

Selectmen's Meeting – March 13, 2006

Mr. Silvia, Mr. Eckenreiter and Mr. Manzone were present.

Also in attendance was Jeffrey Osuch.

Mr. Silvia called the meeting to order at 6:30 p.m.

Mr. Manzone motioned to approve the minutes of February 27, 2006. Mr. Silvia seconded. It was so voted.

Mr. Manzone motioned to approve the minutes of the February 27, 2006 executive session. Mr. Silvia seconded. It was so voted.

Mr. Manzone motioned to approve the minutes of March 7, 2006. Mr. Silvia seconded. It was so voted. Mr. Eckenreiter stated he was not given notice of the March 7th meeting.

NATURAL RESOURCE DEPARTMENT

Shellfish Warden and Harbormaster were present and discussed the FY 07 budget for the Natural Resource Department.

Shellfish Warden submitted a proposed amendment to Town By-Laws, Chapter 218 Shellfish Regulations, to be placed on the next Special Town Meeting Warrant. Amendment concerns “dry digging” and “time limits for harvesting”. (See attached.) Mr. Manzone motioned to recommend and support the proposed amendment as presented. Mr. Eckenreiter seconded. Vote was unanimous.

Mr. Eckenreiter motioned to approve authorization to use Town Counsel regarding the “Tranquilizer II” boat mishap of February 24th. Mr. Manzone seconded. Vote was unanimous.

COUNCIL ON AGING

Director and members of the Council on Aging were present and discussion ensued on the FY 07 department budget.

EXECUTIVE SECRETARY'S REPORT

Clerical Union negotiations are scheduled for March 14th at 2:00 p.m. at the Town Hall.

Mattapoissett River Valley Water District Meeting is scheduled for 4:30 p.m. on March 14th at the Board of Public Works.

East Fairhaven School Job Meeting is scheduled for March 15th at 10:00 a.m. at the site.

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Mattapoisett River Valley Water District Advisory Committee will meet at the Board of Public Works on March 15th at 1:00 p.m.

East Fairhaven School Building Committee will meet on March 15th at the Town Hall.

A meeting is scheduled with representatives from Community Wind, Town Counsel and the Town's consultants for 10:00 a.m. on March 16th.

Finance Committee will meet on March 16th at 6:30 p.m. at the Board of Public Works.

Mr. Manzone motioned to sign the Consulting Services Agreement with Commonwealth Resources Management Corporation, 199 Corey Street, Boston and the Town of Fairhaven. Mr. Eckenreiter seconded. Vote was unanimous.

BUILDING DEPARTMENT

Construction Report for February 2006 will be placed on file.

Mr. Eckenreiter motioned to approve Fran Robillard's request to carry over 3 vacation days beyond her March 19th anniversary date. Mr. Manzone seconded. Vote was unanimous.

POLICE DEPARTMENT

Mr. Silvia read the letter from the Police Chief regarding the resignation of Officer Timothy Hunt and Officer Hunt's letter of resignation as a Permanent-Intermittent Patrolman. (See attached.) Mr. Eckenreiter motioned to accept the resignation. Mr. Manzone seconded. Vote was unanimous.

Mr. Silvia read the Chief's letter requesting installation of Stop Signs on Francis Street at the intersection of Massasoit Avenue. (See attached.) Mr. Manzone motioned to approve the request. Mr. Eckenreiter seconded. Vote was unanimous.

CHAPTER 61 A LAND

The Board of Selectmen received a notice from Alfred H. Robichaud of a Purchase and Sales Agreement for Chapter 61A land on New Boston Road. (0 New Boston Road -- Assessors Map 35 Lot 2) Mr. Manzone motioned to pass on the option to purchase the property. Mr. Silvia seconded. It was so voted. Mr. Eckenreiter abstained from any discussion/vote on the issue. He stated he knows the abutters.

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TOWN HALL AUDITORIUM

Hep Cat Swing Dancers submitted an application to rent the Town Hall Auditorium on June 3rd for a fund raiser for the Matty Oliveira Scholarship Fund. Mr. Manzone motioned to approve the application. Mr. Silvia seconded. Vote was unanimous.

APPLEBEE'S NEIGHBORHOOD GRILL & BAR

Mr. Manzone motioned to approve the application submitted by Applebee's Neighborhood Grill & Bar for live music/karaoke for week days only. Mr. Eckenreiter seconded. Vote was unanimous.

IMPROVEMENT ASSOCIATION

Mr. Manzone motioned to approve the request from the Fairhaven Improvement Association to hold the annual Homecoming Day Fair on Saturday, June 24th from 10:00 a.m. to 4:00 p.m. Mr. Eckenreiter seconded. It was so voted. Mr. Silvia, a past President of the Improvement Association and a member of the Board of Directors, abstained from any discussion/vote on the issue.

SOUTHEAST REGIONAL TRANSIT AUTHORITY (SRTA)

Mr. Silvia read Everett Macomber's letter of resignation from the SRTA Board. (See attached.) Mr. Manzone motioned to accept the resignation. Mr. Eckenreiter seconded. Vote was unanimous. A letter will be sent to Mr. Macomber thanking him for his dedication to the Town.

Mr. Manzone motioned to appoint Michael Silvia to the SRTA Board. Mr. Eckenreiter seconded. Vote was unanimous.

SPECIAL TOWN MEETING

Mr. Eckenreiter motioned to call for a Special Town Meeting on May 6, 2006 at 9:00 a.m. and to set the deadline to submit articles for 4:00 p.m. on March 23, 2006. Mr. Manzone seconded. Vote was unanimous.

FY 07 BUDGETS

Discussion ensued on FY 07 departmental budgets. Selectmen voted recommendations for FY 07 budgets and articles on the May 6, 2006 Annual Town Meeting Warrant. (See attached.)

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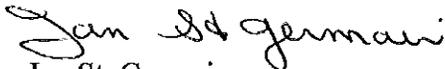
Senator Montigny and Representative Straus will be asked to attend the March 27th Selectmen's Meeting to discuss the budget for Greater New Bedford Regional Vocational Technical High School.

EMERGENCY MANAGEMENT

Mr. Manzone motioned to submit the letter from the Office of Emergency Management regarding salary compensation to the Personnel Board for review. Mr. Silvia seconded. Vote was unanimous.

EXECUTIVE SESSION

At 10:05 p.m., Mr. Manzone motioned to go into executive session to discuss Clerical Union negotiations and not to reconvene in open session. Mr. Eckenreiter seconded. Vote was unanimous. Roll call vote 3-0.


Jan St. Germain
Secretary

2006 ANNUAL TOWN MEETING ARTICLES				
ARTICLE	REQUEST	RECOMMEND ADM.	RECOMMEND FIN COM	SOURCE OF FUNDING
1. MEASURER OF WOOD & BARK	ADOPTION	ADOPTION	ADOPTION	
2. TOWN REPORT	ADOPTION	ADOPTION	ADOPTION	
3. SETTING SALARIES OF TOWN OFFICERS				
A. BOARD OF SELECTMEN	\$10,096.74	\$10,096.74	\$10,096.74	
B. TOWN CLERK	\$43,626.00	\$43,626.00	\$43,626.00	
C. MODERATOR	\$604.51	\$604.51	\$604.51	
D. TREE WARDEN	\$5,038.00	\$5,038.00	\$5,038.00	
E. BOARD OF HEALTH	\$2,676.42	\$2,676.42	\$2,676.42	
4. TOWN CHARGES				
5. HOWLAND ROAD DRAINAGE EASEMENT		PASSOVER	PASSOVER	
6. ARTICLE WITHDRAWN		WITHDRAWN	WITHDRAWN	
7. ZONING AMENDMENT		YIELD TO PETITIONER	YIELD TO PETITIONER	
8. ZONING AMENDMENT		YIELD TO PETITIONER	YIELD TO PETITIONER	
9. ZONING AMENDMENT		YIELD TO PETITIONER	YIELD TO PETITIONER	
10. WEST ISLAND EFFLUENT DISPOSAL	\$50,000.00			
11. BY LAW AMENDMENT - CPC	ADOPTION		ADOPTION	
12. WITHDRAWN			WITHDRAWN	
13. BULKY ITEM PICK UP DAY	\$84,300.00	\$84,300.00		GENERAL FUND
14. ACCEPTANCE OF STATUTE - LIEN CERT.	ADOPTION			
15. BRIDGE STREET LEASE	ADOPTION	ADOPTION	ADOPTION	
16. STATE AID TO HIGHWAYS				
A.	ADOPTION	ADOPTION	ADOPTION	
B.	\$0.00	\$0.00	\$0.00	
C.		?		
17. ESTUARIES STUDY	\$57,000.00	\$57,000.00	\$57,000.00	SEWER ENT
18. GOVERNMENT ACCESS PROGRAMMING	\$4,000.00	\$4,000.00	\$4,000.00	GENERAL FUND
19. SEALER OF WEIGHTS & MEASURES	\$1,995.00	IND POST		RECEIPTS RESERVED
20. STREET ACCEPTANCE - AKIN STREET	ADOPTION	ADOPTION	YIELD TO PETITIONER	
21. STREET ACCEPTANCE - POTTER STREET	ADOPTION	IND POST	IND POSTPONEMENT	
22. HISTORICAL COMMISSION				
A. HISTORICAL COMMISSION	\$500.00	\$500.00	\$500.00	TOURISM
B. ACADEMY BUILDING	\$5,000.00	\$5,000.00	\$5,000.00	TOURISM
C. FIRE MUSEUM	\$2,500.00	\$2,500.00	\$2,500.00	TOURISM

ARTICLE	REQUEST	RECOMMEND ADM.	RECOMMEND FIN COM	SOURCE OF FUNDING
D. FORT PHOENIX	\$1,000.00	\$1,000.00	\$1,000.00	TOURISM
E. OLD STONE SCHOOL HOUSE	\$1,000.00	\$1,000.00	\$1,000.00	TOURISM
23. PUBLIC HEALTH MUTUAL AID AGREEMENT	ADOPTION	YIELD TO PETITIONER	YIELD TO PETITIONER	
24. W.I. SEWER INFLOW & INFILTRATION STUDY	\$25,000.00		ADOPTION	
25. NON-MANDATED SCHOOL TRANSPORTATION	ADOPTION	YIELD TO PETITIONER		
26. GREEN STREET - SIDEWALK EASEMENT	\$1.00			
27. SOCIAL DAY CARE CENTER	\$110,000.00	\$110,000.00	\$110,000.00	RECEIPTS RESERVED
28. HOWLAND ROAD ALTERATION OF LAYOUT				
A.				
B.				
29. SOUTH ST. PUMP STATION REHAB. DESIGN	\$25,000.00			SEWER ENT
30. TOWN HALL REPAIRS	\$11,500.00	\$11,500.00	\$11,500.00	GENERAL FUND
31. KINDERGARTEN REVOLVING ACCOUNT	ADOPTION	YIELD TO PETITIONER	ADOPTION	
32. FUNDING FOR M.R.V.WATER DISTRICT	\$357,000.00	\$357,000.00	\$357,000.00	WATER ENT
33. SPECIAL NEEDS EARLY CHILD. REVOLVING	ADOPTION	YIELD TO PETITIONER	ADOPTION	
34. PROPAGATION OF SHELLFISH	\$10,000.00	\$10,000.00	\$10,000.00	GENERAL FUND
35. VIVEIROS FARM PROJECT	\$350,000.00	PASSOVER	PASSOVER	GENERAL FUND
36. ROADWORK	\$1,360,000.00±	\$250,000.00	\$250,000.00	GENERAL FUND
37. HAZARDOUS MATERIALS REVOLVING ACCT.	\$10,000.00	\$10,000.00	ADOPTION	REVOLVING
38. CULTURAL COUNCIL FUNDING	\$2,500.00	\$2,500.00	\$2,500.00	TOURISM
39. HOPPY'S LANDING REVOLVING ACCT.	ADOPTION	ADOPTION	ADOPTION	REVOLVING
40. ROOF REPAIR FOR WOOD SCHOOL	\$165,000.00	\$165,000.00	\$165,000.00	GENERAL FUND
41. REPLACEMENT OF WINDOWS FOR HMS	\$114,000.00	\$114,000.00	\$114,000.00	GENERAL FUND
42. ACCEPTANCE OF STATUTE (RETIREMENT)	ADOPTION			
43. TRANSFER FROM SURPLUS REVENUE				
44. REPORT OF COMMITTEES				
45. OTHER BUSINESS				

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Category	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
GENERAL GOVERNMENT						
1. MODERATOR						
a. Salary	604.51	453.39	604.51	604.51	604.51	604.51
2. SELECTMEN						
a. Salary - Board	10,096.74	10,096.74	10,096.74	10,096.74	10,096.74	10,096.74
b. Salary - Other	194,016.86	197,757.37	204,925.72	205,151.03	205,151.03	205,151.03
c. Purchase of Services	6,614.16	5,668.55	8,750.00	9,290.00	8,750.00	8,750.00
d. Supplies	4,329.74	4,450.00	4,450.00	4,450.00	4,450.00	4,450.00
e. Other Charges/Expenses	3,513.35	3,116.39	3,800.00	4,000.00	4,000.00	4,000.00
f. Capital Outlay	0.00	1,643.00	12,000.00	0.00	0.00	0.00
S/T	218,570.85	222,732.05	244,022.46	232,987.77	232,447.77	232,447.77
3. TOWN ACCOUNTANT						
a. Salary	71,536.34	72,796.34	75,193.62	78,214.00	78,214.00	78,214.00
b. Purchase of Services	358.46	277.60	500.00	445.00	445.00	445.00
c. Supplies	32.91	106.03	200.00	200.00	200.00	200.00
d. Other Charges/Expenses	678.05	800.00	1,900.00	1,900.00	1,900.00	1,900.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	72,605.76	73,979.97	77,793.62	80,759.00	80,759.00	80,759.00
4. AUDIT EXPENSES						
	25,000.00	38,000.00	40,000.00	42,000.00	42,000.00	42,000.00
5. DATA PROCESSING						
a. Purchase of Services	69,216.33	117,888.28	94,590.00	94,800.00		
b. Supplies	6,324.82	6,296.23	7,500.00	10,000.00		
c. Capital Outlay	0.00	7,294.00	7,500.00	7,500.00		
S/T	75,541.15	131,478.51	109,590.00	112,300.00		
6. TREASURER						
a. Salary & Wages	154,696.24	163,677.76	147,657.91	147,696.00		
b. Purchase of Services	22,411.59	6,951.51	22,500.00	22,800.00		
c. Supplies	602.93	994.69	2,500.00	2,500.00		
d. Other Charges/Expenses	672.00	1,115.00	2,550.00	2,500.00		
e. Capital Outlay	0.00	0.00	0.00	0.00		
S/T	178,382.76	172,738.96	175,207.91	175,496.00		
7. TAX TITLE						
	9,998.25	10,000.00	30,000.00	30,000.00	30,000.00	30,000.00
8. TOWN CLERK						
a. Salary - Town Clerk	41,931.64	42,770.27	45,464.31	43,626.00	43,626.00	43,626.00

	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
b. Salary - Other	29,353.64	30,161.79	31,264.13	32,104.00	32,104.00	32,104.00
c. Purchase of Services	4,444.66	4,668.28	5,242.00	5,050.00	5,050.00	5,050.00
d. Supplies	2,205.62	2,111.21	2,218.00	2,218.00	2,218.00	2,218.00
e. Other Charges/Expenses	336.00	347.00	500.00	500.00	500.00	500.00
f. Capital Outlay	0.00	565.02	0.00	0.00	0.00	0.00
S/T	78,271.56	80,623.57	84,688.44	83,498.00	83,498.00	83,498.00
9. ELECTION & REGISTRATION						
a. Salary & Wages	20,348.03	25,482.09	11,523.83	25,293.00	25,293.00	25,293.00
b. Purchase of Services	4,013.09	6,885.73	5,400.00	8,562.00	8,562.00	8,562.00
c. Supplies	2,092.93	1,989.95	2,100.00	2,100.00	2,100.00	2,100.00
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	0.00
e. Capital Outlay	0.00	0.00	0.00	6,000.00	6,000.00	6,000.00
S/T	26,454.05	34,357.77	19,023.83	41,955.00	41,955.00	41,955.00
10. TOWN COLLECTOR						
a. Salary & Wages	146,649.08	151,752.89	163,480.83	165,226.00	165,226.00	
b. Purchase of Services	17,244.71	19,567.99	21,000.00	29,498.00	26,998.00	
c. Supplies	7,291.42	7,553.80	7,600.00	7,600.00	7,600.00	
d. Other Charges/Expenses	2,197.33	2,124.41	3,025.00	3,045.00	3,045.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	173,382.54	180,999.09	195,105.83	205,369.00	202,869.00	
11. ASSESSORS						
a. Salary & Wages	161,703.78	163,828.28	178,785.04	179,836.00	173,836.00	
b. Purchase of Services	16,792.14	16,103.90	17,425.00	17,425.00	17,425.00	
c. Supplies	4,747.61	4,511.17	4,750.00	4,750.00	4,750.00	
d. Other Charges/Expenses	2,612.48	2,583.88	3,400.00	3,400.00	3,400.00	
e. Capital Outlay	0.00	500.00	3,000.00	0.00	0.00	
S/T	185,856.01	187,527.23	207,360.04	205,411.00	199,411.00	
12. TOWN HALL						
a. Salary & Wages	36,348.24	36,063.73	37,694.10	36,451.00	36,451.00	36,451.00
b. Purchase of Services	37,743.76	39,998.32	44,900.00	49,650.00	46,525.00	46,525.00
c. Supplies	2,990.40	2,967.72	3,000.00	3,300.00	3,300.00	3,300.00
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	0.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	77,082.40	79,029.77	85,594.10	89,401.00	86,276.00	86,276.00
13. COUNCIL ON AGING						
a. Salary & Wages	107,710.56	109,493.54	115,769.88	114,122.00	114,122.00	114,122.00
b. Purchase of Services	12,955.20	11,650.00	15,200.00	26,160.00	24,260.00	24,260.00

