (none injured)	0	0	2	Head-on	V1: Slowing or stopped in traffic / V2:Turning left	V1:W / V2:E	V1:(Collision with motor vehicle in traffic),(Separation of units) V2:(Collision with motor vehicle in traffic),(Separation of units)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(No improper driving),(No improper driving) D2:(Made an improper turn),(Failure to keep in proper lane or running off road)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		FEDERAL ST / MCPHERSON DR	Stop signs	Yes, device functioning

Crash Date	Day of Week	Crash Time	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Vehicle Sequence of Events	Vehicle Configuration	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Traffic Control Device Type	Traffic Device Functioning
5/19/2015	Tuesday	9:30 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:N	V1:(Collision with motor vehicle in traffic),(Separation of units) V2:(Collision with motor vehicle in traffic),(Separation of units)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	D1:(Unknown),(Unknown) D2:(Unknown),(Unknown)		No hit and run	Dry	Dark - lighted roadway	Clear / Clear		RIVER ST / FEDERAL ST	Stop signs	Yes, device functioning
11/22/2015	Sunday	9:51 PM	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning left	V1:W	V1:(Collision with cyclist)	V1:(Passenger car)	D1:(No improper driving)	P2:Pedalcyclist (bicycle, tricycle, unicycle, pedal car)	No hit and run	Wet	Dark - lighted roadway	Rain / Cloudy		RIVER STREET / FEDERAL STREET / MARGIN STREET	No controls	Not reported
1/9/2016	Saturday	4:01 PM	Property damage only (none injured)	0	0	2	Angle	V1: Turning right / V2:Slowing or stopped in traffic	V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Disregarded traffic signs, signals, road markings),(Driving too fast for conditions) D2:(No improper driving)		No hit and run	Wet	Dark - lighted roadway	Rain / Cloudy		FEDERAL ST / MCPHERSON DR	Stop signs	Yes, device functioning
2/20/2016	Saturday	11:44 PM	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Unknown	V1:N / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:()	D1:(Unknown) D2:(Unknown)		Yes, hit and run	Dry	Dark - lighted roadway	Clear / Clear		RIVER STREET / FEDERAL STREET	Stop signs	Yes, device functioning
3/10/2016	Thursday	6:00 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Distracted) D2:()		No hit and run	Wet	Dark - lighted roadway	Rain / Rain		RIVER STREET / FEDERAL STREET / MARGIN STREET	Stop signs	Yes, device functioning
5/5/2016	Thursday	9:24 AM	Property damage only (none injured)	0	0	2	Angle	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:8 / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	D1:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Wet	Daylight	Rain / Cloudy		RIVER STREET / FEDERAL STREET / MCPHERSON DRIVE	Stop signs	Yes, device functioning
5/20/2016	Friday	3:33 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Disregarded traffic signs, signals, road markings),(Failed to yield right of way) D2:(No improper driving),(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear		FEDERAL ST / MCPHERSON DR	Stop signs	Not reported
5/30/2016	Monday	1:50 PM	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:8 / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(No improper driving) D2:(Failed to yield right of way)		No hit and run	Dry	Daylight	Clear / Clear		RIVER STREET / FEDERAL STREET / MARGIN STREET	Stop signs	Yes, device functioning
6/2/2016	Thursday	2:00 PM	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:N / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	D1:(Unknown) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear / Clear		FEDERAL STREET / RIVER STREET	Stop signs	No, device not functioning

BACKGROUND DEVELOPMENT DATA

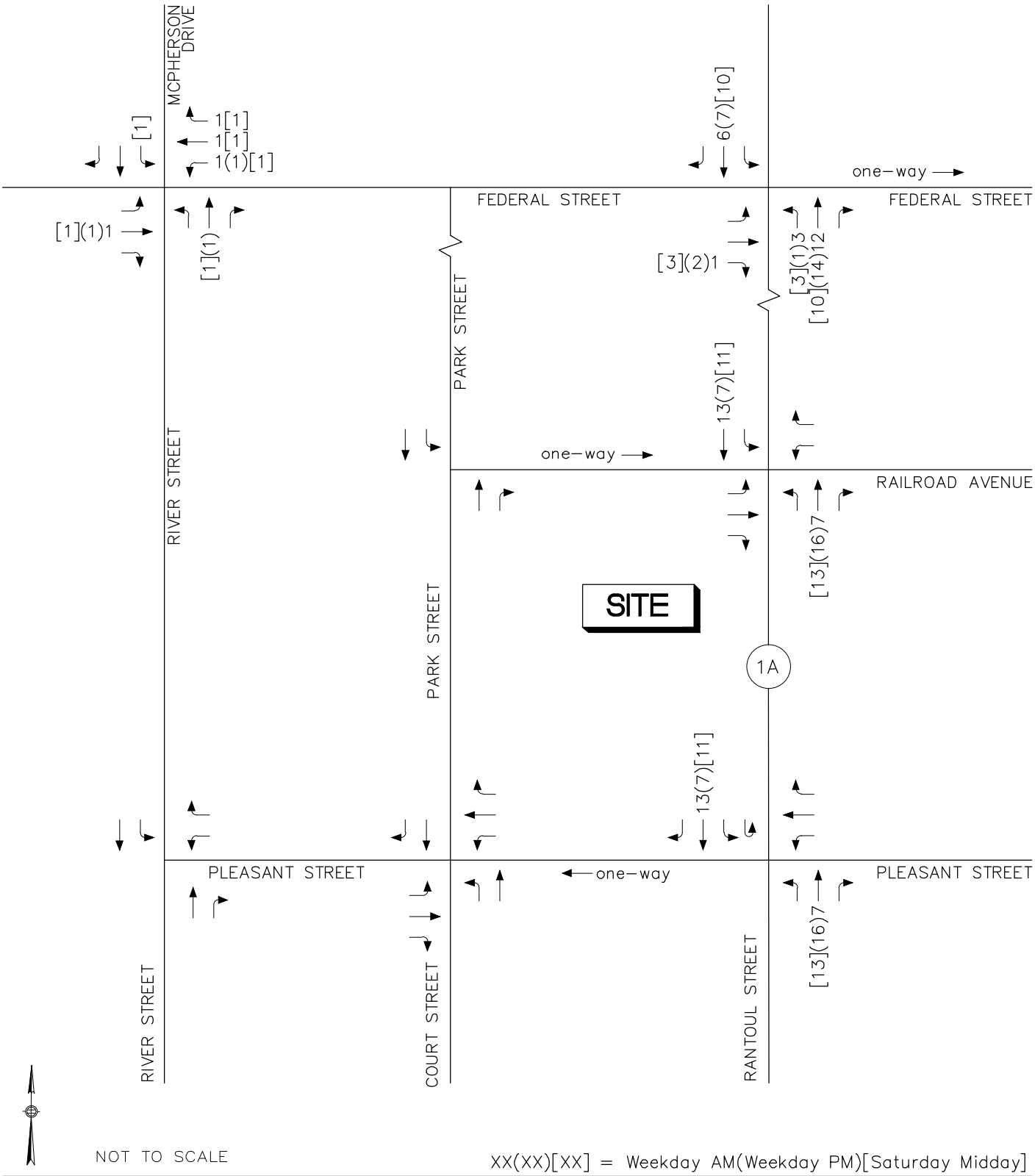


Figure A-1

211 Rantoul Street
Peak Hour Traffic Volumes

TRIP-GENERATION CALCULATIONS

Size	Units	Land Use
7.975	SF	LUC 932
115	Units	LUC 221

Transit Credit 5% 25% Walk/Bike Credit: 0% 0%

Pass-By Rates	LUC 932	LUC 221	TOTAL
Weekday Daily	43%	0%	-
Weekday AM	43%	0%	-
Weekday PM	43%	0%	-
Saturday Daily	43%	0%	-
Saturday Midday	43%	0%	-

		Total Trips			External Trips			Transit Trips			Walking / Biking Trips			Pass-By Trips			New Primary Trips		
		LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL
Weekday Daily	Entering	447	313	760	384	263	647	19	66	85	0	0	0	160	0	160	205	197	402
	Exiting	447	313	760	397	250	647	20	63	83	0	0	0	160	0	160	217	187	404
	Total	894	626	1,520	781	513	1,294	39	129	168	0	0	0	320	0	320	422	384	806
Weekday AM Peak Hour	Entering	43	10	53	37	9	46	2	2	4	0	0	0	15	0	15	20	7	27
	Exiting	36	29	65	35	23	58	2	6	8	0	0	0	15	0	15	18	17	35
	Total	79	39	118	72	32	104	4	8	12	0	0	0	30	0	30	38	24	62
Weekday PM Peak Hour	Entering	48	31	79	44	26	70	2	7	9	0	0	0	14	0	14	28	19	47
	Exiting	30	20	50	25	16	41	1	4	5	0	0	0	14	0	14	10	12	22
	Total	78	51	129	69	42	111	3	11	14	0	0	0	28	0	28	38	31	69
Saturday Daily	Entering	488	282	770	432	251	683	22	63	85	0	0	0	181	0	181	229	188	417
	Exiting	488	282	770	457	226	683	23	57	80	0	0	0	181	0	181	253	169	422
	Total	976	564	1,540	889	477	1,366	45	120	165	0	0	0	362	0	362	482	357	839
aturday Midday Peak Hour	Entering	45	25	70	40	22	62	2	6	8	0	0	0	17	0	17	21	16	37
	Exiting	44	26	70	41	21	62	2	5	7	0	0	0	17	0	17	22	16	38
	Total	89	51	140	81	43	124	4	11	15	0	0	0	34	0	34	43	32	75

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)
General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 115

AVERAGE WEEKDAY DAILY

T = 5.45 * (X) - 1.75
T = 5.45 * 115 - 1.75
T = 625.00
T = 626 vehicle trips
with 50% (313 vpd) entering and 50% (313 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln(T) = 0.98 Ln (X) - 0.98
Ln(T) = 0.98 Ln (115) - 0.98
Ln(T) = 3.67
T = 39.25
T = 39 vehicle trips
with 26% (10 vph) entering and 74% (29 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.96 Ln (X) - 0.63
Ln T = 0.96 Ln(115) - 0.63
Ln T = 3.93
T = 50.66
T = 51 vehicle trips
with 61% (31 vph) entering and 39% (20 vph) exiting.

SATURDAY DAILY

T = 4.91 * (X)
T = 4.91 * 115
T = 564.65
T = 564 vehicle trips
with 50% (282 vpd) entering and 50% (282 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 0.44 * (X)
T = 0.44 * 115
T = 50.60
T = 51 vehicle trips
with 49% (25 vph) entering and 51% (26 vph) exiting.

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 932 - High-Turnover (Sit-Down) Restaurant
General Urban/Suburban
Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area
Independent Variable (X): 7.975

AVERAGE WEEKDAY DAILY

T = 112.18 * (X)
T = 112.18 * 7.975
T = 894.64
T = 894 vehicle trips
with 50% (447 vpd) entering and 50% (447 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.94 * (X)
T = 9.94 * 7.975
T = 79.27
T = 79 vehicle trips
with 55% (43 vph) entering and 45% (36 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.77 * (X)
T = 9.77 * 7.975
T = 77.92
T = 78 vehicle trips
with 62% (48 vph) entering and 38% (30 vph) exiting.

SATURDAY DAILY

T = 122.40 * (X)
T = 122.40 * 7.975
T = 976.14
T = 976 vehicle trips
with 50% (488 vpd) entering and 50% (488 vpd) exiting.

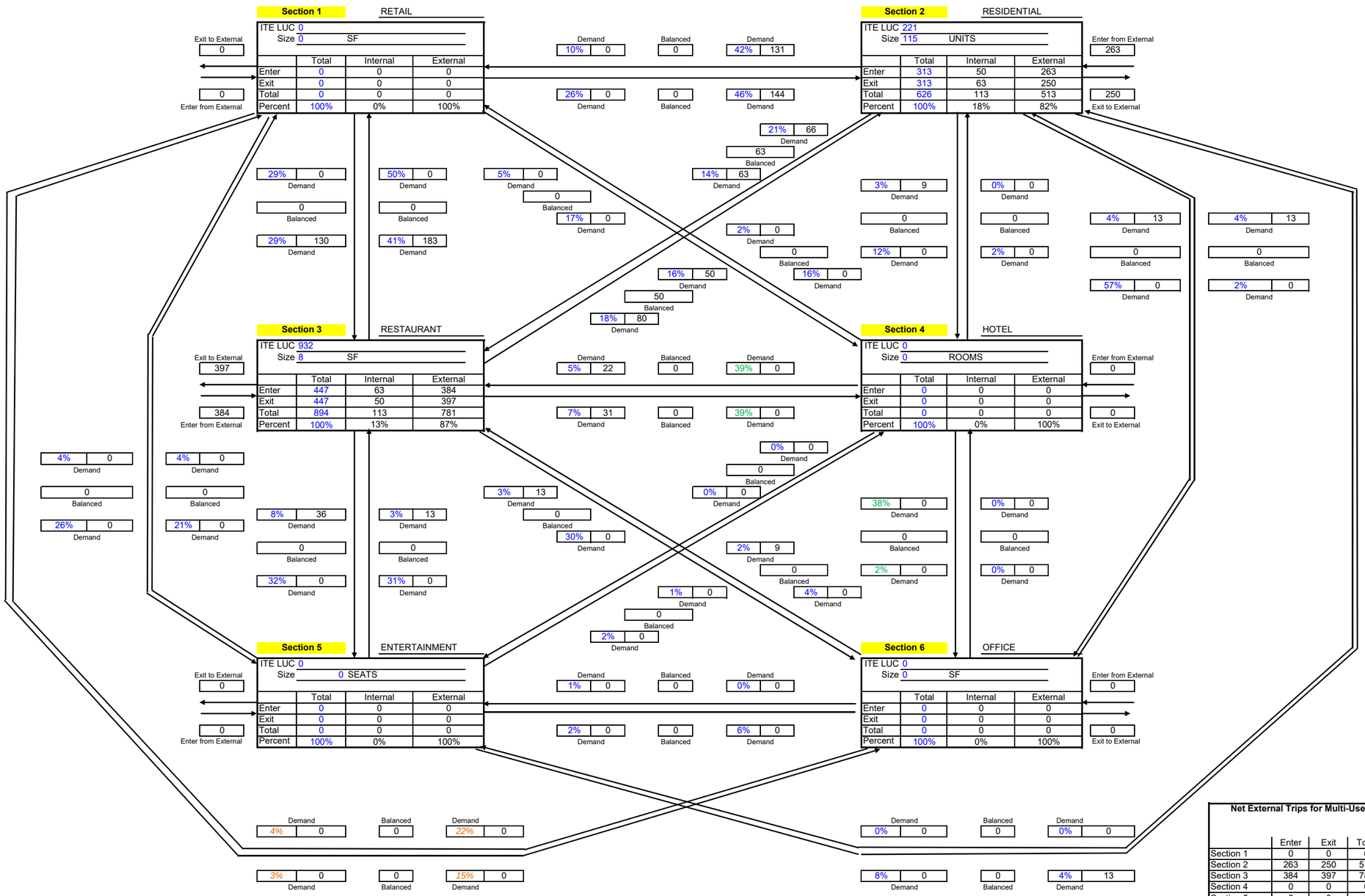
SATURDAY PEAK HOUR OF GENERATOR

T = 11.19 * (X)
T = 11.19 * 7.975
T = 89.24
T = 89 vehicle trips
with 51% (45 vph) entering and 49% (44 vph) exiting.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday Daily



Section 1	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

Section 2	Total	Internal	External
Enter	313	50	263
Exit	313	63	250
Total	626	113	513
Percent	100%	18%	82%

Section 3	Total	Internal	External
Enter	447	63	384
Exit	447	50	397
Total	894	113	781
Percent	100%	13%	87%

Section 4	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

Section 5	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

Section 6	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

Net External Trips for Multi-Use Development

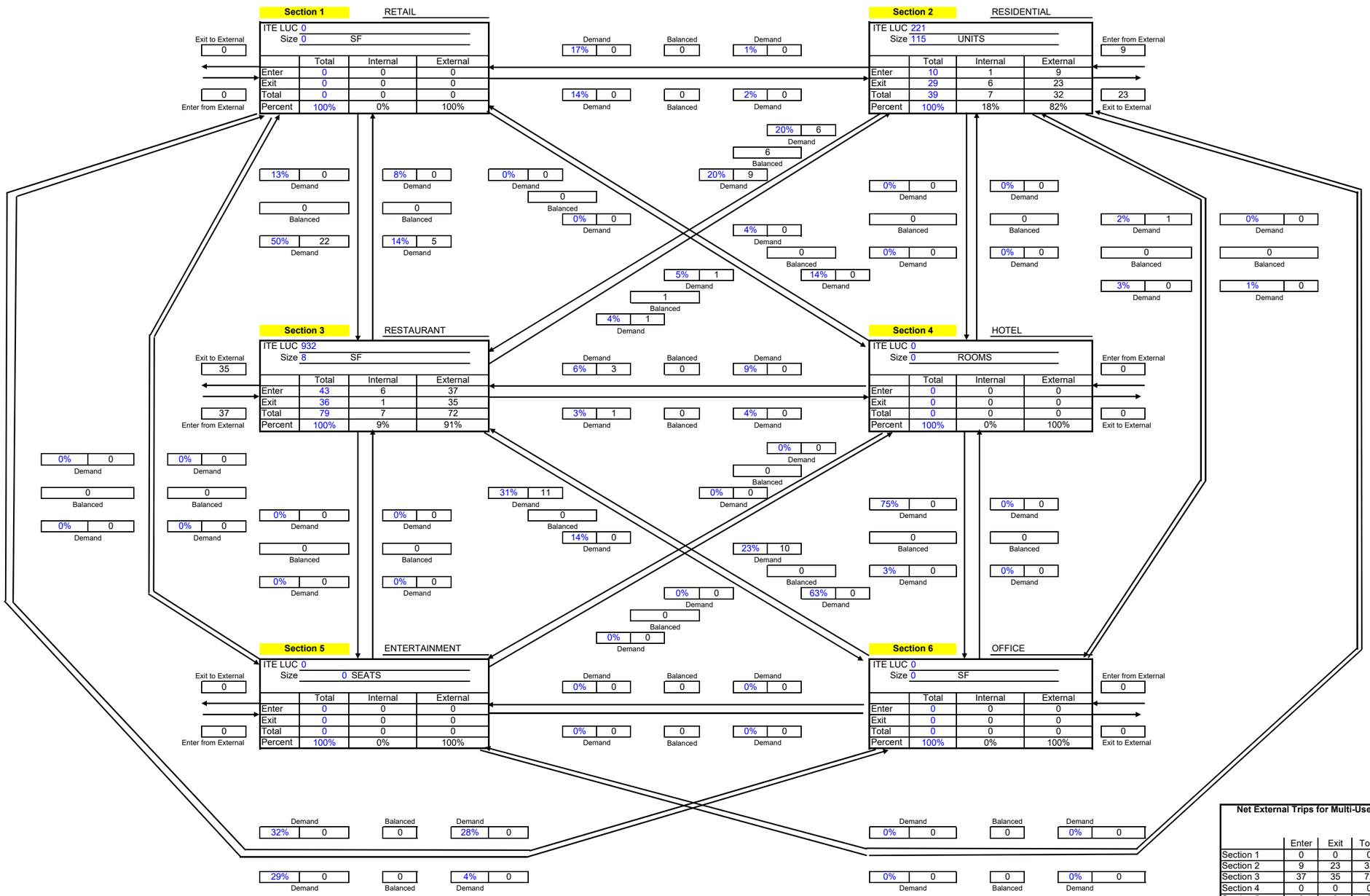
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	263	250	513	626	
Section 3	384	397	781	894	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	647	647	1294	1520	**15%**

Based on Weekday PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday AM



	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	10	1	9
Exit	29	6	23
Total	39	7	32
Percent	100%	18%	82%

	Total	Internal	External
Enter	43	6	37
Exit	36	1	35
Total	79	7	72
Percent	100%	9%	91%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

Net External Trips for Multi-Use Development

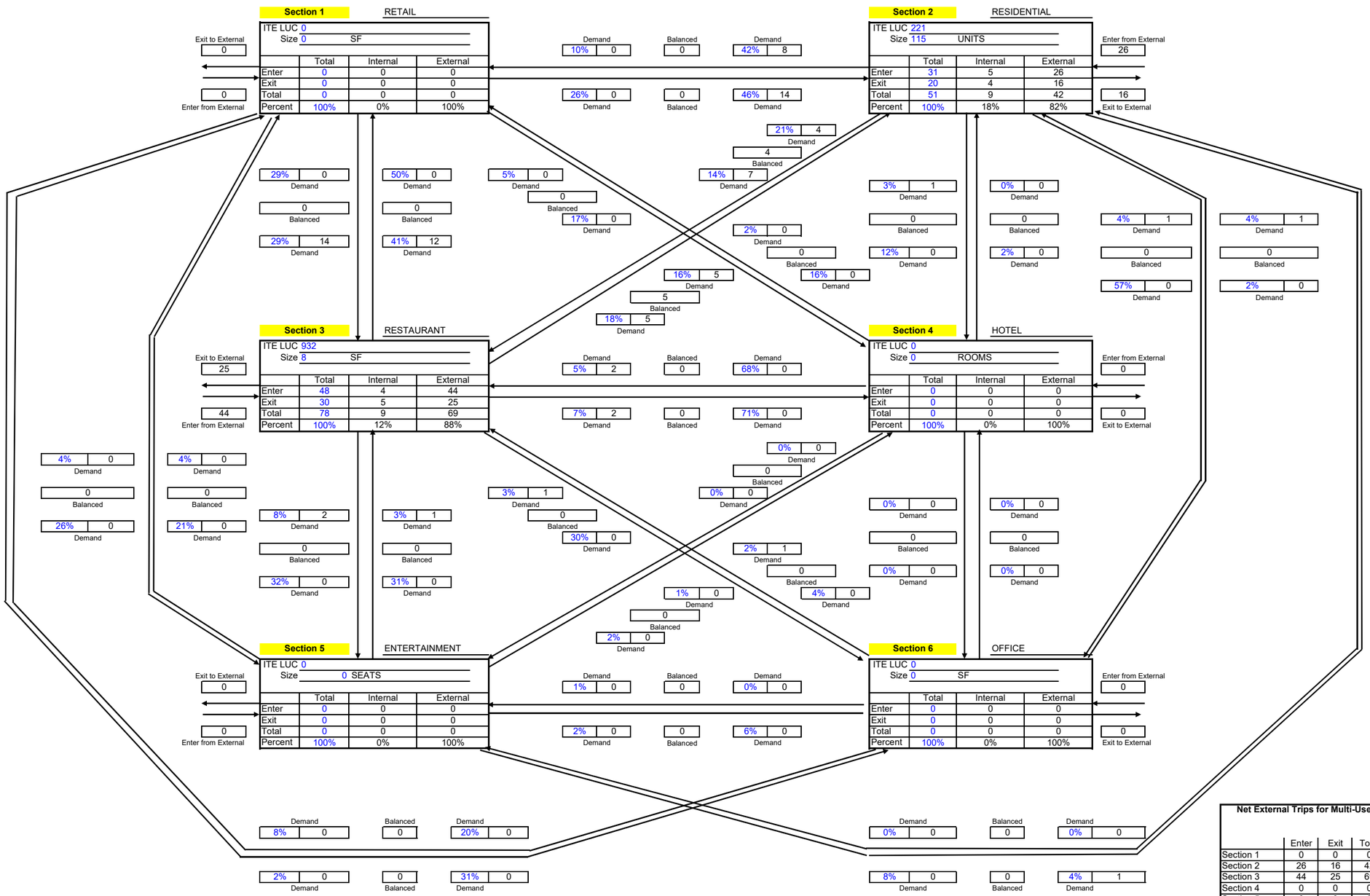
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	9	23	32	39	
Section 3	37	35	72	79	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	46	58	104	118	**12%**

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday PM



Net External Trips for Multi-Use Development

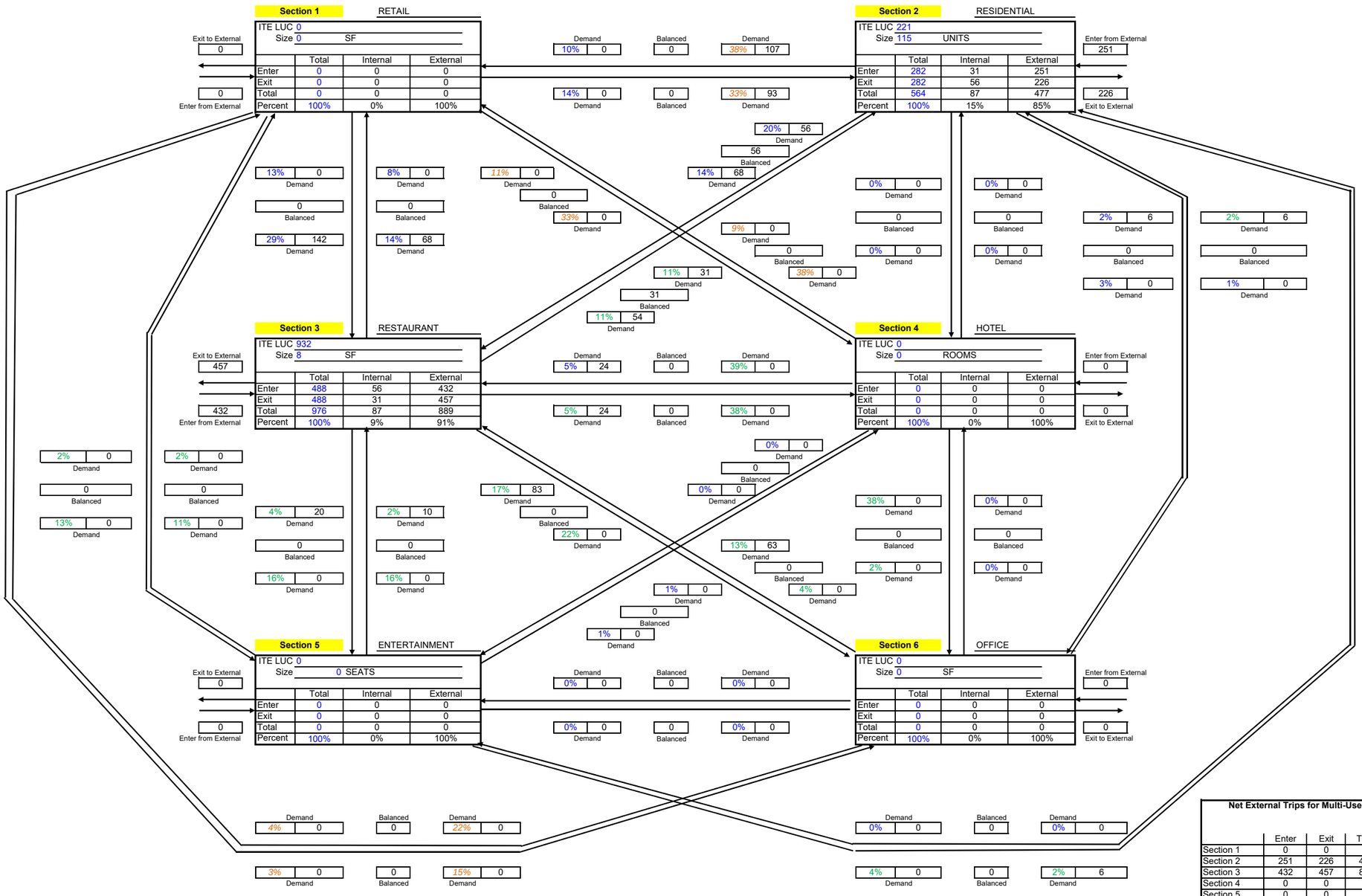
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	26	16	42	51	
Section 3	44	25	69	78	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	70	41	111	129	**14%**

