



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO

August 7, 2013

Pamela Stephenson
Division Administrator
Federal Highway Administration
Volpe Transportation System Center
55 Broadway, 10th Floor
Cambridge, Massachusetts 02142

Attention: Paul Maloney

Dear Ms. Stephenson:

MassDOT's Office of Transportation Planning (MassDOT Planning) is submitting for your approval, on behalf of the Old Colony Planning Council (OCPC), summary materials concerning the proposed functional reclassification of roadways in the Old Colony MPO region.

MassDOT Planning worked closely with OCPC staff to identify the proposed changes. The "Functional Reclassification Package" materials enclosed with this letter detail the functional classification changes proposed, including:

- A record of OCPC deliberation and approval of the proposed reclassification effort.
- Tables, maps, and additional documentation detailing each road segment proposed for functional reclassification.
- Additional recommendation by MassDOT Planning

MassDOT Planning has reviewed all the materials and concurs with these changes proposed and approved by the MPO. Thank you for the opportunity to comment on this matter. If you have any questions, please contact me at (857) 368-8865, or Dave DiNocco at (857) 368-8850.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

cc: Bob Frey, Director of Planning Systems Information
Kevin Lopes, Manager of GIS Services
Paul F. Maloney, P.E., Statewide and Metropolitan Planner, FHWA
Charles Kilmer, OCPC

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May 30, 2013

Mr. David Mohler, Director
MassDOT Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Town of Plymouth Roadway Functional Classification Change Project

Dear Mr. Mohler,

Please find the enclosed ***Town of Plymouth Roadway Functional Classification Change Project***, which contains proposed roadway functional classification changes to seven roadways in the Town of Plymouth. This project was completed by Old Colony Planning Council (OCPC), at the behest of the Town of Plymouth to update their functional classification network. Specifically, the proposed functional classification changes are proposed for 1.) Cherry Street, 2.) Commerce Way, 3.) Hall Street, 4.) Halfway Pond Road, 5.) Herring Way, 6.) Industrial Park Road, and 7.) Pilgrim Hill Road in Plymouth.

The ***Town of Plymouth Roadway Functional Classification Change Project*** followed the seven step process included in the MassDOT Functional Reclassification Process. Importantly, as required by the MassDOT Functional Reclassification Process, the Old Colony Metropolitan Planning Organization (MPO) unanimously approved this report at their last meeting on May 28, 2013. In addition, the report was reviewed and approved by the Town of Plymouth and Old Colony Joint Transportation Committee.

As such, I am submitting the ***Town of Plymouth Roadway Functional Classification Change Project*** to your office in order to ultimately have it sent to the Federal Highway Administration for their approval.

Should you have any questions regarding this material, or if any additional information is needed, please contact Jed Cornock at 508.583.1833 x209 or jcornock@ocpcrpa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles Kilmer', with a long, sweeping underline.

Charles Kilmer
Assistant Director/Transportation Program Manager

Enclosures:

Town of Plymouth Roadway Functional Classification Change Project

- cc: Mr. Mathew Muratore, Chairman, Plymouth Board of Selectmen**
- Ms. Melissa Arrighi, Plymouth Town Manager**
- Mr. Jonathan Beder, Director, Plymouth Department of Public Works**
- Mr. Sid Kashi, P.E., Plymouth Town Engineer**
- Mr. James Downey, EIT, Plymouth Transportation Engineer**
- Mr. Lee Hartmann, Plymouth Planning Director and OCPC Delegate**
- Ms. Valerie Massard, Plymouth Senior Planner and OCPC Alternate**
- Mr. Ethan Britland, MPO Liason, MassDOT Planning**
- Mr. Kevin Lopes, Manager of GIS Services, MassDOT Planning**
- Mr. Michael Chong, Program Manager, FHWA Planning and Environment**
- Mr. Paul Maloney, P.E., Metropolitan Planner, FHWA**

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MassDOT Planning



Old Colony
Planning Council

Town of Plymouth

Roadway Functional
Classification Change Project

*Prepared under MassDOT Contract #69649
and FTA Contract #MA-80-X006*

May, 2013

Notices

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO operates without regard to race, color, national origin, creed, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the MPO. A complaint must be filed no later than 180 days after the date of the alleged discrimination. Please contact Pat Ciaramella at 508-583-1833 for more information.

Acknowledgements

This Planning Level Traffic Study was prepared by the following members of the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Assistant Director/Transportation Program Manager.

- | | |
|------------------------------|---|
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Contents

1.0 Executive Summary 1

2.0 Introduction 1

 2.1 Functional Classification System 2

 2.2 Massachusetts Functional Classification System 3

 2.2 Project Purpose 3

3.0 Methodology 3

 3.1 MassDOT Roadway Functional Classification Change Process 4

4.0 Existing Conditions 5

 4.1 Identified Roadways for Classification Change 5

 4.1.1 Cherry Street 6

 4.1.2 Commerce Way 8

 4.1.3 Halfway Pond Road & Herring Way 10

 4.1.4 Hall Street 12

 4.1.5 Industrial Park Road 14

 4.1.6 Pilgrim Hill Road 16

5.0 Future Conditions 18

 5.1 Alternatives 18

6.0 Conclusions 20

7.0 Appendix 22

1.0 Executive Summary

In 2007, the Town of Plymouth requested that Old Colony Planning Council (OCPC) investigate the possibility of changing functional classifications for a number of their roadways. The increase in commercial and residential development in recent years has shifted traffic patterns resulting in more demand on the collector roadway network, therefore creating the need to reevaluate the network and propose changes where necessary. The purpose for changing the functional classification was to update the town's roadway network to better mirror current conditions.

In the time following the original request, Old Colony Planning Council collected data (infrastructure, land use, traffic) for each roadway and reviewed the Massachusetts Department of Transportation (MassDOT) Roadway Functional Classification Change Process to determine a final list of changes that would be approved by the Old Colony Metropolitan Planning Organization (MPO) and ultimately be submitted to MassDOT and the Federal Highway Administration (FHWA).