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	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
c. Supplies	8,697.00	8,052.00	11,032.26	14,450.00	11,650.00	11,650.00
d. Other Charges/Expenses	446.00	543.00	683.00	950.00	950.00	950.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	129,808.76	129,738.54	142,685.14	155,682.00	150,982.00	150,982.00
14. TOWN MEETING						
a. Salary & Wages	927.00	831.84	945.54	946.00	946.00	946.00
b. Purchase of Services	2,004.18	1,607.15	2,900.00	2,900.00	2,900.00	2,900.00
c. Supplies	957.70	1,171.80	1,400.00	1,400.00	1,400.00	1,400.00
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	0.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	3,888.88	3,610.79	5,245.54	5,246.00	5,246.00	5,246.00
15. FINANCE COMMITTEE						
a. Salary & Wages	0.00	0.00	1,530.00	1,530.00	1,530.00	1,250.00
b. Purchase of Services	100.71	101.70	200.00	200.00	200.00	200.00
c. Supplies	1,828.60	2,085.92	2,150.00	2,150.00	2,150.00	2,150.00
d. Other Charges/Expenses	205.00	210.00	600.00	600.00	600.00	600.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	2,134.31	2,397.62	4,480.00	4,480.00	4,480.00	4,200.00
16. PLANNING BOARD						
a. Salary & Wages	1,858.79	2,515.04	3,127.67	3,150.00	3,150.00	3,150.00
b. Purchase of Services	1,774.30	1,773.26	1,800.00	1,800.00	1,800.00	1,800.00
c. Supplies	1,950.00	1,450.00	1,450.00	1,450.00	1,450.00	1,450.00
d. Other Charges/Expenses	500.00	500.00	1,000.00	500.00	500.00	500.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	6,083.09	6,238.30	7,377.67	6,900.00	6,900.00	6,900.00
17. DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT						
a. Salary & Wages	61,472.32	66,507.49	70,532.02	74,350.00	74,350.00	74,350.00
b. Purchase of Services	4,181.21	2,801.01	4,200.00	14,200.00	13,200.00	13,200.00
c. Supplies	2,025.00	2,215.44	1,025.00	1,025.00	1,025.00	1,025.00
d. Other Charges/Expenses	1,247.49	1,650.00	1,650.00	1,650.00	1,650.00	1,650.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	68,926.02	73,173.94	77,407.02	91,225.00	90,225.00	90,225.00
18. BOARD OF APPEALS						
a. Salary & Wages	2,825.72	2,643.70	2,697.76	2,698.00	2,698.00	2,698.00
b. Purchase of Services	5,011.01	3,902.98	3,783.00	3,783.00	3,783.00	3,783.00
c. Supplies	167.85	169.62	170.00	170.00	170.00	170.00
d. Other Charges/Expenses	60.00	60.00	160.00	160.00	160.00	160.00

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	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	8,064.58	6,776.30	6,810.76	6,811.00	6,811.00	6,811.00
19 PERSONNEL BOARD						
a. Purchase of Services	0.00	0.00	0.00	0.00	0.00	0.00
b. Supplies	499.90	499.90	500.00	500.00	500.00	500.00
c. Other Charges/Expenses	120.00	120.00	250.00	250.00	250.00	250.00
d. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	619.90	619.90	750.00	750.00	750.00	750.00
20. LEGAL EXPENSE						
	124,191.50	179,450.00	125,000.00	125,000.00	125,000.00	125,000.00
21. ENGINEERING						
	250.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00
22. CONSERVATION COMMISSION						
a. Salary & Wages	8,182.12	10,067.35	8,627.45	10,037.51	10,037.51	10,037.51
b. Purchase of Services	944.41	986.39	1,375.00	4,850.00	1,500.00	1,500.00
c. Supplies	863.03	950.00	950.00	950.00	950.00	950.00
d. Other charges/Expenses	145.00	225.00	300.00	600.00	600.00	600.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	10,134.56	12,228.74	11,252.45	16,457.51	13,107.51	13,107.51
23. OFFICE OF TOURISM						
a. Salary & Wages	50,590.93	51,834.59	55,015.76	54,720.00	54,720.00	54,720.00
b. Purchase of Services	24,404.38	29,068.19	33,400.00	33,050.00	33,050.00	33,050.00
c. Supplies	498.46	800.00	800.00	800.00	800.00	800.00
d. Other Charges/Expenses	289.95	394.95	500.00	500.00	500.00	500.00
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	75,783.72	82,097.73	89,715.76	89,070.00	89,070.00	89,070.00
24. COMMISSION ON DISABILITY						
a. Purchase of Services	1,062.24	1,342.74	1,700.00	1,700.00	1,700.00	1,700.00
b. Supplies	370.82	356.52	400.00	400.00	400.00	400.00
c. Other Charges/Expenses	270.00	400.00	500.00	500.00	500.00	500.00
d. Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00
S/T	1,703.06	2,099.26	2,600.00	2,600.00	2,600.00	2,600.00
TOTAL GENERAL GOVERNMENT						
	1,533,338.22	1,712,351.43	1,744,315.08	1,806,002.79		
PUBLIC SAFETY						
25. POLICE DEPARTMENT						
a. Salary & Wages	1,913,492.60	1,967,588.45	1,989,327.04	2,057,698.00	2,014,258.00	

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	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
b. Purchase of Services	108,082.26	118,264.74	115,087.00	122,595.00	123,095.00	
c. Supplies	78,593.53	82,175.00	85,175.00	96,695.00	101,895.00	
d. Other Charges/Expenses	1,656.00	1,406.00	2,750.00	2,406.00	2,406.00	
e. Capital Outlay	53,499.50	62,367.00	53,500.00	53,500.00	53,500.00	
S/T	2,155,323.89	2,231,801.19	2,245,839.04	2,332,894.00	2,295,154.00	
26. FIRE DEPARTMENT						
a. Salary & Wages	1,272,664.63	1,395,011.97	1,418,132.58	1,422,523.00	1,419,523.00	
b. Purchase of Services	54,040.13	64,030.24	69,460.00	72,610.00	73,750.00	
c. Supplies	47,061.81	51,581.18	51,075.00	61,075.00	57,015.00	
d. Other Charges/Expenses	2,170.00	2,950.00	5,175.00	7,175.00	7,175.00	
e. Capital Outlay	0.00	61,730.00	13,870.00	300,000.00	0.00	
S/T	1,375,936.57	1,575,303.39	1,557,712.58	1,863,383.00	1,557,463.00	
27. FIRE ALARM MAINTENANCE						
a. Salary & Wages	8,090.55	8,712.53	9,563.62	9,203.00	9,203.00	
b. Purchase of Services	2,567.51	2,769.47	2,782.00	2,782.00	2,782.00	
c. Supplies	1,800.00	1,770.12	1,800.00	2,800.00	2,360.00	
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
e. Capital Outlay	0.00	0.00	0.00	1,300.00	1,300.00	
S/T	12,458.06	13,252.12	14,145.62	16,085.00	15,645.00	
28 BUILDING DEPARTMENT						
a. Salary & Wages	141,870.40	149,519.95	149,155.83	163,180.00	159,180.00	
b. Purchase of Services	2,440.41	2,056.30	2,800.00	3,200.00	3,000.00	
c. Supplies	2,350.00	3,036.84	2,350.00	3,300.00	2,750.00	
d. Other Charges/Expenses	1,000.00	1,000.00	2,000.00	2,000.00	2,000.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	147,660.81	155,613.09	156,305.83	171,680.00	166,930.00	
29. TREE WARDEN DEPARTMENT						
a. Salary - Tree Warden	5,037.36	5,037.36	5,037.36	5,038.00	5,038.00	
b. Salary - Other	24,531.13	21,980.25	30,203.51	30,204.00	30,204.00	
c. Purchase of Services	10,860.26	9,215.61	13,150.00	13,150.00	13,200.00	
d. Supplies	2,363.00	2,890.81	2,480.00	3,280.00	3,630.00	
e. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
f. Capital Outlay	0.00	27,577.85	0.00	0.00	0.00	
S/T	42,791.75	66,701.88	50,870.87	51,672.00	52,072.00	
30. SHELLFISH INSPECTION						
a. Salary & Wages	77,457.99	79,455.01	68,651.48	75,240.00	71,240.00	
b. Purchase of Services	6,741.44	5,226.81	5,300.00	7,650.00	6,150.00	

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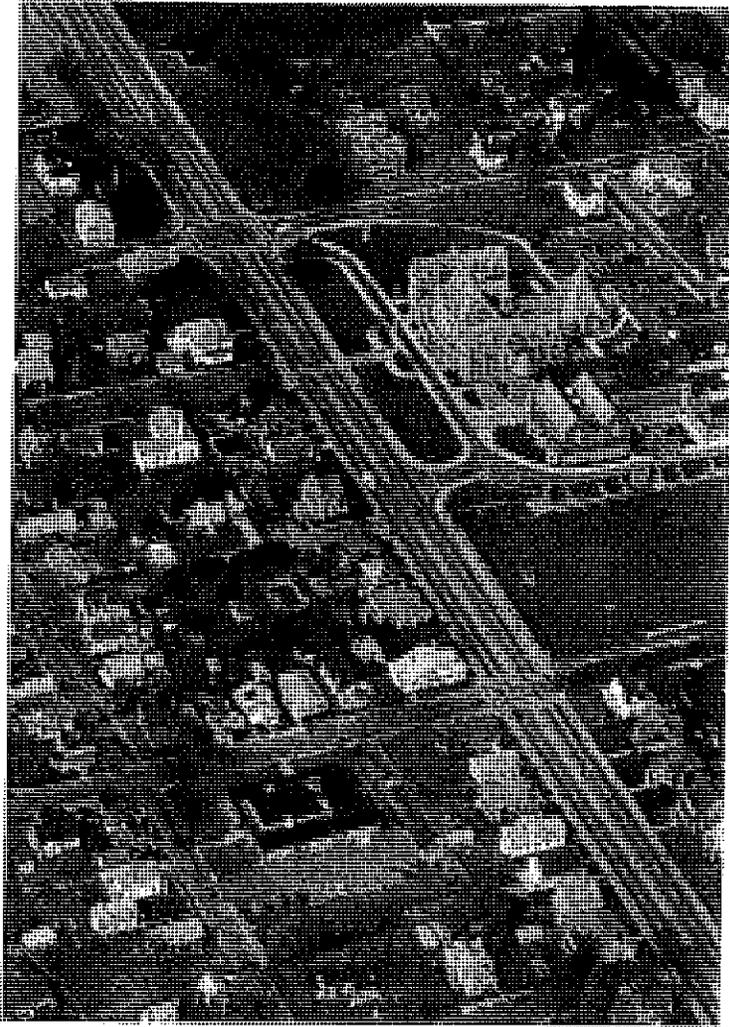
	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
c. Supplies	9,130.27	9,981.24	11,800.00	13,400.00	11,400.00	
d. Other Charges/Expenses	330.42	313.42	400.00	400.00	400.00	
e. Capital Outlay	0.00	0.00	12,670.00	24,582.00	24,582.00	
S/T	93,660.12	94,976.48	98,821.48	121,272.00	113,772.00	
31. CARE OF DOGS & OTHERS						
a. Salary & Wages	30,453.16	31,703.88	33,872.40	35,200.00		
b. Purchase of Services	9,541.99	9,372.94	11,280.00	11,480.00	10,830.00	
c. Supplies	4,439.88	3,348.94	4,000.00	3,800.00	3,950.00	
d. Other Charges/Expenses	0.00	0.00	50.00	50.00	50.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	44,435.03	44,425.76	49,202.40	50,530.00		
32. EMERGENCY MANAGEMENT AGENCY						
a. Salary & Wages	2,264.37	2,550.71	2,601.72	2,602.00	2,602.00	
b. Purchase of Services	4,646.11	4,900.68	7,035.00	7,760.00	7,760.00	
c. Supplies	1,070.19	606.43	1,475.00	1,475.00	1,475.00	
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	7,980.67	8,057.82	11,111.72	11,837.00	11,837.00	
33. SEALER OF WEIGHTS & MEASURES						
a. Salary & Wages	5,438.19	5,546.95	5,658.58	5,658.00	5,658.00	
b. Purchase of Services	157.91	71.20	534.00	534.00	534.00	
c. Supplies	425.10	290.70	450.00	450.00	450.00	
d. Other Charges/Expenses	805.00	820.00	980.00	980.00	980.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	6,826.20	6,728.85	7,622.58	7,622.00	7,622.00	
34. STREET LIGHTING						
	151,772.21	154,052.88	178,000.00	210,000.00	210,000.00	
TOTAL PUBLIC SAFETY	4,038,845.31	4,350,913.46	4,369,632.12	4,836,975.00		
HEALTH & SANITATION						
35. BOARD OF HEALTH						
a. Salary - Board	2,676.42	2,676.42	2,676.42	2,676.42	2,676.42	
b. Salary - Other	93,628.07	95,480.72	99,254.65	98,091.00	98,091.00	
c. Purchase of Services	8,299.87	8,274.91	8,305.00	8,305.00	8,305.00	
d. Supplies	7,220.02	8,309.71	8,328.00	8,528.00	8,358.00	
e. Intergovernmental	17,000.00	17,000.00	17,000.00	17,000.00	17,000.00	
f. Other Charges/Expenses	1,362.04	1,056.35	1,650.00	1,650.00	1,650.00	
g. Capital Outlay	0.00	0.00	300.00	0.00	0.00	

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	Expended FY 04	Expended FY 05	Appropriated FY 06	Requested FY 07	Recommended Adm	Recommend Fin Com
h. SEMASS	133,401.15	141,579.93	148,400.00	153,800.00	153,800.00	
i. Recycling	124,994.64	137,643.35	143,025.00	148,675.00	148,675.00	
j. Hazardous Waste	2,960.69	11,920.30	0.00	12,000.00	12,000.00	
k. Landfill Inspection	9,283.60	13,000.00	24,350.00	24,350.00	24,350.00	
S/T	400,826.50	436,941.69	453,289.07	475,075.42	474,905.42	
36. ENFORCEMENT AGENT						
a. Salary & Wages	16,245.44	16,671.48	18,035.17	18,832.00		
TOTAL HEALTH/SANITATION	417,071.94	453,613.17	471,324.24	493,907.42		
BOARD OF PUBLIC WORKS						
37. ADMINISTRATION						
a. Salary & Wages	118,374.29	121,763.97	126,054.42	126,145.00	125,745.00	
b. Purchase of Services	1,444.12	1,244.80	1,315.00	1,300.00	1,300.00	
c. Supplies	1,186.33	1,169.78	1,275.00	1,300.00	1,300.00	
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
S/T	121,004.74	124,178.55	128,644.42	128,745.00	128,345.00	
38. HIGHWAY DIVISION						
a. Salary & Wages	688,281.38	778,178.26	785,484.45	803,542.00	793,542.00	
b. Purchase of Services	104,096.39	108,281.35	103,605.00	122,015.00	118,075.00	
c. Supplies	80,326.37	143,808.98	86,200.00	114,500.00	104,700.00	
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
e. Capital Outlay	0.00	0.00	0.00	0.00	0.00	
1. Landfill - Transfer Station	18,800.00	18,800.00	17,560.00	19,500.00	19,500.00	
2. Rubbish Collection	311,400.00	399,000.00	417,000.00	363,100.00	363,100.00	
3. Equipment Purchase	51,642.04	13,563.00	90,034.00	98,277.00	98,277.00	
f. Street Resurfacing	120,000.00	120,000.00	120,000.00	120,000.00	120,000.00	
g. Sidewalk/Curbing (New)	0.00	0.00	0.00	0.00	0.00	
h. Sidewalk Repair	26,000.00	26,000.00	26,000.00	26,000.00	26,000.00	
i. Curb/Hard/hard/Surf	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	
j. Drainage	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	
S/T	1,455,546.18	1,662,631.59	1,700,883.45	1,721,934.00	1,698,194.00	
39. SEWER DIVISION						
a. Salary & Wages	628,900.75	662,928.32	694,519.71	710,066.00	710,066.00	
b. Purchase of Services	332,893.51	502,874.32	395,550.00	508,965.00	508,965.00	
c. Supplies	93,259.64	75,216.25	104,100.00	104,975.00	100,775.00	
d. Other Charges/Expenses	0.00	0.00	0.00	0.00	0.00	
e. Capital Outlay	57,500.00	123,200.00	0.00	0.00	0.00	

Fairhaven The Route 6 Corridor Safety Study

 **DRAFT**



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*Appendix A – The 100 High Crash Intersections in Southeastern
Massachusetts
- Road Segment Accident Listing*

*Appendix B – Huttleston Avenue @ Washington Street Signal
Warrants Analysis*

Executive Summary

The Route 6 corridor in Fairhaven experienced 491 crashes from 1999-2001, which was a 49% increase from the previous three year period (1996-1998). This large increase in crashes, followed by concerns expressed by the Fairhaven Police Department, precipitated this study.

SRPEDD collected 502 accident reports for the years 2001-2003 that occurred along the entire length of the corridor. The study area included the entire corridor but was concentrated in the 1.6 mile stretch from Middle Street to Narragansett Boulevard where 70% of all crashes occurred. Based on traffic accident review and analysis the following problems were identified and these recommendations are offered:

- ▶ Upgrade the signal system at **Main Street**, which would include separate green left-turn arrows accompanied by “Left Turns Yield on Green” signs to allow protected left turns, as well as properly operating pedestrian actuated equipment.
- ▶ Add signage such as “Left Turns Yield on Green” and increase speed enforcement along Route 6 at the **Green Street** intersection.
- ▶ Add speed limit signage and increase speed enforcement at **Adams Street**, as well as prohibit right-turns on red.
- ▶ Update and coordinate the signals at **Middle Street, Main Street, Green Street and Adams Street** as a package.
- ▶ Improve access management in the area of **Holcomb/Sarah’s Way**. Adopt curb cut by-laws for the entire town.
- ▶ Update the phasing and timing of the signal system at **Bridge Street**. Redesign the configuration, lane usage and pavement markings to improve the path of turning vehicles.
- ▶ Install traffic control signals at **Washington Street**.
- ▶ Increase regular police enforcement at **Alden Road** to discourage red-light running.
- ▶ Increase regular police enforcement at **Route 240/Sconticut Neck Road** to discourage speeding and red-light running.