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Daily



Net External Trips for Multi-Use Development

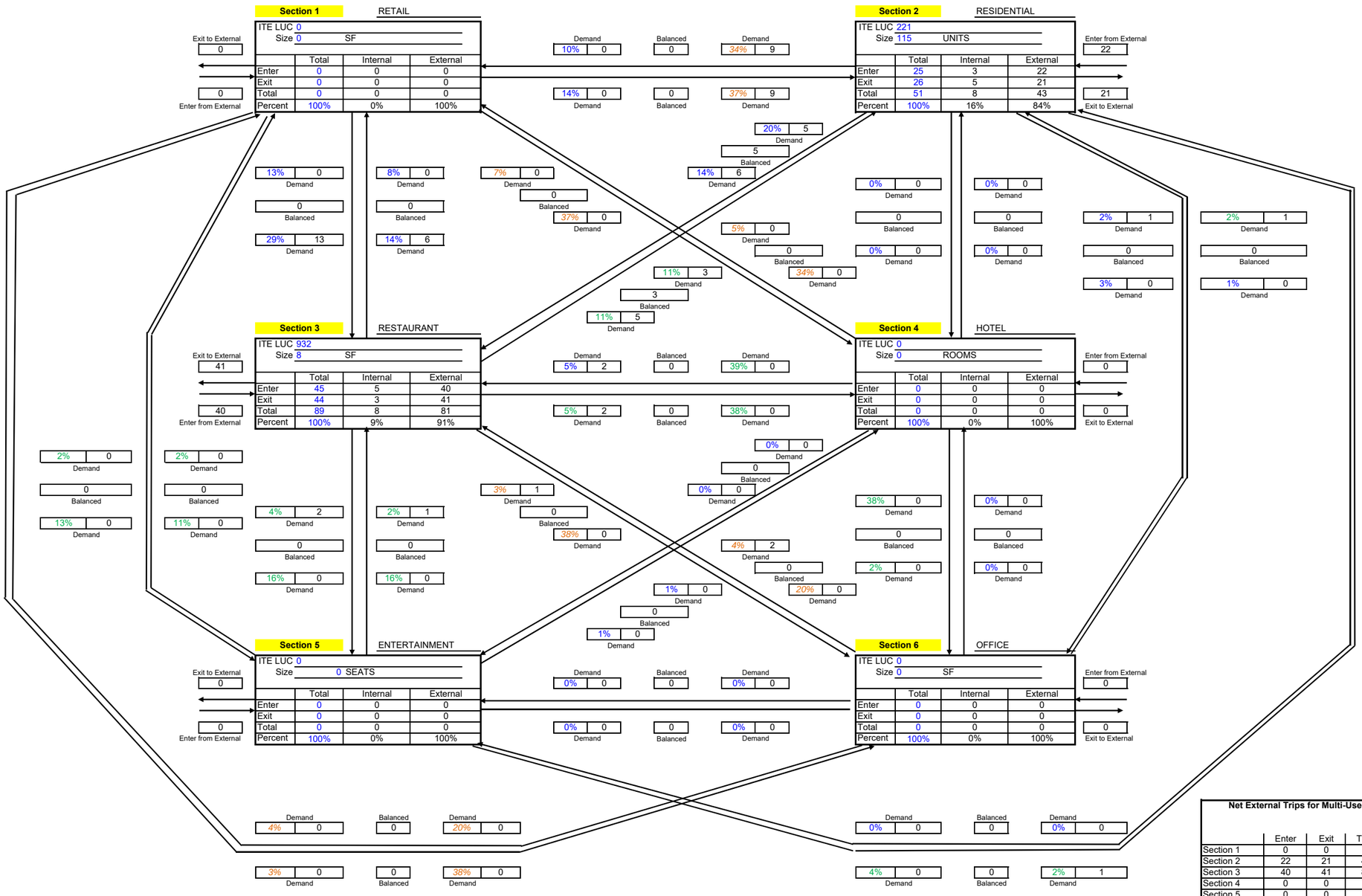
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	251	226	477	564	
Section 3	432	457	889	976	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	683	683	1366	1540	**11%**

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Midday



Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	22	21	43	51	
Section 3	40	41	81	89	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	62	62	124	140	**11%**

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

EXISTING (REOCCUPANCY) TRIPS

Size	Units	Land Use
5.682	1 KSF	LUC 932
33	Units	LUC 220
3.656	1 KSF	LUC 720

Transit Credit	0%	5%	25%	5%	Walk/Bike Credit:	0%	7%	7%	7%

Pass-By Rates	ERAC	LUC 932	LUC 220	LUC 720	TOTAL
Weekday Daily	0%	43%	0%	0%	-
Weekday AM	0%	43%	0%	0%	-
Weekday PM	0%	43%	0%	0%	-
Saturday Daily	0%	43%	0%	0%	-
Saturday Midday	0%	43%	0%	0%	-

		Total Trips					External Trips					Transit Trips					Walking / Biking Trips					Pass-By Trips					New Primary Trips				
		ERAC	LUC 932	LUC 220	LUC 720	TOTAL	ERAC	LUC 932	LUC 220	LUC 720	TOTAL	ERAC	LUC 932	LUC 220	LUC 720	TOTAL	ERAC	LUC 932	LUC 220	LUC 720	TOTAL	ERAC	LUC 932	LUC 220	LUC 720	TOTAL	ERAC	LUC 932	LUC 220	LUC 720	TOTAL
Weekday Daily	Entering	12	319	104	64	499	12	294	86	50	442	0	15	22	3	40	0	21	6	4	31	0	111	0	0	111	12	147	58	43	260
	Exiting	12	319	104	64	499	12	292	78	60	442	0	15	20	3	38	0	20	5	4	29	0	111	0	0	111	12	146	53	53	264
	Total	24	638	208	128	998	24	586	164	110	884	0	30	42	6	78	0	41	11	8	60	0	222	0	0	222	24	293	111	96	524
Weekday AM Peak Hour	Entering	4	31	4	8	47	4	27	4	7	42	0	1	1	0	2	0	2	0	0	2	0	10	0	0	10	4	14	3	7	28
	Exiting	4	25	13	2	44	4	24	10	1	39	0	1	3	0	4	0	2	1	0	3	0	10	0	0	10	4	11	6	1	22
	Total	8	56	17	10	91	8	51	14	8	81	0	2	4	0	6	0	4	1	0	5	0	20	0	0	20	8	25	9	8	50
Weekday PM Peak Hour	Entering	4	35	14	4	57	4	33	12	3	52	0	2	3	0	5	0	2	1	0	3	0	10	0	0	10	4	19	8	3	34
	Exiting	4	21	8	9	42	4	18	6	9	37	0	1	2	1	4	0	1	0	1	2	0	10	0	0	10	4	6	4	7	21
	Total	8	56	22	13	99	8	51	18	12	89	0	3	5	1	9	0	3	1	1	5	0	20	0	0	20	8	25	12	10	55
Saturday Daily	Entering	2	348	134	16	500	2	320	119	12	453	0	16	30	1	47	0	22	8	1	31	0	123	0	0	123	2	159	81	10	252
	Exiting	2	348	134	16	500	2	329	107	15	453	0	16	27	1	44	0	23	7	1	31	0	123	0	0	123	2	167	73	13	255
	Total	4	696	268	32	1,000	4	649	226	27	906	0	32	57	1	90	0	45	15	2	62	0	246	0	0	246	4	326	154	23	507
Saturday Midday Peak Hour	Entering	1	33	12	6	52	1	30	11	5	47	0	2	3	0	5	0	2	1	0	3	0	11	0	0	11	1	15	7	5	28
	Exiting	1	31	11	5	48	1	29	9	4	43	0	1	2	0	3	0	2	1	0	3	0	11	0	0	11	1	15	6	4	26
	Total	2	64	23	11	100	2	59	20	9	90	0	3	5	0	8	0	4	2	0	6	0	22	0	0	22	2	30	13	9	54

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise)
General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 33

AVERAGE WEEKDAY DAILY

T = 7.56 * (X) - 40.86
T = 7.56 * 33 - 40.86
T = 208.62
T = 208 vehicle trips
with 50% (104 vpd) entering and 50% (104 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.95 Ln (X) - 0.51
Ln T = 0.95 Ln(33) - 0.51
Ln T = 2.81
T = 16.64
T = 17 vehicle trips
with 23% (4 vph) entering and 77% (13 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.89 Ln (X) - 0.02
Ln T = 0.89 Ln(33) - 0.02
Ln T = 3.09
T = 22.02
T = 22 vehicle trips
with 63% (14 vph) entering and 37% (8 vph) exiting.

SATURDAY DAILY

T = 8.14* (X)
T = 8.14 * 33
T = 268.62
T = 268 vehicle trips
with 50% (134 vpd) entering and 50% (134 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 0.70* (X)
T = 0.70 * 33
T = 23.10
T = 23 vehicle trips
*with 54% (12 vph) entering and 46% (11 vph) exiting.

** Distribution not given for Sat Midday Peak Hour, used Distribution from LUC 220 - Occupied Dwelling Units*

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 720 - Medical Dental Office Building

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 3.656

AVERAGE WEEKDAY DAILY

T = 34.80 * (X)
T = 34.80 * 3.656
T = 127.23
T = 128 vehicle trips
with 50% (64 vpd) entering and 50% (64 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 2.78 * (X)
T = 2.78 * 3.656
T = 10.16
T = 10 vehicle trips
with 78% (8 vph) entering and 22% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 3.46 * (X)
T = 3.46 * 3.656
T = 12.65
T = 13 vehicle trips
with 28% (4 vph) entering and 72% (9 vph) exiting.

SATURDAY DAILY

T = 8.57 * (X)
T = 8.57 * 3.656
T = 31.33
T = 32 vehicle trips
with 50% (16 vpd) entering and 50% (16 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 3.10 * (X)
T = 3.10 * 3.656
T = 11.33
T = 11 vehicle trips
with 57% (6 vph) entering and 43% (5 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 932 - High-Turnover (Sit-Down) Restaurant

General Urban/Suburban

Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area
Independent Variable (X): 5.682

AVERAGE WEEKDAY DAILY

T = 112.18 * (X)
T = 112.18 * 5.682
T = 637.41
T = 638 vehicle trips
with 50% (319 vpd) entering and 50% (319 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.94 * (X)
T = 9.94 * 5.682
T = 56.48
T = 56 vehicle trips
with 55% (31 vph) entering and 45% (25 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.77 * (X)
T = 9.77 * 5.682
T = 55.51
T = 56 vehicle trips
with 62% (35 vph) entering and 38% (21 vph) exiting.

SATURDAY DAILY

T = 122.40 * (X)
T = 122.40 * 5.682
T = 695.48
T = 696 vehicle trips
with 50% (348 vpd) entering and 50% (348 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

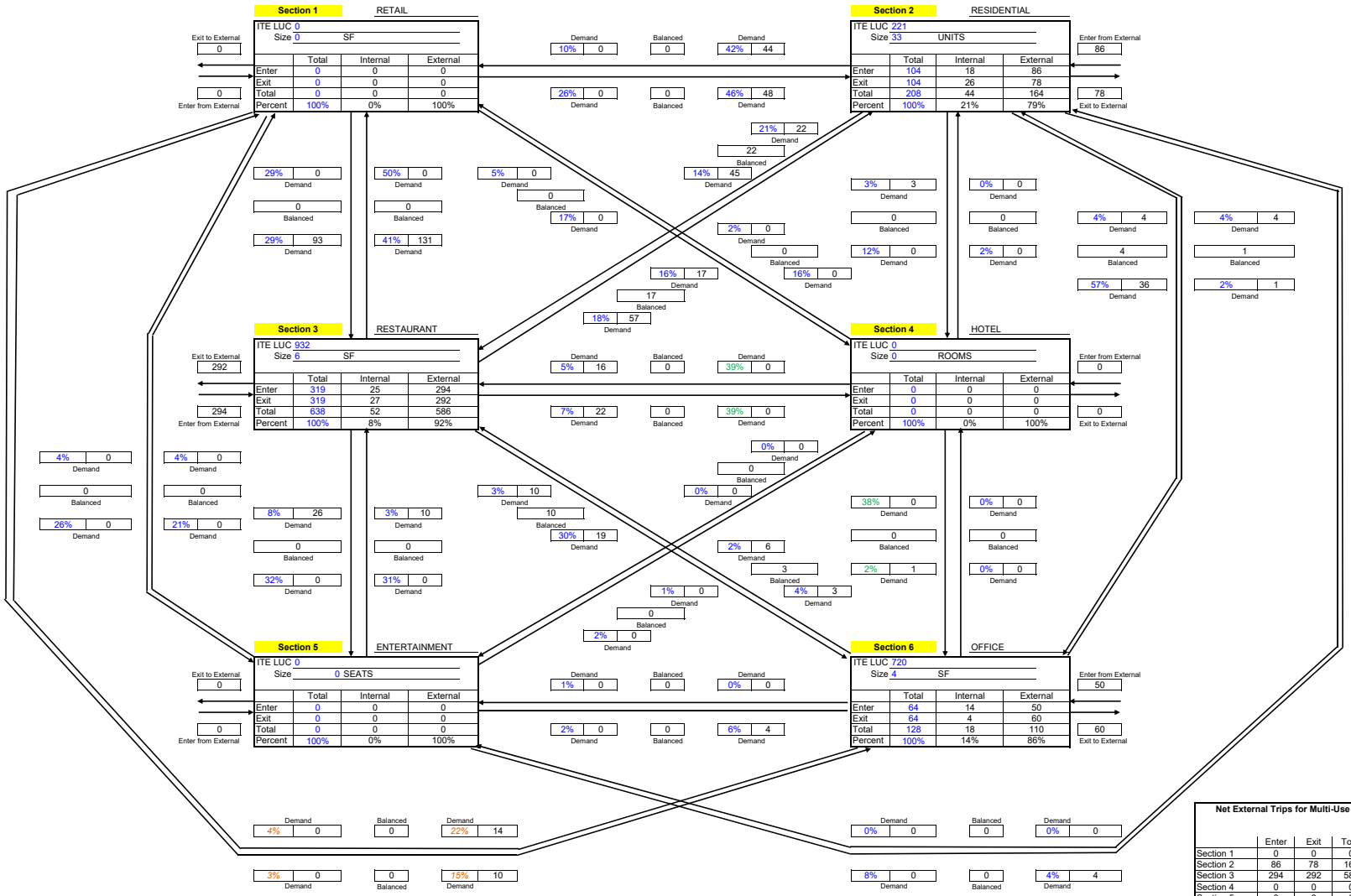
T = 11.19 * (X)
T = 11.19 * 5.682
T = 63.58
T = 64 vehicle trips
with 51% (33 vph) entering and 49% (31 vph) exiting.

EXISTING (REOCCUPANCY) TRIPS

Analyst: Douglas S. Halpert, P.E.
Date: March 7, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday Daily



	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	104	18	86
Exit	104	26	78
Total	208	44	164
Percent	100%	21%	79%

	Total	Internal	External
Enter	319	25	294
Exit	319	27	292
Total	638	52	586
Percent	100%	8%	92%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	64	14	50
Exit	64	4	60
Total	128	18	110
Percent	100%	14%	86%

Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	86	78	164	208	
Section 3	294	292	586	638	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	50	60	110	128	*Internal Capture*
TOTAL	430	430	860	974	**12%**

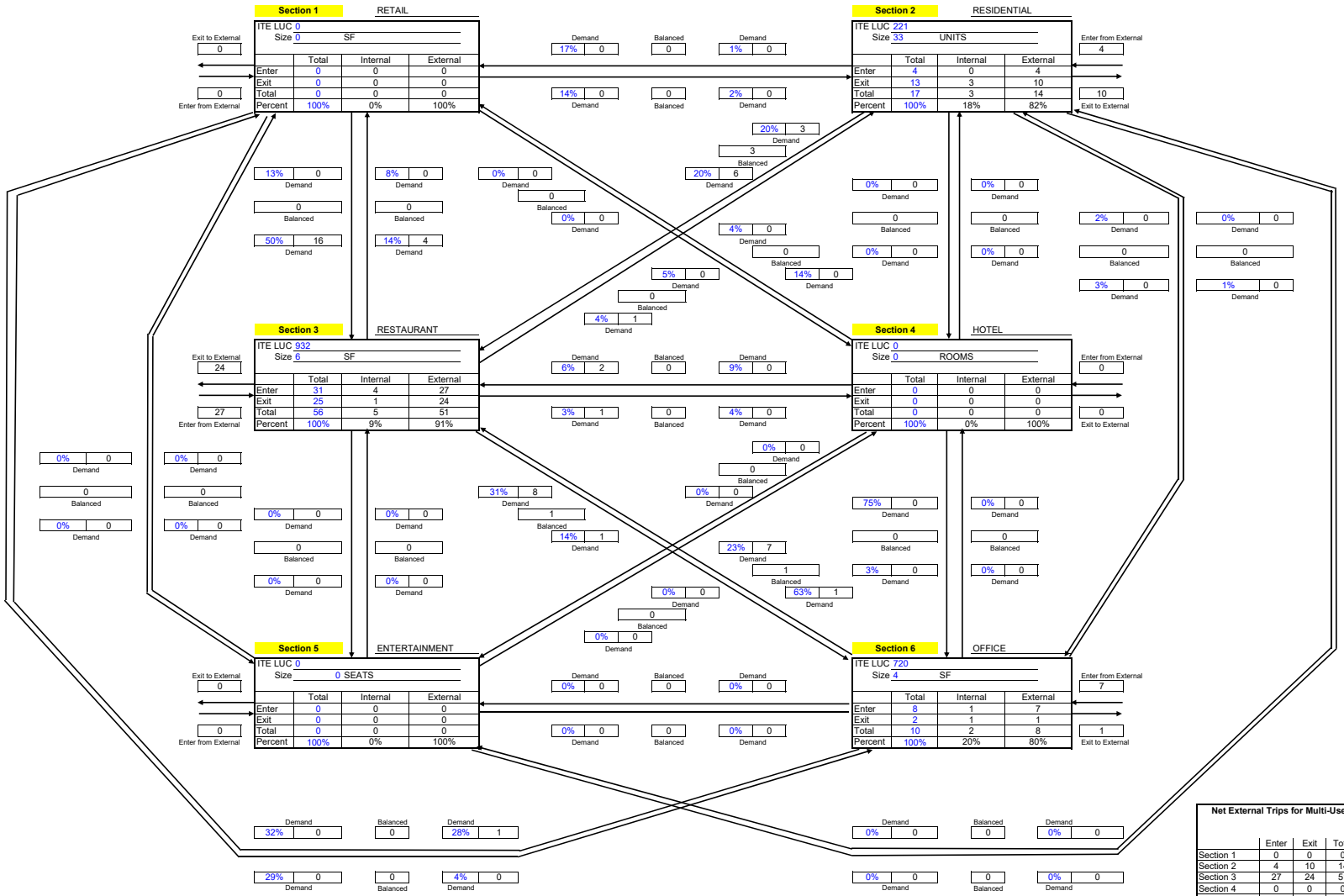
Based on Weekday PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.

EXISTING (REOCCUPANCY) TRIPS

Analyst: Douglas S. Halpert, P.E.
Date: March 7, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday AM



	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	4	0	4
Exit	13	3	10
Total	17	3	14
Percent	100%	18%	82%

	Total	Internal	External
Enter	31	4	27
Exit	25	1	24
Total	56	5	51
Percent	100%	9%	91%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	8	1	7
Exit	2	1	1
Total	10	2	8
Percent	100%	20%	80%

Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	4	10	14	17	
Section 3	27	24	51	56	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	7	1	8	10	*Internal Capture*
TOTAL	38	35	73	83	**12%**

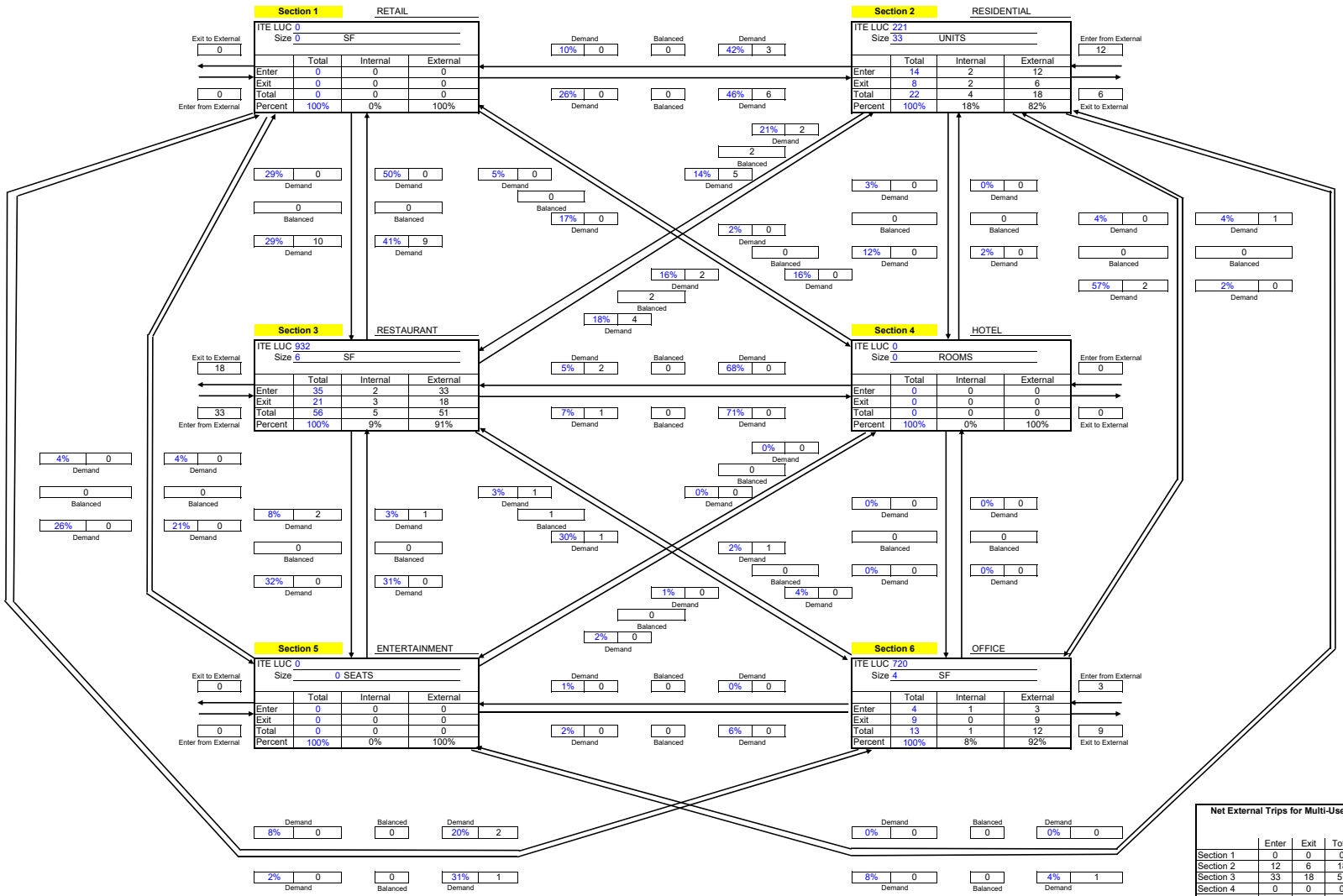
Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

EXISTING (REOCCUPANCY) TRIPS

Analyst: Douglas S. Halpert, P.E.
Date: March 7, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday PM



Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	12	6	18	22	
Section 3	33	18	51	56	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	3	9	12	13	*Internal Capture*
TOTAL	48	33	81	91	**11%**

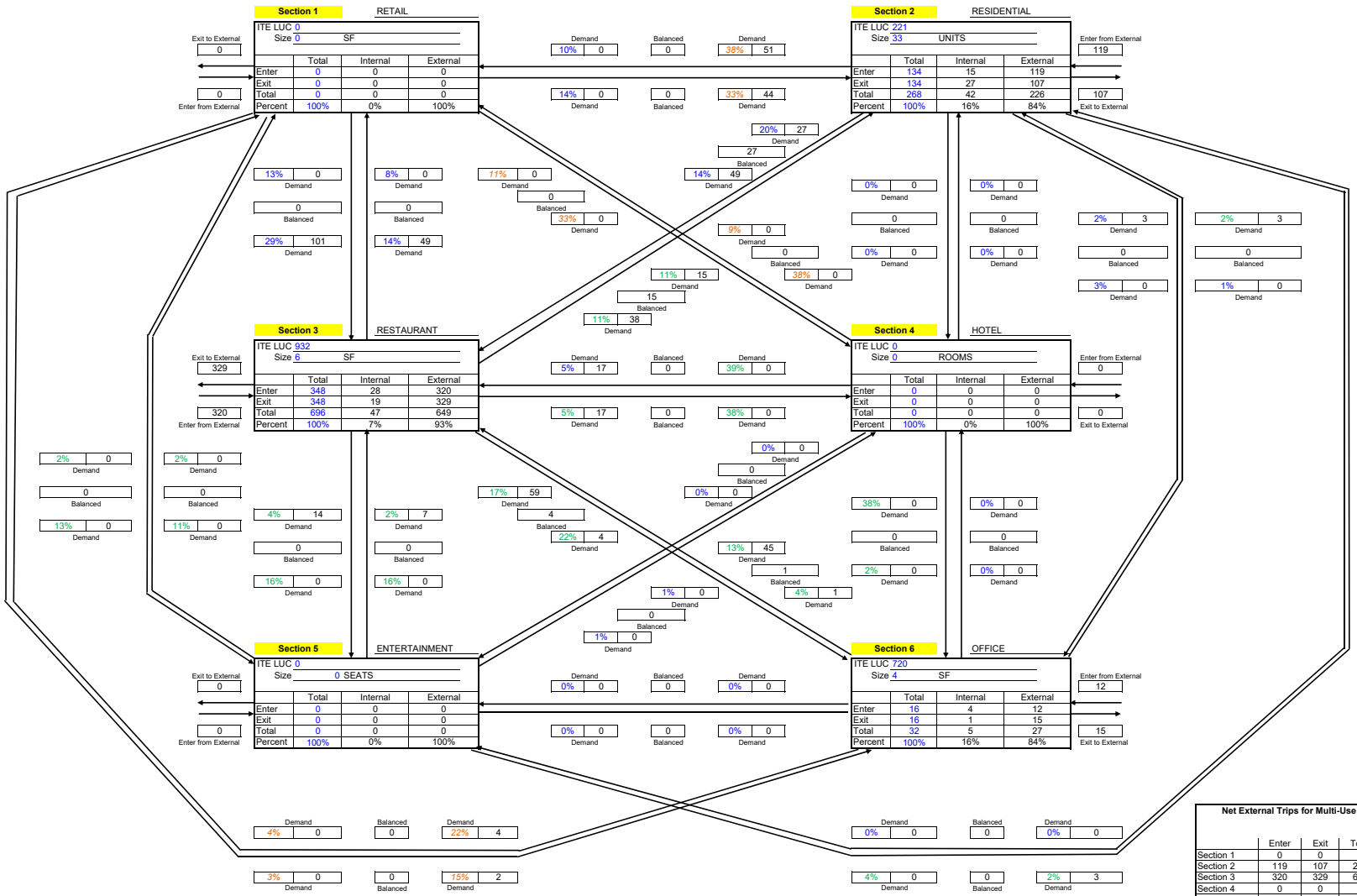
Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