Based on the data collected and consultation with the Town of Plymouth, this report includes changing the functional classification of the following seven (7) roadways in the Town of Plymouth as follows:

- 1.) **Cherry Street** (urban local to urban collector)
- 2.) **Commerce Way** (urban local to urban collector)
- 3.) **Halfway Pond Road** (urban local to urban collector)
- 4.) **Herring Way** (urban collector to urban local)
- 5.) **Hall Street** (urban collector to urban local)
- 6.) **Industrial Park Road** (urban local to urban collector)
- 7.) **Pilgrim Hill Road** (urban local to urban collector)

In addition, this report discusses the concept of functional classification and the process involved in requesting a reclassification; highlights the existing conditions of the Town of Plymouth's roadway network; and summarizes the effect of the proposed changes on the current network.

Overall, the above changes in functional classification have been shown to have a minimal effect on the percentage of roadway centerline mileage by functional classification for the Town of Plymouth and the Old Colony Metropolitan Planning Organization (MPO). Old Colony Planning Council (OCPC) and the Town of Plymouth respectfully ask that the Massachusetts Department of Transportation and the Federal Highway Administration approve the above changes in functional classification as their effect on the overall percentages on centerline mileage for the Town of Plymouth and the Old Colony MPO is negligible.

2.0 Introduction

The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems by July 1, 1976. This legislative requirement came about because of two nationwide studies of functional highway classification conducted between 1969 and 1971 which highlighted the need for a formal functional classification system.

As such, the Federal Highway Administration (FHWA) published the *Highway Functional Classification – Concepts, Criteria, and Procedures Manual* in 1989, which contains information regarding the concepts of functional classifications; criterion used to determine functional class; as well as procedures for classifying roads and streets into functional systems. A key component of the manual is the idea that individual roads and streets do not serve travel independently but that most travel involves movement through a network of roads. That network then needs to have a hierarchy of roads that serve different functions in order for travel to be as logical and efficient as possible.

Functional classification is the process, by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

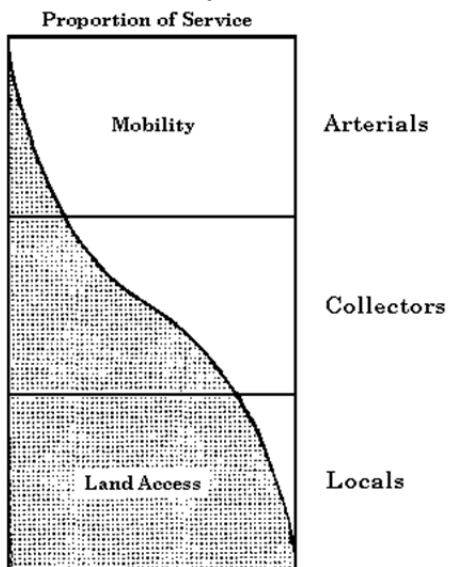
Federal Highway Administration (FHWA)

This study incorporates the guidance found in the Federal Highway Administration *Highway Functional Classification – Concepts, Criteria, and Procedures Manual* in order to assist the Town of Plymouth in reclassifying roadways in their network.

2.1 Functional Classification System

The Federal Highway Administration (FHWA) defines functional classification as “the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.” The basic idea is to develop a network of roadways that enable travel in the most logical manner possible.

Figure 1: Relationship between Functional Classification and Mobility vs. Access



Source: Federal Highway Administration (FHWA)

Figure 1 shows the three major groups: Arterials; Collectors, and Local roadways and their relationship to mobility and access. Generally, Arterials provide direct service; Collectors feed the Arterials; and Local roads feed the Collector system. Put another way, Arterials emphasize a high level of mobility for through movement, Local facilities emphasize the land access function and Collectors offer a blend of both functions.

The relationship between mobility and access is important to remember when defining the proper functional classification of a particular roadway; however, the characteristic of the area where the roadway is located (urban or rural) plays an important role as well. Urban and rural areas have fundamentally different characteristics (density and types of land use, density of street and highway networks, and the nature of travel patterns) and therefore, the functional classification hierarchy is different.

The FHWA *Highway Functional Classification – Concepts, Criteria, and Procedures Manual* provides more detail regarding the differences between urban and rural hierarchies; however, in this report all of the subject roadways are located within urban areas so

the focus is on determining the proper designation (Arterial, Collector, or Local).

2.2 Massachusetts Functional Classification System

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (Planning) maintains a Road Inventory Database which contains a variety of information on each roadway in the Commonwealth.

The Road Inventory Database combines the urban and rural designations (U/R) with a numeric value (1,2,3,5,6) in order to identify the functional classification of each roadway resulting in the following categories:

- Interstates (U1 or R1);
- Principal Arterials (U2 or R2);
- Urban Principal Arterials or Rural Minor Arterials (U3 or R3);
- Urban Minor Arterials or Rural Major Collectors (U5 or R5); and,
- Urban Collectors or Rural Minor Collectors (U6 or R6).

Using the urban and rural designation with the functional classification determines whether or not the particular roadway is eligible for federal funding. The federal Surface Transportation Program (STP) includes all urban arterials, rural arterials, urban collectors, and rural major collectors that are not on the National Highway System. Currently, rural minor collectors are eligible for limited funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

2.2 Project Purpose

The purpose of the **Town of Plymouth Roadway Functional Classification Change Project** was to update the town’s functional classification roadway network. In the past decade, the Town of Plymouth has experienced a significant increase in residential and commercial development resulting in changes in traffic patterns and behavior. For example, the construction of the Colony Place shopping center (650,000 SF of commercial space), and the additional commercial development (hotel, restaurants, banks) on Commerce Way in northwest Plymouth can be attributed to the upgrade of Route 44 to a limited access highway and new interchange at Commerce Way. Today, Commerce Way is still classified as a local roadway and the Town of Plymouth is attempting to update the functional classification to reflect current conditions. The **Town of Plymouth Roadway Functional Classification Change Project** contains updates to the town’s roadway network including proposed upgrades and demotions.

