

Ref: 10165

September 17, 2025

Alexander J. Loth
Eagles Crossing LLC
231 Sutton Street, Suite 1B
North Andover, MA 01845

Re: Traffic Narrative
29 Clark's Road Residential Development
Amesbury, Massachusetts

Dear Mr. Loth;

Vanasse & Associates, Inc. (VAI) has prepared this letter to provide a traffic narrative detailing existing conditions, crash data, studies done by others, proposed improvements, and to compare the trip generation of the current development program with the development program assessed in the August 2021 Transportation Assessment¹ for the proposed residential development to be located at 29 Clark's Road in Amesbury, Massachusetts.

PROPOSED PROJECT

The current proposal entails constructing 152 multifamily residential units. The previous development program was for 118 multifamily residential units. The current Project proposes 34 additional multifamily residential units compared to the previous development program. Access for this development will be provided via a full-access driveway onto Clark's Road.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area will be undertaken. The field investigation will consist of an inventory of existing roadway geometrics, pedestrian and bicycle facilities, public transportation services, traffic volumes, and operating characteristics, as well as posted speed limits and land use information within the study area. The study area that will be assessed for the Project consists of the following specific intersections through which Project-related traffic will travel:

- Route 110 at the Carriagetown Marketplace driveway
- Route 110 at Elm Street and Clark's Road
- Route 110 at the I-95 southbound ramps
- Route 110 at the I-95 northbound ramps

¹Transportation Assessment – Proposed Clarks Road Smart Growth Overlay District (40R); Vanasse & Associates Inc.; August 2021.

The following describes the study area roadways and intersections based on a preliminary review of the area.

Roadways

Clark's Road

Clark's Road is a major collector roadway under the jurisdiction of the City of Amesbury that traverses the study area in a general southwest-northeast orientation. Within the study area, Clark's Road generally provides one travel lane in each direction, separated by a double-yellow centerline with additional turn lanes provided at some intersections. Land use along the corridor is predominantly a mix of commercial and residential properties and open and wooded areas.

Route 110

Route 110 is an urban principal arterial roadway under the jurisdiction of the Massachusetts Department of Transportation (MassDOT) that traverses the study area in a general east-west orientation. Within the study area, Route 110 generally provides two travel lanes in each direction, separated by a raised median or double-yellow centerline. Land use along the corridor is predominantly a mix of commercial properties and open and wooded areas.

Intersections

Route 110 at Carriagetown Marketplace Driveway

Route 110 is intersected by the Carriagetown Marketplace driveway from the north to form this three-legged intersection under traffic signal control. The Carriagetown Marketplace driveway southbound approach consists of an 11-foot-wide exclusive left-turn lane and an 11-foot-wide exclusive right-turn lane with a marked shoulder and sidewalk provided. The Route 110 eastbound approach provides a 10-foot-wide exclusive left-turn lane and two 12-foot-wide through lanes with a marked shoulder provided. The Route 110 westbound approach provides an 11-foot-wide through lane and an 11-foot-wide through/right-turn lane with a marked shoulder and sidewalk provided. The direction of travel along Carriagetown Marketplace driveway is separated by a raised median, while on Route 110, it is separated by a double-yellow centerline. Land use in the vicinity of the intersection generally consists of commercial properties.

Route 110 at Elm Street/Clark's Road

Route 110 is intersected by Elm Street from the north and Clark's Road from the south to form this four-legged intersection under traffic signal control. The Clark's Road northbound approach consists of an 11-foot-wide exclusive left-turn lane and an 11-foot-wide shared through/right-turn lane with a marked shoulder and sidewalk provided. The Elm Street southbound approach consists of two 11-foot-wide exclusive left-turn lanes and an 11-foot-wide shared through/right-turn lane with a marked shoulder provided. The Route 110 eastbound approach provides a 12-foot-wide exclusive left-turn lane, an 11-foot-wide through lane, and an 11-foot-wide shared through/right-turn lane with a marked shoulder provided. The Route 110 westbound approach provides a 12-foot-wide exclusive left-turn lane, an 11-foot-wide through lane, a 12-foot-wide through lane, and a 10-foot-wide channelized right-turn lane with a marked shoulder. The Salisbury Point Ghost Trail runs along the north side of Route 110 west of the I-95 southbound ramps and terminates at the intersection of Elm Street. The direction of travel along Clark's Road and Elm Street is separated by a double-yellow centerline, while on Route 110, it is separated by a



raised median. Land use in the vicinity of the intersection generally consists of commercial and residential properties.