EXISTING (REOCCUPANCY) TRIPS

Analyst: Douglas S. Halpert, P.E.
Date: March 7, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Daily



	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	134	15	119
Exit	134	27	107
Total	268	42	226
Percent	100%	16%	84%

	Total	Internal	External
Enter	348	28	320
Exit	348	19	329
Total	696	47	649
Percent	100%	7%	93%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Percent	100%	0%	100%

	Total	Internal	External
Enter	16	4	12
Exit	16	1	15
Total	32	5	27
Percent	100%	16%	84%

Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	119	107	226	268	
Section 3	320	329	649	696	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	12	15	27	32	*Internal Capture*
TOTAL	451	451	902	996	**9%**

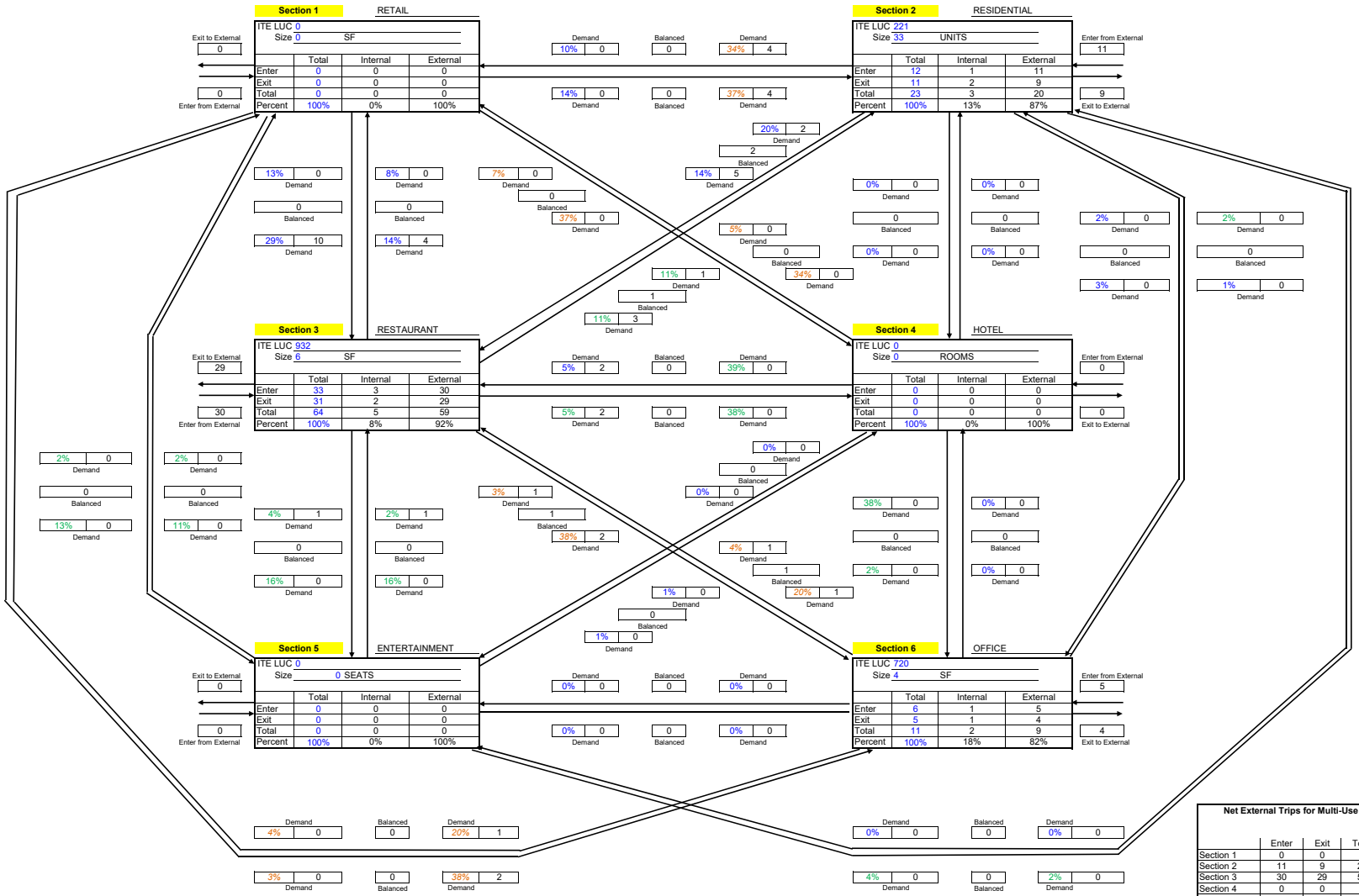
Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

EXISTING (REOCCUPANCY) TRIPS

Analyst: Douglas S. Halpert, P.E.
Date: March 7, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Midday



Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	11	9	20	23	
Section 3	30	29	59	64	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	5	4	9	11	*Internal Capture*
TOTAL	46	42	88	98	**10%**

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

SUPPLEMENTAL ANALYSIS: PROPOSED VS REOCCUPANCY TRIPS

Size	Units	Land Use
7.975	SF	LUC 932
115	Units	LUC 221

Transit Credit	5%	25%
Walk/Bike Credit:	7%	7%

	Pass-By Rates		
	LUC 932	LUC 221	TOTAL
Weekday Daily	43%	0%	-
Weekday AM	43%	0%	-
Weekday PM	43%	0%	-
Saturday Daily	43%	0%	-
Saturday Midday	43%	0%	-

		Total Trips			External Trips			Transit Trips			Walking / Biking Trips			Pass-By Trips			New Primary Trips		
		LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL	LUC 932	LUC 221	TOTAL
Weekday Daily	Entering	447	313	760	384	263	647	19	66	85	27	18	45	148	0	148	190	179	369
	Exiting	447	313	760	397	250	647	20	63	83	28	18	46	148	0	148	201	169	370
	Total	894	626	1,520	781	513	1,294	39	129	168	55	36	91	296	0	296	391	348	739
Weekday AM Peak Hour	Entering	43	10	53	37	9	46	2	2	4	3	1	4	14	0	14	18	6	24
	Exiting	36	29	65	35	23	58	2	6	8	2	2	4	14	0	14	17	15	32
	Total	79	39	118	72	32	104	4	8	12	5	3	8	28	0	28	35	21	56
Weekday PM Peak Hour	Entering	48	31	79	44	26	70	2	7	9	3	2	5	13	0	13	26	17	43
	Exiting	30	20	50	25	16	41	1	4	5	2	1	3	13	0	13	9	11	20
	Total	78	51	129	69	42	111	3	11	14	5	3	8	26	0	26	35	28	63
Saturday Daily	Entering	488	282	770	432	251	683	22	63	85	30	18	48	168	0	168	212	170	382
	Exiting	488	282	770	457	226	683	23	57	80	32	16	48	168	0	168	234	153	387
	Total	976	564	1,540	889	477	1,366	45	120	165	62	34	96	336	0	336	446	323	769
aturday Midday Peak Hour	Entering	45	25	70	40	22	62	2	6	8	3	2	5	15	0	15	20	14	34
	Exiting	44	26	70	41	21	62	2	5	7	3	1	4	15	0	15	21	15	36
	Total	89	51	140	81	43	124	4	11	15	6	3	9	30	0	30	41	29	70

SUPPLEMENTAL ANALYSIS: PROPOSED VS REOCCUPANCY TRIPS

		Total Trips			External Trips			Transit Trips			Walking / Biking Trips			Pass-By Trips			New Primary Trips		
		Reoccupancy	Proposed	Net Increase	Reoccupancy	Proposed	Net Increase	Reoccupancy	Proposed	Net Increase	Reoccupancy	Proposed	Net Increase	Reoccupancy	Proposed	Net Increase	Reoccupancy	Proposed	Net Increase
Weekday Daily	Entering	499	760	261	442	647	**205**	40	85	45	31	45	14	111	148	37	260	369	**109**
	Exiting	499	760	261	442	647	**205**	38	83	45	29	46	17	111	148	37	264	370	**106**
	Total	998	1,520	522	884	1,294	**410**	78	168	90	60	91	31	222	296	74	524	739	**215**
Weekday AM Peak Hour	Entering	47	53	6	42	46	**4**	2	4	2	2	4	2	10	14	4	28	24	**-4**
	Exiting	44	65	21	39	58	**19**	4	8	4	3	4	1	10	14	4	22	32	**10**
	Total	91	118	27	81	104	**23**	6	12	6	5	8	3	20	28	8	50	56	**6**
Weekday PM Peak Hour	Entering	57	79	22	52	70	**18**	5	9	4	3	5	2	10	13	3	34	43	**9**
	Exiting	42	50	8	37	41	**4**	4	5	1	2	3	1	10	13	3	21	20	**-1**
	Total	99	129	30	89	111	**22**	9	14	5	5	8	3	20	26	6	55	63	**8**
Saturday Daily	Entering	500	770	270	453	683	**230**	47	85	38	31	48	17	123	168	45	252	382	**130**
	Exiting	500	770	270	453	683	**230**	44	80	36	31	48	17	123	168	45	255	387	**132**
	Total	1,000	1,540	540	906	1,366	**460**	90	165	75	62	96	34	246	336	90	507	769	**262**
Saturday Midday Peak Hour	Entering	52	70	18	47	62	**15**	5	8	3	3	5	2	11	15	4	28	34	**6**
	Exiting	48	70	22	43	62	**19**	3	7	4	3	4	1	11	15	4	26	36	**10**
	Total	100	140	40	90	124	**34**	8	15	7	6	9	3	22	30	8	54	70	**16**

SUPPLEMENTAL ANALYSIS: PROPOSED VS REOCCUPANCY TRIPS

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)
General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 115

AVERAGE WEEKDAY DAILY

T = 5.45 * (X) - 1.75
T = 5.45 * 115 - 1.75
T = 625.00
T = 626 vehicle trips
with 50% (313 vpd) entering and 50% (313 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln(T) = 0.98 Ln (X) - 0.98
Ln(T) = 0.98 Ln (115) - 0.98
Ln(T) = 3.67
T = 39.25
T = 39 vehicle trips
with 26% (10 vph) entering and 74% (29 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.96 Ln (X) - 0.63
Ln T = 0.96 Ln(115) - 0.63
Ln T = 3.93
T = 50.66
T = 51 vehicle trips
with 61% (31 vph) entering and 39% (20 vph) exiting.

SATURDAY DAILY

T = 4.91 * (X)
T = 4.91 * 115
T = 564.65
T = 564 vehicle trips
with 50% (282 vpd) entering and 50% (282 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 0.44 * (X)
T = 0.44 * 115
T = 50.60
T = 51 vehicle trips
with 49% (25 vph) entering and 51% (26 vph) exiting.

SUPPLEMENTAL ANALYSIS: PROPOSED VS REOCCUPANCY TRIPS

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 932 - High-Turnover (Sit-Down) Restaurant
General Urban/Suburban
Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area
Independent Variable (X): 7.975

AVERAGE WEEKDAY DAILY

T = 112.18 * (X)
T = 112.18 * 7.975
T = 894.64
T = 894 vehicle trips
with 50% (447 vpd) entering and 50% (447 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.94 * (X)
T = 9.94 * 7.975
T = 79.27
T = 79 vehicle trips
with 55% (43 vph) entering and 45% (36 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.77 * (X)
T = 9.77 * 7.975
T = 77.92
T = 78 vehicle trips
with 62% (48 vph) entering and 38% (30 vph) exiting.

SATURDAY DAILY

T = 122.40 * (X)
T = 122.40 * 7.975
T = 976.14
T = 976 vehicle trips
with 50% (488 vpd) entering and 50% (488 vpd) exiting.

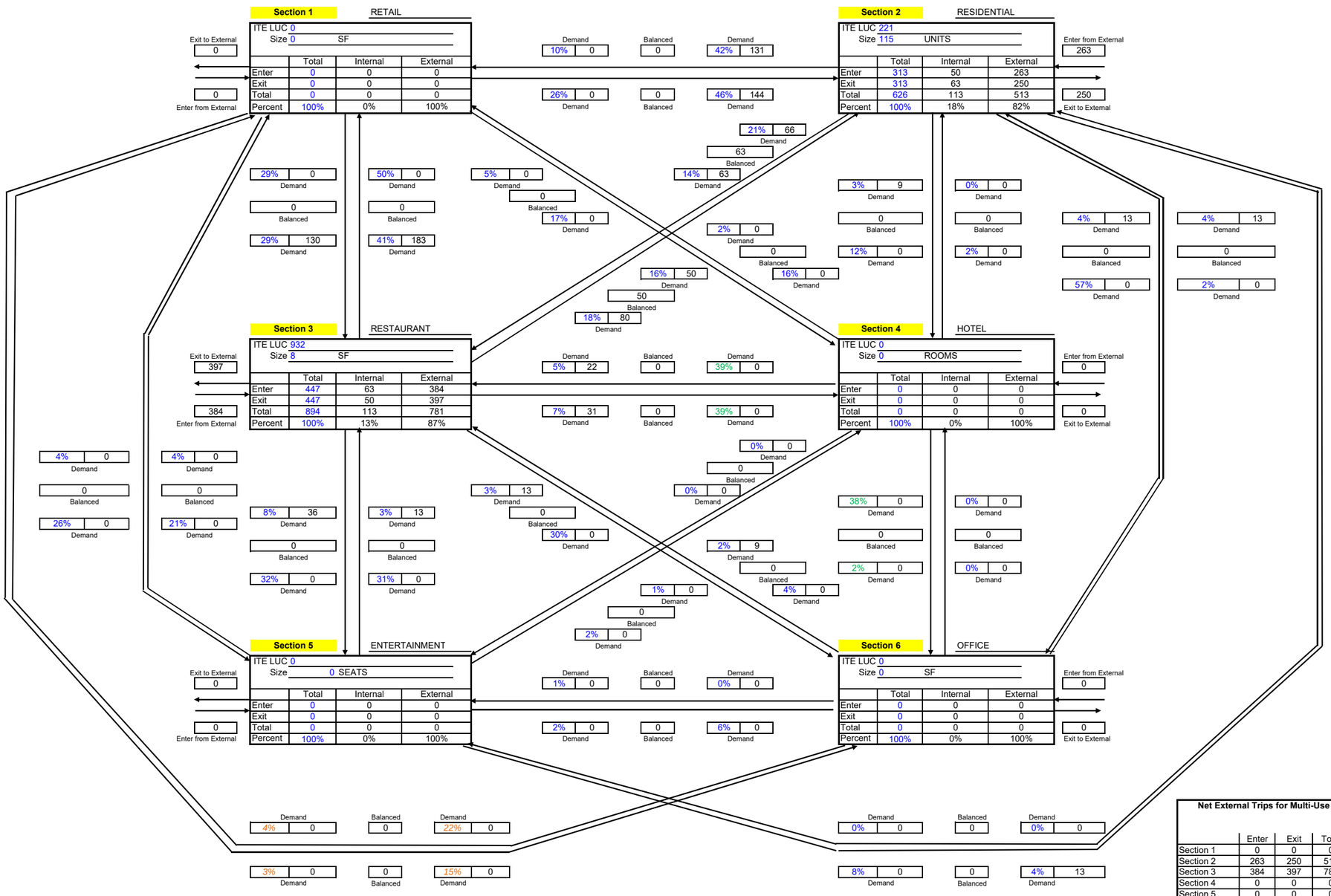
SATURDAY PEAK HOUR OF GENERATOR

T = 11.19 * (X)
T = 11.19 * 7.975
T = 89.24
T = 89 vehicle trips
with 51% (45 vph) entering and 49% (44 vph) exiting.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday Daily



Net External Trips for Multi-Use Development

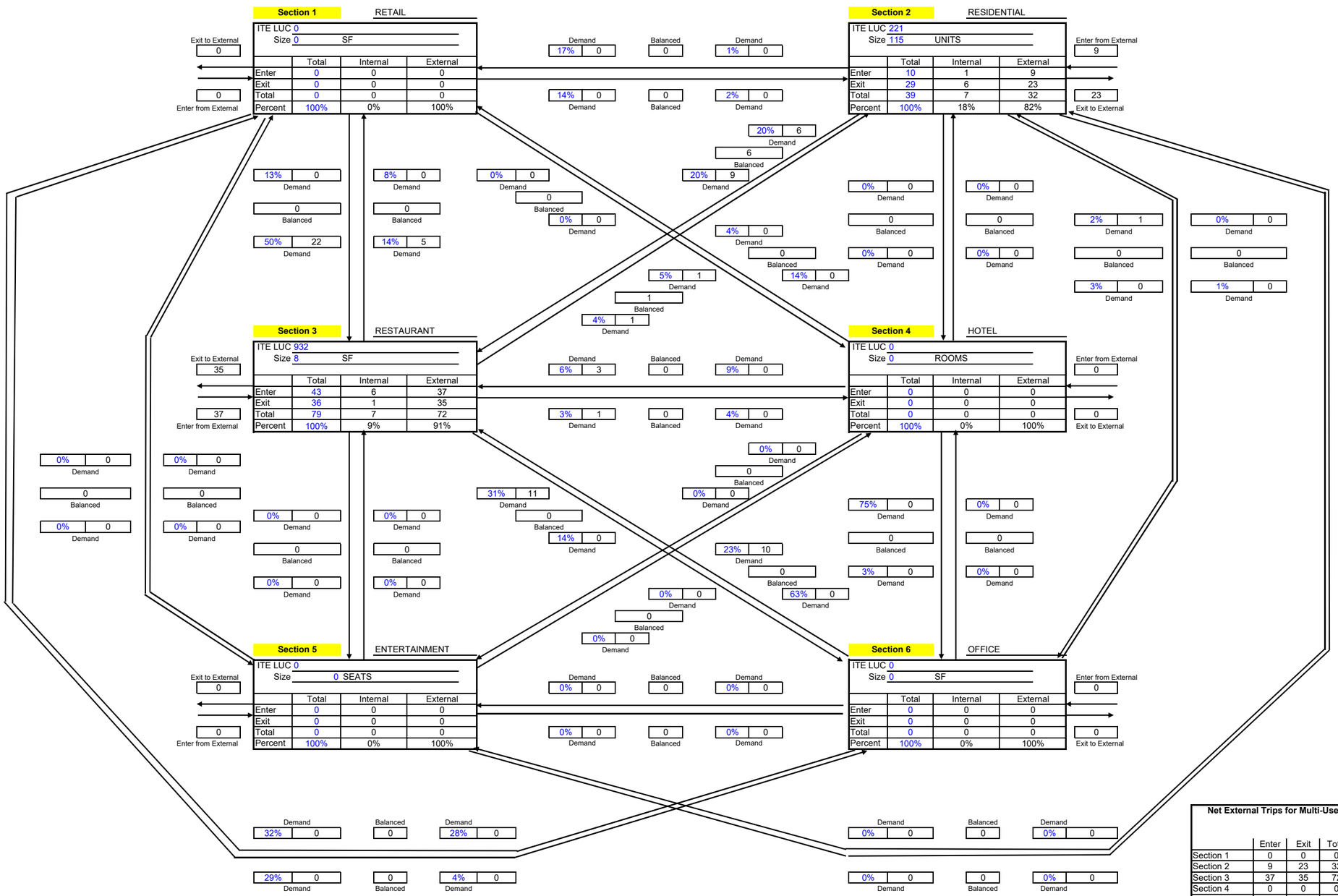
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	263	250	513	626	
Section 3	384	397	781	894	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	647	647	1294	1520	**15%**

Based on Weekday PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday AM



Net External Trips for Multi-Use Development

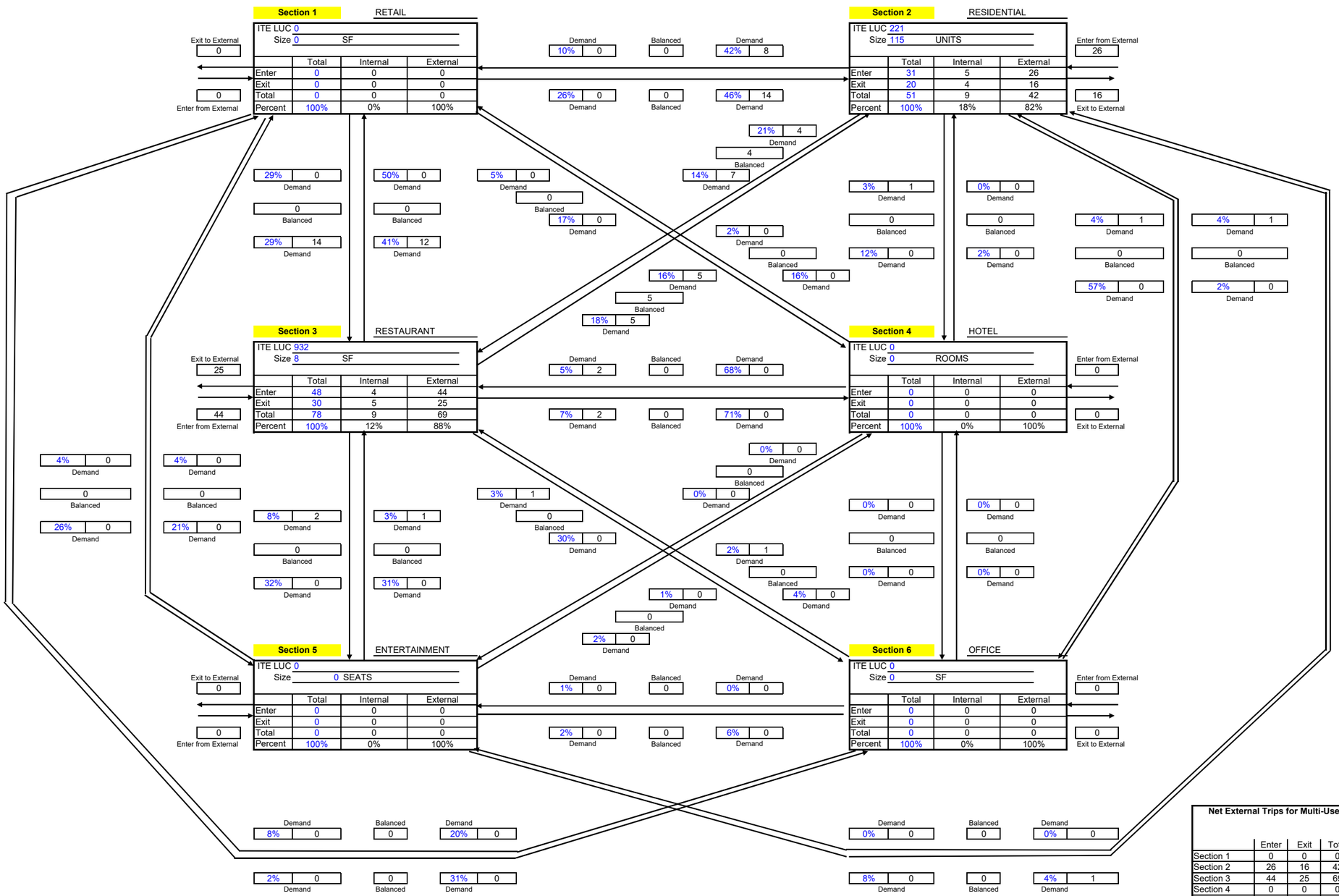
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	9	23	32	39	
Section 3	37	35	72	79	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	46	58	104	118	**12%**

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Weekday PM



Net External Trips for Multi-Use Development

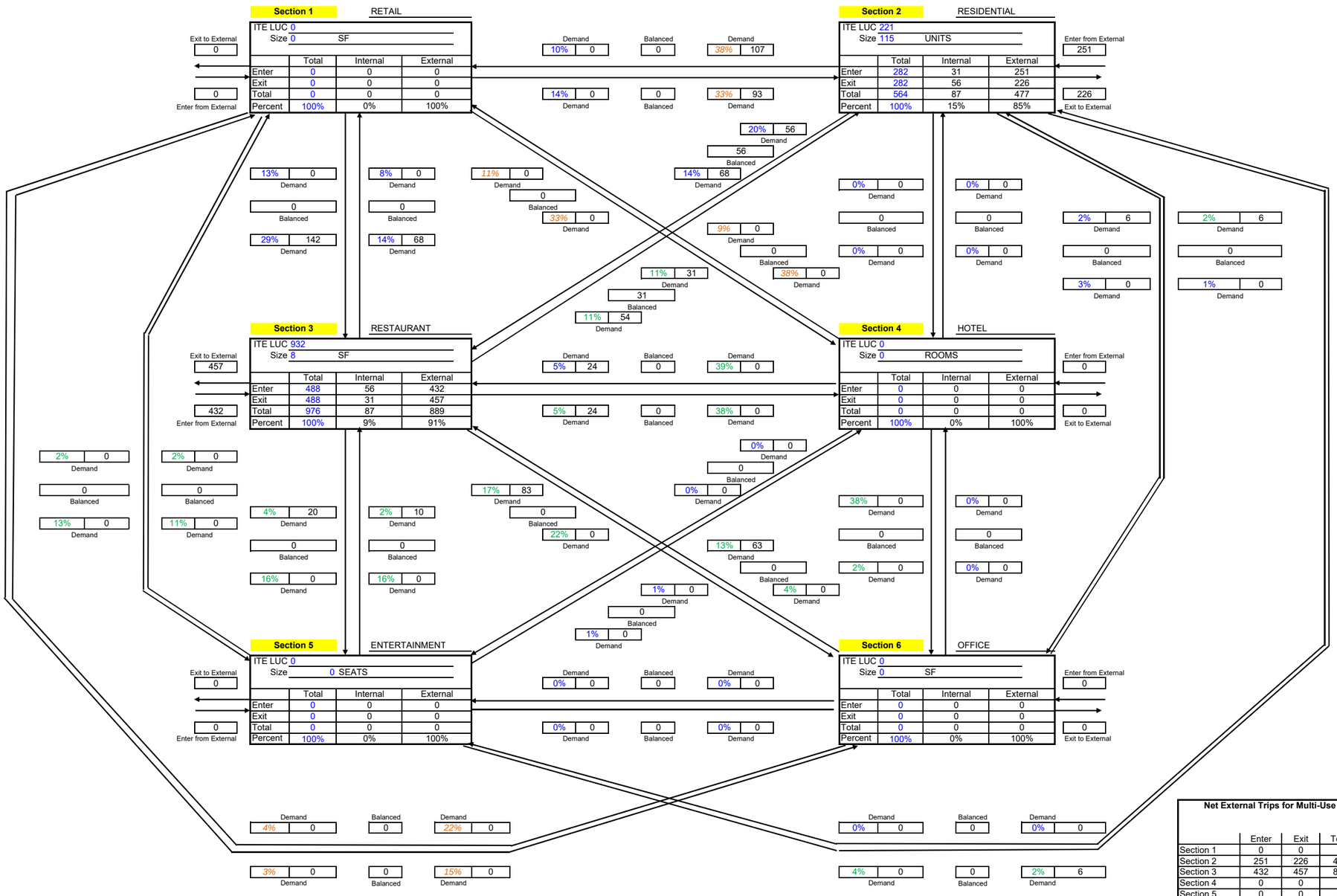
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	26	16	42	51	
Section 3	44	25	69	78	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	70	41	111	129	**14%**