INTRODUCTION

One of the many on-going tasks of transportation officials and police personnel is to identify locations where traffic accidents are occurring in excessive numbers, and investigate the nature and reasons for this occurrence. With sufficient data it is possible to determine if the transportation network, its design, condition, traffic controls, etc. are contributing factors. Remedial steps can then be taken to correct the problem.

The majority of traffic crashes are caused by driver error, but driver error is often influenced by inadequate road design or ineffective traffic controls. A review of collision reports can give us a clear understanding of the reasons for frequent crashes, and ultimately allow us to develop solutions. Physical improvements to a roadway or increased police enforcement can vastly improve the safety of our region's roads.

SRPEDD has compiled a list of the 100 most dangerous intersections in southeastern Massachusetts covering the period of 1999-2001. The list is comprised of intersections that experience the most severe crashes in terms of personal injuries, and provides a means of determining the relative risk of being in a crash at each site. Huttleston Ave. (Route 6) @ Sconticut Neck/Route 240 is listed 32nd and Huttleston Ave (Route 6) @ Main St. is listed 46th. The complete list of the 100 most dangerous intersections is presented in Appendix A.

SRPEDD has also compiled a list of the 100 most dangerous road segments. Route 6 in Fairhaven (designated as Huttleston Avenue) is listed 9th in the listing of roads for the years 1996-2001. Those listed range from very short roads usually located within urbanized areas, to corridors exceeding several miles in length. The complete list of the 100 most dangerous roads is presented in Appendix A.

Our intent in compiling data and publishing the results is to: (1) identify hazardous locations throughout the region, (2) provide a format for comparison to other dangerous locations in a regional context, (3) alert local and state officials to the extent of the hazard, and (4) initiate actions to identify causes and potential solutions to the problem.

Route 6 in Fairhaven experienced 491 crashes from 1999-2001 which represents a 49% increase from the previous three-year period. In addition to this corridor's ranking on the above-mentioned lists, it is this large increase, followed by concerns expressed by the Fairhaven Police Department, that precipitated this study. SRPEDD collected accident reports for the latest available three years (2001-2003) that occurred along the entire length of the corridor. These reports were compiled and reviewed, data was analyzed and the accidents were carefully diagrammed at each location. All of this information was utilized to devise alternatives to alleviate any conditions that may be contributing to these crashes.

THE ROUTE 6 CORRIDOR IN FAIRHAVEN

EXISTING CONDITIONS

The Route 6 corridor in Fairhaven extends for 3.6 miles in an east/west direction from the town line in Mattapoisett to the city line in New Bedford. (See Figure 1, on the following page.) The corridor is a combination of residential areas and more densely developed stretches of retail properties. It is a four-lane, two-way road. There is a cobblestone median that divides the road from Middle Street easterly to Adams Street. This segment is primarily residential, with no shoulder along the road. Shoulder width varies along the remaining stretch. An asphalt median reappears at the intersection of Washington Street and continues easterly to Narragansett Boulevard. This stretch of road is primarily retail and very densely developed. Eastward from Narragansett, the corridor is mainly residential, with a number of retail stores and restaurants interspersed to the town line of Mattapoisett. There are sidewalks and adequate street lighting along the entire stretch of this corridor.

The parameter of this study encompasses the entire Route 6 corridor and it includes 9 signalized intersections from east to west; Middle Street, Main Street, Green Street, Adams Street, Holcomb/Sarah's Way, Bridge Street, Alden Road, Route 240/Scotcut Neck Road and Narragansett Boulevard/Stop & Shop entrance, as well as the unsignalized intersection with Washington Street. In addition, there is a flashing beacon further east at the intersection of New Boston Road. Including side streets, retail entrances and private driveways, there are hundreds of access points on this road.

Route 6 in Fairhaven is designated as Huttleston Avenue and falls under the administrative authority of the Massachusetts Highway Department. It is classified as an urban minor arterial. It connects to Interstate 195 via Route 240, a limited access highway approximately one mile in length. Posted speed limits along Huttleston Avenue vary from 35 mph to 40 mph. Daily traffic volumes along the corridor average 9,400 at the Mattapoisett town line to 16,500 at the New Bedford city line.

There were a total of 502 accidents recorded along the Route 6 corridor in Fairhaven for the years 2001-2003. Ninety-seven (19%) of these crashes involved injury; 405 (81%) were property damage only. (See Table 1, page 3.) A large number of these crashes are concentrated at the nine signalized intersections and at the unsignalized Washington Street intersection. In fact, 343 (nearly 70% of all crashes) occurred within the 1.6 mile stretch at these 10 intersections. (See Table 2, page 3.) There were three separate pedestrian related accidents; one at the Green Street intersection in 2001, one at the Park Avenue intersection in 2003 and one at the Adams Street intersection in 2003 and three bicycle related accidents; one at Washington Street in 2001 and two at Narragansett Boulevard in 2003. Crashes at the signalized intersections that were the direct result of motorists running a red light numbered 35.



Year	Injury	Property	Total
2001	35	138	173
2002	30	143	173
2003	32	124	156
Total	97	405	502

Location	# Accidents
Middle Street	17
Main Street	57
Green Street	23
Adams Street	27
Holcomb / Sarah's Way/Honey Dew	33
Bridge Street	45
Alden Road	32
Route 240 / Sconticut Neck	52
Narragansett Blvd.	14
Washington Street	43
Total	343

Among the methods utilized to determine the crash rate and the level of safety at intersections are EPDO and ACC/MEV formulas. EPDO is the "Equivalent Property Damage Only" index. The EPDO index allows intersections to be ranked based on the severity of collisions. Greater importance is given to crashes in which injuries or fatalities have occurred. A point system is applied to each crash: one point for a crash involving vehicular property damage only; five points for a crash that involved one or more personal injuries; and ten points for a crash in which a fatality occurred. The regional threshold, established by SRPEDD, is 20.0 per year. An intersection whose EPDO is at, or exceeds 20.0 is considered a problem. The EPDO for Huttleston at Sconticut Neck/Route 240 is 34.3; for Huttleston at Main is 30.3; for Huttleston at Alden Rd. is 23.7; for Huttleston at Adams is 23.3; and for Huttleston at Washington is 22.3.

ACC/MEV stands for Accidents per Million Entering Vehicles. The ACC/MEV rate is a ranking system based on traffic volume. It allows us to compare intersections with different traffic characteristics, ultimately providing a probability of being in a collision at a given intersection; the higher the rate, the greater the danger. The average ACC/MEV rates for southeastern Massachusetts are .89 at signalized intersections and .67 at unsignalized intersections. An intersection whose ACC/MEV rate is at, or exceeds the regional average is considered a problem. The ACC/MEV rate for Huttleston at Main is 2.08; for Huttleston at Sconticut Neck/Route 240 is 1.56; for Huttleston at Alden is 1.38; for Huttleston at Bridge is 1.17; for Huttleston at Green is 1.03; for Huttleston at Holcomb is .99; for Huttleston at Adams is .94.

Among the different types of signal systems discussed in this study are pre-timed (every cycle is timed and does not vary), semi-actuated (sensors are placed on minor approaches only and the priority is assigned to the major street), and fully-actuated (sensors are placed on all approaches and right-of-way is based on the amount of traffic.)

A capacity analysis, based on procedures defined in the Highway Capacity Manual, is used to determine the efficiency of an intersection's operation. This procedure ultimately calculates Level Of Service (LOS), which reflects the operating conditions of an intersection, approach and/or specific movement. There are six LOS categories, ranging from A to F; LOS A representing the best operating conditions and LOS F representing the worst. LOS A through C is considered acceptable because it provides an adequate quality of service to motorists. LOS D indicates that traffic flow is worsening. Beyond LOS D, traffic flow is congested and considered unacceptable.

Intersection	EPDO	ACC/MEV	#Crashes	Red-light running	LOS
Middle St.	~	~	17	3	B
Main St.	30.3	2.08	57	5	C
Green St.	~	1.03	23	6	A
Adams St.	23.3	0.94	27	2	B
Holcomb/Sarah's Way	~	0.99	17	3	A
Bridge St.	~	1.17	45	2	B
Alden Rd.	23.7	1.38	35	5	C
Rte.240/Sconticut Neck	34.3	1.56	52	9	B
Narragansett Blvd.	~	~	14	0	A
Washington St.	22.3	1.83	43		
~ does not exceed regional threshold					

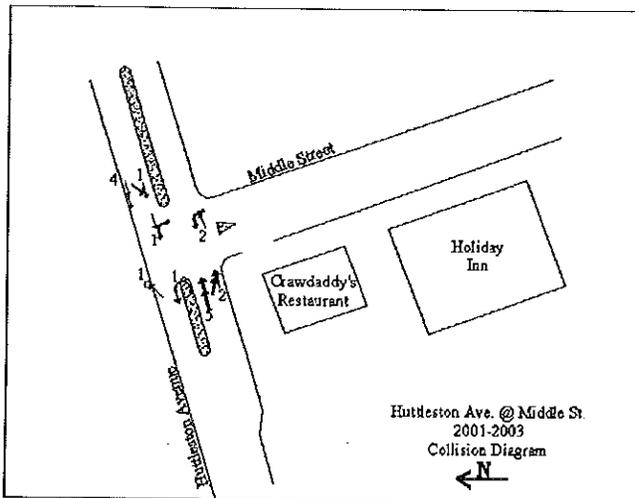
In the following section the Route 6 corridor is discussed, and findings presented, by intersection starting with Middle Street and continuing from west to east.

Middle Street

The intersection at Middle Street is a median divided, three-approach intersection. The east and westbound approaches consist of two lanes and the northbound approach is one lane. Currently, this signal system is a semi-actuated, 2-phased signal system, which means that eastbound and westbound traffic simultaneously proceed, then northbound proceeds. The eastbound approach has a free right turn.



Huttleston Avenue @ Middle Street



This intersection operates at a fairly good Level of Service (LOS) B. There were a total of 17 crashes at this intersection over the three-year study period. Crash rate thresholds are not exceeded at this intersection. Collisions tend to be minor, property damage only collisions that are typical of intersections controlled by traffic signals. This signal system is coordinated with the signal system one block east on Main Street.

Main Street

The intersection at Main Street had the highest number of total collisions at any intersection along the corridor. There were 57 crashes at this intersection. The crash rates at this intersection were calculated at 30.3 EPDO and 2.08 ACC/MEV. Both of these rates exceed the regional thresholds, indicating a safety problem. The most frequent type of crash here is left turns versus opposing thru movements along Huttleston Avenue. This configuration accounted for 27 (48%) of the total number of crashes. The largest number of these (16) were eastbound motorists attempting to turn left against the opposing westbound traffic. This intersection is a four-approach intersection with two lanes and a median dividing the east and west approaches and

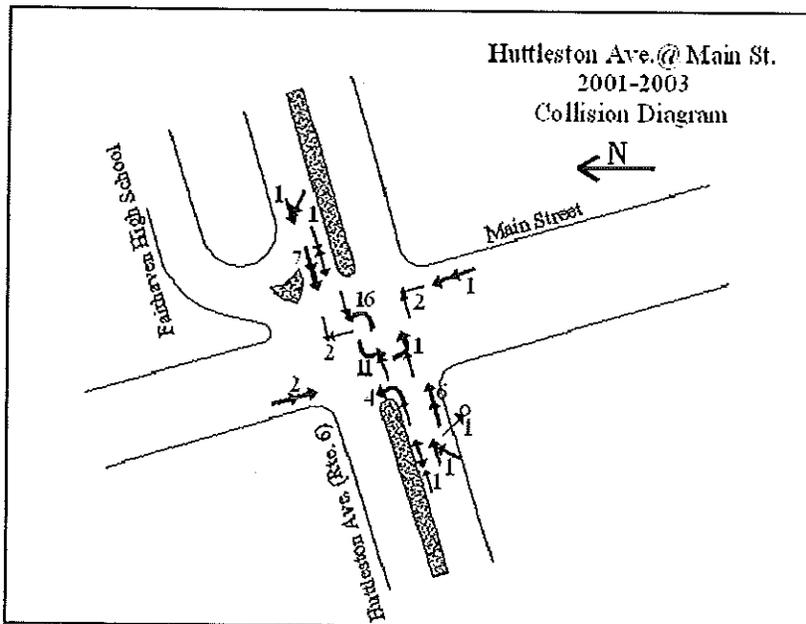
one lane on the north and south approaches. It has a 3-phase signal system where the eastbound approach gets a 10 second lead (allowing eastbound lefts an opportunity to turn before westbound traffic is allowed to proceed), then north and southbound approaches proceed simultaneously. Unfortunately, there is nothing to indicate to eastbound motorists that they do, in fact, have a protected lead before the westbound traffic proceeds, or how long that lead actually is. There is no signage or



Huttleston Avenue @ Main Street

separate signal indicator to inform a motorist when it is indeed safe to take a left turn. Field evaluation reveals that eastbound motorists familiar with the operation of this system generally queue up in the right lane to avoid the wait and/or confusion caused by motorists taking left turns. This intersection presently operates at an acceptable LOS C. Bridge closings, however, effect the usual efficiency and may be contributing to the rate of left turn crashes here as motorists who have been waiting through additional cycles attempt to beat the light.

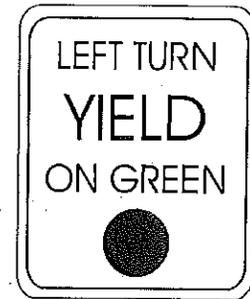
There are pedestrian lights here but they are grossly inadequate and may be creating an additional safety hazard by giving pedestrians a false sense of security. While manually evaluating this, it was discovered that at least one of the push buttons is totally inoperable, while the others only stop traffic in one direction, without informing pedestrians of the danger from vehicles making a



free right turn. (One of our transportation planners was nearly struck by a turning vehicle while testing the pedestrian lights.) Adding to that is the short 5-second cycle allowed for crossing which is an insufficient amount of time to cross Main Street, let alone the four lanes on Huttleston Avenue. This inadequacy is compounded by the fact that Fairhaven High School sits in the northeast corner of this intersection. It should also be noted that from Main Street to Adams Street along Huttleston

Avenue is part of a well used and popular walking loop for many local residents.

This signal system needs to be upgraded to include a separate green left-turn arrow to allow protected left turns in both the east and westbound direction. The upgrade would entail the following sequence of signal phases. The eastbound approach would proceed first with a lead in the phasing, allowing protected left turns with the green arrow. Then all eastbound and westbound approaches would proceed simultaneously. Finally, the westbound approach would provide a protected left-turn lag phase with the green arrow. This must be accompanied by a "Left Turns Yield On Green" sign on both the east and westbound approaches. This would assist in eliminating the most prevalent type of crash here. With this upgrade the intersection would still operate at a LOS A. The signal system also needs properly operating pedestrian actuated equipment that provides a sufficient amount of time for pedestrians to safely cross both Main Street and Huttleston Avenue.

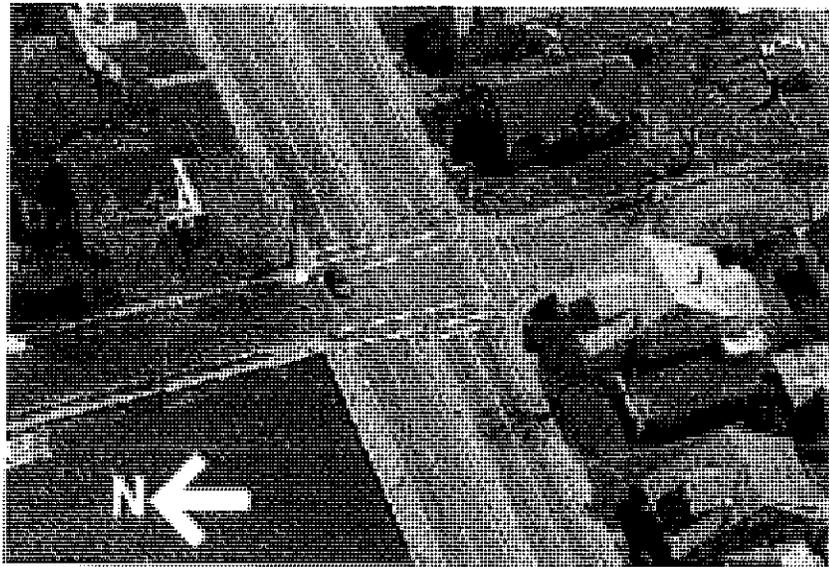


It should also be mentioned that just east of the intersection at both Park Avenue and Elliot Lane there is a sight distance issue for any motorist attempting to access Huttleston Avenue that should be addressed. There was a pedestrian accident at Park Avenue in 2003 involving high school students.

Green Street

This is a four-approach intersection with private residences at three of its corners and the high school's athletic field at the northwest corner. The lane layout consists of two lanes and a median dividing the east and west approaches and one lane on the north and south approaches. This intersection operates under a fully-actuated 2-phase signal system with no protected turns, which means that motorists must wait for a break in opposing traffic to complete a left turn. It operates at a very good LOS A.