3.0 Methodology

Old Colony Planning Council followed the guidelines developed by the Massachusetts Department of Transportation for Functional Reclassification. The seven (7) step process outlines the steps necessary to ensure FHWA has all the necessary paperwork and key state, regional, and local approvals in place in order to make an informed decision. Figure 2 shows the necessary stakeholders and process involved in this roadway functional classification change project.

Figure 2: Roadway Functional Classification Change Stakeholders and Process



3.1 MassDOT Roadway Functional Classification Change Process

Step #1:

One or more Massachusetts municipalities write a letter addressed to their Metropolitan Planning Organization (MPO) requesting a functional classification change. If the requested roadway also travels through adjacent municipalities, then those municipalities must also submit a letter requesting the same change to the MPO.

Step #2:

The MPO staff reviews the letter to determine whether the request has merit.

Step #3:

If the MPO staff agrees with the request, the MPO staff then works with the municipality to obtain current traffic counts at key locations along the roadway to support a change and document why the change is warranted. This could include a discussion of how land use has changed to increase or decrease the roadway's importance or a description explaining how the roadway network has been revised resulting from highway construction, thus changing travel patterns. When updating the functional classification to better match the use of the roadway system, special attention should be paid to including an opposite change in a parallel roadway's functional classification, thus keeping the percentage of roadway centerline mileage by functional class by MPO as close to the existing amounts as possible. If the functional reclassification is the result of population growth or a new roadway is constructed leading to an area not served by an existing collector or arterial classified roadway, then downgrading the functional class of a parallel roadway may not be necessary. Finally, 8.5X11 maps should be created highlighting the roadway(s) under review.

Step #4:

The MPO should informally send the request to the Office of Transportation Planning's (OTP) Geospatial Resources Section for a review prior to MPO adoption. This step can also be taken in the early stages of Step 3 to avoid unnecessary work.

Step #5:

Upon completing the package outlined in Step 3, present to the MPO Board for their approval.

Step #6:

Once the MPO Board approval is granted and documented, send the approved package to OTP.

The package should include the following:

- Letter from municipality requesting the change
- Volume counts along roadways under review
- Maps highlighting roadways under review
- Descriptive text explaining why the change is warranted, citing land use changes, roadway alignment changes, or other reason
- MPO Board approval.

Step #7:

If the package is complete, OTP will submit to FHWA for their approval. Once FHWA provides a ruling, OTP will provide the results to the MPO.

4.0 Existing Conditions

The Town of Plymouth’s roadway network is generally split between three categories; Arterials, Collectors, and Local roadways. Local designation has the highest centerline mileage (290.98), while the Arterial and Collector mileage splitting the remainder with 55.30 miles and 50.83 miles respectively. Table 1 and Table 2 show Town of Plymouth Centerline Miles by Functional Classification and their corresponding percentages.

Table 1: Town of Plymouth Centerline Miles by Functional Classification

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.00	55.30	50.83	290.98	397.11
Rural	0.00	1.53	3.53	103.40	108.46
Urban & Rural	0.00	56.82	54.36	394.39	505.57

Source: 2011 MassDOT Road Inventory Year-End Report

Table 2: Town of Plymouth Centerline Miles Percentages by Functional Classification

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.0%	10.9%	10.1%	57.6%	78.5%
Rural	0.0%	0.3%	0.7%	20.5%	21.5%
Urban & Rural	0.0%	11.2%	10.8%	78.0%	100.0%

The increase in commercial and residential development in recent years has shifted traffic patterns, resulting in more demand on the collector roadway network, therefore creating the need to reevaluate the network and propose changes where necessary.

4.1 Identified Roadways for Classification Change

In 2007, the Town of Plymouth requested that Old Colony Planning Council investigate the possibility of changing functional classifications for a number of their roadways. Following discussions with the Town regarding their current roadway network and their future vision for the network, the original list was reduced and the final number of roadways moving forward with reclassification is seven (7).

The following sections provide a brief description of each roadway; the current land use; average daily traffic; and the proposed change. In addition, a map of each roadway is included providing a geographic representation of the proposed change and the surrounding network.

4.1.1 Cherry Street

Description

Cherry Street is a 2 lane east/west roadway providing connections between Court Street (Route 3A) and the Independence Mall (near the Kingston Town Line) in Kingston. Currently, the roadway is classified as an urban major collector (U6) from Court Street (Route 3A) to Pilgrim Highway (Route 3) and a local roadway (U0) from Pilgrim Highway (Route 3) to the Kingston Town Line. Cherry Street is under local jurisdiction.



Cherry Street - Plymouth

Land Use

Cherry Street contains a mix of uses; primarily residential uses from Court Street (Route 3A) to Pilgrim Highway (Route 3) and industrial/commercial uses from Pilgrim Highway (Route 3) to the Kingston Town Line. Cherry Street provides connection to both the Plymouth Industrial Park (via Industrial Park Road) and Colony Place (via Commerce Way) from the north. The Plymouth Industrial Park contains approximately 2.7 million square feet of development (mainly a mix of office space and light industrial uses) while Commerce Way includes approximately 650,000 square feet of development which includes the Colony Place shopping center.

Traffic Volumes

Traffic volumes recorded on Cherry Street range from just over 7,000 vehicles per day west of Court Street (Route 3A) to nearly 12,800 vehicles per day at the Kingston Town Line.