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Daily



Net External Trips for Multi-Use Development

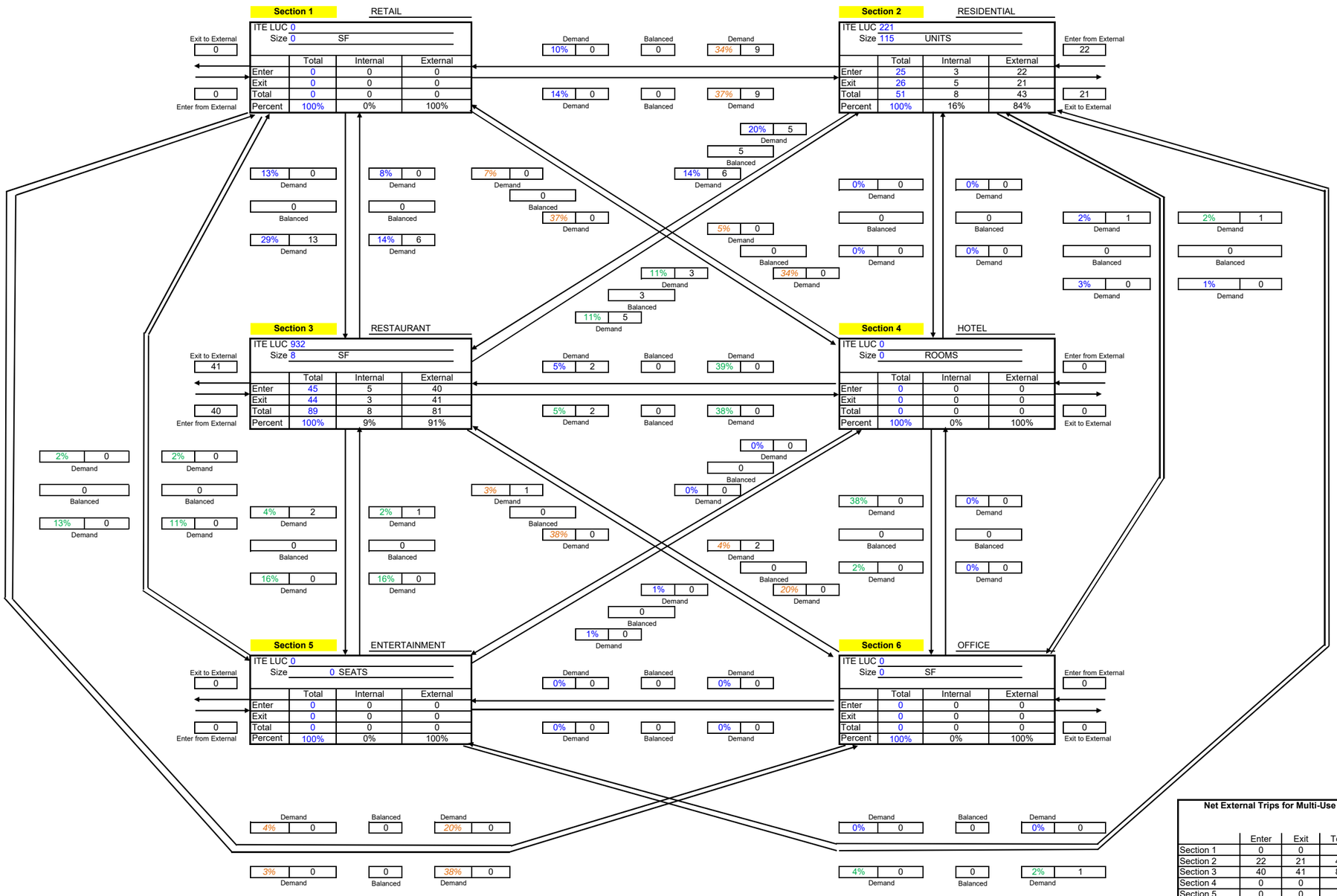
	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	251	226	477	564	
Section 3	432	457	889	976	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	683	683	1366	1540	**11%**

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst: Rebecca Brown, P.E., PTOE
Date: February 12, 2019

Name of Dvlpt: 132 Rantoul Street, Beverly
Time Period: Saturday Midday



Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.	
Section 1	0	0	0	0	
Section 2	22	21	43	51	
Section 3	40	41	81	89	
Section 4	0	0	0	0	
Section 5	0	0	0	0	
Section 6	0	0	0	0	*Internal Capture*
TOTAL	62	62	124	140	**11%**

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

Journey to Work - City of Beverly (Census 2010)
Residential Trips

Residence State-County-MCD Name	Workplace State-County-MCD Name	Count			Entering					Exiting					Entering					Exiting				
					From North	From South	From South	From West	From North	To North	To South	To South	To West	To North	From North	From South	From South	From West	From North	To North	To South	To South	To West	To North
					Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive
Beverly city Essex Co. MA	Beverly city Essex Co. MA	6341	31.07%	38.84%	60%	20%			20%	60%	20%			20%	3804.6	1268.2	0.0	0.0	1268.2	3804.6	1268.2	0.0	0.0	1268.2
Beverly city Essex Co. MA	Boston city Suffolk Co. MA	2229	10.92%	13.65%				100%					100%		0.0	0.0	0.0	2229.0	0.0	0.0	0.0	0.0	2229.0	0.0
Beverly city Essex Co. MA	Danvers town Essex Co. Ma	1871	9.17%	11.46%	25%			38%	37%	25%			38%	37%	467.8	0.0	0.0	711.0	692.3	467.8	0.0	0.0	711.0	692.3
Beverly city Essex Co. MA	Peabody city Essex Co. MA	1282	6.28%	7.85%		50%		50%			50%		50%		0.0	641.0	0.0	641.0	0.0	0.0	641.0	0.0	641.0	0.0
Beverly city Essex Co. MA	Salem city Essex Co. MA	1187	5.82%	7.27%		75%		25%			75%		25%		0.0	890.3	0.0	296.8	0.0	0.0	890.3	0.0	296.8	0.0
Beverly city Essex Co. MA	Lynn city Essex Co. MA	593	2.91%	3.63%		100%					100%				0.0	593.0	0.0	0.0	0.0	0.0	593.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Gloucester city Essex Co. MA	424	2.08%	2.60%	100%					100%					424.0	0.0	0.0	0.0	0.0	424.0	0.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Cambridge city Middlesex Co. MA	368	1.80%	2.25%				100%					100%		0.0	0.0	0.0	368.0	0.0	0.0	0.0	0.0	368.0	0.0
Beverly city Essex Co. MA	Andover town Essex Co. MA	298	1.46%	1.83%				100%					100%		0.0	0.0	0.0	298.0	0.0	0.0	0.0	0.0	298.0	0.0
Beverly city Essex Co. MA	Marblehead town Essex Co. MA	260	1.27%	1.59%		100%					100%				0.0	260.0	0.0	0.0	0.0	0.0	260.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Burlington town Middlesex Co. MA	249	1.22%	1.53%				100%					100%		0.0	0.0	0.0	249.0	0.0	0.0	0.0	0.0	249.0	0.0
Beverly city Essex Co. MA	Ipswich town Essex Co. MA	245	1.20%	1.50%	50%				50%	50%				50%	122.5	0.0	0.0	0.0	122.5	122.5	0.0	0.0	0.0	122.5
Beverly city Essex Co. MA	Woburn city Middlesex Co. MA	239	1.17%	1.46%				100%					100%		0.0	0.0	0.0	239.0	0.0	0.0	0.0	0.0	239.0	0.0
Beverly city Essex Co. MA	Saugus town Essex Co. MA	193	0.95%	1.18%				100%					100%		0.0	0.0	0.0	193.0	0.0	0.0	0.0	0.0	193.0	0.0
Beverly city Essex Co. MA	Topsfield town Essex Co. MA	191	0.94%	1.17%	50%			50%		50%			50%		95.5	0.0	0.0	95.5	0.0	95.5	0.0	0.0	95.5	0.0
Beverly city Essex Co. MA	Haverhill city Essex Co. MA	179	0.88%	1.10%	50%			50%		50%			50%		89.5	0.0	0.0	89.5	0.0	89.5	0.0	0.0	89.5	0.0
Beverly city Essex Co. MA	Wenham town Essex Co. MA	177	0.87%	1.08%	100%					100%					177.0	0.0	0.0	0.0	0.0	177.0	0.0	0.0	0.0	0.0
		20409	80.0%												5180.9	3652.5	0.0	5409.7	2083.0	5180.9	3652.5	0.0	5409.7	2083.0
			16326	100.00%											31.7%	22.4%	0.0%	33.1%	12.8%	31.7%	22.4%	0.0%	33.1%	12.8%
														SAY:	**30%**	**20%**	**0%**	**35%**	**15%**	**30%**	**20%**	**0%**	**35%**	**15%**

Journey to Work - City of Beverly (Census 2010)
Retail Trips

Residence State-County-MCD Name	Workplace State-County-MCD Name	Count			Entering					Exiting					Entering					Exiting				
					From North	From South	From South	From West	From North	To North	To South	To South	To West	To North	From North	From South	From South	From West	From North	To North	To South	To South	To West	To North
					Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive	Route 1A	Route 1A	River Street	Bridge Street	McPherson Drive
Beverly city Essex Co. MA	Beverly city Essex Co. MA	39502	18.81%	18.81%	70%	10%			20%	70%	10%			20%	27651.4	3950.2	0.0	0.0	7900.4	27651.4	3950.2	0.0	0.0	7900.4
Beverly city Essex Co. MA	Danvers town Essex Co. Ma	26493	12.62%	12.62%	25%			38%	37%	25%			38%	37%	6623.3	0.0	0.0	10067.3	9802.4	6623.3	0.0	0.0	10067.3	9802.4
Beverly city Essex Co. MA	Hamilton town Essex Co. MA	7764	3.70%	3.70%	100%					100%					7764.0	0.0	0.0	0.0	0.0	7764.0	0.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Manchester-by-the-Sea Town Essex C	5136	2.45%	2.45%	100%					100%					5136.0	0.0	0.0	0.0	0.0	5136.0	0.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Marblehead town Essex Co. MA	19808	9.43%	9.43%		100%					100%				0.0	19808.0	0.0	0.0	0.0	0.0	19808.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Peabody city Essex Co. MA	51251	24.41%	24.41%		75%		25%			75%		25%		0.0	38438.3	0.0	12812.8	0.0	0.0	38438.3	0.0	12812.8	0.0
Beverly city Essex Co. MA	Salem city Essex Co. MA	41340	19.69%	19.69%		75%		25%			75%		25%		0.0	31005.0	0.0	10335.0	0.0	0.0	31005.0	0.0	10335.0	0.0
Beverly city Essex Co. MA	Swampscott town Essex Co. MA	13787	6.57%	6.57%		100%					100%				0.0	13787.0	0.0	0.0	0.0	0.0	13787.0	0.0	0.0	0.0
Beverly city Essex Co. MA	Wenham town Essex Co. MA	4875	2.32%	2.32%	100%					100%					4875.0	0.0	0.0	0.0	0.0	4875.0	0.0	0.0	0.0	0.0
		209956	100.0%												52049.7	106988.5	0.0	33215.1	17702.8	52049.7	106988.5	0.0	33215.1	17702.8
			209956	100.00%											24.8%	51.0%	0.0%	15.8%	8.4%	24.8%	51.0%	0.0%	15.8%	8.4%
														SAY:	**25%**	**50%**	**0%**	**15%**	**10%**	**25%**	**50%**	**0%**	**15%**	**10%**

CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).[12] The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized

[12] *Highway Capacity Manual 6th Edition*, Transportation Research Board; Washington, D.C.; 2016.

intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

Table A-1
LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

Level of Service	**Unsignalized Intersection Criteria** Average Control Delay (Seconds per Vehicle) [1]	**Signalized Intersection Criteria** Average Control Delay (Seconds per Vehicle) [2]
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50 or v/c >1.0	>80 or v/c >1.0

Source:
[1] *Highway Capacity Manual 6th Edition*, Transportation Research Board; Washington, D.C.; 2016. Pages 19-16, 20-6, and 21-9.
[2] *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000. Pages 10-16 and 17-2.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	167	1	136	58	110	0	336	101	77	314	31
Future Volume (vph)	110	167	1	136	58	110	0	336	101	77	314	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.951			0.969			0.990	
Flt Protected		0.981			0.978						0.991	
Satd. Flow (prot)	0	2071	0	0	1953	0	0	1959	0	0	2093	0
Flt Permitted		0.981			0.978						0.991	
Satd. Flow (perm)	0	2071	0	0	1953	0	0	1959	0	0	2093	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	299	0	0	326	0	0	470	0	0	454	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	75.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	167	1	136	58	110	0	336	101	77	314	31
Future Vol, veh/h	110	167	1	136	58	110	0	336	101	77	314	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	0	4	4	0	0	7	5	1	1	0
Mvmt Flow	118	180	1	146	62	118	0	361	109	83	338	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	37.6	41.4	105.1	94.8
HCM LOS	E	E	F	F

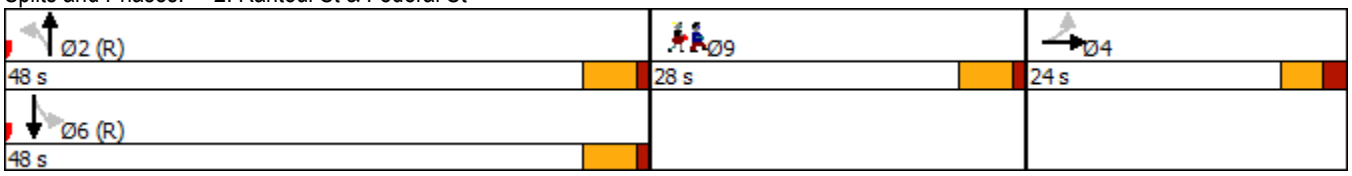
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	40%	45%	18%
Vol Thru, %	77%	60%	19%	74%
Vol Right, %	23%	0%	36%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	437	278	304	422
LT Vol	0	110	136	77
Through Vol	336	167	58	314
RT Vol	101	1	110	31
Lane Flow Rate	470	299	327	454
Geometry Grp	1	1	1	1
Degree of Util (X)	1.104	0.756	0.801	1.07
Departure Headway (Hd)	8.751	9.793	9.484	8.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	418	371	386	413
Service Time	6.751	7.793	7.484	6.853
HCM Lane V/C Ratio	1.124	0.806	0.847	1.099
HCM Control Delay	105.1	37.6	41.4	94.8
HCM Lane LOS	F	E	E	F
HCM 95th-tile Q	16	6	7	14.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	152	66	0	0	0	109	446	13	19	418	101
Future Volume (vph)	85	152	66	0	0	0	109	446	13	19	418	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.971						0.997			0.975	
Flt Protected		0.986						0.991			0.998	
Satd. Flow (prot)	0	1935	0	0	0	0	0	1763	0	0	1730	0
Flt Permitted		0.986						0.758			0.969	
Satd. Flow (perm)	0	1935	0	0	0	0	0	1348	0	0	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	369	0	0	0	0	0	668	0	0	566	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					48.0	48.0		48.0	48.0	
Total Lost Time (s)		5.0						5.0			5.0	
Act Effct Green (s)		22.3						56.5			56.5	
Actuated g/C Ratio		0.22						0.56			0.56	
v/c Ratio		0.84						0.88			0.59	
Control Delay		55.1						38.4			20.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		55.1						38.4			20.3	
LOS		E						D			C	
Approach Delay		55.1						38.4			20.3	
Approach LOS		E						D			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 35.8 Intersection LOS: D
Intersection Capacity Utilization 88.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	369	668	566
v/c Ratio	0.84	0.88	0.59
Control Delay	55.1	38.4	20.3
Queue Delay	0.0	0.0	0.0
Total Delay	55.1	38.4	20.3
Queue Length 50th (ft)	206	445	175
Queue Length 95th (ft)	#355	#684	437
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	440	762	955
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.84	0.88	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	152	66	0	0	0	109	446	13	19	418	101
Future Volume (vph)	85	152	66	0	0	0	109	446	13	19	418	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		5.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.97						1.00			0.97	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1934						1762			1730	
Flt Permitted		0.99						0.76			0.97	
Satd. Flow (perm)		1934						1348			1680	
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.85	0.85	0.85	0.95	0.95	0.95
Adj. Flow (vph)	104	185	80	0	0	0	128	525	15	20	440	106
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	360	0	0	0	0	0	668	0	0	559	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	4%	3%	0%	0%	0%	1%	3%	17%	6%	3%	4%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		22.3						53.5			53.5	
Effective Green, g (s)		22.3						53.5			53.5	
Actuated g/C Ratio		0.22						0.54			0.54	
Clearance Time (s)		5.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		431						721			898	
v/s Ratio Prot												
v/s Ratio Perm		0.19						c0.50			0.33	
v/c Ratio		0.83						0.93			0.62	
Uniform Delay, d1		37.1						21.4			16.2	
Progression Factor		1.00						1.12			1.00	
Incremental Delay, d2		13.0						18.8			3.2	
Delay (s)		50.1						42.7			19.5	
Level of Service		D						D			B	
Approach Delay (s)		50.1			0.0			42.7			19.5	
Approach LOS		D			A			D			B	

Intersection Summary

HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

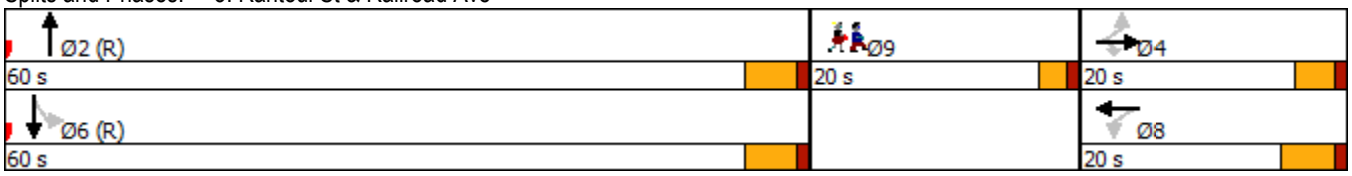
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	49	52	17	0	44	0	470	5	13	438	0
Future Volume (vph)	41	49	52	17	0	44	0	470	5	13	438	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.903			0.999				
Flt Protected		0.978			0.986						0.999	
Satd. Flow (prot)	0	2083	1760	0	1750	0	0	1765	0	0	1766	0
Flt Permitted		0.849			0.788						0.983	
Satd. Flow (perm)	0	1808	1760	0	1399	0	0	1765	0	0	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70		55			1				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	121	70	0	68	0	0	510	0	0	513	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		12.0	12.0		11.0			67.0			67.0	
Actuated g/C Ratio		0.12	0.12		0.11			0.67			0.67	
v/c Ratio		0.56	0.26		0.33			0.43			0.44	
Control Delay		50.8	11.7		18.9			11.7			14.8	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		50.8	11.7		18.9			11.7			14.8	
LOS		D	B		B			B			B	
Approach Delay		36.5			18.9			11.7			14.8	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	121	70	68	510	513
v/c Ratio	0.56	0.26	0.33	0.43	0.44
Control Delay	50.8	11.7	18.9	11.7	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	11.7	18.9	11.7	14.8
Queue Length 50th (ft)	74	0	8	173	235
Queue Length 95th (ft)	101	24	45	288	m433
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	290	341	257	1184	1165
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.26	0.43	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	49	52	17	0	44	0	470	5	13	438	0
Future Volume (vph)	41	49	52	17	0	44	0	470	5	13	438	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	1.00		0.98			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.98	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2083	1760		1749			1764			1765	
Flt Permitted		0.85	1.00		0.79			1.00			0.98	
Satd. Flow (perm)		1809	1760		1397			1764			1737	
Peak-hour factor, PHF	0.74	0.74	0.74	0.89	0.89	0.89	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	55	66	70	19	0	49	0	505	5	15	498	0
RTOR Reduction (vph)	0	0	62	0	49	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	121	8	0	19	0	0	510	0	0	513	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	4%	0%	0%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		12.0	12.0		11.0			65.8			65.8	
Effective Green, g (s)		12.0	12.0		11.0			65.8			65.8	
Actuated g/C Ratio		0.12	0.12		0.11			0.66			0.66	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		217	211		153			1160			1142	
v/s Ratio Prot								0.29				
v/s Ratio Perm		c0.07	0.00		0.01						c0.30	
v/c Ratio		0.56	0.04		0.12			0.44			0.45	
Uniform Delay, d1		41.5	38.9		40.2			8.2			8.3	
Progression Factor		1.00	1.00		1.00			1.00			1.29	
Incremental Delay, d2		3.1	0.1		0.4			1.2			1.0	
Delay (s)		44.6	39.0		40.5			9.4			11.7	
Level of Service		D	D		D			A			B	
Approach Delay (s)		42.5			40.5			9.4			11.7	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	35	21	152	454	2	9	442	57
Future Volume (vph)	0	0	0	5	35	21	152	454	2	9	442	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.953						0.985	
Flt Protected					0.996			0.988			0.999	
Satd. Flow (prot)	0	0	0	0	1713	0	0	1762	0	0	1743	0
Flt Permitted					0.996			0.988			0.999	
Satd. Flow (perm)	0	0	0	0	1713	0	0	1762	0	0	1743	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	66	0	0	653	0	0	546	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	35	21	152	454	2	9	442	57
Future Vol, veh/h	0	0	0	5	35	21	152	454	2	9	442	57
Conflicting Peds, #/hr	0	0	0	25	0	18	24	0	25	18	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	5	0	4	0	0	4	2
Mvmt Flow	0	0	0	5	38	23	163	488	2	10	475	61

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1391	1420	532	560	0	0	515	0	0
Stage 1	840	840	-	-	-	-	-	-	-
Stage 2	551	580	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	138	542	1021	-	-	1061	-	-
Stage 1	427	384	-	-	-	-	-	-	-
Stage 2	581	503	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	116	0	522	1021	-	-	1038	-	-
Mov Cap-2 Maneuver	116	0	-	-	-	-	-	-	-
Stage 1	326	0	-	-	-	-	-	-	-
Stage 2	560	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	2.3	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	312	1038	-	-
HCM Lane V/C Ratio	0.16	-	-	0.21	0.009	-	-
HCM Control Delay (s)	9.2	0	-	19.6	8.5	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.8	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	31	104	39	77
Future Volume (vph)	0	0	31	104	39	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.896			
Flt Protected						0.983
Satd. Flow (prot)	0	0	1873	0	0	2014
Flt Permitted						0.983
Satd. Flow (perm)	0	0	1873	0	0	2014
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	169	0	0	145
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 23.7% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	161	1	164	96	92	0	234	109	99	426	22
Future Volume (vph)	56	161	1	164	96	92	0	234	109	99	426	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.965			0.957			0.995	
Flt Protected		0.987			0.977						0.991	
Satd. Flow (prot)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Flt Permitted		0.987			0.977						0.991	
Satd. Flow (perm)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	227	0	0	367	0	0	358	0	0	570	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 93.7% ICU Level of Service F
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	70.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	161	1	164	96	92	0	234	109	99	426	22
Future Vol, veh/h	56	161	1	164	96	92	0	234	109	99	426	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	1	0	0	1	0	0	1	1	1	1	0
Mvmt Flow	58	168	1	171	100	96	0	244	114	103	444	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.5	37.8	33.3	134.9
HCM LOS	C	E	D	F