Route 110 at I-95 Southbound Ramps

Route 110 is intersected by the I-95 southbound ramps from the south and north to form a four-legged intersection under STOP-sign control. The I-95 southbound off-ramp northbound approach consists of an 18-foot-wide exclusive left-turn lane and a 19-foot-wide exclusive right-turn lane with a marked shoulder provided. The I-95 southbound on-ramps consist of a 19-foot-wide accepting lane with a marked shoulder provided. The Route 110 eastbound approach provides two 11-foot-wide general-purpose travel lanes and a 20-foot-wide channelized right-turn lane with a marked shoulder and sidewalk provided. The Route 110 westbound approach provides two 11-foot-wide general-purpose travel lanes and a 19-foot-wide channelized right-turn lane with a marked shoulder and sidewalk provided. The direction of travel along Route 110 is separated by a raised median. Land use in the vicinity of the intersection generally consists of commercial and residential properties and open and wooded areas.

Route 110 at I-95 Northbound Ramps

Route 110 is intersected by the I-95 northbound ramps from the south and north to form a four-legged intersection under STOP-sign control. The I-95 northbound off-ramp northbound approach consists of an 18-foot-wide exclusive right-turn lane with a marked shoulder provided. The I-95 northbound off-ramp southbound approach consists of a 19-foot-wide exclusive right-turn lane with a marked shoulder provided. The Route 110 eastbound approach provides a 10 foot-wide exclusive left-turn lane and two 11-foot-wide general-purpose travel lanes with a marked shoulder and sidewalk provided. The Route 110 westbound approach provides two 11-foot-wide general-purpose travel lanes and a 20-foot-wide channelized right-turn lane with a marked shoulder and sidewalk provided. The direction of travel along Route 110 is separated by a raised median. Land use in the vicinity of the intersection generally consists of commercial and residential properties and open and wooded areas.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area will be undertaken. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study intersections, as well as the location of existing and planned future bicycle facilities. The following provides a preliminary review of pedestrian and bicycle facilities within the study area.

Pedestrian Facilities

Pedestrian facilities (sidewalks or shared-use paths) are provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections. Pedestrian signal equipment and phasing are provided at the signalized study area intersections.

Bicycle Facilities

Within the study area, marked bicycle lanes are provided along Elm Street north of Route 110. The Salisbury Point Ghost Trail traverses an east-west alignment between Elm Street in Amesbury and Lion's



Park in Salisbury, a distance of approximately 2.1 miles, and provides connections to the William Lloyd Garrison Trail and the Old Eastern Marsh Trail.

PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by Merrimack Valley Transit (MeVA). MeVA operates fixed-route bus service along Elm Street and Route 110 by way of bus Route 17, *Salisbury Beach via Amesbury*, and Route 19, *Amesbury/Costello*. The Route 17 bus provides service between the Washington Square Transit Center in Haverhill and Salisbury Beach and travels along Elm Street to Route 110. The Route 19 bus provides service between the Nicholas J. Costello Transportation Center in Amesbury and the Newburyport MBTA Station, and travels along Route 110 to the I-95 interchange. MeVA buses also operate in a “flag stop” mode, where a rider can request a stop anywhere along the regular service route by signaling to the driver.

MOTOR VEHICLE CRASH HISTORY

Motor vehicle crash data provided by the Amesbury Police Department and MassDOT were reviewed in order to evaluate safety characteristics of roadways and intersections within the study area. Data for the period 2017 through 2021 were used. A summary of the motor vehicle crash history for the study intersections is presented in Table 1.



Table 1
MOTOR VEHICLE CRASH DATA SUMMARY

Scenario	Route 110 at Carriagetown Marketplace	Route 110 at Clark's Road/ Elm Street	Route 110 at I-95 SB Ramps	Route 110 at I-95 NB Ramps
<i>Year:</i>				
2017	0	10	0	6
2018	2	15	2	1
2019	0	15	2	3
2020	2	0	1	1
<u>2021</u>	<u>4</u>	<u>5</u>	<u>1</u>	<u>0</u>
Total	8	45	6	11
Average ^a	1.6	9.0	1.2	2.2
Crash Rate ^b	0.14	0.63	0.08	0.15
Significant ^c	No/No	No/No	No/No	No/No
<i>Type:</i>				
Angle	1	11	1	4
Rear-End	4	20	4	3
Head-On	0	0	1	1
Sideswipe	2	13	0	2
Fixed Object	0	1	0	0
Pedestrian/Bicyclist	0	0	0	0
Animal	1	0	0	1
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	8	45	6	11
<i>Weather Conditions:</i>				
Clear	6	34	5	11
Cloudy/Rain	2	10	0	0
Snow/Ice	0	1	1	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	8	45	6	11
<i>Lighting Conditions:</i>				
Daylight	5	37	6	5
Dawn/Dusk	0	1	0	0
Dark (lit)	3	7	0	5
Dark (unlit)	0	0	0	1
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	8	45	6	11
<i>Pavement Conditions:</i>				
Dry	6	37	5	11
Wet	2	7	0	0
Snow/Ice	0	1	1	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	8	45	6	11
<i>Severity:</i>				
Property Damage Only	8	40	4	10
Personal Injury	0	5	2	1
Fatality	0	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	8	45	6	11

^aAverage number of crashes over five-year period.