Table 3: Cherry Street Traffic Volumes

Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Cherry Street	West of Standish Avenue				7,187		8,991	
Cherry Street	East of Commerce Way				9,898			
Cherry Street	At Kingston Town Line				12,710			

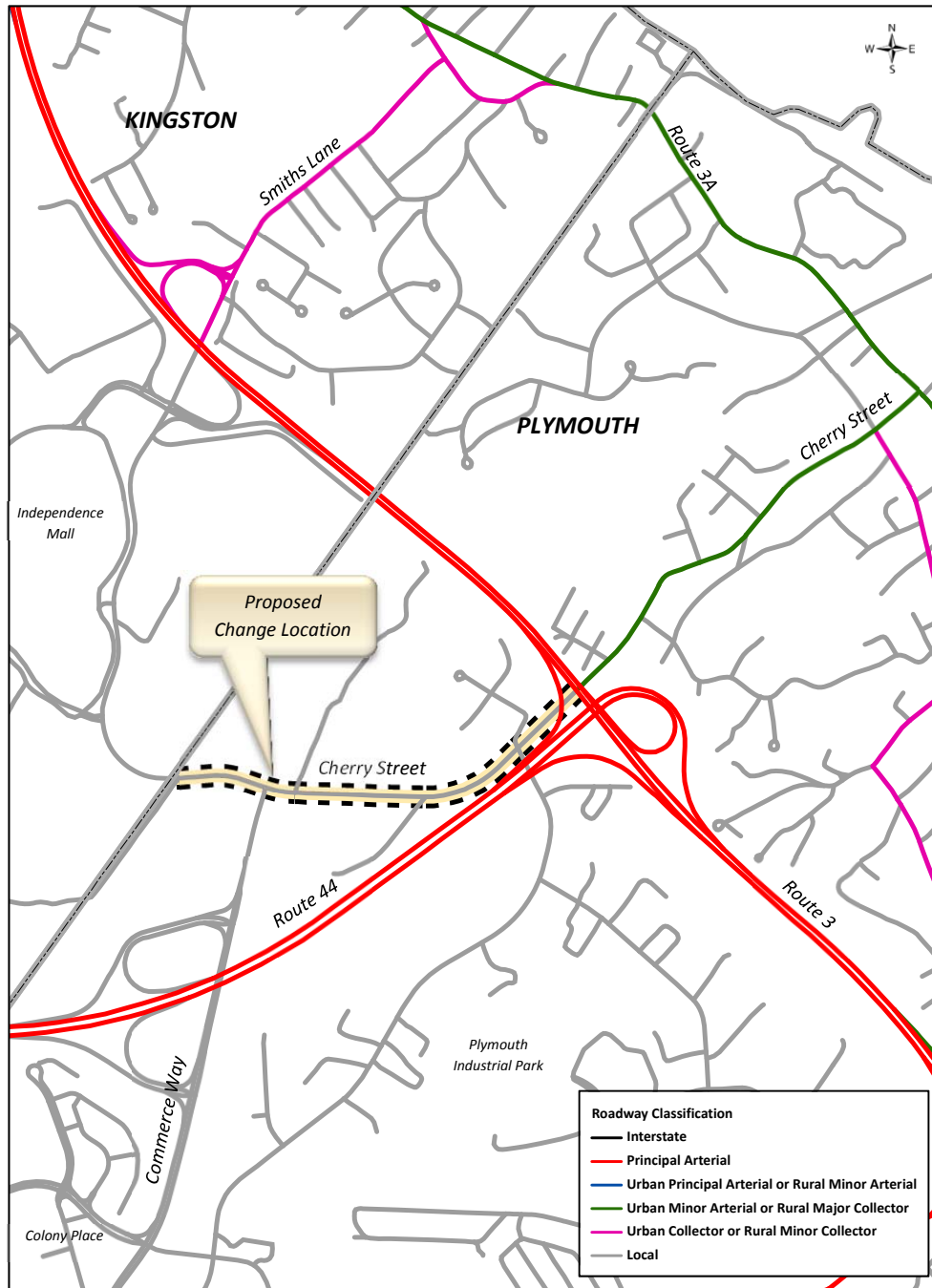
The construction of the Route 44 limited access highway and Commerce Way interchange supported new developments along Commerce Way and provided another connection to Pilgrim Highway (Route 3) via Smiths Lane (Exit 8). Traffic volumes on Cherry Street are expected to increase in the future as the Independence Mall (Kingston) and Colony Place (Plymouth) compete for customers.

Proposed Change

The Town of Plymouth respectfully requests that the section of Cherry Street from Pilgrim Highway (Route 3) to the Kingston Town Line be changed from an urban local roadway (U0) to an Urban Major Collector (U5). Figure 3 shows the proposed change to the functional classification of Cherry Street.

Figure 3: Cherry Street
 Change from Urban Local Roadway (U0) to and Urban Major Collector (U5)

Segments: 309644, 309645, 311346, 453530, 453531



Problem

Inconsistent Classification

Major Collector from Route 3A to Route 3 and Local Roadway from Route 3 to Kingston Town Line

Solution

Match Classification

Upgrade from Local Roadway to Major Collector for the section from Route 3 to Kingston Town Line

4.1.2 Commerce Way

Description

Commerce Way is a north/south roadway providing connection between Plympton Street (Route 80) and Cherry Street (near the Kingston Town Line) in Plymouth. Commerce Way is a 4 lane roadway from Plympton Street (Route 80) to the Route 44 Westbound On/Off Ramps and a 2 lane roadway from that point north to Cherry Street. Currently, the roadway is classified as an urban local roadway (U0) from Plympton Street (Route 80) to Cherry Street and is under local jurisdiction from Plympton Street (Route 80) to McAuliffe Way and under state jurisdiction from McAuliffe Way to Cherry Street.

Land Use

Commerce Way contains commercial uses from Plympton Street (Route 80) to Cherry Street. Commerce Way provides access to both the Plymouth Industrial Park (via Industrial Park Road and Christa McAuliffe Way) and the Colony Place shopping center. The Plymouth Industrial Park contains approximately 2.7 million square feet of development (mainly a mix of office space and light industrial uses) while Commerce Way includes approximately 650,000 square feet of development which includes the Colony Place shopping center.



Commerce Way - Plymouth

Traffic Volumes

Traffic volumes recorded on Commerce Way north of McAuliffe Way (between Route 44 Ramps and Colony Place Shopping center) demonstrated over 20,000 vehicles per day.