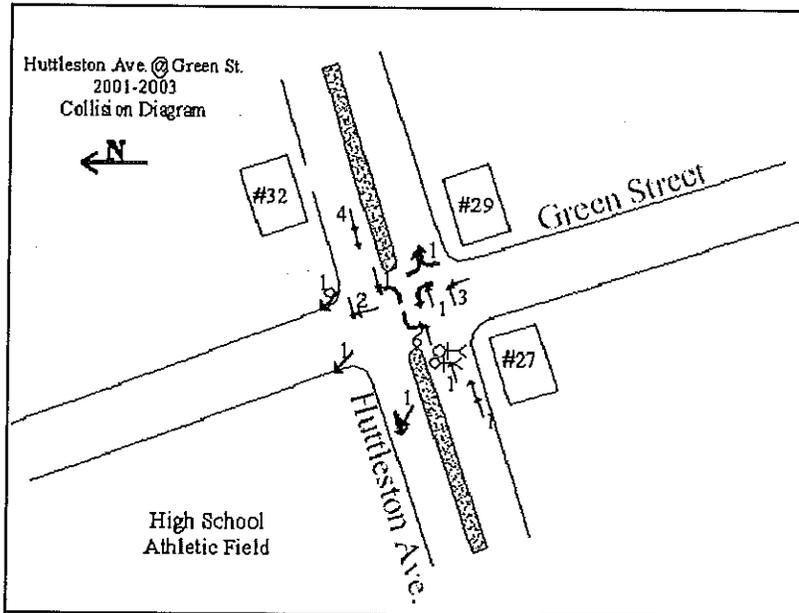
There were 23 crashes at this intersection. The ACC/MEV rate for this intersection is 1.03, which signifies a safety problem. Nearly one-third (7) of the crashes here were left turn versus opposing thru movements. Six of the 7 were westbound lefts versus eastbound thrus, even though there are twice as many westbound lefts occurring here than eastbound lefts, according to



Huttleston Avenue @ Green Street

a Turning Movement Count that was done in 2002. Signage (such as “Left Turns Yield on Green”) as a reminder to motorists could be helpful. Five crashes were the result of motorists running a red light, which may indicate a speeding problem. A review of the clearance interval (yellow/all red) between phases, based on ITE formula, did not reveal a problem with the signal timing.

Since this intersection operates very efficiently, simple driver impatience may also be a contributing factor to the crashes. An increased police presence is necessary to reduce the incidence of intentional red-light running at the intersection.

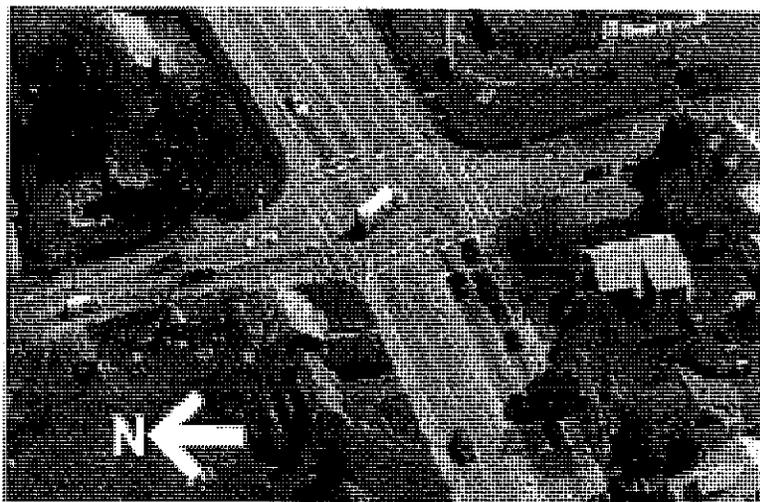


There was a pedestrian related accident at this intersection in 2001 involving three young girls who ran across Huttleston Avenue without utilizing the pedestrian light and were

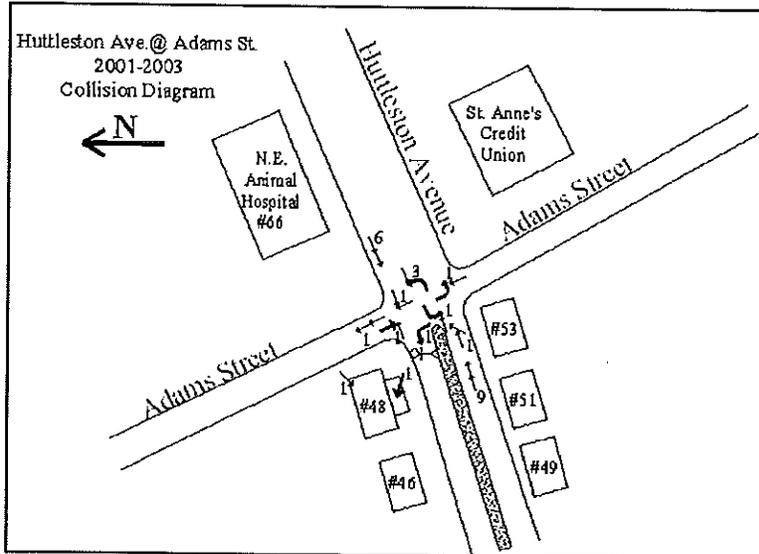
subsequently struck. (This was in addition to the pedestrian accident at Park Avenue involving high school students.) Pedestrian education at the high school and additional signage should be considered.

Adams Street

There were a total of 27 collisions at this intersection during the study period. The EPDO rate was calculated at 23.3 and the ACC/MEV rate at .94, which are both over the regional thresholds. It operates at a good LOS B. There are two lanes and a median dividing the east approach, two lanes with no median on the west approach and one lane each on the north and south approaches. The signal here is a simple 2-phase semi-actuated system with no



Huttleston Avenue @ Adams Street

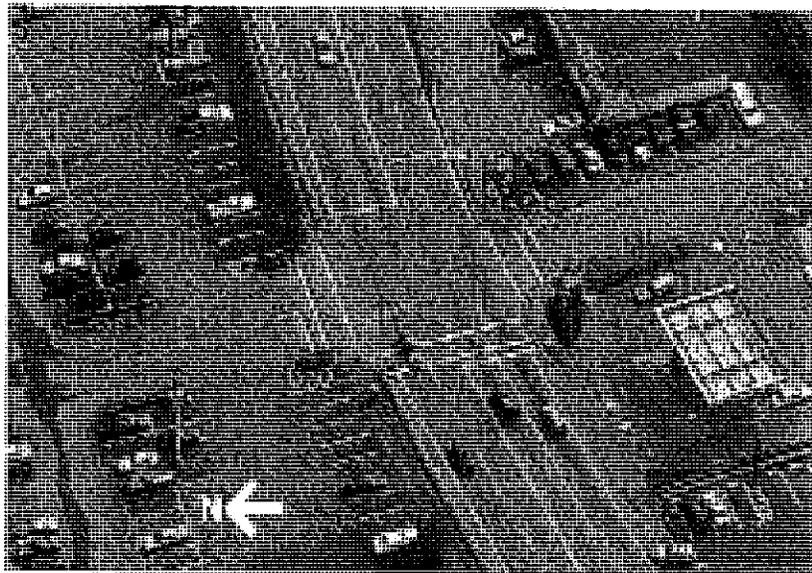


protected phases. There are pedestrian crosswalks at every approach and a manually activated pedestrian phase. Due to the geometry of this intersection and tall hedges bordering the property at the northeast corner, there is a sight distance problem for any motorist attempting a right-turn-on-red onto Huttleston Avenue. Right-turns on red should, therefore, be prohibited at this intersection.

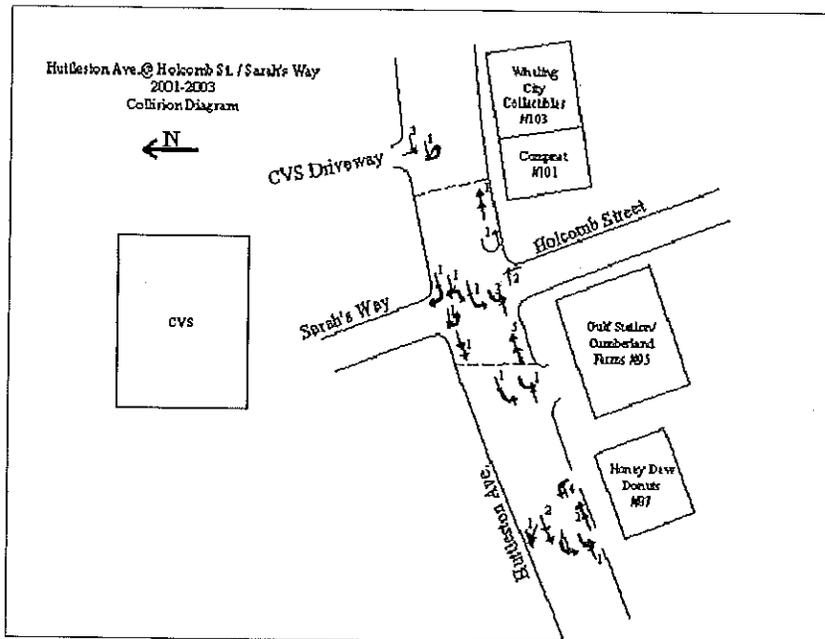
More than half of all crashes at this intersection were rear-enders in the east and westbound direction. The vehicles that were struck were either stopped at a red light or stopped at a green light while waiting for the opportunity to take a left turn. These crashes appear to be, at least partly, due to excessive approach speed at this intersection. Additional speed limit signage and enhanced speed enforcement is warranted. Ideally, this traffic signal should be coordinated with the three previous signals: Middle Street, Main Street And Green Street. Since MHD District 5 has had the Main Street signal on their project list, they should integrate these four signals as a coordinated signal package.

Holcomb Street/Sarah's Way

This is a four-approach intersection, with the southbound approach being the entrance to the CVS plaza. This is a simple 2-phase signal system with no protected phases. It operates at a LOS A. There were a total of 17 collisions here, with 3 of them being caused by red light running. The number of collisions occurring directly in the intersection is not unreasonable and does not exceed the crash rate thresholds. There are however, concerns that need to be mentioned.



Huttleston Avenue @ Holcomb/Sarah's Way



There were an additional 16 collisions that occurred at curb cuts within 200 feet of this intersection. The Cumberland Farms gas station on the southwest corner has two access points; one on Holcomb Street and one on Huttleston Avenue. There is a "no left turn" sign at the Huttleston Avenue exit since it is indeed difficult, and occasionally dangerous, to attempt to cross four lanes of fast-moving traffic so close to a busy intersection. Unfortunately, during an only 10-minute observation

period in the busy morning hours, several cars were observed totally disregarding the sign and taking a left onto Huttleston Avenue. There is also a Honey Dew coffee shop just west of this intersection where 10 collisions occurred and this is high for a retail entrance on this corridor. Driveways have been placed to maximize accessibility to businesses without regard to safe and efficient traffic flow. Unfortunately, this particular block is a good example of poor access management.

Access management is a policy or strategy for the location and design of access points that improves both the safety and efficiency of traffic flow. Some of the more important principles of access management have been ignored here and along the entire corridor. They are:

Sufficient distance between access points.

The Federal Highway Administration recommends a minimum of 150 feet between access points for a 35mph zone.

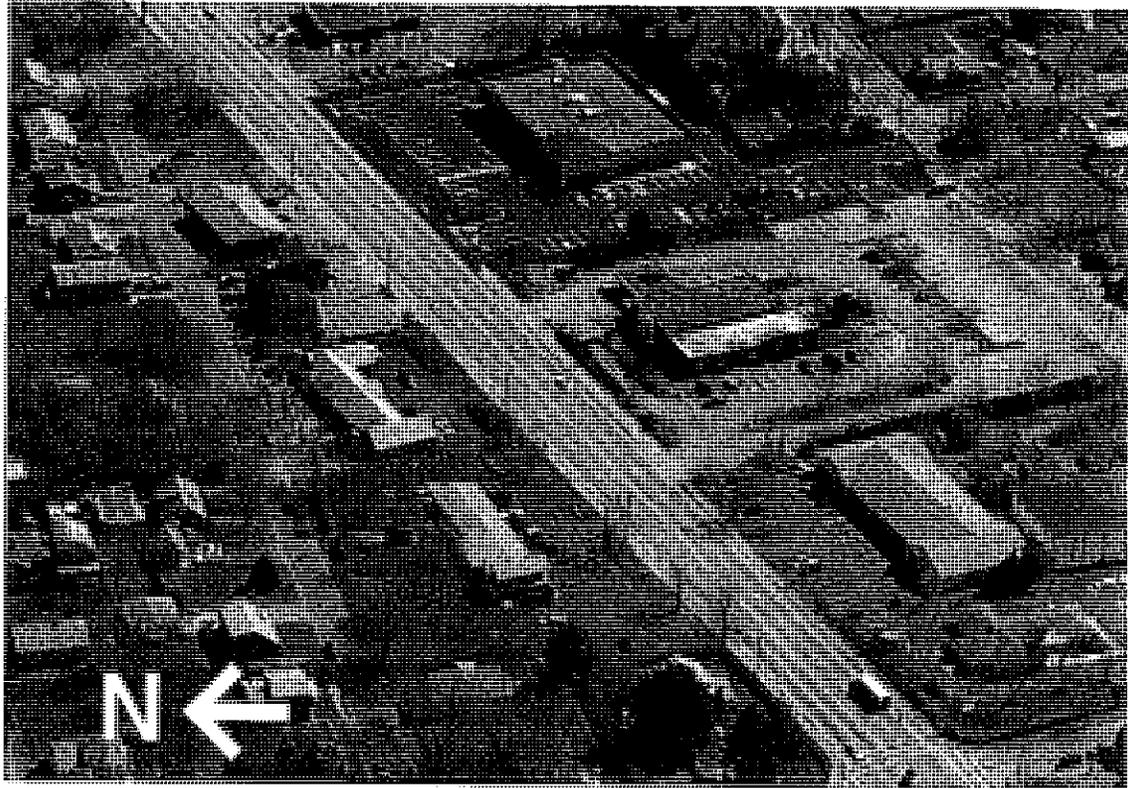
The distance between the south side curb cuts are approximately as follows: Palace Pizza and Slade's Ferry Bank - 70 feet, the bank and Brooks - 65 feet, Brooks and Honey Dew - 20 feet, Honey Dew and Cumberland's - 15 feet.

The distance between the north side curb cuts are approximately as follows: New England Animal and Eye Health - 115 feet, Eye Health and Chiropractor - 115 feet, Chiropractor and Day's Health - 25 feet.

Locate driveways away from intersections.

The Honey Dew driveway is 100 feet from the intersection.

The Cumberland's driveway is only 25 feet from the intersection.



Huttleston Avenue from HoneyDew to Adams Street

Driveway design: provide cross access between adjacent businesses, have small, well-defined curb cuts, and separate access and egress points.

Only Brooks and Slade's Ferry Bank provide cross access.

Only Honey Dew has separate access and egress.

Almost all of the access points are wide open with poorly defined curb cuts.

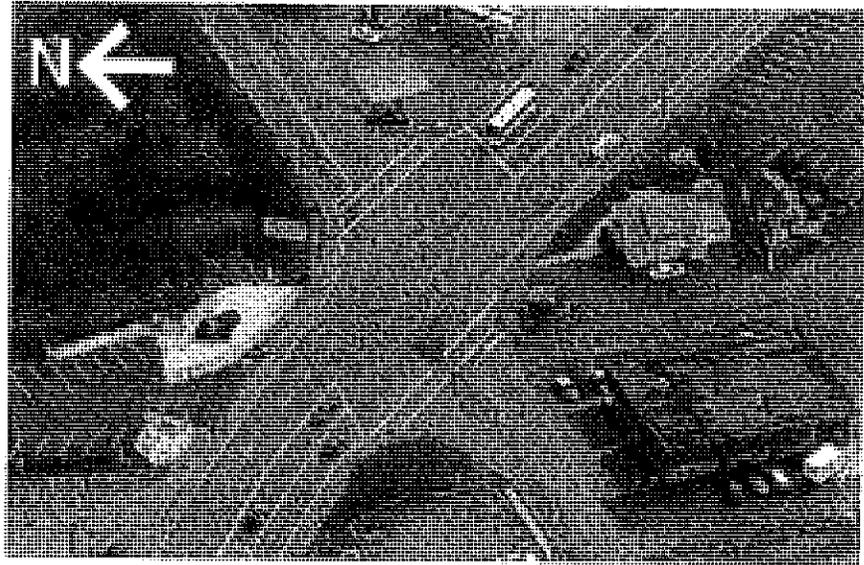
Poor spacing on both sides of the street leads to conflicting turning movements. Poorly defined access promotes disorderly exiting and entering and unpredictable vehicle movements. The lack of cross access between adjacent businesses forces motorists to go back into the roadway. All of these scenarios only increase the potential for crashes.

With further development in the town, this situation will only worsen. It is recommended that the town consider adopting curb cut by-laws to regulate the location, spacing and design of driveways, especially near busy intersections.

Since Route 6 is under the administrative authority of the MassHighway Department, the town must work in conjunction with them to better regulate future curb cuts along the corridor while still encouraging existing businesses to improve current access/egress. This will ultimately provide improved safety for all motorists.