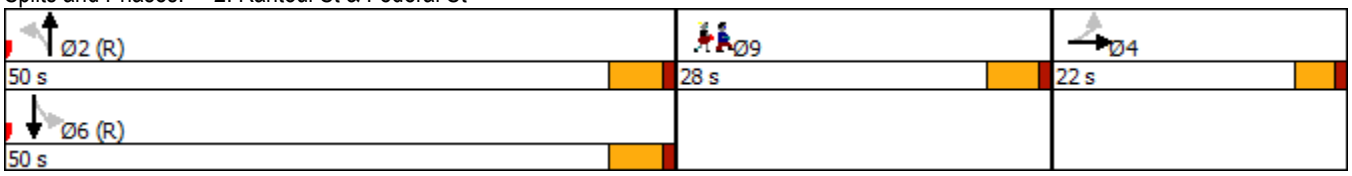
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	47%	18%
Vol Thru, %	68%	74%	27%	78%
Vol Right, %	32%	0%	26%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	218	352	547
LT Vol	0	56	164	99
Through Vol	234	161	96	426
RT Vol	109	1	92	22
Lane Flow Rate	357	227	367	570
Geometry Grp	1	1	1	1
Degree of Util (X)	0.764	0.538	0.802	1.202
Departure Headway (Hd)	8.248	9.231	8.435	7.593
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	443	393	433	479
Service Time	6.248	7.231	6.435	5.657
HCM Lane V/C Ratio	0.806	0.578	0.848	1.19
HCM Control Delay	33.3	22.5	37.8	134.9
HCM Lane LOS	D	C	E	F
HCM 95th-tile Q	6.5	3.1	7.2	21.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	170	91	0	0	0	98	443	22	24	552	108
Future Volume (vph)	111	170	91	0	0	0	98	443	22	24	552	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967						0.995			0.979	
Flt Protected		0.985						0.991			0.998	
Satd. Flow (prot)	0	1961	0	0	0	0	0	1794	0	0	1791	0
Flt Permitted		0.985						0.696			0.968	
Satd. Flow (perm)	0	1961	0	0	0	0	0	1260	0	0	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14						3			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	409	0	0	0	0	0	639	0	0	752	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	22.0	22.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		26.1						53.7			53.7	
Actuated g/C Ratio		0.26						0.54			0.54	
v/c Ratio		0.79						0.94			0.80	
Control Delay		48.0						45.5			28.7	
Queue Delay		0.0						0.0			0.0	
Total Delay		48.0						45.5			28.7	
LOS		D						D			C	
Approach Delay		48.0						45.5			28.7	
Approach LOS		D						D			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 39.1 Intersection LOS: D
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	409	639	752
v/c Ratio	0.79	0.94	0.80
Control Delay	48.0	45.5	28.7
Queue Delay	0.0	0.0	0.0
Total Delay	48.0	45.5	28.7
Queue Length 50th (ft)	223	328	295
Queue Length 95th (ft)	#485	#647	#702
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	521	678	939
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.79	0.94	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	170	91	0	0	0	98	443	22	24	552	108
Future Volume (vph)	111	170	91	0	0	0	98	443	22	24	552	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.97						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1961						1794			1791	
Flt Permitted		0.99						0.70			0.97	
Satd. Flow (perm)		1961						1260			1736	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	122	187	100	0	0	0	111	503	25	26	607	119
RTOR Reduction (vph)	0	10	0	0	0	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	399	0	0	0	0	0	638	0	0	746	0
Heavy Vehicles (%)	1%	0%	5%	0%	0%	0%	1%	1%	0%	5%	0%	0%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		26.1						50.7			50.7	
Effective Green, g (s)		26.1						50.7			50.7	
Actuated g/C Ratio		0.26						0.51			0.51	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		511						638			880	
v/s Ratio Prot												
v/s Ratio Perm		0.20						c0.51			0.43	
v/c Ratio		0.78						1.00			0.85	
Uniform Delay, d1		34.3						24.6			21.3	
Progression Factor		1.00						0.93			1.00	
Incremental Delay, d2		7.6						33.9			10.0	
Delay (s)		41.9						56.8			31.3	
Level of Service		D						E			C	
Approach Delay (s)		41.9			0.0			56.8			31.3	
Approach LOS		D			A			E			C	

Intersection Summary

HCM 2000 Control Delay	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

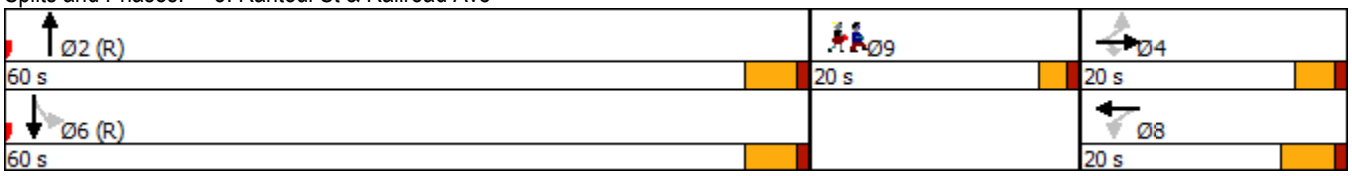
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	104	132	13	0	41	0	438	12	24	506	0
Future Volume (vph)	68	104	132	13	0	41	0	438	12	24	506	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.898			0.997				
Flt Protected		0.981			0.988						0.998	
Satd. Flow (prot)	0	2100	1794	0	1798	0	0	1796	0	0	1832	0
Flt Permitted		0.858			0.694						0.964	
Satd. Flow (perm)	0	1836	1794	0	1263	0	0	1796	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140		55			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	183	140	0	73	0	0	542	0	0	616	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		14.4	14.4		13.4			68.6			68.6	
Actuated g/C Ratio		0.14	0.14		0.13			0.69			0.69	
v/c Ratio		0.69	0.37		0.34			0.44			0.51	
Control Delay		54.1	9.3		19.1			11.3			16.5	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		54.1	9.3		19.1			11.3			16.5	
LOS		D	A		B			B			B	
Approach Delay		34.7			19.1			11.3			16.5	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	183	140	73	542	616
v/c Ratio	0.69	0.37	0.34	0.44	0.51
Control Delay	54.1	9.3	19.1	11.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	9.3	19.1	11.3	16.5
Queue Length 50th (ft)	111	0	10	97	237
Queue Length 95th (ft)	179	51	35	279	220
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	303	413	242	1241	1223
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.34	0.30	0.44	0.50

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	104	132	13	0	41	0	438	12	24	506	0
Future Volume (vph)	68	104	132	13	0	41	0	438	12	24	506	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.98	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2099	1794		1798			1795			1832	
Flt Permitted		0.86	1.00		0.69			1.00			0.96	
Satd. Flow (perm)		1836	1794		1264			1795			1771	
Peak-hour factor, PHF	0.94	0.94	0.94	0.74	0.74	0.74	0.83	0.83	0.83	0.86	0.86	0.86
Adj. Flow (vph)	72	111	140	18	0	55	0	528	14	28	588	0
RTOR Reduction (vph)	0	0	120	0	48	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	183	20	0	25	0	0	541	0	0	616	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%	0%	2%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		14.4	14.4		13.4			66.8			66.8	
Effective Green, g (s)		14.4	14.4		13.4			66.8			66.8	
Actuated g/C Ratio		0.14	0.14		0.13			0.67			0.67	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		264	258		169			1199			1183	
v/s Ratio Prot								0.30				
v/s Ratio Perm		c0.10	0.01		0.02						c0.35	
v/c Ratio		0.69	0.08		0.15			0.45			0.52	
Uniform Delay, d1		40.7	37.1		38.3			7.9			8.5	
Progression Factor		1.00	1.00		1.00			1.00			1.42	
Incremental Delay, d2		7.6	0.1		0.4			1.2			0.9	
Delay (s)		48.3	37.2		38.7			9.1			13.0	
Level of Service		D	D		D			A			B	
Approach Delay (s)		43.5			38.7			9.1			13.0	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	22	11	119	440	3	11	614	28
Future Volume (vph)	0	0	0	4	22	11	119	440	3	11	614	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.959			0.999			0.994	
Flt Protected					0.995			0.990			0.999	
Satd. Flow (prot)	0	0	0	0	1753	0	0	1781	0	0	1787	0
Flt Permitted					0.995			0.990			0.999	
Satd. Flow (perm)	0	0	0	0	1753	0	0	1781	0	0	1787	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	40	0	0	618	0	0	718	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	22	11	119	440	3	11	614	28
Future Vol, veh/h	0	0	0	4	22	11	119	440	3	11	614	28
Conflicting Peds, #/hr	0	0	0	25	0	21	32	0	25	21	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	0	0	2	4
Mvmt Flow	0	0	0	4	24	12	131	484	3	12	675	31

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1513	1535	532	738	0	0	512	0	0
Stage 1	773	773	-	-	-	-	-	-	-
Stage 2	740	762	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	133	117	551	868	-	-	1064	-	-
Stage 1	459	412	-	-	-	-	-	-	-
Stage 2	475	416	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	99	0	529	868	-	-	1041	-	-
Mov Cap-2 Maneuver	99	0	-	-	-	-	-	-	-
Stage 1	356	0	-	-	-	-	-	-	-
Stage 2	456	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	2.1	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	868	-	-	245	1041	-	-
HCM Lane V/C Ratio	0.151	-	-	0.166	0.012	-	-
HCM Control Delay (s)	9.9	0	-	22.6	8.5	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	54	220	87	76
Future Volume (vph)	0	0	54	220	87	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.892			
Flt Protected						0.974
Satd. Flow (prot)	0	0	1849	0	0	1993
Flt Permitted						0.974
Satd. Flow (perm)	0	0	1849	0	0	1993
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	289	0	0	172
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.2% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	113	2	136	103	79	2	161	141	96	304	43
Future Volume (vph)	38	113	2	136	103	79	2	161	141	96	304	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.967			0.937			0.987	
Flt Protected		0.988			0.979						0.989	
Satd. Flow (prot)	0	2123	0	0	2032	0	0	1978	0	0	2079	0
Flt Permitted		0.988			0.979						0.989	
Satd. Flow (perm)	0	2123	0	0	2032	0	0	1978	0	0	2079	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	162	0	0	339	0	0	323	0	0	471	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	26.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	113	2	136	103	79	2	161	141	96	304	43
Future Vol, veh/h	38	113	2	136	103	79	2	161	141	96	304	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	1	0	0	2	2	2	1	0
Mvmt Flow	40	120	2	145	110	84	2	171	150	102	323	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.8	22.3	19.1	38.4
HCM LOS	B	C	C	E

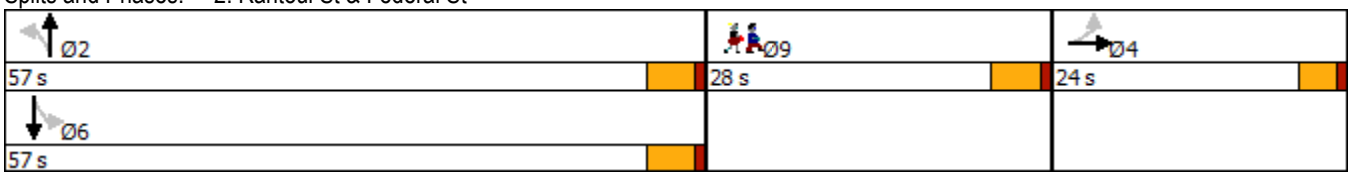
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	25%	43%	22%
Vol Thru, %	53%	74%	32%	69%
Vol Right, %	46%	1%	25%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	153	318	443
LT Vol	2	38	136	96
Through Vol	161	113	103	304
RT Vol	141	2	79	43
Lane Flow Rate	323	163	338	471
Geometry Grp	1	1	1	1
Degree of Util (X)	0.596	0.346	0.654	0.865
Departure Headway (Hd)	6.636	7.65	6.956	6.609
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	543	467	518	551
Service Time	4.704	5.735	5.022	4.609
HCM Lane V/C Ratio	0.595	0.349	0.653	0.855
HCM Control Delay	19.1	14.8	22.3	38.4
HCM Lane LOS	C	B	C	E
HCM 95th-tile Q	3.9	1.5	4.7	9.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	158	124	0	0	0	105	353	33	27	432	86
Future Volume (vph)	94	158	124	0	0	0	105	353	33	27	432	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	
Frt		0.956						0.991			0.979	
Flt Protected		0.988						0.989			0.998	
Satd. Flow (prot)	0	1961	0	0	0	0	0	1775	0	0	1749	0
Flt Permitted		0.988						0.736			0.961	
Satd. Flow (perm)	0	1961	0	0	0	0	0	1321	0	0	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20						5			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	413	0	0	0	0	0	534	0	0	568	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					57.0	57.0		57.0	57.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		22.2						37.7			37.7	
Actuated g/C Ratio		0.28						0.48			0.48	
v/c Ratio		0.72						0.83			0.69	
Control Delay		39.2						32.3			22.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		39.2						32.3			22.2	
LOS		D						C			C	
Approach Delay		39.2						32.3			22.2	
Approach LOS		D						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 77.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 30.4 — Intersection LOS: C
Intersection Capacity Utilization 88.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	413	534	568
v/c Ratio	0.72	0.83	0.69
Control Delay	39.2	32.3	22.2
Queue Delay	0.0	0.0	0.0
Total Delay	39.2	32.3	22.2
Queue Length 50th (ft)	128	142	133
Queue Length 95th (ft)	#513	#525	431
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	573	975	1244
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.72	0.55	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	158	124	0	0	0	105	353	33	27	432	86
Future Volume (vph)	94	158	124	0	0	0	105	353	33	27	432	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.96						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1959						1776			1748	
Flt Permitted		0.99						0.74			0.96	
Satd. Flow (perm)		1959						1321			1684	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	103	174	136	0	0	0	114	384	36	28	450	90
RTOR Reduction (vph)	0	14	0	0	0	0	0	3	0	0	6	0
Lane Group Flow (vph)	0	399	0	0	0	0	0	531	0	0	562	0
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	1%	1%	7%	4%	2%	3%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		22.2						37.7			37.7	
Effective Green, g (s)		22.2						37.7			37.7	
Actuated g/C Ratio		0.28						0.47			0.47	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		540						618			788	
v/s Ratio Prot												
v/s Ratio Perm		0.20						c0.40			0.33	
v/c Ratio		0.74						0.86			0.71	
Uniform Delay, d1		26.5						19.0			17.1	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		5.2						11.5			3.1	
Delay (s)		31.7						30.5			20.1	
Level of Service		C						C			C	
Approach Delay (s)		31.7			0.0			30.5			20.1	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

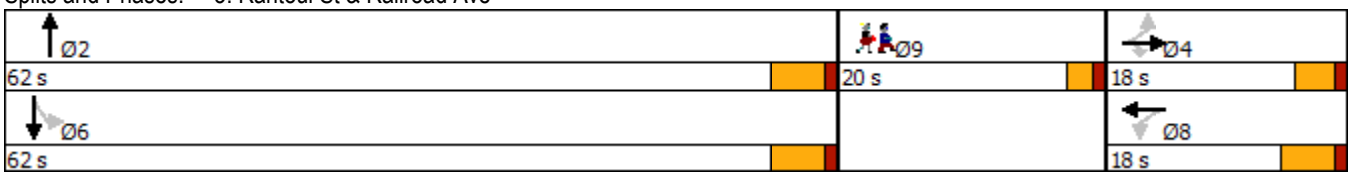
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	51	92	22	0	59	0	359	9	31	393	0
Future Volume (vph)	62	51	92	22	0	59	0	359	9	31	393	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.901			0.997				
Flt Protected		0.973			0.987						0.996	
Satd. Flow (prot)	0	2077	1794	0	1802	0	0	1813	0	0	1813	0
Flt Permitted		0.790			0.884						0.952	
Satd. Flow (perm)	0	1686	1794	0	1614	0	0	1813	0	0	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		63			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	136	111	0	86	0	0	423	0	0	471	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	18.0	18.0	18.0	18.0	18.0			62.0		62.0	62.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		10.8	10.8		9.7			23.0			23.0	
Actuated g/C Ratio		0.22	0.22		0.20			0.46			0.46	
v/c Ratio		0.37	0.23		0.24			0.50			0.59	
Control Delay		24.6	7.7		12.7			14.3			16.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		24.6	7.7		12.7			14.3			16.0	
LOS		C	A		B			B			B	
Approach Delay		17.0			12.7			14.3			16.0	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 49.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 65.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	136	111	86	423	471
v/c Ratio	0.37	0.23	0.24	0.50	0.59
Control Delay	24.6	7.7	12.7	14.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	7.7	12.7	14.3	16.0
Queue Length 50th (ft)	19	0	3	44	52
Queue Length 95th (ft)	101	33	47	212	264
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	549	659	532	1659	1585
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.17	0.16	0.25	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	51	92	22	0	59	0	359	9	31	393	0
Future Volume (vph)	62	51	92	22	0	59	0	359	9	31	393	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.97	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2077	1794		1802			1813			1813	
Flt Permitted		0.79	1.00		0.88			1.00			0.95	
Satd. Flow (perm)		1687	1794		1614			1813			1733	
Peak-hour factor, PHF	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	75	61	111	23	0	63	0	413	10	34	437	0
RTOR Reduction (vph)	0	0	87	0	51	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	136	24	0	35	0	0	422	0	0	471	0
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		10.8	10.8		9.8			23.0			23.0	
Effective Green, g (s)		10.8	10.8		9.8			23.0			23.0	
Actuated g/C Ratio		0.21	0.21		0.19			0.46			0.46	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		360	383		313			825			789	
v/s Ratio Prot								0.23				
v/s Ratio Perm		c0.08	0.01		0.02						c0.27	
v/c Ratio		0.38	0.06		0.11			0.51			0.60	
Uniform Delay, d1		17.0	15.8		16.8			9.8			10.3	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.7	0.1		0.2			0.5			1.2	
Delay (s)		17.6	15.9		16.9			10.3			11.5	
Level of Service		B	B		B			B			B	
Approach Delay (s)		16.9			16.9			10.3			11.5	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	26	14	81	368	3	7	450	51
Future Volume (vph)	0	0	0	10	26	14	81	368	3	7	450	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.962			0.999			0.986	
Flt Protected					0.990			0.991			0.999	
Satd. Flow (prot)	0	0	0	0	1710	0	0	1791	0	0	1793	0
Flt Permitted					0.990			0.991			0.999	
Satd. Flow (perm)	0	0	0	0	1710	0	0	1791	0	0	1793	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	53	0	0	475	0	0	535	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	26	14	81	368	3	7	450	51
Future Vol, veh/h	0	0	0	10	26	14	81	368	3	7	450	51
Conflicting Peds, #/hr	0	0	0	44	0	34	34	0	44	34	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	11	0	0	4	1	0	0	1	0
Mvmt Flow	0	0	0	11	27	15	85	387	3	7	474	54

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1162	1179	467	562	0	0	434	0	0
Stage 1	603	603	-	-	-	-	-	-	-
Stage 2	559	576	-	-	-	-	-	-	-
Critical Hdwy	6.51	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	5.51	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.51	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	207	192	600	999	-	-	1136	-	-
Stage 1	529	492	-	-	-	-	-	-	-
Stage 2	555	505	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	169	0	560	999	-	-	1092	-	-
Mov Cap-2 Maneuver	169	0	-	-	-	-	-	-	-
Stage 1	453	0	-	-	-	-	-	-	-
Stage 2	529	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	1.6	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	285	1092	-	-
HCM Lane V/C Ratio	0.085	-	-	0.185	0.007	-	-
HCM Control Delay (s)	8.9	0	-	20.5	8.3	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	19	147	56	67
Future Volume (vph)	0	0	19	147	56	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.880			
Flt Protected						0.978
Satd. Flow (prot)	0	0	1811	0	0	1993
Flt Permitted						0.978
Satd. Flow (perm)	0	0	1811	0	0	1993
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	183	0	0	136
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.8% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	174	1	142	61	115	0	348	105	80	325	32
Future Volume (vph)	114	174	1	142	61	115	0	348	105	80	325	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.951			0.969			0.990	
Flt Protected		0.981			0.978						0.991	
Satd. Flow (prot)	0	2071	0	0	1953	0	0	1959	0	0	2093	0
Flt Permitted		0.981			0.978						0.991	
Satd. Flow (perm)	0	2071	0	0	1953	0	0	1959	0	0	2093	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	311	0	0	343	0	0	487	0	0	469	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	93.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	174	1	142	61	115	0	348	105	80	325	32
Future Vol, veh/h	114	174	1	142	61	115	0	348	105	80	325	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	0	4	4	0	0	7	5	1	1	0
Mvmt Flow	123	187	1	153	66	124	0	374	113	86	349	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	44.3	50.2	130.4	117.9
HCM LOS	E	F	F	F

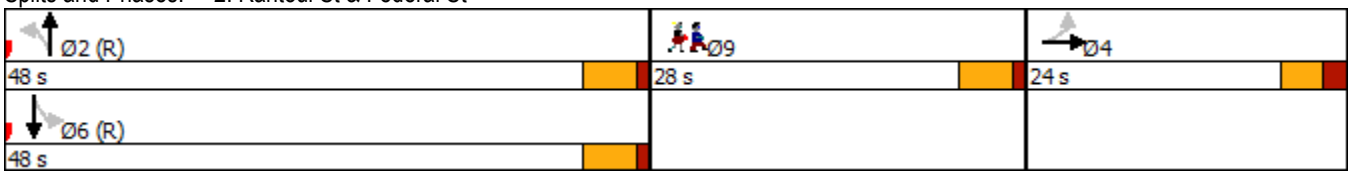
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	45%	18%
Vol Thru, %	77%	60%	19%	74%
Vol Right, %	23%	0%	36%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	453	289	318	437
LT Vol	0	114	142	80
Through Vol	348	174	61	325
RT Vol	105	1	115	32
Lane Flow Rate	487	311	342	470
Geometry Grp	1	1	1	1
Degree of Util (X)	1.172	0.803	0.855	1.135
Departure Headway (Hd)	9.166	10.28	9.939	9.279
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	399	354	366	395
Service Time	7.166	8.28	7.939	7.279
HCM Lane V/C Ratio	1.221	0.879	0.934	1.19
HCM Control Delay	130.4	44.3	50.2	117.9
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	18	6.8	8	16.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	157	69	0	0	0	116	474	13	20	439	105
Future Volume (vph)	88	157	69	0	0	0	116	474	13	20	439	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.970						0.997			0.975	
Flt Protected		0.986						0.991			0.998	
Satd. Flow (prot)	0	1932	0	0	0	0	0	1763	0	0	1730	0
Flt Permitted		0.986						0.730			0.966	
Satd. Flow (perm)	0	1932	0	0	0	0	0	1299	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13						1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	382	0	0	0	0	0	709	0	0	594	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					48.0	48.0		48.0	48.0	
Total Lost Time (s)		5.0						5.0			5.0	
Act Effct Green (s)		23.5						55.3			55.3	
Actuated g/C Ratio		0.24						0.55			0.55	
v/c Ratio		0.83						0.99			0.64	
Control Delay		52.8						55.9			22.0	
Queue Delay		0.0						0.0			0.0	
Total Delay		52.8						55.9			22.0	
LOS		D						E			C	
Approach Delay		52.8						55.9			22.0	
Approach LOS		D						E			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 43.2 Intersection LOS: D
Intersection Capacity Utilization 92.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	382	709	594
v/c Ratio	0.83	0.99	0.64
Control Delay	52.8	55.9	22.0
Queue Delay	0.0	0.0	0.0
Total Delay	52.8	55.9	22.0
Queue Length 50th (ft)	212	481	196
Queue Length 95th (ft)	#373	#754	#512
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	463	719	933
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	0.99	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	157	69	0	0	0	116	474	13	20	439	105
Future Volume (vph)	88	157	69	0	0	0	116	474	13	20	439	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		5.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.97						1.00			0.97	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1934						1763			1730	
Flt Permitted		0.99						0.73			0.97	
Satd. Flow (perm)		1934						1299			1675	
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.85	0.85	0.85	0.95	0.95	0.95
Adj. Flow (vph)	107	191	84	0	0	0	136	558	15	21	462	111
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	372	0	0	0	0	0	709	0	0	587	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	4%	3%	0%	0%	0%	1%	3%	17%	6%	3%	4%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		23.5						52.3			52.3	
Effective Green, g (s)		23.5						52.3			52.3	
Actuated g/C Ratio		0.24						0.52			0.52	
Clearance Time (s)		5.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		454						679			876	
v/s Ratio Prot												
v/s Ratio Perm		0.19						c0.55			0.35	
v/c Ratio		0.82						1.04			0.67	
Uniform Delay, d1		36.2						23.9			17.5	
Progression Factor		1.00						1.05			1.00	
Incremental Delay, d2		11.0						45.3			4.1	
Delay (s)		47.3						70.3			21.6	
Level of Service		D						E			C	
Approach Delay (s)		47.3			0.0			70.3			21.6	
Approach LOS		D			A			E			C	

Intersection Summary

HCM 2000 Control Delay	47.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

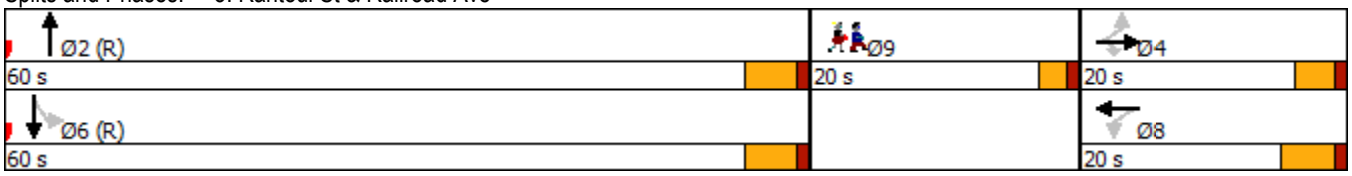
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	51	54	18	0	46	0	494	5	13	467	0
Future Volume (vph)	42	51	54	18	0	46	0	494	5	13	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.902			0.999				
Flt Protected		0.978			0.986						0.999	
Satd. Flow (prot)	0	2083	1760	0	1748	0	0	1765	0	0	1766	0
Flt Permitted		0.842			0.767						0.983	
Satd. Flow (perm)	0	1793	1760	0	1360	0	0	1765	0	0	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73		55			1				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	126	73	0	72	0	0	536	0	0	546	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		12.2	12.2		11.2			66.8			66.8	
Actuated g/C Ratio		0.12	0.12		0.11			0.67			0.67	
v/c Ratio		0.58	0.26		0.36			0.46			0.47	
Control Delay		51.4	11.6		20.2			12.2			16.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		51.4	11.6		20.2			12.2			16.2	
LOS		D	B		C			B			B	
Approach Delay		36.8			20.2			12.2			16.2	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	126	73	72	536	546
v/c Ratio	0.58	0.26	0.36	0.46	0.47
Control Delay	51.4	11.6	20.2	12.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	11.6	20.2	12.2	16.2
Queue Length 50th (ft)	77	0	10	187	263
Queue Length 95th (ft)	104	24	49	311	m447
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	289	344	252	1181	1162
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.21	0.29	0.45	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	51	54	18	0	46	0	494	5	13	467	0
Future Volume (vph)	42	51	54	18	0	46	0	494	5	13	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	1.00		0.98			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.98	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2083	1760		1748			1764			1765	
Flt Permitted		0.84	1.00		0.77			1.00			0.98	
Satd. Flow (perm)		1794	1760		1360			1764			1738	
Peak-hour factor, PHF	0.74	0.74	0.74	0.89	0.89	0.89	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	57	69	73	20	0	52	0	531	5	15	531	0
RTOR Reduction (vph)	0	0	64	0	49	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	126	9	0	23	0	0	536	0	0	546	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	4%	0%	0%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		12.2	12.2		11.2			65.6			65.6	
Effective Green, g (s)		12.2	12.2		11.2			65.6			65.6	
Actuated g/C Ratio		0.12	0.12		0.11			0.66			0.66	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		218	214		152			1157			1140	
v/s Ratio Prot								0.30				
v/s Ratio Perm		c0.07	0.01		0.02						c0.31	
v/c Ratio		0.58	0.04		0.15			0.46			0.48	
Uniform Delay, d1		41.5	38.7		40.1			8.5			8.6	
Progression Factor		1.00	1.00		1.00			1.00			1.36	
Incremental Delay, d2		3.7	0.1		0.5			1.3			1.1	
Delay (s)		45.2	38.8		40.6			9.8			12.8	
Level of Service		D	D		D			A			B	
Approach Delay (s)		42.8			40.6			9.8			12.8	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	36	22	157	477	2	9	471	59
Future Volume (vph)	0	0	0	5	36	22	157	477	2	9	471	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.952						0.985	
Flt Protected					0.996			0.988			0.999	
Satd. Flow (prot)	0	0	0	0	1711	0	0	1762	0	0	1743	0
Flt Permitted					0.996			0.988			0.999	
Satd. Flow (perm)	0	0	0	0	1711	0	0	1762	0	0	1743	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	68	0	0	684	0	0	579	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	36	22	157	477	2	9	471	59
Future Vol, veh/h	0	0	0	5	36	22	157	477	2	9	471	59
Conflicting Peds, #/hr	0	0	0	25	0	18	24	0	25	18	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	5	0	4	0	0	4	2
Mvmt Flow	0	0	0	5	39	24	169	513	2	10	506	63