^bCrash rate per million entering vehicles (mev).

^cSignificant if crash rate > 0.73/0.78 for signalized intersections or > 0.57/0.57 for unsignalized intersections (MassDOT District 4/Statewide rates).

Source: Amesbury Police Department, 2017 through 2021.



As can be seen in Table 1, the intersections of Route 110 at Carriagetown Marketplace, Route 110 at I-95 southbound ramps, and Route 110 at the I-95 northbound ramps experienced less than 11 crashes over the five-year review period, averaging 2.2 accidents per year or less. The intersection of Route 110 at Clark's Road and Elm Street experienced 45 accidents over the five-year review period, averaging 6.8 accidents per year.

The majority of the accidents were rear-end collisions that occurred on dry pavement, during daylight, in clear weather, and caused property damage only. The crash rates for the study area intersections were observed to be lower than the statewide and MassDOT District 4 crash rates for signalized and unsignalized intersections. No fatalities were reported over the five-year review period.

SPECIFIC DEVELOPMENT BY OTHERS

The City of Amesbury and the Town of Salisbury were consulted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following projects were identified for review in conjunction with this assessment:

- ***Proposed Starbucks Coffee Shop, 37 Clark's Road, Amesbury, Massachusetts.*** This project entails the construction of a 2,460± sf Starbucks coffee shop with a drive-through window to be located at 37 Clark's Road, south of the Project site. Traffic volumes associated with this development were obtained from a traffic study prepared for the project² and were added to the future condition traffic volumes.
- ***The Marina at Amesbury Point, 14 Merrimac Street, Amesbury, Massachusetts.*** This project entails the redevelopment of The Marina at Amesbury Point to include a new 2,265± sf marina and associated 4,663± sf restaurant, southwest of the Project site. Traffic volumes associated with this development were obtained from a traffic study prepared for the project³ and were added to the future condition traffic volumes.
- ***Proposed Elm Street 40R Residential Development, Elm Street, Amesbury, Massachusetts.*** This project entails the construction of 115 multifamily residential units to be located off of Elm Street, south of the Project site. Traffic volumes associated with this development were estimated using trip generation statistics published by the Institute of Transportation Engineers (ITE)⁴ and were added to the future condition traffic volumes based on existing traffic patterns.
- ***Barewolf Brewery, 12 Oakland Street, Amesbury, Massachusetts.*** This project entails the construction of an 8,165± sf brewery and restaurant to be located at 12 Oakland Street, northwest of the Project site. Traffic volumes associated with this project within the study area are expected to be relatively minor and would be reflected in the general background traffic growth rate (discussion follows).

² *Transportation Impact Assessment, Proposed Starbucks Coffee Shop, 37 Clark's Road, Amesbury, Massachusetts*; VAI; September 2023.

³ *Transportation Impact Assessment, The Marina at Amesbury Point, 14 Merrimac Street, Amesbury, Massachusetts*; VAI; July 2023.

⁴ *Trip Generation, 12th Edition*; Institute of Transportation Engineers; Washington, DC; 2025.



- ***The Hedgehog General Store Market, Cafe & Butchery, 6 Morrill Street, Amesbury, Massachusetts.*** This project entails the construction of a 1,120± sf retail bakery and café to be located at 6 Morrill Street, northwest of the Project site. Traffic volumes associated with this project within the study area are expected to be minor and would be reflected in the general background traffic growth rate.

No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

ROADWAY IMPROVEMENT PROJECTS

The City of Amesbury and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2032 within the study area. Based on these discussions, the following was identified:

- ***Clark Road.*** As a part of the mitigation commitment for the proposed Starbucks coffee shop to be located at 37 Clark's Road, the developer for that project has committed to widening Clark's Road to provide two travel lanes for a distance of approximately 250 feet (from the STOP-bar to the southern driveway to the Fairfield Inn Amesbury). These improvements are anticipated to be complete by 2032.
- ***Route 110 Improvements.*** The City of Amesbury is planning to make several improvements along the Route 110 corridor. This includes the intersections of Route 110 at Carriagetown Marketplace driveway, Route 110 at Elm Street/Clark's Road, Route 110 at I-95 southbound ramps, and Route 110 at Merrill Street/Rabbit Road. The improvements include, but are not limited to, widening Route 110 westbound at the Elm Street intersection to accommodate three westbound through-travel lanes, restripe Clark's Road as a shared left-turn/through lane and an exclusive right-turn lane, install a fully actuated and coordinated traffic signal system at the intersection of Route 110 at the I-95 southbound off-ramps, and optimized signal timings at all four intersections.