Bridge Street

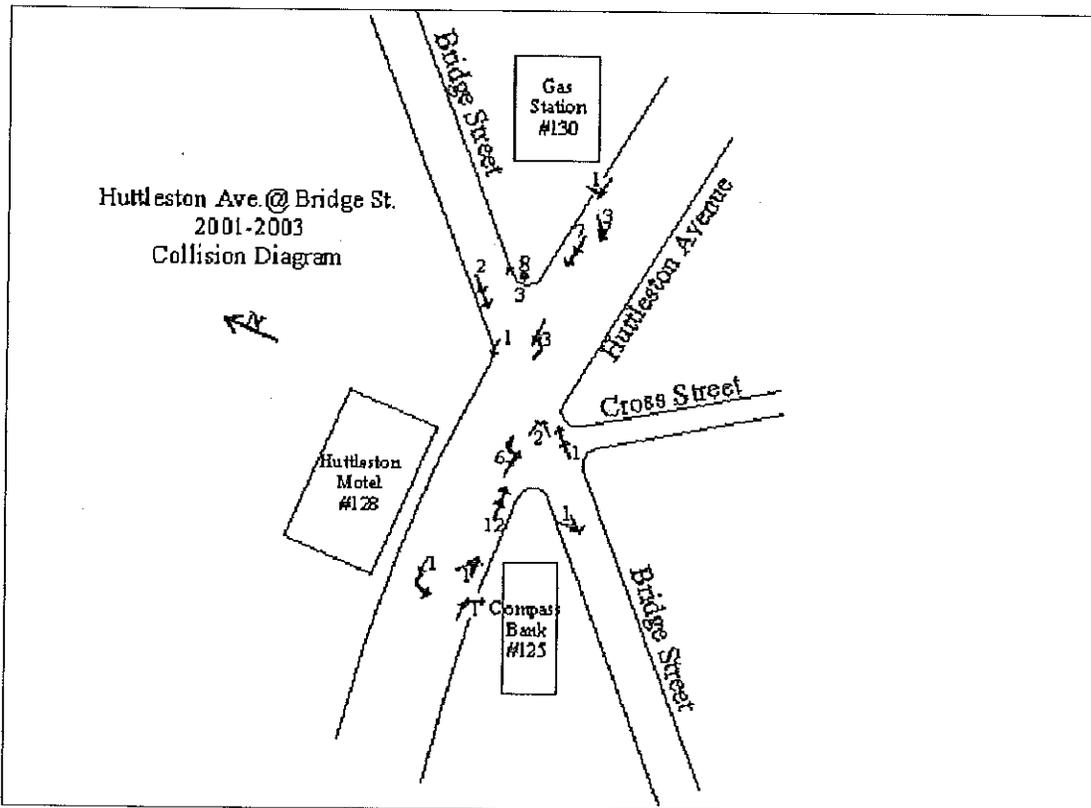
This intersection experienced 45 total collisions during the study period. The ACC/MEV rate at this intersection is 1.17, which is over the regional threshold. It is a four-approach intersection with a 2-phase signal system. The east and westbound approaches consist of 2 lanes, but the westbound approach has enough space for right turning vehicles to create



Huttleston Avenue @ Bridge Street

their own lane. There are pedestrian crosswalks on the Bridge Street approaches only and there is no pedestrian protection at the intersection. It operates at a very good LOS B.

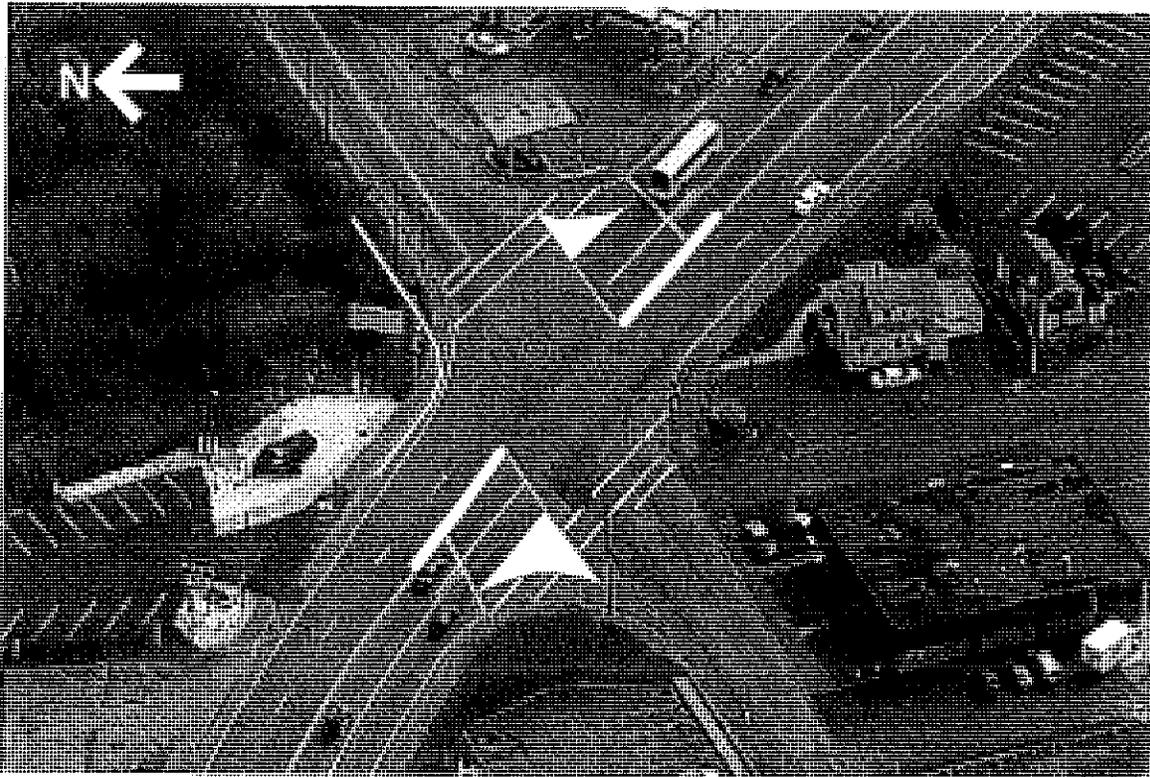
The geometry of the roadway is a component of this intersection's function. The north and southbound Bridge Street approaches are slightly offset from each other and the east and



westbound Route 6 approaches sit directly within a curve in the road. Right-turns-on-red are allowed on the eastbound approach, but since the location of the stop line adversely affects sight distance, it should be disallowed. The eastbound signal head is set up for protected left turns, but is not functioning properly at the present time. (The left turn arrow was not operating properly as far back as 2001 when a turning movement count was conducted here.) Due to the geometry of the road (and the infrequently operable green arrow), an eastbound motorist attempting a left turn needs to edge up into the intersection in order to see oncoming traffic. Unfortunately, at this point the overhead signal head is no longer visible to the motorist, leaving them guessing as to their right of way. Adding to the difficulty of this maneuver are conflicting westbound free flow rights occurring due to the extra width of the westbound approach, which is enough for 3-4 vehicles to form their own right-turn lane.

The two most common types of crashes here were rear-enders (19) and left turns versus opposing through movements (9). 65% of rear-enders involved vehicles that were struck while at a red light or waiting for an opportunity to take a left turn at a green light. 12 out of the 19 occurred in the eastbound direction and are likely due to a combination of excess thru speed in conjunction with westbound left turns whose paths of travel are poorly defined within the intersection.

Due to the configuration of this intersection there is a larger than normal central intersecting point for a motorist to traverse before it is no longer in the path of travel of opposing vehicles. Motorists do not always stay in the proper path of travel through this intersection since the path of travel is not clearly identified.

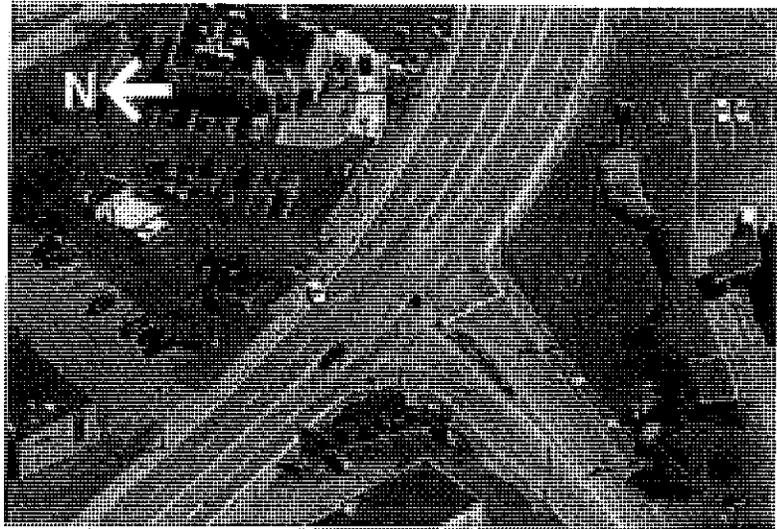


Huttleston @ Bridge - Recommended Geometric Improvements

It is recommended that the signal system at this intersection be reviewed and the phasing and timing be updated to improve safety and the efficient flow of traffic. The configuration, lane usage and pavement markings, including the placement of stop lines, should be reviewed to improve the path of turning movements. Pole-mounted signal heads, raised median islands and improved curb definition should all be considered to improve the overall safety and function of this intersection. (See the graphic on the previous page.)

Washington Street

This is a 4-approach unsignalized intersection between Bridge Street and Alden Road. The east and westbound approaches consist of 2 lanes. The northbound approach consists of one lane and the southbound approach is the Burger King driveway, with a Midas Muffler shop closely adjacent to the west. The southwest corner holds a retail plaza and the southeast corner an even larger one including a bank, car repair shop and a K-Mart. (This retail plaza is also

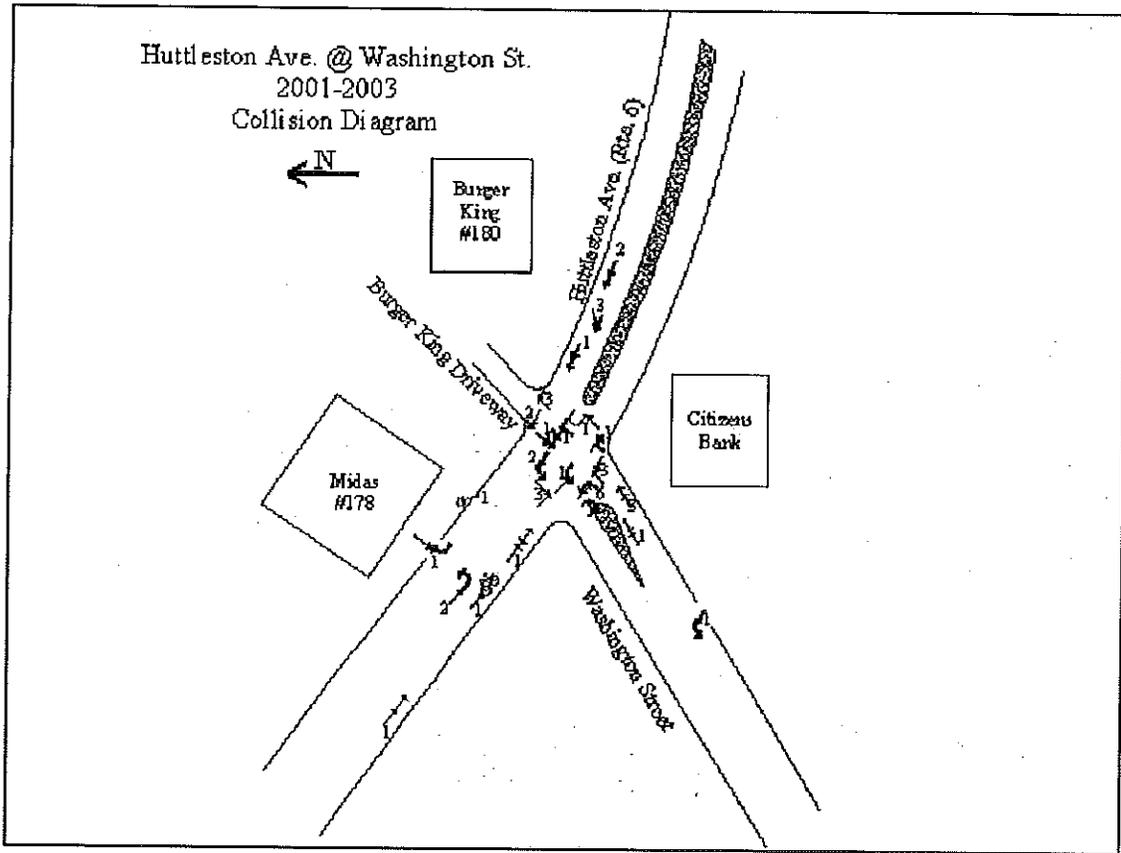


Huttleston Avenue @ Washington Street

regularly utilized by local motorists as a cut-through to avoid this intersection and/or Route 6.) There were 43 crashes at this intersection; 21 collisions involved a motorist simply attempting to access Huttleston Avenue from Washington Street or from Burger King. Of these, 7 involved motorists traveling northbound on Washington attempting a difficult left-turn onto Huttleston Avenue. Adding to the risk of this particular movement is a lack of sight distance due to the placement of the stop line and shrubbery at the southwest corner. The congestion and the numerous curb cuts in the area make any type of turn here treacherous.

The high number of crashes, coupled with the traffic volumes, indicated the need for further study, so a signal warrants analysis was conducted. (See Appendix B.) Signal warrants define the minimum conditions under which installing traffic control signals might be justified. Indicators such as traffic volumes, pedestrians, and the number of crashes at an intersection are considered. There are a total of 8 warrants and one or more need to be met to consider installation. The analysis conducted for Huttleston @ Washington determined that 5 of the 8 warrants were met:

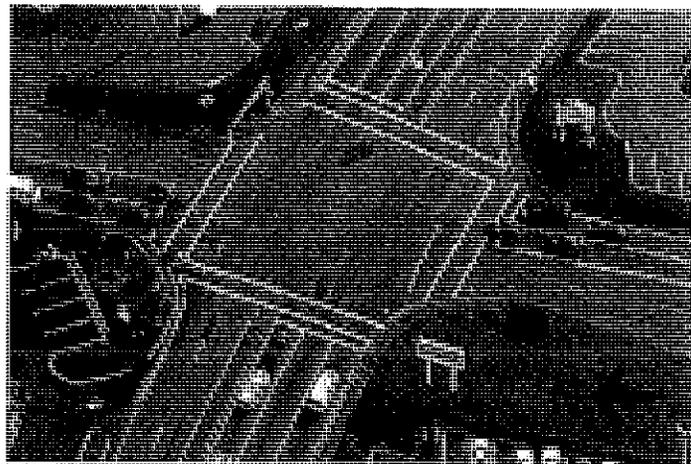
- ~ Eight-hour volumes.
- ~ Four-hour volumes.
- ~ Peak hour volume.
- ~ The number of crashes correctable by signalization.
- ~ Major route conditions.



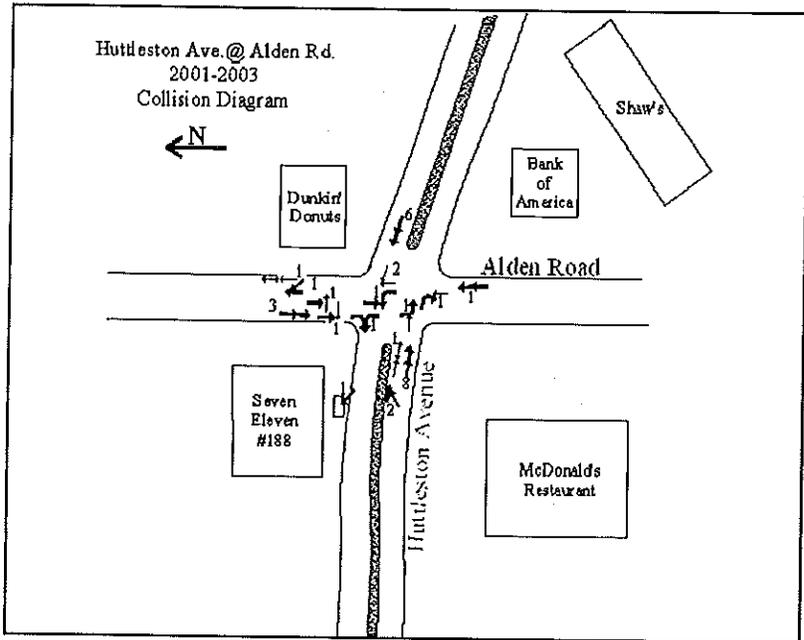
According to the FHWA Manual on Identification, Analysis and Correction of High Accident Locations 70% of the crashes at this intersection would be directly correctable by installation of a traffic signal. It would also lessen congestion by improving the traffic flow. Therefore, installation of traffic control signals at this intersection is warranted and recommended.

Alden Road

This is a 4-approach, median divided intersection with 2 lanes on the north and southbound approaches and 3 lanes (two thru lanes plus a left-turn storage lane) on the east and westbound approaches. The eastbound left-turn storage capacity is approximately 190 feet (8 cars) and the westbound left-turn capacity is 350 feet (14 cars). There are pedestrian crosswalks at every approach. The signal system is a fully actuated 4-phase system. Every



Huttleston Avenue @ Alden Road



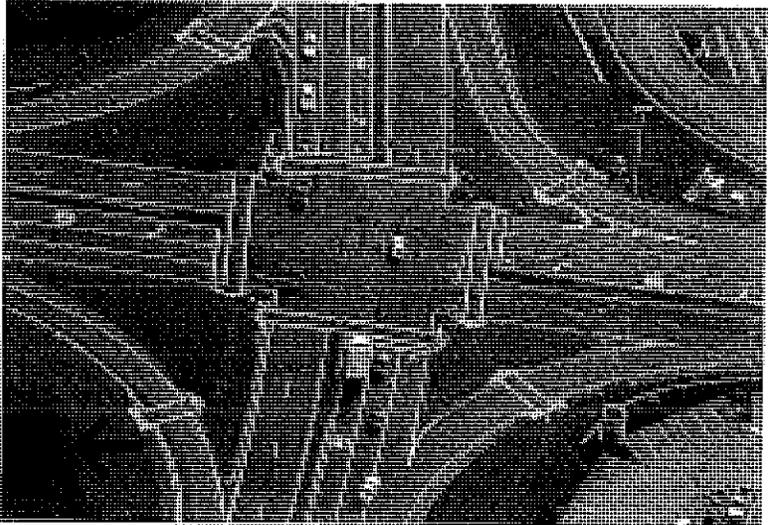
approach has its own phase and all left turns are protected. There is no pedestrian signal. It operates at an acceptable LOS C.