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	1460	1490	557	593	0	0	540	0	0
Stage 1	877	877	-	-	-	-	-	-	-
Stage 2	583	613	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	125	524	993	-	-	1039	-	-
Stage 1	410	369	-	-	-	-	-	-	-
Stage 2	562	486	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	103	0	505	993	-	-	1016	-	-
Mov Cap-2 Maneuver	103	0	-	-	-	-	-	-	-
Stage 1	305	0	-	-	-	-	-	-	-
Stage 2	542	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	2.3	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	293	1016	-	-
HCM Lane V/C Ratio	0.17	-	-	0.231	0.01	-	-
HCM Control Delay (s)	9.4	0	-	20.9	8.6	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.9	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	32	108	40	80
Future Volume (vph)	0	0	32	108	40	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.896			
Flt Protected						0.984
Satd. Flow (prot)	0	0	1873	0	0	2016
Flt Permitted						0.984
Satd. Flow (perm)	0	0	1873	0	0	2016
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	175	0	0	150
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.1% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	168	1	171	99	95	0	242	114	103	441	23
Future Volume (vph)	58	168	1	171	99	95	0	242	114	103	441	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.965			0.957			0.995	
Flt Protected		0.987			0.977						0.991	
Satd. Flow (prot)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Flt Permitted		0.987			0.977						0.991	
Satd. Flow (perm)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	236	0	0	380	0	0	371	0	0	590	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	87.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	168	1	171	99	95	0	242	114	103	441	23
Future Vol, veh/h	58	168	1	171	99	95	0	242	114	103	441	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	1	0	0	1	0	0	1	1	1	1	0
Mvmt Flow	60	175	1	178	103	99	0	252	119	107	459	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25	44.8	39.9	170.8
HCM LOS	C	E	E	F

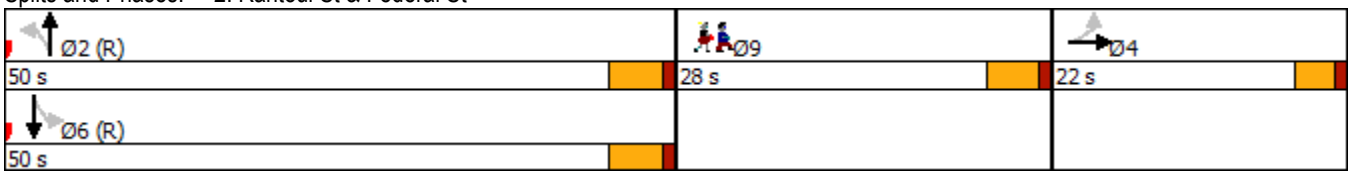
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	47%	18%
Vol Thru, %	68%	74%	27%	78%
Vol Right, %	32%	0%	26%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	227	365	567
LT Vol	0	58	171	103
Through Vol	242	168	99	441
RT Vol	114	1	95	23
Lane Flow Rate	371	236	380	591
Geometry Grp	1	1	1	1
Degree of Util (X)	0.814	0.575	0.847	1.291
Departure Headway (Hd)	8.646	9.686	8.82	7.871
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	423	376	414	461
Service Time	6.646	7.686	6.82	5.943
HCM Lane V/C Ratio	0.877	0.628	0.918	1.282
HCM Control Delay	39.9	25	44.8	170.8
HCM Lane LOS	E	C	E	F
HCM 95th-tile Q	7.4	3.5	8.1	25.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	176	96	0	0	0	102	466	23	25	586	112
Future Volume (vph)	115	176	96	0	0	0	102	466	23	25	586	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967						0.995			0.979	
Flt Protected		0.985						0.991			0.998	
Satd. Flow (prot)	0	1961	0	0	0	0	0	1794	0	0	1791	0
Flt Permitted		0.985						0.661			0.966	
Satd. Flow (perm)	0	1961	0	0	0	0	0	1196	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14						3			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	424	0	0	0	0	0	672	0	0	794	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	22.0	22.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		27.4						52.4			52.4	
Actuated g/C Ratio		0.27						0.52			0.52	
v/c Ratio		0.78						1.07			0.87	
Control Delay		46.5						79.5			34.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		46.5						79.5			34.3	
LOS		D						E			C	
Approach Delay		46.5						79.5			34.3	
Approach LOS		D						E			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 53.1 Intersection LOS: D
Intersection Capacity Utilization 101.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	424	672	794
v/c Ratio	0.78	1.07	0.87
Control Delay	46.5	79.5	34.3
Queue Delay	0.0	0.0	0.0
Total Delay	46.5	79.5	34.3
Queue Length 50th (ft)	229	386	338
Queue Length 95th (ft)	#507	#717	#763
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	547	627	913
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.78	1.07	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	176	96	0	0	0	102	466	23	25	586	112
Future Volume (vph)	115	176	96	0	0	0	102	466	23	25	586	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.97						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1960						1794			1792	
Flt Permitted		0.99						0.66			0.97	
Satd. Flow (perm)		1960						1197			1734	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	126	193	105	0	0	0	116	530	26	27	644	123
RTOR Reduction (vph)	0	10	0	0	0	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	414	0	0	0	0	0	670	0	0	788	0
Heavy Vehicles (%)	1%	0%	5%	0%	0%	0%	1%	1%	0%	5%	0%	0%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		27.4						49.4			49.4	
Effective Green, g (s)		27.4						49.4			49.4	
Actuated g/C Ratio		0.27						0.49			0.49	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		537						591			856	
v/s Ratio Prot												
v/s Ratio Perm		0.21						c0.56			0.45	
v/c Ratio		0.77						1.13			0.92	
Uniform Delay, d1		33.4						25.3			23.5	
Progression Factor		1.00						0.94			1.00	
Incremental Delay, d2		6.7						78.3			16.6	
Delay (s)		40.2						102.2			40.1	
Level of Service		D						F			D	
Approach Delay (s)		40.2			0.0			102.2			40.1	
Approach LOS		D			A			F			D	

Intersection Summary

HCM 2000 Control Delay	62.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		

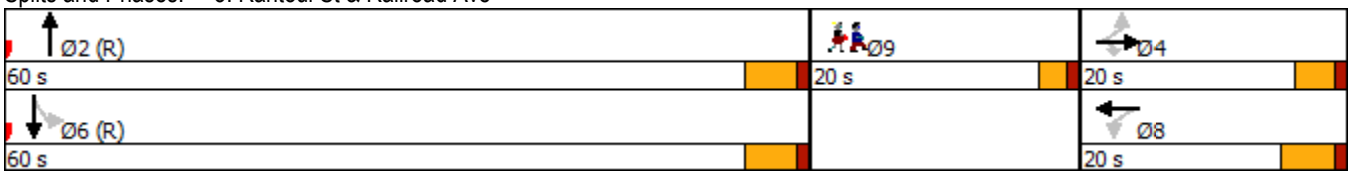
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	108	137	13	0	42	0	470	12	25	531	0
Future Volume (vph)	70	108	137	13	0	42	0	470	12	25	531	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.897			0.997				
Flt Protected		0.981			0.988						0.998	
Satd. Flow (prot)	0	2100	1794	0	1796	0	0	1796	0	0	1832	0
Flt Permitted		0.855			0.679						0.962	
Satd. Flow (perm)	0	1830	1794	0	1234	0	0	1796	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		57			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	189	146	0	75	0	0	580	0	0	646	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		14.5	14.5		13.5			68.5			68.5	
Actuated g/C Ratio		0.14	0.14		0.14			0.68			0.68	
v/c Ratio		0.72	0.38		0.35			0.47			0.53	
Control Delay		55.9	9.4		19.3			11.6			15.8	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		55.9	9.4		19.3			11.6			15.8	
LOS		E	A		B			B			B	
Approach Delay		35.6			19.3			11.6			15.8	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 71.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	189	146	75	580	646
v/c Ratio	0.72	0.38	0.35	0.47	0.53
Control Delay	55.9	9.4	19.3	11.6	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	9.4	19.3	11.6	15.8
Queue Length 50th (ft)	115	0	10	109	262
Queue Length 95th (ft)	189	53	35	296	m205
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	299	415	237	1237	1216
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.35	0.32	0.47	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	108	137	13	0	42	0	470	12	25	531	0
Future Volume (vph)	70	108	137	13	0	42	0	470	12	25	531	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.98	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2099	1794		1797			1796			1832	
Flt Permitted		0.86	1.00		0.68			1.00			0.96	
Satd. Flow (perm)		1830	1794		1235			1796			1767	
Peak-hour factor, PHF	0.94	0.94	0.94	0.74	0.74	0.74	0.83	0.83	0.83	0.86	0.86	0.86
Adj. Flow (vph)	74	115	146	18	0	57	0	566	14	29	617	0
RTOR Reduction (vph)	0	0	125	0	49	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	189	21	0	26	0	0	579	0	0	646	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%	0%	2%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		14.5	14.5		13.5			66.7			66.7	
Effective Green, g (s)		14.5	14.5		13.5			66.7			66.7	
Actuated g/C Ratio		0.14	0.14		0.14			0.67			0.67	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		265	260		166			1197			1178	
v/s Ratio Prot								0.32				
v/s Ratio Perm		c0.10	0.01		0.02						c0.37	
v/c Ratio		0.71	0.08		0.15			0.48			0.55	
Uniform Delay, d1		40.8	37.0		38.2			8.2			8.7	
Progression Factor		1.00	1.00		1.00			1.00			1.35	
Incremental Delay, d2		8.8	0.1		0.4			1.4			0.9	
Delay (s)		49.5	37.1		38.6			9.6			12.7	
Level of Service		D	D		D			A			B	
Approach Delay (s)		44.1			38.6			9.6			12.7	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	23	11	123	472	3	11	643	29
Future Volume (vph)	0	0	0	4	23	11	123	472	3	11	643	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.960			0.999			0.994	
Flt Protected					0.995			0.990			0.999	
Satd. Flow (prot)	0	0	0	0	1754	0	0	1781	0	0	1787	0
Flt Permitted					0.995			0.990			0.999	
Satd. Flow (perm)	0	0	0	0	1754	0	0	1781	0	0	1787	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	41	0	0	657	0	0	751	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 86.5% ICU Level of Service E
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	23	11	123	472	3	11	643	29
Future Vol, veh/h	0	0	0	4	23	11	123	472	3	11	643	29
Conflicting Peds, #/hr	0	0	0	25	0	21	32	0	25	21	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	0	0	2	4
Mvmt Flow	0	0	0	4	25	12	135	519	3	12	707	32

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1588	1611	567	771	0	0	547	0	0
Stage 1	816	816	-	-	-	-	-	-	-
Stage 2	772	795	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	105	527	844	-	-	1033	-	-
Stage 1	438	393	-	-	-	-	-	-	-
Stage 2	459	402	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	87	0	506	844	-	-	1010	-	-
Mov Cap-2 Maneuver	87	0	-	-	-	-	-	-	-
Stage 1	332	0	-	-	-	-	-	-	-
Stage 2	440	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	2.1	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	222	1010	-	-
HCM Lane V/C Ratio	0.16	-	-	0.188	0.012	-	-
HCM Control Delay (s)	10.1	0	-	24.9	8.6	0	-
HCM Lane LOS	B	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.7	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	56	228	90	79
Future Volume (vph)	0	0	56	228	90	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.892			
Flt Protected						0.974
Satd. Flow (prot)	0	0	1849	0	0	1993
Flt Permitted						0.974
Satd. Flow (perm)	0	0	1849	0	0	1993
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	299	0	0	178
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.1% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	118	2	142	108	83	2	167	147	100	315	45
Future Volume (vph)	39	118	2	142	108	83	2	167	147	100	315	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.966			0.937			0.987	
Flt Protected		0.988			0.979						0.989	
Satd. Flow (prot)	0	2123	0	0	2030	0	0	1978	0	0	2079	0
Flt Permitted		0.988			0.979						0.989	
Satd. Flow (perm)	0	2123	0	0	2030	0	0	1978	0	0	2079	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	169	0	0	354	0	0	336	0	0	489	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 78.1% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	32
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	118	2	142	108	83	2	167	147	100	315	45
Future Vol, veh/h	39	118	2	142	108	83	2	167	147	100	315	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	1	0	0	2	2	2	1	0
Mvmt Flow	41	126	2	151	115	88	2	178	156	106	335	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.9	26.1	21.9	48.9
HCM LOS	C	D	C	E

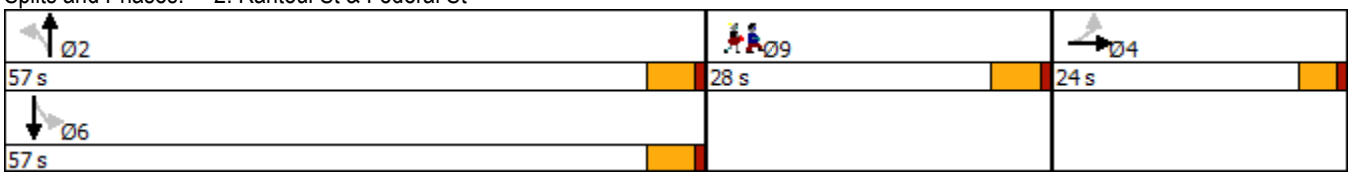
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	25%	43%	22%
Vol Thru, %	53%	74%	32%	68%
Vol Right, %	47%	1%	25%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	316	159	333	460
LT Vol	2	39	142	100
Through Vol	167	118	108	315
RT Vol	147	2	83	45
Lane Flow Rate	336	169	354	489
Geometry Grp	1	1	1	1
Degree of Util (X)	0.646	0.376	0.709	0.924
Departure Headway (Hd)	6.919	7.993	7.208	6.801
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	521	448	500	533
Service Time	4.999	6.089	5.284	4.871
HCM Lane V/C Ratio	0.645	0.377	0.708	0.917
HCM Control Delay	21.9	15.9	26.1	48.9
HCM Lane LOS	C	C	D	E
HCM 95th-tile Q	4.6	1.7	5.6	11.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	164	131	0	0	0	112	376	34	28	457	89
Future Volume (vph)	97	164	131	0	0	0	112	376	34	28	457	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	
Frt		0.955						0.991			0.979	
Flt Protected		0.988						0.989			0.998	
Satd. Flow (prot)	0	1959	0	0	0	0	0	1775	0	0	1749	0
Flt Permitted		0.988						0.739			0.960	
Satd. Flow (perm)	0	1959	0	0	0	0	0	1327	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20						4			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	431	0	0	0	0	0	568	0	0	598	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					57.0	57.0		57.0	57.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		20.9						46.9			46.9	
Actuated g/C Ratio		0.24						0.54			0.54	
v/c Ratio		0.88						0.78			0.65	
Control Delay		54.4						28.3			20.4	
Queue Delay		0.0						0.0			0.0	
Total Delay		54.4						28.3			20.4	
LOS		D						C			C	
Approach Delay		54.4						28.3			20.4	
Approach LOS		D						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 86.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 32.4 — Intersection LOS: C
Intersection Capacity Utilization 92.7% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	431	568	598
v/c Ratio	0.88	0.78	0.65
Control Delay	54.4	28.3	20.4
Queue Delay	0.0	0.0	0.0
Total Delay	54.4	28.3	20.4
Queue Length 50th (ft)	179	158	144
Queue Length 95th (ft)	#542	#579	466
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	491	840	1069
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.88	0.68	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	164	131	0	0	0	112	376	34	28	457	89
Future Volume (vph)	97	164	131	0	0	0	112	376	34	28	457	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.95						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1958						1776			1749	
Flt Permitted		0.99						0.74			0.96	
Satd. Flow (perm)		1958						1328			1682	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	107	180	144	0	0	0	122	409	37	29	476	93
RTOR Reduction (vph)	0	15	0	0	0	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	416	0	0	0	0	0	566	0	0	592	0
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	1%	1%	7%	4%	2%	3%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		21.0						46.9			46.9	
Effective Green, g (s)		21.0						46.9			46.9	
Actuated g/C Ratio		0.24						0.53			0.53	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		460						698			884	
v/s Ratio Prot												
v/s Ratio Perm		0.21						c0.43			0.35	
v/c Ratio		0.90						0.81			0.67	
Uniform Delay, d1		33.1						17.5			15.5	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		20.8						7.1			2.0	
Delay (s)		54.0						24.6			17.5	
Level of Service		D						C			B	
Approach Delay (s)		54.0			0.0			24.6			17.5	
Approach LOS		D			A			C			B	

Intersection Summary

HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

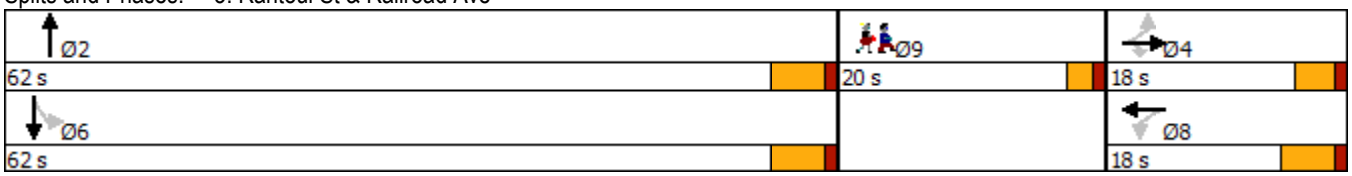
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	53	95	23	0	61	0	385	9	32	418	0
Future Volume (vph)	64	53	95	23	0	61	0	385	9	32	418	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.901			0.997				
Flt Protected		0.973			0.987						0.996	
Satd. Flow (prot)	0	2076	1794	0	1802	0	0	1813	0	0	1813	0
Flt Permitted		0.790			0.881						0.949	
Satd. Flow (perm)	0	1686	1794	0	1609	0	0	1813	0	0	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		65			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	141	114	0	89	0	0	453	0	0	500	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	18.0	18.0	18.0	18.0	18.0			62.0		62.0	62.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		11.0	11.0		9.8			23.9			23.9	
Actuated g/C Ratio		0.22	0.22		0.19			0.47			0.47	
v/c Ratio		0.39	0.24		0.25			0.53			0.62	
Control Delay		25.8	7.9		13.1			14.5			16.4	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		25.8	7.9		13.1			14.5			16.4	
LOS		C	A		B			B			B	
Approach Delay		17.8			13.1			14.5			16.4	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 50.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 15.8 — Intersection LOS: B
Intersection Capacity Utilization 68.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	141	114	89	453	500
v/c Ratio	0.39	0.24	0.25	0.53	0.62
Control Delay	25.8	7.9	13.1	14.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	7.9	13.1	14.5	16.4
Queue Length 50th (ft)	21	0	4	50	58
Queue Length 95th (ft)	108	34	49	229	283
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	539	651	523	1641	1563
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.18	0.17	0.28	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	53	95	23	0	61	0	385	9	32	418	0
Future Volume (vph)	64	53	95	23	0	61	0	385	9	32	418	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.97	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2077	1794		1803			1813			1813	
Flt Permitted		0.79	1.00		0.88			1.00			0.95	
Satd. Flow (perm)		1685	1794		1610			1813			1727	
Peak-hour factor, PHF	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	77	64	114	24	0	65	0	443	10	36	464	0
RTOR Reduction (vph)	0	0	90	0	52	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	141	24	0	37	0	0	452	0	0	500	0
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		11.0	11.0		10.0			23.9			23.9	
Effective Green, g (s)		11.0	11.0		10.0			23.9			23.9	
Actuated g/C Ratio		0.21	0.21		0.19			0.46			0.46	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		359	383		312			841			801	
v/s Ratio Prot								0.25				
v/s Ratio Perm		c0.08	0.01		0.02						c0.29	
v/c Ratio		0.39	0.06		0.12			0.54			0.62	
Uniform Delay, d1		17.4	16.1		17.1			9.9			10.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.7	0.1		0.2			0.7			1.5	
Delay (s)		18.1	16.2		17.3			10.5			11.9	
Level of Service		B	B		B			B			B	
Approach Delay (s)		17.3			17.3			10.5			11.9	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	26	14	84	394	3	7	477	53
Future Volume (vph)	0	0	0	10	26	14	84	394	3	7	477	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.962			0.999			0.987	
Flt Protected					0.990			0.991			0.999	
Satd. Flow (prot)	0	0	0	0	1710	0	0	1791	0	0	1795	0
Flt Permitted					0.990			0.991			0.999	
Satd. Flow (perm)	0	0	0	0	1710	0	0	1791	0	0	1795	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	53	0	0	506	0	0	565	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	26	14	84	394	3	7	477	53
Future Vol, veh/h	0	0	0	10	26	14	84	394	3	7	477	53
Conflicting Peds, #/hr	0	0	0	44	0	34	34	0	44	34	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	11	0	0	4	1	0	0	1	0
Mvmt Flow	0	0	0	11	27	15	88	415	3	7	502	56

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1225	1243	495	592	0	0	462	0	0
Stage 1	637	637	-	-	-	-	-	-	-
Stage 2	588	606	-	-	-	-	-	-	-
Critical Hdwy	6.51	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	5.51	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.51	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	189	176	579	974	-	-	1110	-	-
Stage 1	510	475	-	-	-	-	-	-	-
Stage 2	538	490	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	153	0	540	974	-	-	1067	-	-
Mov Cap-2 Maneuver	153	0	-	-	-	-	-	-	-
Stage 1	432	0	-	-	-	-	-	-	-
Stage 2	512	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.1	1.6	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	974	-	-	263	1067	-	-
HCM Lane V/C Ratio	0.091	-	-	0.2	0.007	-	-
HCM Control Delay (s)	9.1	0	-	22.1	8.4	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	20	152	58	69
Future Volume (vph)	0	0	20	152	58	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.881			
Flt Protected						0.978
Satd. Flow (prot)	0	0	1813	0	0	1993
Flt Permitted						0.978
Satd. Flow (perm)	0	0	1813	0	0	1993
Link Speed (mph)	25		25			25
Link Distance (ft)	233		231			213
Travel Time (s)	6.4		6.3			5.8
Lane Group Flow (vph)	0	0	189	0	0	140
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 25.3% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	174	1	142	61	115	0	353	105	80	328	32
Future Volume (vph)	114	174	1	142	61	115	0	353	105	80	328	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.951			0.969			0.990	
Flt Protected		0.981			0.978						0.991	
Satd. Flow (prot)	0	2071	0	0	1953	0	0	1958	0	0	2093	0
Flt Permitted		0.981			0.978						0.991	
Satd. Flow (perm)	0	2071	0	0	1953	0	0	1958	0	0	2093	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	311	0	0	343	0	0	493	0	0	473	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	95.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	174	1	142	61	115	0	353	105	80	328	32
Future Vol, veh/h	114	174	1	142	61	115	0	353	105	80	328	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	0	4	4	0	0	7	5	1	1	0
Mvmt Flow	123	187	1	153	66	124	0	380	113	86	353	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	43.5	49.2	135.8	121
HCM LOS	E	E	F	F

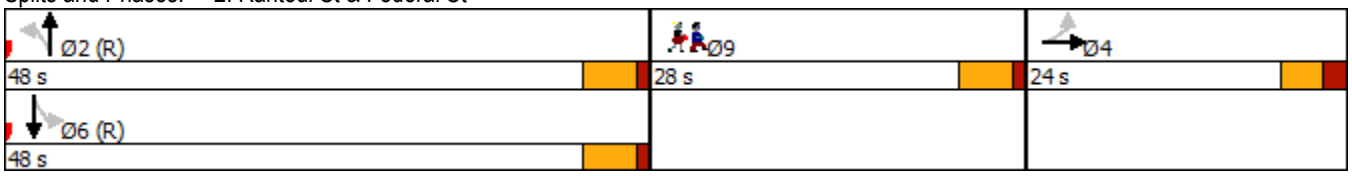
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	45%	18%
Vol Thru, %	77%	60%	19%	75%
Vol Right, %	23%	0%	36%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	458	289	318	440
LT Vol	0	114	142	80
Through Vol	353	174	61	328
RT Vol	105	1	115	32
Lane Flow Rate	492	311	342	473
Geometry Grp	1	1	1	1
Degree of Util (X)	1.187	0.795	0.847	1.144
Departure Headway (Hd)	9.143	10.314	9.972	9.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	399	354	366	397
Service Time	7.143	8.314	7.972	7.267
HCM Lane V/C Ratio	1.233	0.879	0.934	1.191
HCM Control Delay	135.8	43.5	49.2	121
HCM Lane LOS	F	E	E	F
HCM 95th-tile Q	18.6	6.7	7.8	16.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	157	69	0	0	0	116	484	13	20	446	105
Future Volume (vph)	88	157	69	0	0	0	116	484	13	20	446	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.970						0.997			0.975	
Flt Protected		0.986						0.991			0.998	
Satd. Flow (prot)	0	1932	0	0	0	0	0	1763	0	0	1730	0
Flt Permitted		0.986						0.730			0.966	
Satd. Flow (perm)	0	1932	0	0	0	0	0	1299	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13						1			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	382	0	0	0	0	0	720	0	0	601	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					48.0	48.0		48.0	48.0	
Total Lost Time (s)		5.0						5.0			5.0	
Act Effct Green (s)		23.5						55.3			55.3	
Actuated g/C Ratio		0.24						0.55			0.55	
v/c Ratio		0.83						1.00			0.64	
Control Delay		52.8						59.0			22.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		52.8						59.0			22.2	
LOS		D						E			C	
Approach Delay		52.8						59.0			22.2	
Approach LOS		D						E			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 44.6 Intersection LOS: D
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	382	720	601
v/c Ratio	0.83	1.00	0.64
Control Delay	52.8	59.0	22.2
Queue Delay	0.0	0.0	0.0
Total Delay	52.8	59.0	22.2
Queue Length 50th (ft)	212	491	199
Queue Length 95th (ft)	#373	#759	#522
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	463	719	933
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	1.00	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	157	69	0	0	0	116	484	13	20	446	105
Future Volume (vph)	88	157	69	0	0	0	116	484	13	20	446	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		5.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.97						1.00			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1934						1763			1731	
Flt Permitted		0.99						0.73			0.97	
Satd. Flow (perm)		1934						1299			1675	
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.85	0.85	0.85	0.95	0.95	0.95
Adj. Flow (vph)	107	191	84	0	0	0	136	569	15	21	469	111
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	372	0	0	0	0	0	720	0	0	594	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	4%	3%	0%	0%	0%	1%	3%	17%	6%	3%	4%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		23.5						52.3			52.3	
Effective Green, g (s)		23.5						52.3			52.3	
Actuated g/C Ratio		0.24						0.52			0.52	
Clearance Time (s)		5.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		454						679			876	
v/s Ratio Prot												
v/s Ratio Perm		0.19						c0.55			0.35	
v/c Ratio		0.82						1.06			0.68	
Uniform Delay, d1		36.2						23.9			17.6	
Progression Factor		1.00						1.01			1.00	
Incremental Delay, d2		11.0						50.2			4.2	
Delay (s)		47.3						74.4			21.8	
Level of Service		D						E			C	
Approach Delay (s)		47.3			0.0			74.4			21.8	
Approach LOS		D			A			E			C	