Table 4: Commerce Way Traffic Volumes

Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Commerce Way	North of McAuliffe Way	21,936			24,416			

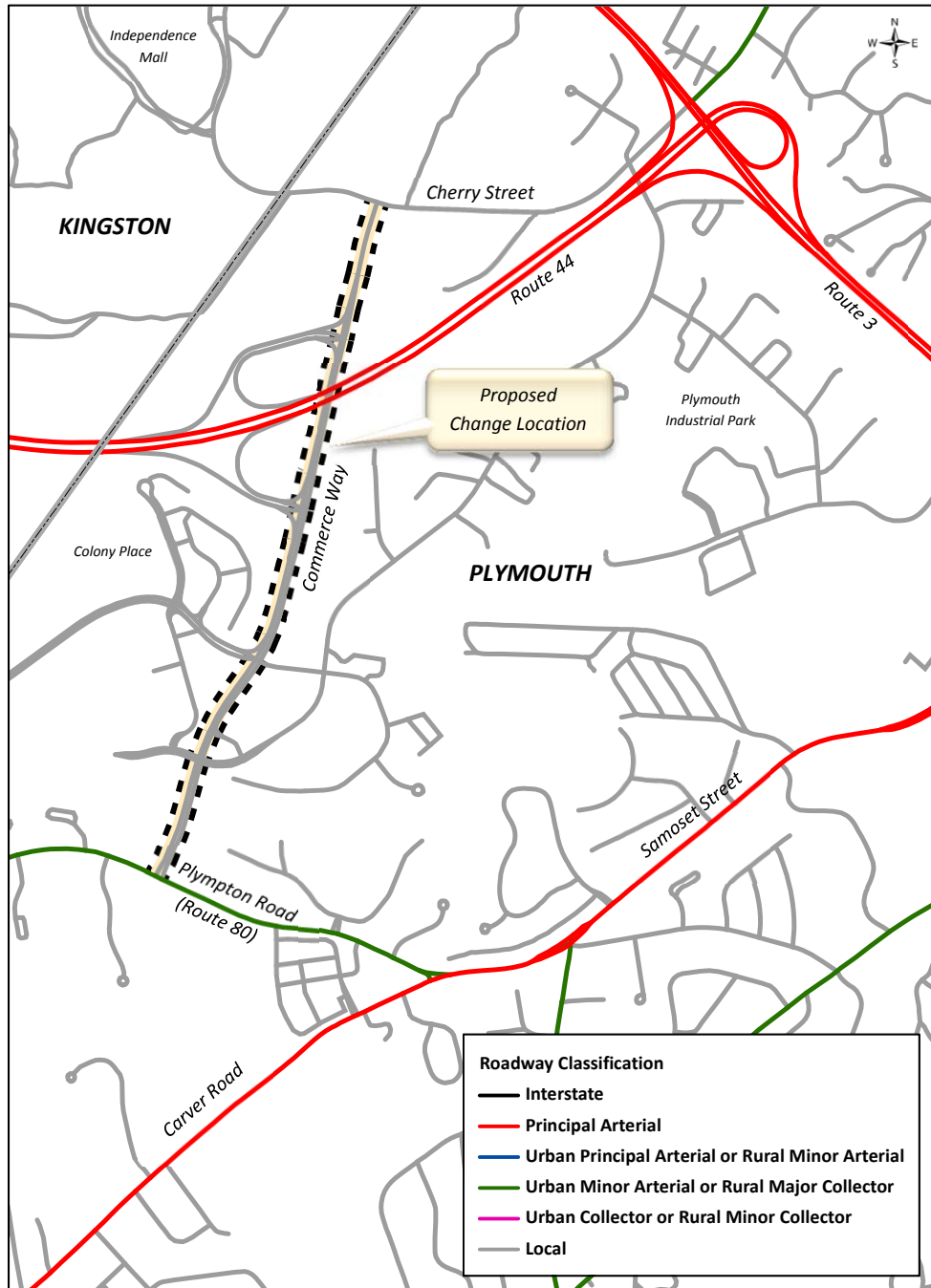
The construction of the Route 44 limited access highway and Commerce Way interchange created new developments along Commerce Way. Traffic volumes on Commerce Way are expected to increase in the future as the Independence Mall (Kingston) and Colony Place (Plymouth) compete for customers.

Proposed Change

The Town of Plymouth respectfully requests that the section of Commerce Way from Plympton Street (Route 80) to Cherry Street be changed from an Urban Local roadway (U0) to an Urban Major Collector (U5). Figure 4 shows the proposed change to the functional classification of Commerce Way.

Figure 4: Commerce Way
 Change from Urban Local Roadway (U0) to and Urban Major Collector (U5)

Segments: 309644, 309645, 311346, 453530, 453531



Problem
 Inadequate Classification
 Functions as a Major Collector

Solution
 Upgrade Classification
 Upgrade from Local Roadway to Major Collector

4.1.3 Halfway Pond Road & Herring Way

Description

Halfway Pond Road is a 2 lane east/west roadway providing connection between Wareham Road and Long Pond Road in Plymouth. Currently, the roadway is classified as an urban minor collector (U6) from Wareham Road to Herring Way and as an urban local roadway (U0) from Herring Way to Long Pond Road. **Herring Way** is a dirt road which connects Halfway Pond Road to Long Pond Road in a northeast direction. Herring Way only provides enough travel space for one vehicle and is currently classified as an urban minor collector (U6) roadway.



Halfway Pond Road - Plymouth

Land Use

Halfway Pond Road contains residential uses for the entire stretch of the road as do the other roadways which intersect Halfway Pond Road. Halfway Pond Road has become popular in the past 5-10 years as more residential development has occurred in Southwest Plymouth and with River Run (over 1,000 new housing units) starting construction soon, Halfway Pond Road will continue to be the connecting road to Long Pond Road.