This area is densely developed with a plaza that includes McDonalds and Staples at the southwest corner, a plaza including Shaw's Supermarket at the southeast corner, a Dunkin Donuts on the northeast corner and a gas station/convenience store at the northwest corner. There were 35 collisions at this intersection during the study period. Crash rates were

calculated at 1.38 ACC/MEV and 23.7 EPDO. Both of these rates exceed the regional thresholds, indicating that a safety problem exists. Nearly half of the collisions were rear-enders. Most of these were minor, involving no injuries. 5 collisions were due to red-light running. Due to the heavy traffic here and the subsequent separate (and often lengthy) signal phases, driver impatience may be a factor in the collisions here. A review of the clearance interval (yellow/all red) between phases, based on the ITE formula, did not reveal a problem with the signal timing. Since every approach has its own phase and all left turns are protected, unfortunately, the operation of this intersection can only be made safer by policing the motorists utilizing it. Unfortunately, while red light cameras would be appropriate, they are not yet legal in Massachusetts. In the meantime, regular police enforcement to discourage speeding and to discourage red light running is strongly recommended.

Route 240/Sconticut Neck Road

There are four median-divided approaches at this intersection with channelized right-turn lanes at each approach. The westbound slip ramp onto Route 240 is the only one with an acceleration lane and this measures approximately 300 feet. The three remaining slip ramps lead motorists directly into the travel lane. All approaches consist of two lanes with a separate left storage lane. The northbound



Huttleston Avenue @ SconticutNeck/Route 240

approach left-turn storage lane capacity is 150 feet (6 cars); the southbound is 400 feet (16 cars); the eastbound is 170 feet (7 cars); and the westbound is 210 feet (9 cars). There are crosswalks at each approach, as well as at each channelized right turn lane. This is a high traffic area. Land use here is primarily retail with an Applebee's restaurant on the southeast corner, a shopping plaza containing several busy retail stores and a restaurant on the southwest corner, Pizzeria Uno restaurant on the northeast corner and open space on the remaining corner. The intersection is the principal means of accessing the Sconticut Neck peninsula and West Island.

The intersection operates under a 4-phase, fully actuated signal system at a good LOS B. All approaches have their own phase and all left turns are protected. There is a pedestrian signal at this intersection. There were a total of 52 collisions here. The crash rates at this intersection were calculated at 34.3 EPDO and 1.56 ACC/MEV, well exceeding the regional thresholds and indicating a safety problem exists. By far, the most frequent types of collision (nearly 70%) were rear-enders. Unfortunately, rear-end collisions at merge points are typical due to the rear motorist assuming that the vehicle in front has already proceeded, based on perceived traffic flow gaps. The rear motorist is looking in the direction of mainstream traffic for an opportunity to proceed, not directly in front, and may not realize that the motorist directly ahead may be extra cautious or slightly slower in proceeding than expected. (The exception to this are the higher number of southbound rear-enders which, based on several separate field observations, may be due to the excessive speed of approaching motorists traveling on Route 240.) Although the total number of crashes here seems high, there is no design flaw that is contributing to this. Most of these crashes can be attributed to driver impatience and error (including excessive speed), as well as the heavy amount of traffic. The surprising crash occurrence at this intersection is the number of red light running accidents. There were 9 during the study period. This is an unusually high number. As a result of the operation of this signal system, there should be no conflicting collisions here at all. The use of red-light cameras at this location could help alleviate this problem. Unfortunately, while red-light cameras would be appropriate, they are not yet legal in Massachusetts. In the meantime, regular police enforcement to discourage speeding and to discourage red light running here is strongly recommended.

Less than 700 feet south of the intersection on Sconticut Neck Road is the crosswalk for the bicycle path. It is less than 300 feet from the very busy driveways at the opposing shopping plazas and only 80 feet from the rear access to Applebee's. Due to the path's close proximity to these curb cuts and the traffic signal, and the resulting conflicting movements and congestion, it is difficult for pedestrians and bicyclists to safely cross the road here. It is also difficult for motorists to focus on the crosswalk while being aware of conflicting traffic from three separate access points. A motorist may hesitate to stop for a pedestrian or bicyclist at this point in order to avoid being rear-ended. At the very least, improved crosswalk visibility and additional warning signage is needed. A textured crosswalk with pavement markings would further protect pedestrians but ideally, a pedestrian and bicyclist actuated crossing light would be the best way to protect those utilizing the bike path. Such a signal would remain constantly green until and unless activated by someone needing to cross.

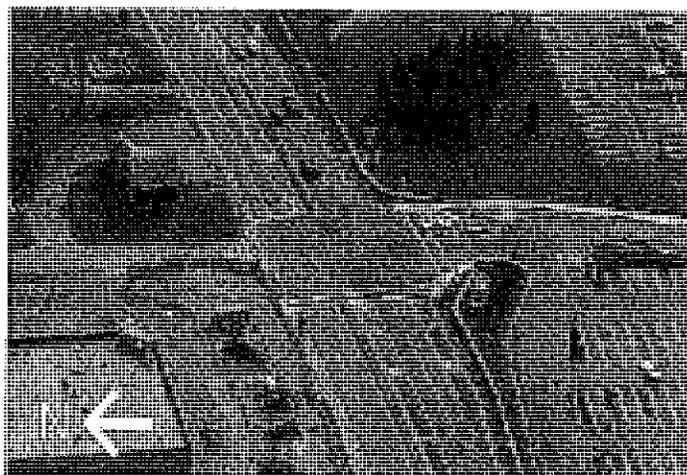
(During the course of this study it was learned that the town of Fairhaven was already in the process of designing a pedestrian island to address this issue. Please see a simple rendition of the consultant's plans on the next page.)



Proposed Bike Path Crossing

Narragansett Boulevard

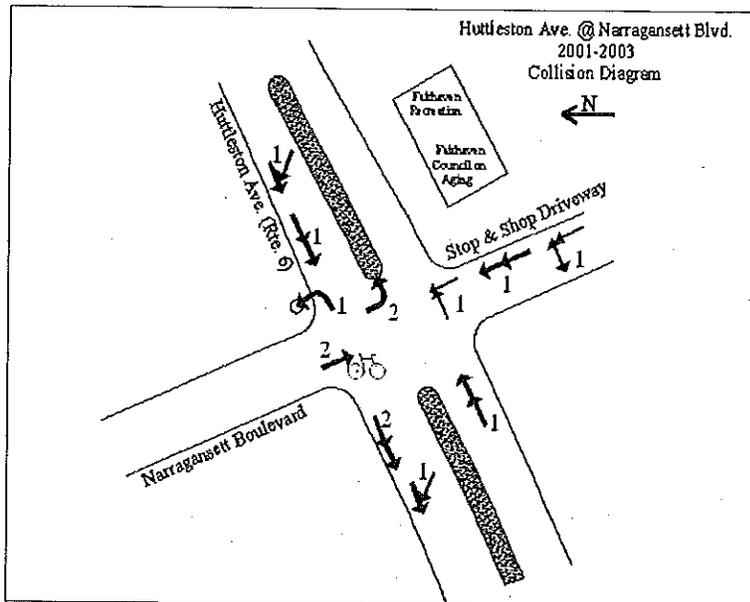
This is a 4-approach intersection with the east and westbound approaches being median divided. The westbound approach consists of 2 lanes plus a left turn storage lane with a capacity of 300 feet (12 cars). The eastbound approach is two lanes with a separate left storage lane capacity of 140 feet (5-6 cars) and a separate right storage lane of 100 feet (4 cars). The northbound approach is an island divided 2-lane approach from Stop & Shop Supermarket and the recreation and elderly centers for the town of



Huttleston Avenue @ Narragansett Blvd.

Fairhaven. The southbound approach is two lanes and is designated as Narragansett Boulevard. There are pedestrian crosswalks at all approaches except the westbound approach and there is a manually activated pedestrian light. There were a total of 14 crashes over the study period, which is within accepted limits. There was one red light running crash here that involved a misjudged

right-on-red attempt. There are no tangible safety issues at this intersection.



There were two separate crashes that involved bicycles in 2003. This intersection, like all new or upgraded intersections, includes new MassHighway design standards, which require a "bicycle" pavement marking directly on the roadway. If a bicyclist stops on this pavement marking, the bicycle sensitive sensor in the pavement will activate the signal system. Although this is now accepted standard design, it seems to conflict with common sense to include any pavement marking

(particularly the oversized markings at this intersection) that seemingly encourages bicycle travel along Route 6, especially at an intersection so close to the bike path.

From East of Narragansett to the Mattapoissett Town Line

Factors that contribute to crashes can be traced to tangible causes such as inadequate road design or ineffective traffic controls. Physical improvements to a roadway or intersection correct the problem and improve safety. Unfortunately, there are also intangible causes contributing to accidents, such as driver error and traffic congestion. It is often simpler to correct the tangible causes, but there are measures that can be taken to address the others.

An increase in development always leads to an increase in traffic which inevitably leads to an increase in traffic conflicts. The commercial development in the town of Fairhaven has greatly increased the amount of traffic. Further development will only worsen the problem and subsequently, the rising number of crashes that accompany it.

The bulk of the traffic and the accompanying problems on Huttleston Avenue is presently contained from Main Street eastward to Narragansett Boulevard. Beyond Narragansett Boulevard, Huttleston Avenue has remained relatively undeveloped. However, there are indications that development in that area will eventually occur. This particular segment of Huttleston Avenue is presently ill equipped to accommodate any significant increase in traffic volumes. This is due to

the road's architecture such as curves and inadequate road width.

We are strongly advising the town of Fairhaven to use caution in any future development along the entire segment of Huttleston Avenue, keeping in mind the principles of access management and the adoption of curb cut bylaws. These actions would certainly help to prevent further increases in the accident rate.

Conclusions and Recommendations

Nearly 70% of all crashes that occurred along the Route 6 corridor during the study period occurred at 10 intersections. They are the nine signalized intersections from east to west: Middle Street, Main Street, Green Street, Adams Street, Holcomb/Sarah's Way, Bridge Street, Alden Road, Route 240/Scotcut Neck Road and Narragansett Boulevard, as well as the unsignalized intersection at Washington Street, which is located directly between Bridge Street and Alden Road. The only two of these intersections which did not demonstrate a safety problem were Middle Street and Narragansett Boulevard.

Main Street had the highest number of total collisions at any intersection on Route 6. Half of these 57 crashes were due to left turns versus opposing thru movements. Recommendations are an upgrade to the signal system, which would include separate green left-turn arrows, accompanied by "Left Turns Yield on Green" signs to allow protected left turns, as well as properly operating pedestrian actuated equipment.

Green Street's crashes (left turns versus opposing thru movements, rear-enders and 5 red-light running) indicate that speeding and simple driver impatience may be contributing factors. Signage and increased policing are recommended. Since Fairhaven High School is located on the northwest corner of the intersection and it is part of the local resident's walking loop, pedestrian education is also suggested.

Most of the crashes occurring at **Adams Street** were rear-enders. These crashes appear to be, at least partly, due to excessive approach speed. Additional speed limit signage and enhanced speed enforcement is recommended. Due to sight distance issues, the prohibition of right-turns on red here is suggested. Ideally, this signal system, together with the **Green, Main and Middle Street** signals should be updated and coordinated as a package.

The 17 crashes that occurred directly within the intersection at **Holcomb/Sarah's Way** alone are not a problem, but the additional 16 crashes at the curb cuts in the immediate area are. The curb cuts here, and along this entire block, are an example of poor access management, which increases the potential for crashes. The adoption of curb cut by-laws by the town of Fairhaven is recommended to avoid future issues with unsafe or inappropriate driveway design.

Bridge Street experienced a total of 45 collisions during the study period. The geometry of the roadway and the resulting configuration of this intersection, as well as an improperly functioning signal system, contribute to the safety problem here. Recommendations include an update to the phasing and timing of this signal system, as well as consideration for geometric modifications to the configuration, lane usage and pavement markings.

There were a total of 43 crashes at the unsignalized intersection at **Washington Street**. This high number, coupled with the high volume of traffic, indicated the need for a signal warrants analysis. When conducted, five of the eight possible warrants were met. Installation of traffic control signals here are warranted and recommended.

Alden Road had a total of 35 crashes during the study period, with half of these being minor, involving no injuries. The remaining collisions (including 5 red-light running) may very well be due to driver impatience as a result of the separate, and often lengthy, signal phases here. Increased policing of this intersection is recommended.

Most of the 52 total collisions at **Route 240/Sconticut Neck Road** were rear-enders. Although rear-enders are typical at this type of intersection, the excessive number of southbound ones may be due to the excessive speed of motorists on Route 240. There is also a high number (9) of red-light running crashes here. Since red-light cameras are not yet legal in Massachusetts, regular police enforcement to discourage speeding and red-light running is strongly recommended.

Appendix A

The Top 100 High Crash Intersections

The Top 100 High Crash Road Segments

Top 100 High Crash Intersections in Southeastern Massachusetts 1999 - 2001

Spot Rank	City/Town	Signal (Y or N)	Intersection		1999 Total Crashes	2000 Total Crashes	2001 EPDO	Status
1	Fall River	Y	Plymouth Ave.	Rodman St.	62	129	98.3	Improvements made but conditions are worsening
2	Fall River	Y	Eastern/Brayton Ave.	Martine/DeValle	17	77	65.7	Improvements in 1999 resulted in a 52% reduction in crashes
3	Attleboro	Y	Washington St. (Rte 1)	May St.	99	72	64.3	Studied in 1996 - Improvements planned
4	Swansea	Y	GAR Highway (Rte 6)	Swansea Mall Dr. (Rte 118)	47	69	64.3	Reconstruction & interchange realignment recommended
5	New Bedford	Y	Ashley Blvd/JFK Hwy SB	Coggeshall St.	55	74	60.6	Studied in 1999 - Widening recommended
6	Somerset	Y	GAR Highway (Rte 6)	Riverside (Rte 138)/Bridge	52	77	59.0	Studied in 1998 - Bridge relocation underway
7	N. Attleborough	Y	E. Washington St. (Rte 1)	Elm St.	35	61	55.3	Improvements planned
8	Raynham	Y	New State Hwy. (Rte 44)	Orchard St.	57	55	53.0	Corridor study underway (DEIR)
9	Swansea	Y	GAR Highway (Rte 6)	J. Reynolds/Market (Rte 138)	52	71	50.6	Study underway
10	Westport	Y	State Rd. (Rte 6)	Sanford Rd.	47	55	49.0	Study underway
11	Attleboro	Y	S. Main St. (Rte 152)	Maple/Olive Sts.	29	61	48.3	No activity
12	Attleboro	Y	Washington St. (Rte 1)	Highland Ave. (Rte 123)	76	64	46.0	Reconstructed in 1997 - Driveways remain a problem
13	New Bedford	Y	Kempton St./Route 6	Route 148/Brownell Ave.	63	62	47.3	Studied in 2002 - Recently improved
14	Taunton	Y	County St. (Rte 140)	Hart St.	64	79	45.0	Studied in 2001 - Improvements planned
15	Seekonk	N	Fall River Ave. (Rte 114A)	Arcade Ave./MBJ/Grist Mill	30	64	44.0	Studied in 1996 - Geometric improvements recommended
16	Somerset	Y	GAR Highway (Rte 6)	Brayton Point Rd.	40	47	43.6	Studied in 1998 - Signal modifications recommended
17	Seekonk	Y	Fall River Ave. (Rte 6)	Commerce Way/Seekonk Sq.	40	70	43.3	Improvements planned
18	Fall River	Y	Bedford St.	Troy/High St.	26	52	42.8	No activity
19	New Bedford	N	Ashley Blvd.	Wood St.	15	43	41.0	No activity
20	Fall River	Y	Pleasant St.	Quarry/County St.	30	53	40.3	No activity
21	N. Attleborough	Y	E. Washington St. (Rte 1)	Chestnut St.	41	43	39.6	No activity
22	Taunton	Y	Dean St. (Rte 44)	Longmeadow/G. Owen	67	62	39.3	Studied in 2001 - Signal/markings modifications recommended
23	Fall River	Y	President Ave. (Rte 6)	Elsbree St.	15	50	39.3	Improvements in design
24	Dartmouth	N	Route 6	Hathaway Rd.	28	41	39.0	Left turn lane added but signals also needed
25	Seekonk	Y	Highland Ave. (Rte 6)	Mink St. (Rte 114A)	57	64	38.7	Improvements recently completed
26	New Bedford	Y	JFK Hwy. (Rte 18)	Union St./McCArthur Dr.	35	44	38.7	Improvements planned
27	Taunton	Y	Broadway (Rte 138)	Washington St.	68	55	38.3	Studied in 2001 - Signal modifications recommended
28	N. Attleborough	N	S. Washington St. (Rte 1)	Old Post Rd.	28	43	37.0	No activity
29	Seekonk	Y	Fall River Ave. (Rte 114A)	Taunton Ave. (Rte 44)	39	50	36.7	No activity
30	Seekonk	Y	Taunton Ave. (Rte 44)	Arcade Ave.	39	53	36.3	No activity
31	Wareham	Y	Cranberry Hwy. (Rte 6/28)	Jefferson Shortz/Crest Ave.	32	37	35.0	Improvements planned
32	Falrhaven	Y	Huttlerton Ave. (Rte 6)	Scouticut Neck/Rte 268	30	47	34.3	Additional development is increasing crash rate
33	Rahoboth	Y	Winthrop St. (Rte 44)	Anawan/Bay State (Rte 118)	44	38	34.0	No activity
34	New Bedford	N	Coggeshall St.	Purchase St.	19	29	33.7	No activity
35	Mansfield	Y	Chauncy St. (Rte 106)	Route 140	42	36	33.3	Studied in 2002 - Reconstruction recommended
36	New Bedford	Y	Ashley Blvd.	Tarkin Hill Rd.	24	35	33.0	No activity
37	Fall River	N	Highland Ave.	Prospect St.	30	42	32.7	Studied in 1999 - Improved sight distance recommended
38	N. Attleborough	Y	Washington St. (Rte 1/A)	Hoppin Hill Rd. (Rte 120)	58	48	32.0	No activity
39	New Bedford	Y	Acushnet Ave.	Phillips Rd.	21	35	31.7	No activity
40	Somerset	Y	GAR Highway (Rte 6)	Lees River Ave.	33	31	31.7	Studied in 1998 - Signal modifications recommended
41	Taunton	N	School St.	Purchase/Arlington St.	21	34	31.3	No activity
42	Fall River	Y	Eastern Ave. (Rte 6)	Bedford St.	23	36	30.7	Study underway
43	Attleboro	N	Newport Ave. (Rte 1A)	Collins St.	47	44	30.7	No activity
44	New Bedford	Y	Acushnet Av./JFK Hwy NB	Coggeshall St.	36	28	30.7	Studied in 1999 - Widening recommended
45	Taunton	Y	Rte 140/Galleria Mall Dr.	County St. Interchange	13	47	30.3	No activity
46	Falrhaven	Y	Huttlerton Ave. (Rte 6)	Main St.	57	55	30.3	Improvements planned
47	Middleborough	N	East Grove St. (Rte 26)	Wood St.	40	35	30.3	Studied in 1997 - Signals planned
48	Fall River	N	Broadway	Bradford Ave.	22	39	30.3	Study underway
49	New Bedford	Y	Route 6/Kempton St.	Pleasant/Purchase/Sixth	25	31	30.3	No activity
50	Fall River	Y	Broadway (Rte 138)	S. Main/Globe St.	10	38	30.0	Studied in 2001 - Signal modifications recommended