Intersection Summary

HCM 2000 Control Delay	49.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

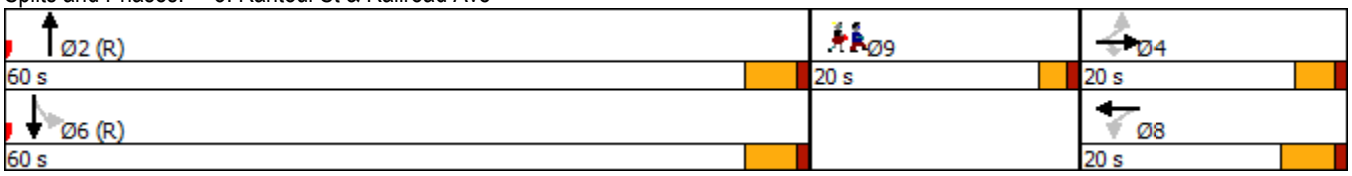
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	51	71	19	0	45	0	489	5	13	474	0
Future Volume (vph)	58	51	71	19	0	45	0	489	5	13	474	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.904			0.999				
Flt Protected		0.974			0.986						0.999	
Satd. Flow (prot)	0	2078	1760	0	1753	0	0	1765	0	0	1766	0
Flt Permitted		0.820			0.746						0.983	
Satd. Flow (perm)	0	1749	1760	0	1326	0	0	1765	0	0	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96		55			1				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	147	96	0	72	0	0	531	0	0	554	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		13.6	13.6		12.6			65.4			65.4	
Actuated g/C Ratio		0.14	0.14		0.13			0.65			0.65	
v/c Ratio		0.62	0.30		0.33			0.46			0.49	
Control Delay		51.6	10.1		18.8			13.1			18.1	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		51.6	10.1		18.8			13.1			18.1	
LOS		D	B		B			B			B	
Approach Delay		35.2			18.8			13.1			18.1	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 54.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	147	96	72	531	554
v/c Ratio	0.62	0.30	0.33	0.46	0.49
Control Delay	51.6	10.1	18.8	13.1	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	10.1	18.8	13.1	18.1
Queue Length 50th (ft)	90	0	10	193	281
Queue Length 95th (ft)	117	25	48	321	m443
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	289	371	252	1164	1145
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.26	0.29	0.46	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	51	71	19	0	45	0	489	5	13	474	0
Future Volume (vph)	58	51	71	19	0	45	0	489	5	13	474	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	1.00		0.98			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.97	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2078	1760		1752			1764			1765	
Flt Permitted		0.82	1.00		0.75			1.00			0.98	
Satd. Flow (perm)		1750	1760		1327			1764			1738	
Peak-hour factor, PHF	0.74	0.74	0.74	0.89	0.89	0.89	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	78	69	96	21	0	51	0	526	5	15	539	0
RTOR Reduction (vph)	0	0	83	0	48	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	147	13	0	24	0	0	531	0	0	554	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	4%	0%	0%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		13.6	13.6		12.6			64.2			64.2	
Effective Green, g (s)		13.6	13.6		12.6			64.2			64.2	
Actuated g/C Ratio		0.14	0.14		0.13			0.64			0.64	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		238	239		167			1132			1115	
v/s Ratio Prot								0.30				
v/s Ratio Perm		c0.08	0.01		0.02						c0.32	
v/c Ratio		0.62	0.05		0.14			0.47			0.50	
Uniform Delay, d1		40.7	37.6		38.9			9.2			9.4	
Progression Factor		1.00	1.00		1.00			1.00			1.40	
Incremental Delay, d2		4.7	0.1		0.4			1.4			1.2	
Delay (s)		45.5	37.7		39.3			10.6			14.3	
Level of Service		D	D		D			B			B	
Approach Delay (s)		42.4			39.3			10.6			14.3	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	36	22	173	472	2	9	483	72
Future Volume (vph)	0	0	0	5	36	22	173	472	2	9	483	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.952						0.983	
Flt Protected					0.996			0.987			0.999	
Satd. Flow (prot)	0	0	0	0	1711	0	0	1761	0	0	1740	0
Flt Permitted					0.996			0.987			0.999	
Satd. Flow (perm)	0	0	0	0	1711	0	0	1761	0	0	1740	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	68	0	0	696	0	0	606	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.3% ICU Level of Service E
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	36	22	173	472	2	9	483	72
Future Vol, veh/h	0	0	0	5	36	22	173	472	2	9	483	72
Conflicting Peds, #/hr	0	0	0	25	0	18	24	0	25	18	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	5	0	4	0	0	4	2
Mvmt Flow	0	0	0	5	39	24	186	508	2	10	519	77

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1509	1546	552	620	0	0	535	0	0
Stage 1	906	906	-	-	-	-	-	-	-
Stage 2	603	640	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	134	116	528	970	-	-	1043	-	-
Stage 1	398	358	-	-	-	-	-	-	-
Stage 2	550	473	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	92	0	508	970	-	-	1020	-	-
Mov Cap-2 Maneuver	92	0	-	-	-	-	-	-	-
Stage 1	285	0	-	-	-	-	-	-	-
Stage 2	530	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	2.6	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	276	1020	-	-
HCM Lane V/C Ratio	0.192	-	-	0.245	0.009	-	-
HCM Control Delay (s)	9.6	0	-	22.2	8.6	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.9	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	32	141	40	80
Future Volume (vph)	0	0	32	141	40	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.890			
Flt Protected						0.984
Satd. Flow (prot)	0	0	1860	0	0	2016
Flt Permitted						0.984
Satd. Flow (perm)	0	0	1860	0	0	2016
Link Speed (mph)	25		25			25
Link Distance (ft)	233		125			213
Travel Time (s)	6.4		3.4			5.8
Lane Group Flow (vph)	0	0	216	0	0	150
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 25.4% ICU Level of Service A
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	34	139	41	1	79
Future Volume (vph)	16	34	139	41	1	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.907		0.969			
Flt Protected	0.985					0.999
Satd. Flow (prot)	1664	0	1985	0	0	2047
Flt Permitted	0.985					0.999
Satd. Flow (perm)	1664	0	1985	0	0	2047
Link Speed (mph)	25		25			25
Link Distance (ft)	128		107			125
Travel Time (s)	3.5		2.9			3.4
Lane Group Flow (vph)	54	0	196	0	0	87
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	34	139	41	1	79
Future Vol, veh/h	16	34	139	41	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	37	151	45	1	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	262	174	0	0	196	0
Stage 1	174	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	727	869	-	-	1377	-
Stage 1	856	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	869	-	-	1377	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1377	-
HCM Lane V/C Ratio	-	-	0.067	0.001	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	168	1	171	99	95	0	245	114	103	447	23
Future Volume (vph)	58	168	1	171	99	95	0	245	114	103	447	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.965			0.957			0.995	
Flt Protected		0.987			0.977						0.991	
Satd. Flow (prot)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Flt Permitted		0.987			0.977						0.991	
Satd. Flow (perm)	0	2108	0	0	2025	0	0	2040	0	0	2103	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	236	0	0	380	0	0	374	0	0	597	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 97.5% ICU Level of Service F
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	91.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	168	1	171	99	95	0	245	114	103	447	23
Future Vol, veh/h	58	168	1	171	99	95	0	245	114	103	447	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	1	0	0	1	0	0	1	1	1	1	0
Mvmt Flow	60	175	1	178	103	99	0	255	119	107	466	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.2	45.3	41.1	178.1
HCM LOS	D	E	E	F

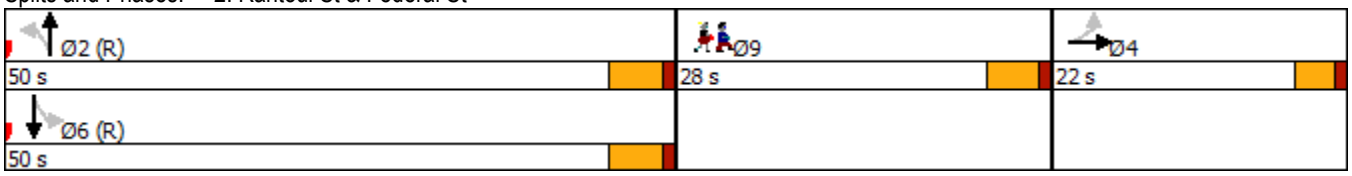
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	47%	18%
Vol Thru, %	68%	74%	27%	78%
Vol Right, %	32%	0%	26%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	359	227	365	573
LT Vol	0	58	171	103
Through Vol	245	168	99	447
RT Vol	114	1	95	23
Lane Flow Rate	374	236	380	597
Geometry Grp	1	1	1	1
Degree of Util (X)	0.822	0.577	0.849	1.309
Departure Headway (Hd)	8.694	9.755	8.88	7.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	419	374	411	460
Service Time	6.694	7.755	6.88	5.968
HCM Lane V/C Ratio	0.893	0.631	0.925	1.298
HCM Control Delay	41.1	25.2	45.3	178.1
HCM Lane LOS	E	D	E	F
HCM 95th-tile Q	7.6	3.5	8.2	26

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	176	96	0	0	0	102	473	23	25	599	112
Future Volume (vph)	115	176	96	0	0	0	102	473	23	25	599	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967						0.995			0.979	
Flt Protected		0.985						0.992			0.998	
Satd. Flow (prot)	0	1961	0	0	0	0	0	1796	0	0	1792	0
Flt Permitted		0.985						0.658			0.966	
Satd. Flow (perm)	0	1961	0	0	0	0	0	1191	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14						3			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	424	0	0	0	0	0	680	0	0	808	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	22.0	22.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		27.4						52.4			52.4	
Actuated g/C Ratio		0.27						0.52			0.52	
v/c Ratio		0.78						1.09			0.88	
Control Delay		46.5						86.1			35.8	
Queue Delay		0.0						0.0			0.0	
Total Delay		46.5						86.1			35.8	
LOS		D						F			D	
Approach Delay		46.5						86.1			35.8	
Approach LOS		D						F			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 56.1 Intersection LOS: E
Intersection Capacity Utilization 102.3% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	424	680	808
v/c Ratio	0.78	1.09	0.88
Control Delay	46.5	86.1	35.8
Queue Delay	0.0	0.0	0.0
Total Delay	46.5	86.1	35.8
Queue Length 50th (ft)	229	400	349
Queue Length 95th (ft)	#507	#730	#783
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	547	625	913
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.78	1.09	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	176	96	0	0	0	102	473	23	25	599	112
Future Volume (vph)	115	176	96	0	0	0	102	473	23	25	599	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.97						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1960						1794			1793	
Flt Permitted		0.99						0.66			0.97	
Satd. Flow (perm)		1960						1191			1735	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	126	193	105	0	0	0	116	538	26	27	658	123
RTOR Reduction (vph)	0	10	0	0	0	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	414	0	0	0	0	0	678	0	0	802	0
Heavy Vehicles (%)	1%	0%	5%	0%	0%	0%	1%	1%	0%	5%	0%	0%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		27.4						49.4			49.4	
Effective Green, g (s)		27.4						49.4			49.4	
Actuated g/C Ratio		0.27						0.49			0.49	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		537						588			857	
v/s Ratio Prot												
v/s Ratio Perm		0.21						c0.57			0.46	
v/c Ratio		0.77						1.15			0.94	
Uniform Delay, d1		33.4						25.3			23.8	
Progression Factor		1.00						0.99			1.00	
Incremental Delay, d2		6.7						85.8			18.6	
Delay (s)		40.2						110.9			42.4	
Level of Service		D						F			D	
Approach Delay (s)		40.2			0.0			110.9			42.4	
Approach LOS		D			A			F			D	

Intersection Summary

HCM 2000 Control Delay	66.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

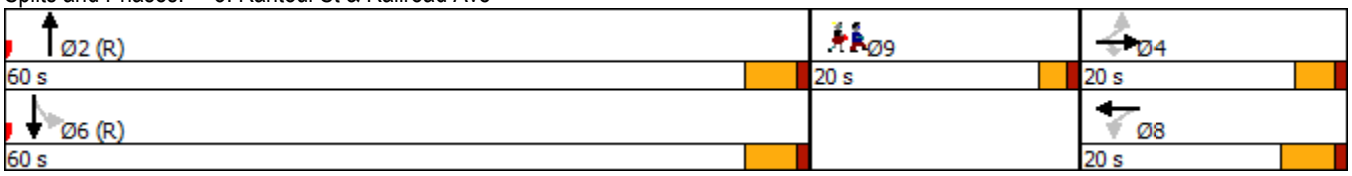
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	108	149	13	0	42	0	466	12	25	544	0
Future Volume (vph)	81	108	149	13	0	42	0	466	12	25	544	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.897			0.997				
Flt Protected		0.979			0.988						0.998	
Satd. Flow (prot)	0	2096	1794	0	1796	0	0	1796	0	0	1832	0
Flt Permitted		0.844			0.688						0.963	
Satd. Flow (perm)	0	1807	1794	0	1251	0	0	1796	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159		57			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	201	159	0	75	0	0	575	0	0	662	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0			60.0		60.0	60.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		15.4	15.4		14.4			67.6			67.6	
Actuated g/C Ratio		0.15	0.15		0.14			0.68			0.68	
v/c Ratio		0.72	0.39		0.33			0.47			0.55	
Control Delay		55.5	9.0		18.5			12.1			16.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		55.5	9.0		18.5			12.1			16.0	
LOS		E	A		B			B			B	
Approach Delay		35.0			18.5			12.1			16.0	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	201	159	75	575	662
v/c Ratio	0.72	0.39	0.33	0.47	0.55
Control Delay	55.5	9.0	18.5	12.1	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	9.0	18.5	12.1	16.0
Queue Length 50th (ft)	122	0	10	114	272
Queue Length 95th (ft)	#217	55	35	291	m206
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	304	434	246	1227	1208
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.37	0.30	0.47	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	108	149	13	0	42	0	466	12	25	544	0
Future Volume (vph)	81	108	149	13	0	42	0	466	12	25	544	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.98	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2096	1794		1797			1796			1832	
Flt Permitted		0.84	1.00		0.69			1.00			0.96	
Satd. Flow (perm)		1808	1794		1251			1796			1769	
Peak-hour factor, PHF	0.94	0.94	0.94	0.74	0.74	0.74	0.83	0.83	0.83	0.86	0.86	0.86
Adj. Flow (vph)	86	115	159	18	0	57	0	561	14	29	633	0
RTOR Reduction (vph)	0	0	135	0	49	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	201	24	0	26	0	0	574	0	0	662	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%	0%	2%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		15.4	15.4		14.4			65.8			65.8	
Effective Green, g (s)		15.4	15.4		14.4			65.8			65.8	
Actuated g/C Ratio		0.15	0.15		0.14			0.66			0.66	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		278	276		180			1181			1164	
v/s Ratio Prot								0.32				
v/s Ratio Perm		c0.11	0.01		0.02						c0.37	
v/c Ratio		0.72	0.09		0.15			0.49			0.57	
Uniform Delay, d1		40.3	36.3		37.4			8.6			9.3	
Progression Factor		1.00	1.00		1.00			1.00			1.28	
Incremental Delay, d2		9.0	0.1		0.4			1.4			0.9	
Delay (s)		49.2	36.4		37.8			10.0			12.9	
Level of Service		D	D		D			B			B	
Approach Delay (s)		43.6			37.8			10.0			12.9	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	23	11	145	468	3	11	650	47
Future Volume (vph)	0	0	0	4	23	11	145	468	3	11	650	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.960			0.999			0.991	
Flt Protected					0.995			0.988			0.999	
Satd. Flow (prot)	0	0	0	0	1754	0	0	1777	0	0	1781	0
Flt Permitted					0.995			0.988			0.999	
Satd. Flow (perm)	0	0	0	0	1754	0	0	1777	0	0	1781	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	41	0	0	676	0	0	778	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	23	11	145	468	3	11	650	47
Future Vol, veh/h	0	0	0	4	23	11	145	468	3	11	650	47
Conflicting Peds, #/hr	0	0	0	25	0	21	32	0	25	21	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	0	0	2	4
Mvmt Flow	0	0	0	4	25	12	159	514	3	12	714	52

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1648	1681	562	798	0	0	542	0	0
Stage 1	859	859	-	-	-	-	-	-	-
Stage 2	789	822	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	110	96	530	824	-	-	1037	-	-
Stage 1	418	376	-	-	-	-	-	-	-
Stage 2	451	391	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	75	0	509	824	-	-	1014	-	-
Mov Cap-2 Maneuver	75	0	-	-	-	-	-	-	-
Stage 1	298	0	-	-	-	-	-	-	-
Stage 2	432	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	2.5	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	824	-	-	200	1014	-	-
HCM Lane V/C Ratio	0.193	-	-	0.209	0.012	-	-
HCM Control Delay (s)	10.4	0	-	27.7	8.6	0	-
HCM Lane LOS	B	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.8	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	56	252	89	80
Future Volume (vph)	0	0	56	252	89	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.890			
Flt Protected						0.974
Satd. Flow (prot)	0	0	1845	0	0	1994
Flt Permitted						0.974
Satd. Flow (perm)	0	0	1845	0	0	1994
Link Speed (mph)	25		25			25
Link Distance (ft)	233		125			213
Travel Time (s)	6.4		3.4			5.8
Lane Group Flow (vph)	0	0	324	0	0	178
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.6% ICU Level of Service A
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	26	282	59	2	78
Future Volume (vph)	10	26	282	59	2	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.903		0.977			
Flt Protected	0.986					0.999
Satd. Flow (prot)	1659	0	2002	0	0	2047
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1659	0	2002	0	0	2047
Link Speed (mph)	25		25			25
Link Distance (ft)	107		107			125
Travel Time (s)	2.9		2.9			3.4
Lane Group Flow (vph)	39	0	371	0	0	87
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 28.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	26	282	59	2	78
Future Vol, veh/h	10	26	282	59	2	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	28	307	64	2	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	428	339	0	0	371	0
Stage 1	339	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	703	-	-	1188	-
Stage 1	722	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	583	703	-	-	1188	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	665	1188	-
HCM Lane V/C Ratio	-	-	0.059	0.002	-
HCM Control Delay (s)	-	-	10.8	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	118	2	142	108	83	2	171	147	100	319	45
Future Volume (vph)	39	118	2	142	108	83	2	171	147	100	319	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.966			0.938			0.987	
Flt Protected		0.988			0.979						0.989	
Satd. Flow (prot)	0	2123	0	0	2030	0	0	1980	0	0	2079	0
Flt Permitted		0.988			0.979						0.989	
Satd. Flow (perm)	0	2123	0	0	2030	0	0	1980	0	0	2079	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		243			612			425			375	
Travel Time (s)		6.6			16.7			9.7			8.5	
Lane Group Flow (vph)	0	169	0	0	354	0	0	340	0	0	493	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 78.6% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	33.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	118	2	142	108	83	2	171	147	100	319	45
Future Vol, veh/h	39	118	2	142	108	83	2	171	147	100	319	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	1	0	0	2	2	2	1	0
Mvmt Flow	41	126	2	151	115	88	2	182	156	106	339	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.1	26.6	22.6	51.6
HCM LOS	C	D	C	F

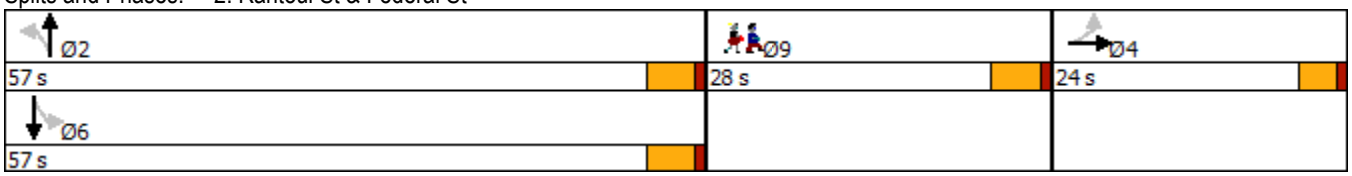
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	25%	43%	22%
Vol Thru, %	53%	74%	32%	69%
Vol Right, %	46%	1%	25%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	159	333	464
LT Vol	2	39	142	100
Through Vol	171	118	108	319
RT Vol	147	2	83	45
Lane Flow Rate	340	169	354	494
Geometry Grp	1	1	1	1
Degree of Util (X)	0.658	0.383	0.714	0.937
Departure Headway (Hd)	6.958	8.156	7.257	6.833
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	514	443	496	528
Service Time	5.053	6.156	5.346	4.916
HCM Lane V/C Ratio	0.661	0.381	0.714	0.936
HCM Control Delay	22.6	16.1	26.6	51.6
HCM Lane LOS	C	C	D	F
HCM 95th-tile Q	4.7	1.8	5.7	11.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	164	131	0	0	0	112	387	34	28	467	89
Future Volume (vph)	97	164	131	0	0	0	112	387	34	28	467	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	
Frt		0.955						0.991			0.979	
Flt Protected		0.988						0.990			0.998	
Satd. Flow (prot)	0	1959	0	0	0	0	0	1777	0	0	1749	0
Flt Permitted		0.988						0.746			0.960	
Satd. Flow (perm)	0	1959	0	0	0	0	0	1339	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20						4			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		612			432			1259			523	
Travel Time (s)		13.9			9.8			28.6			11.9	
Lane Group Flow (vph)	0	431	0	0	0	0	0	580	0	0	608	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Total Split (s)	24.0	24.0					57.0	57.0		57.0	57.0	
Total Lost Time (s)		4.0						5.0			5.0	
Act Effct Green (s)		20.6						50.2			50.2	
Actuated g/C Ratio		0.23						0.56			0.56	
v/c Ratio		0.92						0.77			0.64	
Control Delay		62.1						27.3			20.1	
Queue Delay		0.0						0.0			0.0	
Total Delay		62.1						27.3			20.1	
LOS		E						C			C	
Approach Delay		62.1						27.3			20.1	
Approach LOS		E						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 89.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 33.9 — Intersection LOS: C
Intersection Capacity Utilization 93.8% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Rantoul St & Federal St



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	28.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	431	580	608
v/c Ratio	0.92	0.77	0.64
Control Delay	62.1	27.3	20.1
Queue Delay	0.0	0.0	0.0
Total Delay	62.1	27.3	20.1
Queue Length 50th (ft)	190	162	149
Queue Length 95th (ft)	#542	#594	480
Internal Link Dist (ft)	532	1179	443
Turn Bay Length (ft)			
Base Capacity (vph)	468	806	1015
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.92	0.72	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	164	131	0	0	0	112	387	34	28	467	89
Future Volume (vph)	97	164	131	0	0	0	112	387	34	28	467	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	12	11	11	11	11	11	11
Total Lost time (s)		4.0						5.0			5.0	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.95						0.99			0.98	
Flt Protected		0.99						0.99			1.00	
Satd. Flow (prot)		1958						1777			1749	
Flt Permitted		0.99						0.75			0.96	
Satd. Flow (perm)		1958						1339			1683	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	107	180	144	0	0	0	122	421	37	29	486	93
RTOR Reduction (vph)	0	16	0	0	0	0	0	2	0	0	5	0
Lane Group Flow (vph)	0	415	0	0	0	0	0	578	0	0	603	0
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	1%	1%	7%	4%	2%	3%
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		20.6						50.2			50.2	
Effective Green, g (s)		20.6						50.2			50.2	
Actuated g/C Ratio		0.22						0.54			0.54	
Clearance Time (s)		4.0						5.0			5.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		436						728			915	
v/s Ratio Prot												
v/s Ratio Perm		0.21						c0.43			0.36	
v/c Ratio		0.95						0.79			0.66	
Uniform Delay, d1		35.4						16.9			15.0	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		31.1						6.0			1.7	
Delay (s)		66.5						22.9			16.7	
Level of Service		E						C			B	
Approach Delay (s)		66.5			0.0			22.9			16.7	
Approach LOS		E			A			C			B	

Intersection Summary

HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	92.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

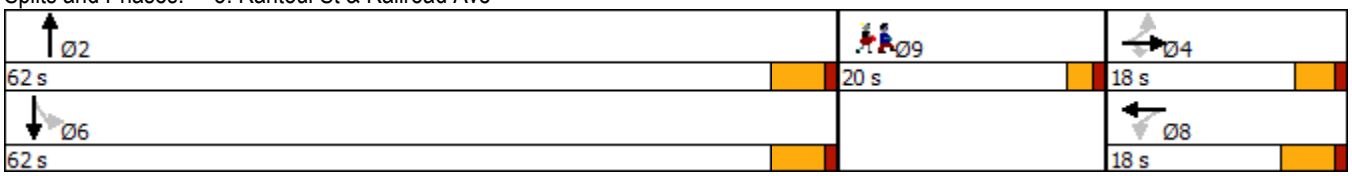
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	53	114	24	0	60	0	380	9	32	428	0
Future Volume (vph)	81	53	114	24	0	60	0	380	9	32	428	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	14	14	14	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.904			0.997				
Flt Protected		0.971			0.986						0.996	
Satd. Flow (prot)	0	2074	1794	0	1806	0	0	1813	0	0	1812	0
Flt Permitted		0.764			0.871						0.950	
Satd. Flow (perm)	0	1632	1794	0	1596	0	0	1813	0	0	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137		64			2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		233			363			241			1259	
Travel Time (s)		6.4			9.9			5.5			28.6	
Lane Group Flow (vph)	0	162	137	0	90	0	0	447	0	0	512	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Total Split (s)	18.0	18.0	18.0	18.0	18.0			62.0		62.0	62.0	
Total Lost Time (s)		4.0	4.0		5.0			5.0			5.0	
Act Effct Green (s)		11.8	11.8		10.6			23.3			23.3	
Actuated g/C Ratio		0.23	0.23		0.21			0.46			0.46	
v/c Ratio		0.43	0.26		0.23			0.54			0.65	
Control Delay		26.5	7.5		13.2			14.8			17.5	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		26.5	7.5		13.2			14.8			17.5	
LOS		C	A		B			B			B	
Approach Delay		17.8			13.2			14.8			17.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 16.4 — Intersection LOS: B
Intersection Capacity Utilization 70.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Rantoul St & Railroad Ave