Herring Way - Plymouth

Traffic Volumes

Traffic volumes recorded on **Halfway Pond Road** averaged approximately 6,500 vehicles per day in the portion from Herring Way to Long Pond Road. Unfortunately, traffic volumes on **Herring Way** could not be collected due to the conditions (limited space, roadway conditions, safety, etc.); however, based on the number of homes on Herring Way, the roadway conditions, and the proximity to Halfway Pond Road, traffic volumes are estimated to be very low.

Table 5: Halfway Pond Road Traffic Volumes

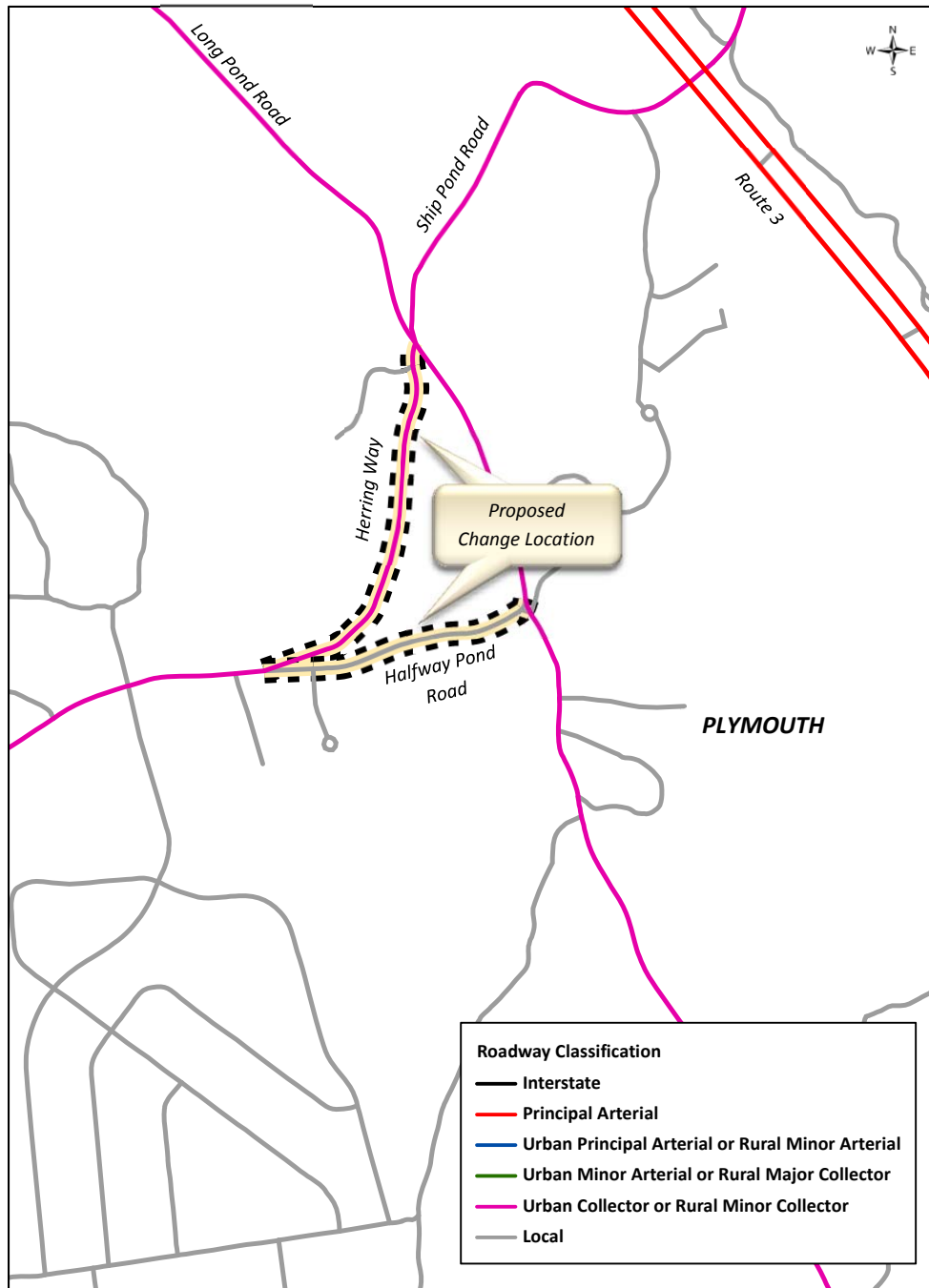
Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Halfway Pond Road	West of Long Pond Road			6,547				6,750

Proposed Change

*The Town of Plymouth respectfully requests that the section of **Halfway Pond Road** from Herring Way to Long Pond Road (U0) be upgraded to an Urban Minor Collector (U6) and the section of **Herring Way** from Halfway Pond Road to Long Pond Road (U6) be downgraded to an Urban Local Roadway (U0). This would result in **Halfway Pond Road** being an Urban Minor Collector (U6) and **Herring Way** an Urban Local roadway (U0). Figure 5 shows the proposed change to the functional classifications of Halfway Pond Road and Herring Way.*

Figure 5: Halfway Pond Road & Herring Way
 Swap designation of Halfway Pond Road and Herring Way

Segments: 309510, 309162, 311640, 311641, 311746, 314172, 453531



Problem
Incorrect Classification
 Halfway Pond Road is classified as a Local Roadway but it should be classified as an Urban Collector

Solution
Correct Classification
 Swap the Halfway Pond Road classification with the Herring Way classification

4.1.4 Hall Street

Description

Hall Street is a 2 lane east/west roadway providing connection between Court Street (Route 3A) and Standish Avenue in Plymouth. Currently, the roadway is classified as an Urban Minor Collector (U6). Hall Street lacks proper pavement markings (centerline and edgeline) so determining lane widths is challenging; however, it measures between 20-22 feet from edge to edge. Hall Street does have a 4-5 foot sidewalk along the southern side of the roadway which provides pedestrian access.