Top 100 High Crash Intersections in Southeastern Massachusetts 1999 - 2001

Rank	City/Town	Signal (Y or N)	Intersection		1999-2001 Total Crashes			Status
					1999	2000	2001	
51	Taunton	N	Washington St.	Pleasant/N.Pleasant	34	38	30.0	No activity
52	Fall River	Y	S.Main St.	Middle St.	25	37	29.7	No activity
53	Middleborough	Y	East/West Grove (Rte 28)	South Main St. (Rte 105)	34	46	29.3	Studied in 1998 - Improvements planned
54	Mansfield	Y	Chauncy St. (Rte 106)	N. Main St.	39	45	29.3	Studied in 2002 - Reconstruction needed
55	Seekonk	Y	Fall River Ave. (Rte 114A)	County St.	52	67	29.0	No activity
56	Fairhaven	Y	Bridge St.	Alden Rd.	43	36	29.0	No activity
57	Fall River	N	Devot St.	Central St.	37	38	28.7	No activity
58	Plainville	Y	Washington St. (Rte 1)	Taunton St. (Rte 152)	79	66	28.7	Under construction
59	New Bedford	N	Pleasant St.	Elm St.	24	34	28.7	No activity
60	Fall River	N	Pleasant St.	Quequechan St.	23	46	28.7	No activity
61	N.Attleborough	N	Toner Blvd.	John Dietzch Blvd.	16	39	28.7	Improvements planned
62	Seekonk	Y	Highland Ave. (Rte 6)	Stop&Shop/Alperis/Ann&Hope	24	44	28.0	Reconstruction underway
63	N.Attleborough	Y	S.Washington St (Rte 1)	Draper Ave.	13	40	28.0	No activity
64	N.Attleborough	Y	S.Washington St. (Rte 1)	Cumberland Ave.	3	27	28.0	No activity
65	Taunton	Y	Taunton Green	Main/Walr	42	69	27.7	Studied in 2003 - Reorientation of traffic recommended
66	Fall River	Y	New Boston Rd.	Robeson St.	15	35	27.7	No activity
67	Taunton	Y	Walr St. (Rte 138)	High St.	39	46	27.3	Studied in 2001 - Signal modifications recommended
68	New Bedford	N	Church St.	Park Ave.	21	34	27.3	No activity
69	New Bedford	Y	JFK Highway	Elm St.	25	30	27.3	Improvements planned
70	Somerset	N	GAR Highway (Rte 6)	Somerset Plaza Entrance	10	30	27.3	No activity
71	Taunton	Y	Summer St. (Rte 140)	Spring/Church Green	42	41	27.0	Studied in 2001 - Signal modifications recommended
72	New Bedford	Y	County St.	Mill St.	37	32	26.7	Studied in 1995 - Signal modifications recommended
73	Fall River	N	President Ave. (Rte 6)	Highland Ave.	42	40	26.7	Studied in 1999 - Improved sight distance recommended
74	New Bedford	N	Kampton St. (Rte 6)	Oesting St.	22	36	26.7	Recently improved
75	Dartmouth	Y	Route 6	Cross Rd.	16	31	26.3	No activity
76	Fall River	Y	President Ave. (Rte 6)	N.Main St.	22	36	26.0	MBTA Improvements planned
77	Fall River	Y	Broadway	Middle St.	16	33	26.0	Study underway
78	Attleboro	Y	Newport Ave. (Rte 1A)	Carleton/Pfias	15	30	26.0	No activity
79	Fall River	N	Robeson St.	Pine St.	16	37	25.7	No activity
80	Attleboro	Y	County St. (Rte 123)	Tiffany St.	29	24	25.7	Recent signals have significantly lowered injury crashes
81	New Bedford	N	Cove Rd.	Burger King (#1303)	16	29	25.7	No activity
82	Dartmouth	N	Route 6	Shew's (#15)	30	37	25.7	Study underway
83	New Bedford	Y	Acushnet Ave.	Sawyer St.	21	28	25.3	No activity
84	Fall River	Y	Brayton Ave.	Jefferson St.	24	32	25.3	Study planned
85	Fall River	N	Broadway	William St.	26	32	25.3	Study underway
86	Fall River	Y	R.I. Ave./Mariano Bishop	Tucker St.	21	28	25.3	Studied in 1999 - Signal/driveway modifications recommended
87	Fall River	Y	S.Main St.	Rodman/Columbia St.	14	28	25.3	No activity
88	Mansfield	Y	Chauncy St. (Rte 106)	Forbes Blvd.	16	31	25.0	No activity
89	Fall River	Y	Broadway	Columbia St.	42	35	25.0	No activity
90	Fall River	Y	Plymouth Ave.	Pleasant/Thirteenth St.	30	39	25.0	No activity
91	New Bedford	Y	Cove Rd.	Crope St.	17	26	24.7	No activity
92	Mansfield	Y	Chauncy St. (Rte 106)	Copeland Dr.	50	30	24.7	Studied in 2003 - Reconstruction recommended
93	Fall River	Y	Plymouth Ave.	Globe St.	34	33	24.3	No activity
94	Taunton	Y	Broadway (Rte 138)	E. Britannia St.	34	37	24.3	Studied in 2001 - Signal modifications recommended
95	Fall River	Y	Plymouth Ave.	Peckham St.	12	33	24.3	No activity
96	Mansfield	Y	Route 140	School St.	29	33	24.3	No activity
97	Taunton	N	Washington St.	E. Britannia St.	68	32	24.0	Improvements in 2001 resulted in a 47% reduction in crashes
98	N.Attleborough	N	Elm St.	Chestnut/Oak St.	22	32	24.0	No activity
99	Fall River	N	Robeson St.	Prospect St.	11	32	24.0	No activity
100	New Bedford	Y	Rockdale Ave.	Dartmouth St.	25	29	24.0	No activity

Road Segment Accident Listing
1996 - 2001
Ranked by 1999 - 2001 Total Accidents

Rank	City/Town	Road	1996	1997	1998	1999	2000	2001	1996-1999 Total	1999-2001 Total	Length	1999-2001 ACC/MY
1	Seekonk	Fall River Ave. (Rte 6/114A)	281	318	325	283	375	348	922	1096	4.96	7.59
2	Wareham	Cranberry Hwy. (Rte 6&28)	283	49	241	278	295	337	673	910	7.93	4.76
3	Raynham	New State Hwy. (Rte 44)	239	170	192	243	235	239	501	717	3.65	8.71
4	New Bedford	Acushnet Ave.	282	211	224	224	221	253	697	698	8.89	4.10
5	Swansea	GAR Highway (Rte 6)	202	223	219	203	230	203	844	638	5.52	5.60
6	N.Attleborough	S.Washington St. (Rte 1&1A)	165	165	235	170	182	230	576	642	3.73	4.23
7	Fall River	South Main St.	143	182	145	179	141	192	450	512	2.83	14.34
8	Fall River	Plymouth Ave.	127	147	185	169	137	199	459	508	1.45	9.94
9	Fairhaven	Huttleston Ave. (Rte 6)	119	103	107	152	182	177	329	491	1.26	20.22
10	Fall River	North Main St.	140	171	148	132	188	185	459	485	5.26	8.10
11	Fall River	Pleasant St.	121	118	130	125	123	238	369	434	2.05	15.97
12	Dartmouth	State Rd. (Rte 6)	155	160	186	180	148	158	501	448	4.65	3.61
13	Taunton	Winthrop St. (Rte 44)	125	62	122	152	159	135	309	418	4.53	5.28
14	New Bedford	Ashley Blvd.	123	130	124	158	151	134	377	443	3.03	8.78
15	Taunton	Broadway (Rte 138)	121	121	127	143	147	149	369	439	2.05	9.31
16	Fall River	President Ave. (Rte 6)	110	111	122	132	148	145	343	425	1.71	10.51
17	New Bedford	County St.	161	150	136	146	135	116	437	397	3.17	12.71
18	New Bedford	Rockdale Ave.	117	120	107	107	124	123	344	354	3.51	4.39
19	Fall River	Bedford St.	79	94	98	109	99	141	289	349	1.8	9.88
20	Somerset	GAR Highway (Rte 6)	132	107	99	120	108	122	338	348	1.93	10.29
21	Taunton	Washington St.	75	24	132	130	111	98	231	339	2.13	7.27
22	N.Attleborough	E.Washington St. (Rte 1)	89	131	129	115	118	103	349	338	2.64	5.81
23	Taunton	County St. (Rte 140)	91	80	118	108	112	114	287	334	2.82	4.85
24	Raynham	Broadway (Rte 138)	135	108	114	118	112	96	357	328	4.25	3.83
25	Fall River	Rodman St.	62	63	100	94	87	137	225	315	2.04	13.16
26	Attleboro	Newport Ave. (Rte 1A)	99	59	79	95	110	106	237	312	3.29	2.97
27	Somerset	County St. (Rte 138)	113	62	93	89	108	102	268	289	4.13	7.03
28	New Bedford	Purchase St.	84	85	78	74	106	105	247	285	2.88	8.91
29	Fall River	Robeson St.	64	57	79	101	75	101	200	277	2.18	9.01
30	Taunton	Bay St.	97	82	88	91	85	99	265	274	4.52	4.92
31	Westport	State Rd. (Rte 6)	55	89	85	92	95	62	229	289	4.76	4.10
32	New Bedford	Kempton St. (Rte 6)	80	79	78	82	105	75	237	262	1.7	5.82
33	Fall River	Broadway (Rte 138)	73	76	75	92	75	87	224	284	0.89	12.78
34	Seekonk	Taunton Ave. (Rte 44)	108	44	36	68	92	93	188	253	2.79	5.96
35	Taunton	Dean St. (Rte 44)	53	62	92	87	92	80	207	249	1.14	8.42
36	Wareham	Main St.	72	71	58	82	88	75	201	245	5.31	4.68
37	Attleboro	Washington St. (Rte 1)	147	95	47	93	98	77	289	218	2.71	2.17
38	Plainville	Washington St. (Rte 1)	106	43	62	77	76	92	211	233	3.14	4.71
39	Middleborough	West Grove St. (Rte 28)	82	58	80	78	84	71	230	233	2.43	5.58
40	Fall River	Dayol St.	62	54	61	58	65	99	177	222	2.77	2.73
41	Taunton	Tremont St. (Rte 140)	90	53	89	74	81	83	212	218	5.47	2.55
42	Fairhaven	Main St.	88	61	53	71	61	84	172	218	2.2	8.16
43	Fall River	Eastern Ave. (Rte 6)	122	74	49	73	54	88	245	215	2.11	5.26
44	Middleborough	East Grove St.	65	55	47	69	78	65	187	213	2.67	5.88
45	Seekonk	Highland Ave. (Rte 6)	94	73	58	68	85	80	225	211	0.84	11.47
46	New Bedford	JFK Hwy.	66	89	68	53	74	61	203	205	3.21	1.47
47	New Bedford	Belleville Ave.	57	58	69	66	80	49	184	189	2.37	5.98
48	Middleborough	Route 44	61	69	74	65	87	60	204	182	7.26	1.75
49	Attleboro	County St. Rte 123)	90	40	83	68	59	66	213	181	4.77	6.20
50	Fairhaven	Alden Rd.	46	77	68	52	69	70	191	191	2.32	5.65

Road Segment Accident Listing
1996 - 2001
Ranked by 1999 - 2001 Total Accidents

Rank	City/Town	Road	1996	1997	1998	1999	2000	2001	1996-1998 Total	1999-2001 Total	Length	1999-2001 ACC/MPM
51	New Bedford	Coggeshall St.	64	47	61	60	69	61	172	190	1.63	7.27
52	Seekonk	Arcade Ave.	54	54	63	42	68	79	171	189	2.2	6.82
53	New Bedford	Hathaway Rd.	64	45	49	56	60	70	168	186	1.77	6.48
54	Taunton	Weir St.	30	20	65	50	65	68	116	183	1.03	16.73
55	Attleboro	South Main St. (Rte 152)	61	32	48	42	58	77	141	177	4.03	3.58
56	Seekonk	Newman Ave. (Rte 152)	66	43	24	45	66	85	133	174	3.64	2.98
57	Fall River	Brayton Ave.	50	44	51	70	45	59	145	174	1.51	6.46
58	Fall River	W.S. Canning Blvd.	64	77	70	67	74	33	211	174	0.95	6.66
59	Middleborough	South Main St. (Rte 105)	57	36	51	52	65	56	144	173	1.11	12.94
60	Fall River	Stafford Rd.	59	48	42	60	61	49	149	170	1.77	6.91
61	Middleborough	Wareham St.	44	34	46	54	68	47	124	169	9.37	1.37
62	Mansfield	Chauncy St. (Rte 106)	47	58	62	62	51	50	167	163	1.48	4.86
63	Plainville	Taunton St. (Rte 152)	40	25	37	48	58	56	102	162	2.28	4.22
64	Rehoboth	Winthrop St. (Rte 44)	46	30	22	55	48	56	96	161	5.55	2.70
65	Norton	West Main St. (Rte 123)	9	25	46	67	45	48	80	160	2.44	4.02
66	Wareham	Marion Rd. (Rte 6)	46	33	51	49	55	84	130	158	2.21	6.53
67	Norton	East Main St. (Rte 123)	51	57	48	46	40	64	168	150	3.33	3.58
68	Fall River	Highland Ave.	41	54	55	45	48	56	150	148	0.35	38.88
69	Taunton	Hart St.	26	25	40	43	51	56	91	148	1.84	7.47
70	Fall River	Globe St.	43	43	43	50	47	48	129	146	1.4	14.12
71	Lakeville	Bedford St. (Rte 18)	44	38	30	44	49	52	110	145	7.93	1.21
72	New Bedford	Union St.	51	59	51	45	49	46	160	140	1.44	8.88
73	Norton	Mansfield Ave. (Rte 140)	37	41	47	45	41	63	128	138	2.38	3.80
74	Westport	Sanford Rd.	17	16	23	35	53	50	65	138	3.68	3.66
75	New Bedford	Church St.	54	44	38	47	51	39	136	137	2.93	5.34
76	Westport	Main Rd.	29	37	24	46	43	47	90	134	7.88	4.18
77	Attleboro	Pleasant St. (Rte 123)	82	63	43	45	47	42	178	134	2.28	4.26
78	Attleboro	North Main St. (Rte 152)	47	40	38	48	57	27	123	133	2.11	2.86
79	N.Attleborough	N.Washington St. (Rte 1A)	40	42	59	28	39	85	141	132	1.18	7.51
80	New Bedford	Kings Hwy.	32	45	40	40	37	55	117	132	0.38	17.06
81	Fairhaven	Sconicut Neck Rd.	32	34	23	36	46	48	89	135	3.84	2.49
82	New Bedford	Cove Rd.	43	41	38	43	52	35	120	130	0.98	6.69
83	New Bedford	Mt. Pleasant St.	47	48	28	44	40	46	123	130	2.32	2.47
84	Swansea	Wilbur Ave. (Rte 103)	41	38	45	38	47	48	124	129	2.85	2.63
85	Dartmouth	Fauce Comer Rd.	52	42	47	45	37	46	141	125	4.43	0.99
86	Fairhaven	Bridge St.	35	54	48	47	41	39	136	127	2.86	2.60
87	Fall River	Elsbree St.	29	26	23	35	43	49	78	127	1.05	14.16
88	New Bedford	Dartmouth St.	32	37	31	46	42	39	100	127	0.93	15.21
89	Plainville	South St. (Rte 1A)	38	24	47	42	43	37	109	122	2.35	3.89
90	Dartmouth	Slocum Rd.	43	45	57	44	39	38	145	121	2.94	1.57
91	Westport	Amer. Legion Hwy (Rte 177)	30	35	41	44	38	36	108	120	4.76	3.49
92	Seekonk	Central Ave. (Rte 152)	47	42	64	27	48	44	143	118	1.41	5.14
93	Fall River	Rhode Island Ave.	35	35	35	41	38	39	105	118	0.43	11.66
94	New Bedford	Pleasant St.	26	31	24	38	50	30	83	118	2.08	5.18
95	Westport	Route 88	21	28	45	39	43	36	94	118	11.89	0.97
96	Taunton	School St.	11	21	33	32	40	45	65	117	1.4	21.20
97	Taunton	Somerset Ave. (Rte 138)	28	16	28	49	42	26	72	117	3.34	3.55
98	New Bedford	Tarklin Hill Rd.	37	54	42	41	40	35	133	118	1.41	3.34
99	Fall River	Marlano Bishop Blvd.	39	40	38	43	39	32	117	114	1.14	9.13
100	New Bedford	North Front St.	38	33	41	36	36	42	110	114	1.4	16.53