PROJECT-GENERATED TRAFFIC COMPARISON

In order to develop the traffic characteristics of the previous development program and the current development program, trip-generation statistics published by ITE for Land Use Code (LUC) 221 *Multifamily Housing (Mid-Rise)* were used. Table 2 presents the results of the trip-generation comparison for the two development programs.



Table 2
TRIP-GENERATION COMPARISON

Time Period/ Directional Distribution	Current Development Program	Previous Development Program	Delta
	Residential Trips ^a	Residential Trips ^b	
Weekday Daily	678	516	162
<i>Weekday Morning Peak Hour:</i>			
Entering	13	10	3
<u>Exiting</u>	<u>43</u>	<u>32</u>	<u>11</u>
Total	56	42	14
<i>Weekday Evening Peak Hour:</i>			
Entering	37	29	8
<u>Exiting</u>	<u>21</u>	<u>17</u>	<u>4</u>
Total	58	46	12
Saturday Daily	654	508	146
<i>Saturday Midday Peak Hour:</i>			
Entering	28	21	7
<u>Exiting</u>	<u>27</u>	<u>21</u>	<u>6</u>
Total	55	42	13

^aBased on ITE LUC 221, *Multifamily Housing (Mid-Rise)*; 152 units.

^bBased on ITE LUC 221, *Multifamily Housing (Mid-Rise)*; 118 units.

As can be seen in Table 2, the current development program is expected to generate 162 more vehicle trips on an average weekday (two-way, 24-hour volume), with 14 more vehicle trips during the weekday morning peak hour, and 12 more vehicle trips during the weekday evening peak hour compared to the previous development program. On Saturday, the current development program is expected to generate 146 more vehicle trips, with 13 more vehicle trips during the Saturday midday peak hour compared to the previous development program.

ROUTE 110 IMPROVEMENTS CAPACITY ANALYSIS

A Functional Design Report (FDR) assessing the performance of the Route 110 improvements is currently being reviewed by the City of Amesbury and its peer review consultants for submission to MassDOT. The preliminary results from that study indicate that the Route 110 Improvements generally improve operations by decreasing delays and improving queues. Specifically, these modifications are shown to improve operations at the intersection of Route 110 at Elm Street/Clark's Road from overall LOS F to LOS D or E under 2032 future conditions with the Project. The unsignalized intersection of Route 110 at the I-95 southbound ramps northbound left-turn movement was shown to improve from LOS F to LOS E with signalization. The intersection of Route 110 at Merrill Street/Rabbit Road showed improvement from an overall LOS E to LOS D during the weekday evening peak hour and from LOS D to LOS C during the



Saturday midday peak hour. During the weekday morning peak hour, the intersection continues to operate at LOS C with the improvements. The intersection of Route 110 at Carriagetown Marketplace driveway was shown to experience minimal delay, going from an overall LOS A to LOS B during the weekday morning peak hour and remaining at LOS B during the weekday evening and Saturday midday peak hours.

SUMMARY

VAI has prepared this letter to provide a traffic narrative detailing existing conditions, crash data, studies done by others, proposed improvements, and to compare the trip generation of the current development program with the development program assessed in the August 2021 Transportation Assessment for the proposed residential development to be located at 29 Clark's Road in Amesbury, Massachusetts. There are several other developments that are being constructed in the area. The City of Amesbury is pursuing improvements along the Route 110 corridor that would help to mitigate the impact from the proposed developments, including the Project. The trip generation comparison indicates that the current development program is expected to generate more trips than the previous development program under all time periods reviewed. Although the Project has increased in size and impact, the results from the FDR indicate that the area will operate with decreased delays and vehicle queuing once improvements are implemented. The additional 12 to 14 peak-hour trips are not expected to materially impact the analysis of the FDR or the conclusions or recommendations. As such, the proposed improvements that the City of Amesbury is pursuing are anticipated to offset the impact of this Project. A Traffic Impact Assessment identifying the impact of the Project on the future roadway system is underway and will be submitted to the Planning Board.

If you should have any questions or would like to discuss this assessment in more detail, please feel free to contact us.

Sincerely,

VANASSE & ASSOCIATES, INC.



Scott W. Thornton, P.E.
Partner



Derek Roach, P.E.
Senior Transportation Engineer

Appendix

- Motor Vehicle Crash Data
- Trip Generation Calculations