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	20.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	162	137	90	447	512
v/c Ratio	0.43	0.26	0.23	0.54	0.65
Control Delay	26.5	7.5	13.2	14.8	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	7.5	13.2	14.8	17.5
Queue Length 50th (ft)	25	0	4	54	67
Queue Length 95th (ft)	124	37	51	225	292
Internal Link Dist (ft)	153		283	161	1179
Turn Bay Length (ft)					
Base Capacity (vph)	524	669	521	1629	1554
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.20	0.17	0.27	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	53	114	24	0	60	0	380	9	32	428	0
Future Volume (vph)	81	53	114	24	0	60	0	380	9	32	428	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	14	14	14	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		5.0			5.0			5.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			1.00			1.00	
Flt Protected		0.97	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		2074	1794		1806			1813			1813	
Flt Permitted		0.76	1.00		0.87			1.00			0.95	
Satd. Flow (perm)		1633	1794		1596			1813			1729	
Peak-hour factor, PHF	0.83	0.83	0.83	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	98	64	137	26	0	64	0	437	10	36	476	0
RTOR Reduction (vph)	0	0	106	0	51	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	162	31	0	39	0	0	446	0	0	512	0
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)		11.8	11.8		10.8			23.3			23.3	
Effective Green, g (s)		11.8	11.8		10.8			23.3			23.3	
Actuated g/C Ratio		0.23	0.23		0.21			0.45			0.45	
Clearance Time (s)		4.0	4.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		373	410		334			818			780	
v/s Ratio Prot								0.25				
v/s Ratio Perm		c0.10	0.02		0.02						c0.30	
v/c Ratio		0.43	0.08		0.12			0.55			0.66	
Uniform Delay, d1		17.0	15.6		16.5			10.3			11.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.8	0.1		0.2			0.7			2.0	
Delay (s)		17.9	15.7		16.7			11.0			13.0	
Level of Service		B	B		B			B			B	
Approach Delay (s)		16.9			16.7			11.0			13.0	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	51.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	26	14	103	389	3	7	491	69
Future Volume (vph)	0	0	0	10	26	14	103	389	3	7	491	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.962			0.999			0.983	
Flt Protected					0.990			0.990			0.999	
Satd. Flow (prot)	0	0	0	0	1710	0	0	1788	0	0	1788	0
Flt Permitted					0.990			0.990			0.999	
Satd. Flow (perm)	0	0	0	0	1710	0	0	1788	0	0	1788	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		226			275			419			241	
Travel Time (s)		6.2			7.5			9.5			5.5	
Lane Group Flow (vph)	0	0	0	0	53	0	0	520	0	0	597	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	26	14	103	389	3	7	491	69
Future Vol, veh/h	0	0	0	10	26	14	103	389	3	7	491	69
Conflicting Peds, #/hr	0	0	0	44	0	34	34	0	44	34	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	11	0	0	4	1	0	0	1	0
Mvmt Flow	0	0	0	11	27	15	108	409	3	7	517	73

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1283	1309	489	624	0	0	456	0	0
Stage 1	671	671	-	-	-	-	-	-	-
Stage 2	612	638	-	-	-	-	-	-	-
Critical Hdwy	6.51	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	5.51	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.51	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	174	161	583	948	-	-	1115	-	-
Stage 1	492	458	-	-	-	-	-	-	-
Stage 2	524	474	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	136	0	544	948	-	-	1072	-	-
Mov Cap-2 Maneuver	136	0	-	-	-	-	-	-	-
Stage 1	403	0	-	-	-	-	-	-	-
Stage 2	499	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24	1.9	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	242	1072	-	-
HCM Lane V/C Ratio	0.114	-	-	0.217	0.007	-	-
HCM Control Delay (s)	9.3	0	-	24	8.4	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.8	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	20	189	57	70
Future Volume (vph)	0	0	20	189	57	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.878			
Flt Protected						0.978
Satd. Flow (prot)	0	0	1808	0	0	1993
Flt Permitted						0.978
Satd. Flow (perm)	0	0	1808	0	0	1993
Link Speed (mph)	25		25			25
Link Distance (ft)	233		125			213
Travel Time (s)	6.4		3.4			5.8
Lane Group Flow (vph)	0	0	230	0	0	140
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.1% ICU Level of Service A
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	39	170	52	2	68
Future Volume (vph)	16	39	170	52	2	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.968			
Flt Protected	0.986					0.999
Satd. Flow (prot)	1660	0	1983	0	0	2047
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1660	0	1983	0	0	2047
Link Speed (mph)	30		25			25
Link Distance (ft)	107		107			125
Travel Time (s)	2.4		2.9			3.4
Lane Group Flow (vph)	59	0	242	0	0	76
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 22.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	39	170	52	2	68
Future Vol, veh/h	16	39	170	52	2	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	42	185	57	2	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	214	0	0	242	0
Stage 1	214	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	699	826	-	-	1324	-
Stage 1	822	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	826	-	-	1324	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	784	1324	-
HCM Lane V/C Ratio	-	-	0.076	0.002	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	333	9.0	0.585	19.0	LOS C	7.0	187.9	0.65	0.99	1.60	26.4
18	R2	23	0.0	0.585	17.2	LOS C	7.0	187.9	0.65	0.99	1.60	26.7
Approach		357	8.4	0.585	18.9	LOS C	7.0	187.9	0.65	0.99	1.60	26.4
East: Pleasant Street												
1	L2	12	0.0	0.368	19.4	LOS C	2.6	64.6	0.59	0.62	0.82	28.3
16	R2	231	1.0	0.368	13.3	LOS B	2.6	64.6	0.59	0.62	0.82	28.4
Approach		243	0.9	0.368	13.6	LOS B	2.6	64.6	0.59	0.62	0.82	28.4
North: River Street												
7	L2	192	0.0	0.277	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.0
4	T1	336	3.0	0.277	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
Approach		528	1.9	0.277	0.0	NA	0.0	0.0	0.00	0.00	0.00	37.9
All Vehicles		1128	3.8	0.585	8.9	NA	7.0	187.9	0.33	0.45	0.68	31.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	203	2.0	0.397	15.7	LOS C	2.6	64.7	0.58	0.70	0.96	27.7
18	R2	23	0.0	0.397	13.5	LOS B	2.6	64.7	0.58	0.70	0.96	27.8
Approach		226	1.8	0.397	15.5	LOS C	2.6	64.7	0.58	0.70	0.96	27.7
East: Pleasant Street												
1	L2	33	3.0	0.446	21.7	LOS C	4.4	110.6	0.53	0.53	0.85	28.0
16	R2	276	1.0	0.446	13.4	LOS B	4.4	110.6	0.53	0.53	0.85	28.1
Approach		309	1.2	0.446	14.3	LOS B	4.4	110.6	0.53	0.53	0.85	28.0
North: River Street												
7	L2	221	1.0	0.375	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
4	T1	506	0.0	0.375	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
Approach		727	0.3	0.375	0.0	NA	0.0	0.0	0.00	0.00	0.00	38.2
All Vehicles		1262	0.8	0.446	6.3	NA	4.4	110.6	0.23	0.26	0.38	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	187	2.0	0.286	12.5	LOS B	1.2	30.0	0.47	0.40	0.47	28.7
18	R2	6	17.0	0.286	11.6	LOS B	1.2	30.0	0.47	0.40	0.47	28.3
Approach		194	2.5	0.286	12.4	LOS B	1.2	30.0	0.47	0.40	0.47	28.7
East: Pleasant Street												
1	L2	16	0.0	0.257	14.6	LOS B	1.3	31.8	0.43	0.31	0.43	29.2
16	R2	189	1.0	0.257	10.8	LOS B	1.3	31.8	0.43	0.31	0.43	29.2
Approach		205	0.9	0.257	11.1	LOS B	1.3	31.8	0.43	0.31	0.43	29.2
North: River Street												
7	L2	149	0.0	0.237	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
4	T1	309	1.0	0.237	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
Approach		457	0.7	0.237	0.0	NA	0.0	0.0	0.00	0.00	0.00	38.1
All Vehicles		856	1.1	0.286	5.5	NA	1.3	31.8	0.21	0.16	0.21	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	346	9.0	0.616	20.3	LOS C	7.9	209.7	0.68	1.07	1.76	26.0
18	R2	24	0.0	0.616	18.4	LOS C	7.9	209.7	0.68	1.07	1.76	26.3
Approach		370	8.4	0.616	20.1	LOS C	7.9	209.7	0.68	1.07	1.76	26.1
East: Pleasant Street												
1	L2	12	0.0	0.387	20.2	LOS C	2.8	71.7	0.61	0.66	0.89	28.2
16	R2	239	1.0	0.387	13.7	LOS B	2.8	71.7	0.61	0.66	0.89	28.2
Approach		251	1.0	0.387	14.0	LOS B	2.8	71.7	0.61	0.66	0.89	28.2
North: River Street												
7	L2	199	0.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.0
4	T1	348	3.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
Approach		547	1.9	0.287	0.0	NA	0.0	0.0	0.00	0.00	0.00	37.9
All Vehicles		1168	3.8	0.616	9.4	NA	7.9	209.7	0.35	0.48	0.75	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	210	2.0	0.420	16.3	LOS C	2.8	71.3	0.60	0.73	1.03	27.5
18	R2	24	0.0	0.420	14.0	LOS B	2.8	71.3	0.60	0.73	1.03	27.6
Approach		234	1.8	0.420	16.1	LOS C	2.8	71.3	0.60	0.73	1.03	27.5
East: Pleasant Street												
1	L2	34	3.0	0.471	22.8	LOS C	5.1	127.5	0.55	0.59	0.96	27.8
16	R2	287	1.0	0.471	14.0	LOS B	5.1	127.5	0.55	0.59	0.96	27.9
Approach		321	1.2	0.471	14.9	LOS B	5.1	127.5	0.55	0.59	0.96	27.8
North: River Street												
7	L2	229	1.0	0.388	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
4	T1	524	0.0	0.388	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
Approach		753	0.3	0.388	0.1	NA	0.0	0.0	0.00	0.00	0.00	38.2
All Vehicles		1307	0.8	0.471	6.5	NA	5.1	127.5	0.24	0.28	0.42	32.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	194	2.0	0.299	12.7	LOS B	1.3	34.4	0.48	0.43	0.52	28.6
18	R2	6	17.0	0.299	11.8	LOS B	1.3	34.4	0.48	0.43	0.52	28.3
Approach		200	2.5	0.299	12.7	LOS B	1.3	34.4	0.48	0.43	0.52	28.6
East: Pleasant Street												
1	L2	17	0.0	0.270	15.0	LOS B	1.3	33.6	0.44	0.32	0.44	29.1
16	R2	196	1.0	0.270	10.9	LOS B	1.3	33.6	0.44	0.32	0.44	29.1
Approach		213	0.9	0.270	11.3	LOS B	1.3	33.6	0.44	0.32	0.44	29.1
North: River Street												
7	L2	154	0.0	0.245	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
4	T1	319	1.0	0.245	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
Approach		473	0.7	0.245	0.0	NA	0.0	0.0	0.00	0.00	0.00	38.1
All Vehicles		886	1.1	0.299	5.6	NA	1.3	34.4	0.21	0.17	0.22	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	346	9.0	0.624	20.7	LOS C	7.9	211.8	0.69	1.09	1.81	25.9
18	R2	24	0.0	0.624	18.8	LOS C	7.9	211.8	0.69	1.09	1.81	26.2
Approach		370	8.4	0.624	20.6	LOS C	7.9	211.8	0.69	1.09	1.81	25.9
East: Pleasant Street												
1	L2	12	0.0	0.408	20.7	LOS C	3.2	81.3	0.62	0.69	0.96	28.1
16	R2	253	1.0	0.408	14.0	LOS B	3.2	81.3	0.62	0.69	0.96	28.1
Approach		266	1.0	0.408	14.3	LOS B	3.2	81.3	0.62	0.69	0.96	28.1
North: River Street												
7	L2	209	0.0	0.292	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.0
4	T1	348	3.0	0.292	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
Approach		557	1.9	0.292	0.0	NA	0.0	0.0	0.00	0.00	0.00	37.8
All Vehicles		1192	3.7	0.624	9.6	NA	7.9	211.8	0.35	0.49	0.77	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	210	2.0	0.429	16.7	LOS C	2.9	73.0	0.61	0.75	1.07	27.4
18	R2	24	0.0	0.429	14.4	LOS B	2.9	73.0	0.61	0.75	1.07	27.5
Approach		234	1.8	0.429	16.4	LOS C	2.9	73.0	0.61	0.75	1.07	27.4
East: Pleasant Street												
1	L2	34	3.0	0.484	23.4	LOS C	5.5	137.6	0.56	0.61	1.00	27.7
16	R2	295	1.0	0.484	14.2	LOS B	5.5	137.6	0.56	0.61	1.00	27.8
Approach		329	1.2	0.484	15.2	LOS C	5.5	137.6	0.56	0.61	1.00	27.8
North: River Street												
7	L2	245	1.0	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.1
4	T1	524	0.0	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
Approach		769	0.3	0.397	0.1	NA	0.0	0.0	0.00	0.00	0.00	38.1
All Vehicles		1332	0.8	0.484	6.6	NA	5.5	137.6	0.25	0.28	0.44	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / River Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: River Street												
8	T1	194	2.0	0.304	12.9	LOS B	1.4	36.7	0.49	0.46	0.56	28.5
18	R2	6	17.0	0.304	11.9	LOS B	1.4	36.7	0.49	0.46	0.56	28.2
Approach		200	2.5	0.304	12.8	LOS B	1.4	36.7	0.49	0.46	0.56	28.5
East: Pleasant Street												
1	L2	17	0.0	0.288	15.3	LOS C	1.4	36.3	0.45	0.33	0.45	29.0
16	R2	210	1.0	0.288	11.1	LOS B	1.4	36.3	0.45	0.33	0.45	29.1
Approach		227	0.9	0.288	11.4	LOS B	1.4	36.3	0.45	0.33	0.45	29.1
North: River Street												
7	L2	168	0.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.1
4	T1	319	1.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.5
Approach		487	0.7	0.252	0.0	NA	0.0	0.0	0.00	0.00	0.00	38.0
All Vehicles		914	1.1	0.304	5.6	NA	1.4	36.7	0.22	0.18	0.23	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	2	0.0	0.016	11.6	LOS B	0.1	1.4	0.45	0.31	0.45	29.2
8	T1	8	0.0	0.016	10.7	LOS B	0.1	1.4	0.45	0.31	0.45	29.3
Approach		10	0.0	0.016	10.9	LOS B	0.1	1.4	0.45	0.31	0.45	29.3
East: Pleasant Street												
1	L2	54	0.0	0.327	10.9	LOS B	1.6	40.5	0.37	0.25	0.37	28.8
6	T1	200	1.0	0.327	11.6	LOS B	1.6	40.5	0.37	0.25	0.37	29.0
16	R2	20	0.0	0.327	11.0	LOS B	1.6	40.5	0.37	0.25	0.37	29.1
Approach		274	0.7	0.327	11.4	LOS B	1.6	40.5	0.37	0.25	0.37	29.0
North: Park Street												
4	T1	36	0.0	0.107	10.2	LOS B	0.4	10.8	0.36	0.24	0.36	29.5
14	R2	51	0.0	0.107	9.8	LOS A	0.4	10.8	0.36	0.24	0.36	29.6
Approach		87	0.0	0.107	10.0	LOS A	0.4	10.8	0.36	0.24	0.36	29.6
West: Pleasant Street												
5	L2	124	1.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	74	0.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		198	0.6	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		569	0.6	0.327	7.2	NA	1.6	40.5	0.24	0.16	0.24	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	74	0.0	0.188	13.0	LOS B	0.8	20.3	0.59	0.55	0.59	28.6
8	T1	33	0.0	0.188	12.5	LOS B	0.8	20.3	0.59	0.55	0.59	28.7
Approach		107	0.0	0.188	12.8	LOS B	0.8	20.3	0.59	0.55	0.59	28.6
East: Pleasant Street												
1	L2	5	0.0	0.255	10.1	LOS B	1.1	26.9	0.39	0.31	0.39	28.7
6	T1	162	2.0	0.255	11.7	LOS B	1.1	26.9	0.39	0.31	0.39	28.9
16	R2	19	0.0	0.255	11.4	LOS B	1.1	26.9	0.39	0.31	0.39	29.0
Approach		186	1.7	0.255	11.6	LOS B	1.1	26.9	0.39	0.31	0.39	28.9
North: Park Street												
4	T1	1	0.0	0.095	10.5	LOS B	0.4	10.3	0.33	0.20	0.33	29.7
14	R2	82	1.0	0.095	9.5	LOS A	0.4	10.3	0.33	0.20	0.33	29.7
Approach		84	1.0	0.095	9.5	LOS A	0.4	10.3	0.33	0.20	0.33	29.7
West: Pleasant Street												
5	L2	249	1.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	5	0.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		255	1.0	0.137	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		631	1.0	0.255	6.9	NA	1.1	26.9	0.26	0.21	0.26	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	5	0.0	0.013	10.3	LOS B	0.0	1.3	0.45	0.28	0.45	29.3
8	T1	3	33.0	0.013	11.4	LOS B	0.0	1.3	0.45	0.28	0.45	28.4
Approach		8	12.4	0.013	10.7	LOS B	0.0	1.3	0.45	0.28	0.45	29.0
East: Pleasant Street												
1	L2	10	0.0	0.193	9.3	LOS A	0.8	20.3	0.16	0.10	0.16	29.0
6	T1	127	3.0	0.193	10.5	LOS B	0.8	20.3	0.16	0.10	0.16	29.2
16	R2	24	0.0	0.193	10.0	LOS B	0.8	20.3	0.16	0.10	0.16	29.3
Approach		161	2.4	0.193	10.3	LOS B	0.8	20.3	0.16	0.10	0.16	29.2
North: Park Street												
4	T1	2	50.0	0.075	11.3	LOS B	0.3	8.1	0.29	0.15	0.29	28.3
14	R2	66	0.0	0.075	9.2	LOS A	0.3	8.1	0.29	0.15	0.29	29.8
Approach		68	1.5	0.075	9.3	LOS A	0.3	8.1	0.29	0.15	0.29	29.7
West: Pleasant Street												
5	L2	142	2.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
12	R2	1	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		143	2.0	0.077	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.8
All Vehicles		381	2.3	0.193	6.3	NA	0.8	20.3	0.13	0.07	0.13	31.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	2	0.0	0.017	11.7	LOS B	0.1	1.5	0.46	0.32	0.46	29.2
8	T1	8	0.0	0.017	10.8	LOS B	0.1	1.5	0.46	0.32	0.46	29.3
Approach		10	0.0	0.017	11.0	LOS B	0.1	1.5	0.46	0.32	0.46	29.2
East: Pleasant Street												
1	L2	54	0.0	0.340	11.0	LOS B	1.7	42.4	0.38	0.26	0.38	28.8
6	T1	208	1.0	0.340	11.7	LOS B	1.7	42.4	0.38	0.26	0.38	29.0
16	R2	21	0.0	0.340	11.1	LOS B	1.7	42.4	0.38	0.26	0.38	29.1
Approach		283	0.7	0.340	11.5	LOS B	1.7	42.4	0.38	0.26	0.38	28.9
North: Park Street												
4	T1	36	0.0	0.112	10.3	LOS B	0.5	11.3	0.37	0.25	0.37	29.5
14	R2	54	0.0	0.112	9.9	LOS A	0.5	11.3	0.37	0.25	0.37	29.6
Approach		90	0.0	0.112	10.0	LOS B	0.5	11.3	0.37	0.25	0.37	29.6
West: Pleasant Street												
5	L2	128	1.0	0.113	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	74	0.0	0.113	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		202	0.6	0.113	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		585	0.6	0.340	7.3	NA	1.7	42.4	0.25	0.17	0.25	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	74	0.0	0.193	13.2	LOS B	0.8	20.7	0.60	0.56	0.60	28.5
8	T1	33	0.0	0.193	12.7	LOS B	0.8	20.7	0.60	0.56	0.60	28.6
Approach		107	0.0	0.193	13.1	LOS B	0.8	20.7	0.60	0.56	0.60	28.5
East: Pleasant Street												
1	L2	5	0.0	0.267	10.2	LOS B	1.1	28.4	0.41	0.33	0.41	28.7
6	T1	167	2.0	0.267	11.9	LOS B	1.1	28.4	0.41	0.33	0.41	28.9
16	R2	20	0.0	0.267	11.6	LOS B	1.1	28.4	0.41	0.33	0.41	29.0
Approach		192	1.7	0.267	11.8	LOS B	1.1	28.4	0.41	0.33	0.41	28.9
North: Park Street												
4	T1	1	0.0	0.099	10.6	LOS B	0.4	10.9	0.34	0.21	0.34	29.6
14	R2	86	1.0	0.099	9.6	LOS A	0.4	10.9	0.34	0.21	0.34	29.7
Approach		87	1.0	0.099	9.6	LOS A	0.4	10.9	0.34	0.21	0.34	29.7
West: Pleasant Street												
5	L2	259	1.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	5	0.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		265	1.0	0.142	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		651	1.0	0.267	6.9	NA	1.1	28.4	0.26	0.22	0.26	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	5	0.0	0.013	10.4	LOS B	0.0	1.3	0.45	0.29	0.45	29.3
8	T1	3	33.0	0.013	11.5	LOS B	0.0	1.3	0.45	0.29	0.45	28.4
Approach		8	12.4	0.013	10.8	LOS B	0.0	1.3	0.45	0.29	0.45	28.9
East: Pleasant Street												
1	L2	10	0.0	0.200	9.3	LOS A	0.8	21.2	0.16	0.10	0.16	29.0
6	T1	131	3.0	0.200	10.6	LOS B	0.8	21.2	0.16	0.10	0.16	29.2
16	R2	26	0.0	0.200	10.1	LOS B	0.8	21.2	0.16	0.10	0.16	29.3
Approach		166	2.4	0.200	10.4	LOS B	0.8	21.2	0.16	0.10	0.16	29.2
North: Park Street												
4	T1	2	50.0	0.078	11.4	LOS B	0.3	8.3	0.29	0.16	0.29	28.3
14	R2	68	0.0	0.078	9.2	LOS A	0.3	8.3	0.29	0.16	0.29	29.8
Approach		70	1.4	0.078	9.3	LOS A	0.3	8.3	0.29	0.16	0.29	29.7
West: Pleasant Street												
5	L2	147	2.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
12	R2	1	0.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		148	2.0	0.080	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.8
All Vehicles		393	2.3	0.200	6.3	NA	0.8	21.2	0.13	0.08	0.13	31.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	2	0.0	0.017	12.0	LOS B	0.1	1.5	0.46	0.33	0.46	29.2
8	T1	8	0.0	0.017	10.9	LOS B	0.1	1.5	0.46	0.33	0.46	29.2
Approach		10	0.0	0.017	11.1	LOS B	0.1	1.5	0.46	0.33	0.46	29.2
East: Pleasant Street												
1	L2	54	0.0	0.379	11.4	LOS B	2.0	49.9	0.41	0.28	0.41	28.6
6	T1	206	1.0	0.379	12.2	LOS B	2.0	49.9	0.41	0.28	0.41	28.8
16	R2	56	0.0	0.379	11.6	LOS B	2.0	49.9	0.41	0.28	0.41	28.9
Approach		316	0.7	0.379	11.9	LOS B	2.0	49.9	0.41	0.28	0.41	28.8
North: Park Street												
4	T1	36	0.0	0.133	10.6	LOS B	0.6	13.9	0.38	0.26	0.38	29.5
14	R2	71	0.0	0.133	10.0	LOS A	0.6	13.9	0.38	0.26	0.38	29.5
Approach		107	0.0	0.133	10.2	LOS B	0.6	13.9	0.38	0.26	0.38	29.5
West: Pleasant Street												
5	L2	138	1.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	74	0.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		212	0.7	0.118	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		645	0.5	0.379	7.7	NA	2.0	49.9	0.27	0.19	0.27	30.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	74	0.0	0.199	13.6	LOS B	0.9	21.3	0.61	0.58	0.61	28.4
8	T1	33	0.0	0.199	12.9	LOS B	0.9	21.3	0.61	0.58	0.61	28.5
Approach		107	0.0	0.199	13.4	LOS B	0.9	21.3	0.61	0.58	0.61	28.4
East: Pleasant Street												
1	L2	5	0.0	0.333	10.9	LOS B	1.8	45.9	0.46	0.42	0.54	28.4
6	T1	166	2.0	0.333	12.7	LOS B	1.8	45.9	0.46	0.42	0.54	28.6
16	R2	65	0.0	0.333	12.4	LOS B	1.8	45.9	0.46	0.42	0.54	28.7
Approach		236	1.4	0.333	12.6	LOS B	1.8	45.9	0.46	0.42	0.54	28.6
North: Park Street												
4	T1	1	0.0	0.111	10.9	LOS B	0.5	12.2	0.34	0.21	0.34	29.6
14	R2	96	1.0	0.111	9.6	LOS A	0.5	12.2	0.34	0.21	0.34	29.7
Approach		97	1.0	0.111	9.6	LOS A	0.5	12.2	0.34	0.21	0.34	29.7
West: Pleasant Street												
5	L2	277	1.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
12	R2	5	0.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		282	1.0	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.9
All Vehicles		722	1.0	0.333	7.4	NA	1.8	45.9	0.29	0.25	0.31	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Beverly, MA]

Pleasant Street / Park Street / Court Street
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Court Street												
3	L2	5	0.0	0.013	10.6	LOS B	0.1	1.4	0.47	0.31	0.47	29.2
8	T1	3	33.0	0.013	11.6	LOS B	0.1	1.4	0.47	0.31	0.47	28.4
Approach		8	12.4	0.013	11.0	LOS B	0.1	1.4	0.47	0.31	0.47	28.9
East: Pleasant Street												
1	L2	10	0.0	0.244	9.6	LOS A	1.1	27.5	0.19	0.12	0.19	28.9
6	T1	129	3.0	0.244	11.0	LOS B	1.1	27.5	0.19	0.12	0.19	29.1
16	R2	63	0.0	0.244	10.5	LOS B	1.1	27.5	0.19	0.12	0.19	29.2
Approach		202	1.9	0.244	10.7	LOS B	1.1	27.5	0.19	0.12	0.19	29.1
North: Park Street												
4	T1	2	50.0	0.094	11.8	LOS B	0.4	10.3	0.30	0.16	0.30	28.3
14	R2	84	0.0	0.094	9.3	LOS A	0.4	10.3	0.30	0.16	0.30	29.8
Approach		86	1.2	0.094	9.4	LOS A	0.4	10.3	0.30	0.16	0.30	29.7
West: Pleasant Street												
5	L2	160	2.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
12	R2	1	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		161	2.0	0.087	0.0	NA	0.0	0.0	0.00	0.00	0.00	34.8
All Vehicles		457	2.0	0.244	6.7	NA	1.1	27.5	0.15	0.09	0.15	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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