Hall Street - Plymouth

Land Use

Hall Street contains residential uses for the entire stretch of the road as do the other roadways in the general area. Hall Street provides connection from Standish Avenue and Liberty Street to Court Street (Route 3A); however, considering the conditions of the roadway and the geometric challenges at the intersection at Court Street (Route 3A), a downgrading of this facility to a local roadway is considered appropriate.

Traffic Volumes

Traffic volumes recorded on Hall Street demonstrate that many vehicles accessing Court Street (Route 3A) from the west are not using Hall Street.

Table 6: Hall Street Traffic Volumes

Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Hall Street	West of Court Street (Route 3A)			785				

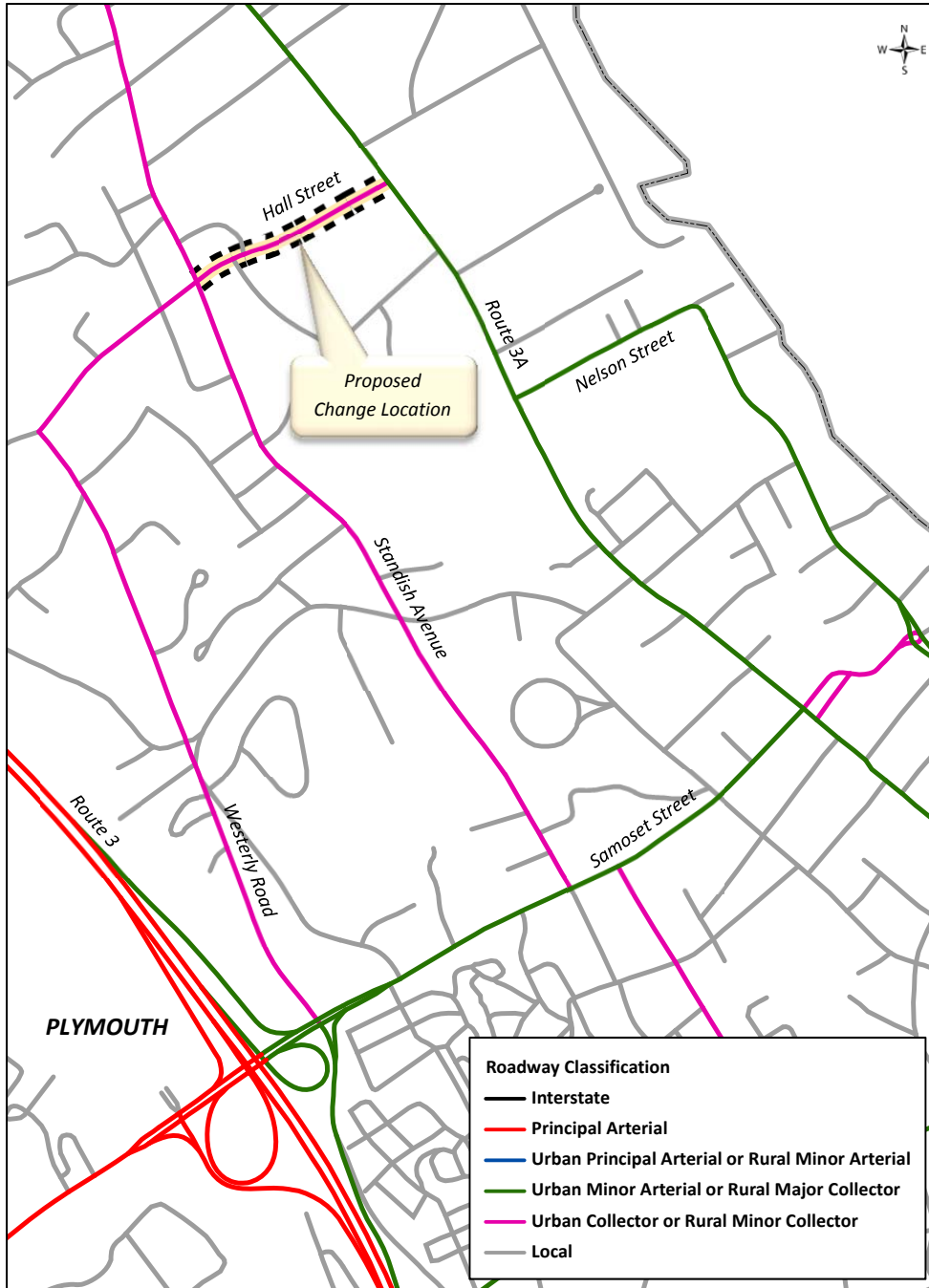
As previously mentioned, the intersection of Court Street (Route 3A) and Hall Street is very tight and typical commercial vehicles (2 axle, six tire) find it difficult to make turning movements out of and into Hall Street.

Proposed Change

The Town of Plymouth respectfully requests that the section of Hall Street from Standish Avenue to Court Street (Route 3A) be changed from an Urban Minor Collector (U6) to an Urban Local roadway (U0). Figure 6 shows the proposed change to the functional classification of Hall Street.

Figure 6: Hall Street
 Change from Urban Minor Collector (U6) to an Urban Local Roadway (U0)

Segments: 310671, 310672, 311072



Problem
 Excessive Classification
 Functions as a Local Roadway

Solution
 Reduce Classification
 Downgrade from Minor Collector to Local Roadway

4.1.5 Industrial Park Road

Industrial Park Road is a 2 lane north/south roadway providing access to the Plymouth Industrial Park as well as connection between Cherry Street and Commerce Way in Plymouth. Currently, the roadway is classified as an urban local roadway (U0) from Cherry Street to Commerce Way. Industrial Park Road is under local jurisdiction.

Land Use

Industrial Park Road contains primarily light industrial uses with office and commercial properties from Cherry Street to Commerce Way. The Plymouth Industrial Park contains approximately 2.7 million square feet of development (mainly a mix of office space and light industrial uses). Industrial Park Road was the only road connecting Cherry Street to Plympton Street (Route 80) until Commerce Way was built in conjunction with the new Route 44 limited access highway.