Appendix B

Huttleston Ave. @ Washington St. Signal Warrants Analysis

Signal Warrants - Summary

Major Street Approaches

Eastbound: huttleston ave
 Number of Lanes: 2
 Approach Speed: 40
 Total Approach Volume: 7,000

Westbound: huttleston ave
 Number of Lanes: 2
 Approach Speed: 40
 Total Approach Volume: 9,000

Minor Street Approaches

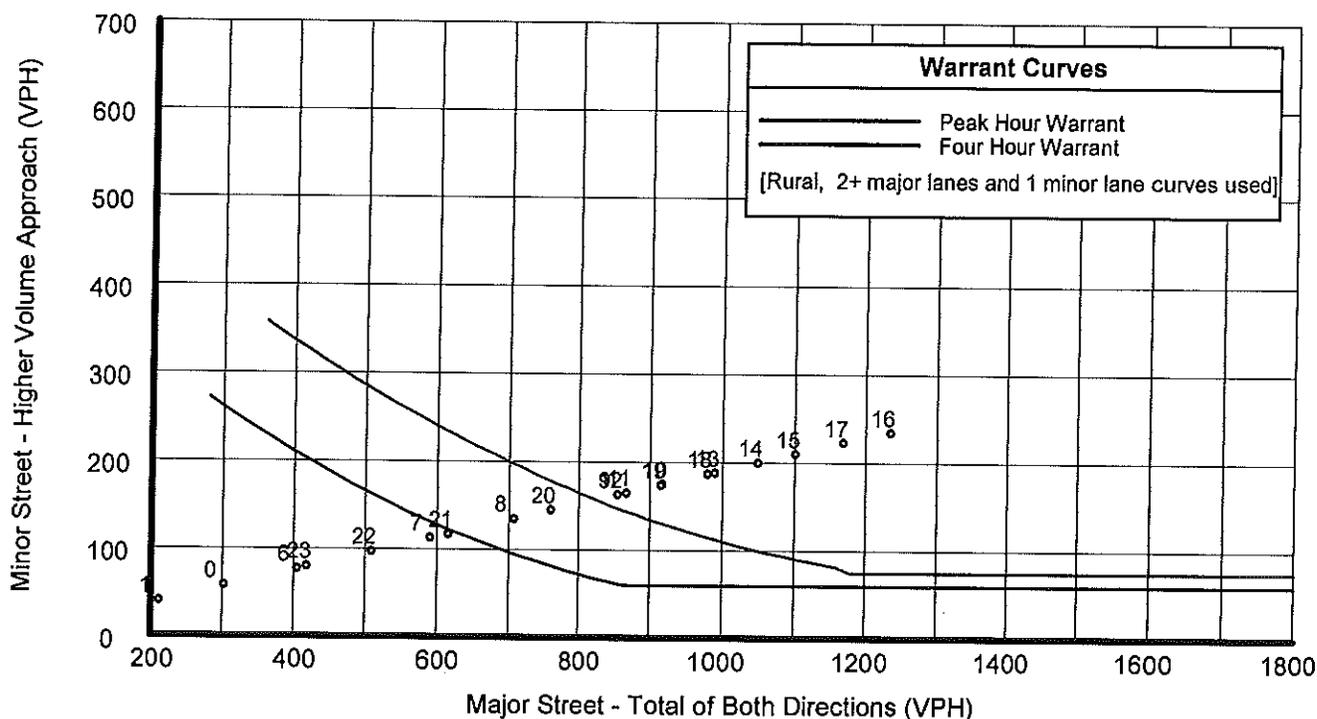
Northbound: washington st
 Number of Lanes: 2
 Total Approach Volume: 3,050

Southbound: burger king
 Number of Lanes: 1
 Total Approach Volume: 1,187

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume Satisfied	
Required volumes reached for 15 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic Satisfied	
Required volumes reached for 13 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants Satisfied	
Required volumes reached for 16 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (13) volumes exceed minimum >= minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay Not Satisfied	
Total approach volumes and delays on minor street do not exceed minimums for any hour.	
Warrant 3B - Peak Hour Volumes Satisfied	
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
Warrant 5 - School Crossing	Not Satisfied
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).	
Warrant 6 - Coordinated Signal System	Not Satisfied
No adjacent coordinated signals are present	
Warrant 7 - Crash Experience	Satisfied
Number of accidents (14) is more than minimum (5) and volume requirements are met.	
Warrant 8 - Roadway Network	Satisfied
Major Route conditions met. Volume requirements met.	

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	302	58	NB	420-No	105-No	---	630-No	52-Yes	Minor	504-No	84-No	---
01:00	211	40	NB	420-No	105-No	---	630-No	52-No	---	504-No	84-No	---
02:00	144	27	NB	420-No	105-No	---	630-No	52-No	---	504-No	84-No	---
03:00	121	23	NB	420-No	105-No	---	630-No	52-No	---	504-No	84-No	---
04:00	121	23	NB	420-No	105-No	---	630-No	52-No	---	504-No	84-No	---
05:00	168	32	NB	420-No	105-No	---	630-No	52-No	---	504-No	84-No	---
06:00	406	77	NB	420-No	105-No	---	630-No	52-Yes	Minor	504-No	84-No	---
07:00	690	113	NB	420-Yes	105-Yes	Both	630-No	52-Yes	Minor	504-Yes	84-Yes	Both
08:00	707	136	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
09:00	855	163	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
10:00	917	176	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
11:00	867	165	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
12:00	865	163	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
13:00	989	188	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
14:00	1,049	200	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
15:00	1,101	210	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
16:00	1,234	235	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
17:00	1,168	223	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
18:00	979	187	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
19:00	915	174	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
20:00	759	145	NB	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	504-Yes	84-Yes	Both
21:00	616	117	NB	420-Yes	105-Yes	Both	630-No	52-Yes	Minor	504-Yes	84-Yes	Both
22:00	509	97	NB	420-Yes	105-No	Major	630-No	52-Yes	Minor	504-Yes	84-Yes	Both
23:00	418	80	NB	420-No	105-No	---	630-No	52-Yes	Minor	504-No	84-No	---



CITY OF NEW BEDFORD

SCOTT W. LANG, MAYOR

June 27, 2006

Congressman Barney Frank
Fourth District Office
558 Pleasant Street - Room 309
New Bedford, MA 02740

Dear Congressman Frank:

RE: Reprogramming of \$1.4 Million Earmarked in the 2005 Highway Transportation Bill for Feasibility Study to Relocate New Bedford/Fairhaven Bridge

Originally, the \$1.4 million earmarked in the 2005 Highway Transportation Bill was to be used to conduct an Environmental and Feasibility Study to relocate the New Bedford/Fairhaven Bridge to the north.

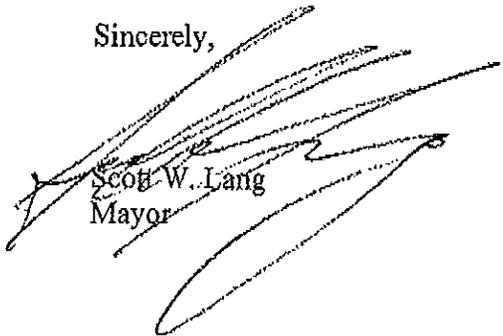
Based on discussions between Mayor Scott Lang, Jeff Osuch, Executive Secretary for the Town of Fairhaven, and the Fairhaven Select Board, we would appreciate your help on reprogramming the above \$1.4 Million Earmark as follows:

1. \$400,000 would be earmarked for a comprehensive study to evaluate alternative ways to modernize the New Bedford/Fairhaven Bridge and reduce its closure times and maintenance outages. Both Fairhaven and New Bedford Officials will participate in structuring and overseeing the study. The Bridge is a 19th century swing-type bridge that needs to open over 4,000 times a year to allow fishing, commercial and recreational vessels to access the Northern Harbor. These openings stop all Route 6 vehicular traffic for 15-20 minutes as the Bridge opens for passage and then closes. Additionally, the old swing mechanism experiences numerous maintenance outages and breakdowns throughout the year that prevent the Bridge from operating for hours or even weeks.
2. \$1,000,000 would be earmarked for a new public road in the New Bedford Business Park, which will connect to the State and Federal Highway System and make available new lots to sell. The Business Park, which is located immediately off of Route 140-Exit 7 in New Bedford, has been the #1 Economic Development Engine for the Greater New Bedford Area. During the last 7 years, the number of Companies in the Park has doubled to 36; and 3,000 new jobs have been created. During the next 7 years, it is anticipated that by developing new public roads and new lots for sale in the Park, another 3,000 good-paying jobs will be created which will benefit working families in New Bedford, Fairhaven and Surrounding Towns.

Importantly, the Greater New Bedford Industrial Foundation, which is a Non-Profit Job-Creation Foundation, will provide a 25% matching grant of \$250,000 and will also cover several hundred thousand dollars of projected costs above \$1,250,000 for the design, engineering, permitting and construction of the Road Project.

Thank you for your cooperation.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Scott W. Lang', is written over the typed name and title.

Scott W. Lang
Mayor

7C

MASSACHUSETTS SCHOOL BUILDING AUTHORITY
Town of Fairhaven, High School Project #C19973530
MAINTENANCE CERTIFICATION

TO: Katherine Craven
 Executive Director
 Massachusetts School Building Authority
 3 Center Plaza, Suite 430
 Boston, MA 02108

RE: Town of Fairhaven
 High School
 Project #C19973530

This letter is to certify that the Town of Fairhaven shall maintain the High School Project #C19973530 and all elements of the project as delivered to the Town in a good, safe and habitable condition in all respects, except for normal wear and tear, and in full compliance with all applicable laws, ordinances, covenants and rules and regulations set forth by any government authority with jurisdiction over matters concerning the condition and the use of this facility.

 Mayor

Chairman of the Board of Selectman

 Date

6-26-06
 Date

x
 Superintendent of Schools

x
 School Business Manager

x 6/22/06
 Date

6-18-06
 Date

TATA & HOWARD

INCORPORATED

June 20, 2006

Town of Fairhaven
Board of Selectmen
40 Center Street
Fairhaven, MA 02719

Subject: Mattapoissett River Valley Water District
Project Bonding
T & H Job. No. 1697

Dear Board Members,

We are writing to you on behalf of the Mattapoissett River Valley Water District to provide an update regarding the project budget and bonding requirements. The Towns of Fairhaven, Mattapoissett, Marion and Rochester approved the formation of the District at their respective Town Meetings in the spring of 2004. Since that time the project has been designed and approved for funding under the State Revolving Fund (SRF) 2% loan program.

To date, two of the three construction contracts for the project (Equipment and Water Treatment Facility) have been bid. The Equipment bids were under budget, however, the treatment facility bids were over the budgeted amount. A total of four General Contract bids were received for the water treatment facility as follows:

<u>Bidder</u>	<u>Bid Amount</u>
WES Construction Corporation	\$10,868,540.00
Interstate Engineering Corporation	\$10,998,000.00
D&C Construction Co., Inc.	\$11,392,210.00
Waterline Industries Corporation	\$12,497,677.00

The bids are competitive with 1% separating first and second and 5% separating first and third. The low bid, with associated filed sub-bids, has exceeded the budget estimate of \$8,700,000. The higher project cost is reflected in the general bids as well as most of the filed sub-bids. In addition it should be noted that the HVAC filed sub-bid was rebid due to the lack of unrestricted bids (1) in the original bidding. The rebid resulted in four unrestricted bids, but the low bid was still 50% over the estimate for the HVAC work. A summary of the general bid including the latest HVAC bid is as follows:

CONSULTING ENGINEERS

MAIN OFFICE

125 Turnpike Road, Westborough, MA 01581
508-366-5760 Fax: 508-366-5785

OTHER OFFICES

Meriden, CT • Nashua, NH
www.tataandhoward.com

BRANCH OFFICE

10 Riverside Drive, Lakeville, MA 02347
508-946-1732 Fax: 508-946-6158

	<u>Budget Estimate</u>	<u>Bid</u>
General Contractor	\$5,715,000	\$7,550,000
Masonry	\$750,000	\$698,800
Metals	\$75,000	\$109,900
Waterproofing	\$100,000	\$161,300
Roofing	\$150,000	\$142,000
Painting	\$40,000	\$109,240
Plumbing	\$120,000	\$137,600
HVAC	\$250,000	\$387,000
Electrical	\$1,500,000	\$1,659,700

The increased costs are associated with the dramatic increase in the cost of most building materials over the past two years. Additionally, the cost of petroleum is impacting the cost of materials and contractors costs for installation and construction. The cost of metal products including steel, rebar, pipe and copper are increasing weekly. Based on the competitive nature of the bids received and the current climate of increasing costs, we do not believe rebidding the general contract would reduce the project cost.

Based upon the current bids and the estimated cost for the water main contracts to be bid later this year the District will need to bond an additional \$1,900,000 for the project. The District will be forwarding an official bonding notice separately. This combined with the original bond amount of \$13,300,000 approved by the Towns, results in a total project bond amount of \$15,200,000. The State SRF Program has indicated they will extend the 2% loan for the additional costs. The breakdown of the new bond amount and estimated water rate impact by town is as follows:

<u>Total</u>	<u>Fairhaven</u>	<u>Mattapoissett</u>	<u>Marion</u>
\$1,900,000	\$1,045,000	\$570,000	\$285,000
	\$0.16	\$0.25	\$0.10

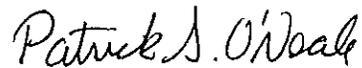
As you may recall the allocation of costs is based upon each towns capacity and use of the treatment facility. Additionally, Rochester will not be connected to the treatment plant therefore is not assessed any costs.

The District appreciates your continued support for this important Town project. In order to keep the project funding and construction on schedule, they ask that you respond as soon as possible regarding the additional bonding.

We are available to meet and discuss this further if you desire. Please call should you have any questions or require additional information in this regard.

Very truly yours,

TATA & HOWARD, INC.



Patrick S. O'Neale, P.E.
Vice President

cc: Mr. Donald Torres, Chairman
Mattapoissett River Valley Water District

Mr. Jeffery Osuch, Executive Secretary
Town of Fairhaven



June 13, 2006

Fairhaven Board of Selectmen
40 Centre Street
Fairhaven, MA 02719
Attention: Winifred Eckenreiter, Chairman

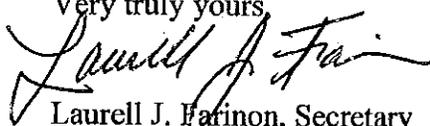
RE: Mattapoissett River Valley Water District Committee – District Water Bonds

Dear Chairman Eckenreiter:

Pursuant to the agreement establishing the Mattapoissett River Valley Water District and the provisions of Section 3(4) of Chapter 367 of the Acts of 2004, I hereby notify you that the following is a true copy of the vote passed by the District Commission at a meeting held on June 13, 2006:

Voted: that \$1,900,000 is appropriated for the purpose of financing the construction of a water treatment facility and related facilities, including, but not limited to, raw water transmission mains from the wells to the water treatment facility, treated water transmission mains from the water treatment facility to the existing distribution systems of the member towns of the District and control/metering stations, and including without limitation all costs thereof as defined in Section 1 of Chapter 29C of the General Laws; that this appropriation shall be raised by borrowing under Chapter 367 of the Acts of 2004 and Chapter 29C of the General Laws; that all or a portion of such amount may be borrowed from the Massachusetts Water Pollution Abatement Trust established pursuant to Chapter 29C and in connection therewith the Treasurer and the Chairman of the District Commission are each authorized to enter into a loan agreement and/or security agreement with the Trust and otherwise to contract with the Trust and the Department of Environmental Protection with respect to such loan and for any federal or state aid available for the project or for the financing thereof; and that the Treasurer and the Chairman of the District Commission are each authorized to enter into a project regulatory agreement with the Department of Environmental Protection, to expend all funds available for the project and to take any other action necessary to carry out the project.

Please feel free to contact me at (508) 763-5421 with any questions or comments.

Very truly yours,

Laurell J. Farinon, Secretary

P.O. Box 1055, Mattapoissett, MA 02739



On this the 13th day of June, 2006, the Mattapoissett River Valley Water District Commission hereby

Voted: that \$1,900,000 is appropriated for the purpose of financing the construction of a water treatment facility and related facilities, including, but not limited to, raw water transmission mains from the wells to the water treatment facility, treated water transmission mains from the water treatment facility to the existing distribution systems of the member towns of the District and control/metering stations, and including without limitation all costs thereof as defined in Section 1 of Chapter 29C of the General Laws; that this appropriation shall be raised by borrowing under Chapter 367 of the Acts of 2004 and Chapter 29C of the General Laws; that all or a portion of such amount may be borrowed from the Massachusetts Water Pollution Abatement Trust established pursuant to Chapter 29C and in connection therewith the Treasurer and the Chairman of the District Commission are each authorized to enter into a loan agreement and/or security agreement with the Trust and otherwise to contract with the Trust and the Department of Environmental Protection with respect to such loan and for any federal or state aid available for the project or for the financing thereof; and that the Treasurer and the Chairman of the District Commission are each authorized to enter into a project regulatory agreement with the Department of Environmental Protection, to expend all funds available for the project and to take any other action necessary to carry out the project.

Town of Fairhaven

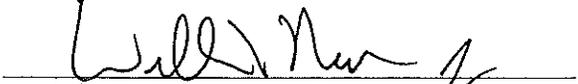

Robert Bosworth


Jeffrey W. Osuch, Vice Chairman


Alfred F. Raphael

Town of Mattapoissett

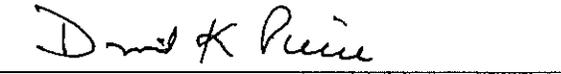

Barry Denham

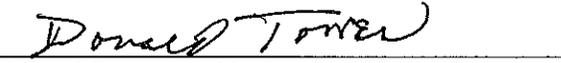

William T. Nicholson, Jr.


Paul A. Silva, Treasurer

Town of Marion


Karl R. Kistler


David K. Pierce


Donald Torres, Chairman