Industrial Park Road - Plymouth

Traffic Volumes

Traffic volumes recorded on Industrial Park Road range from just under 5,000 vehicles per day south of McAuliffe Way to nearly 8,000 vehicles per day at the south of Cherry Street.

Table 7: Commerce Way Traffic Volumes

Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Industrial Park Road	South of Cherry Street	7,774			7,844			
Industrial Park Road	South of Aldrin Road				7,871			
Industrial Park Road	South of McAuliffe Way	2,776			4,969			

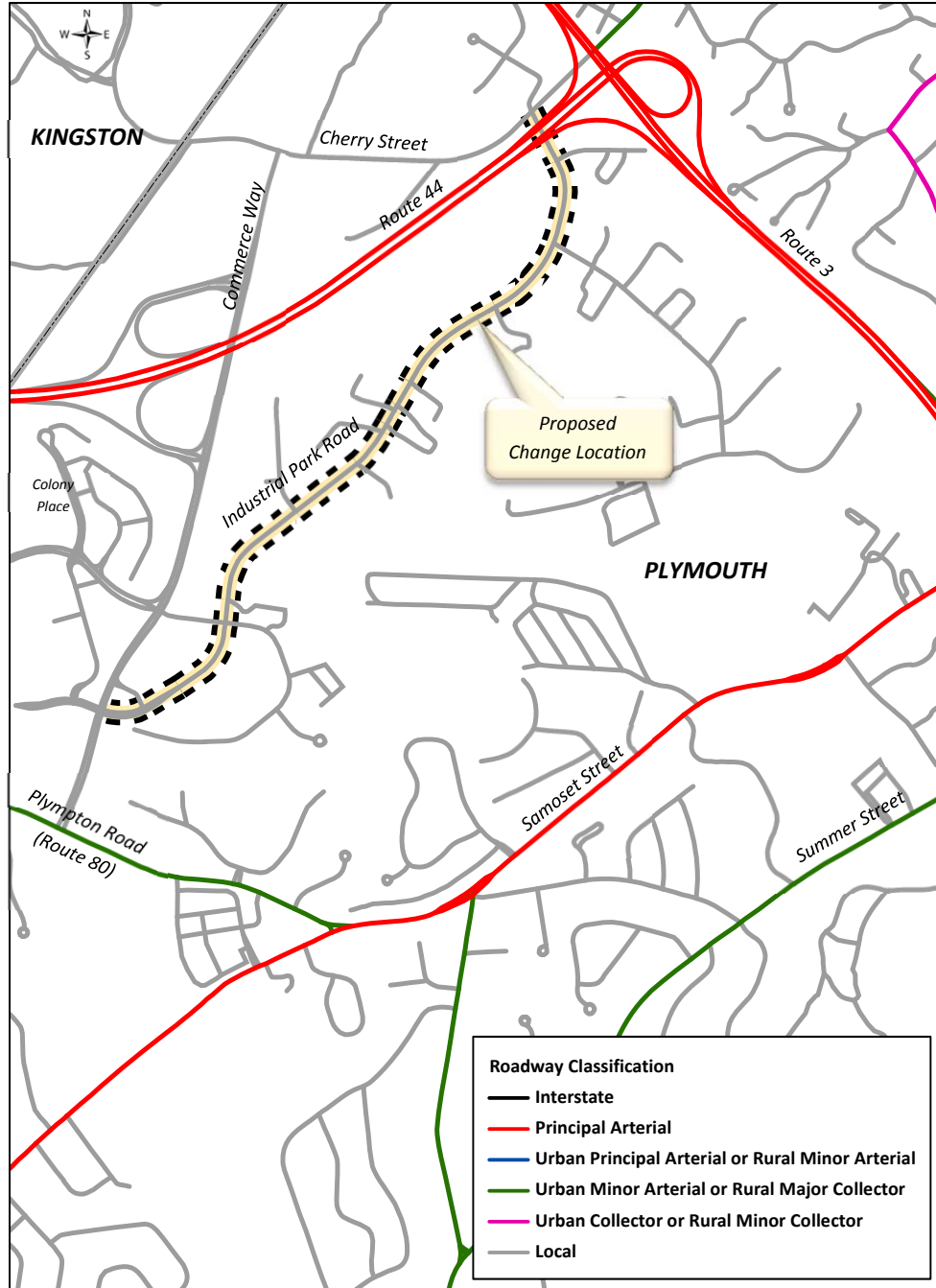
The construction of the Route 44 limited access highway and Commerce Way interchange created new developments along Commerce Way and improved highway access for the industrial park tenants. Traffic volumes on Industrial Park Road are expected to increase in the future as more development occurs on Commerce Way and within the Plymouth Industrial Park.

Proposed Change

The Town of Plymouth respectfully requests that the section of Industrial Park Road from Cherry Street to Commerce Way be changed from an Urban Local roadway (U0) to an Urban Minor Collector (U6). Figure 7 shows the proposed change to the functional classification of Industrial Park Road.

Figure 7: Industrial Park Road
 Change from Urban Local Roadway (U0) to and Urban Minor Collector (U6)

Segments: 308190, 308960, 308961, 308962, 308963, 308964, 309527, 309528, 309529, 311389, 311390, 311802, 311803, 312044, 314198, 474520, 474521, 474528, 474529



Problem
 Inadequate Classification
 Functions as a Minor Collector

Solution
 Match Classification
 Upgrade from Local Roadway to Minor Collector

4.1.6 Pilgrim Hill Road

Pilgrim Hill Road is a 2 lane north/south roadway providing connection between Samoset Street and Summer Street in Plymouth. Currently, the roadway is classified as an urban local roadway (U0) from Samoset Street to Summer Street and is under local jurisdiction.

Land Use

Pilgrim Hill Road contains a variety of commercial uses (home improvement, grocery, daycare, and automotive) from Samoset Street to Summer Street. Pilgrim Hill Road provides connection (.30 miles) from the residential area of Summer Street to the commercial area of Samoset Street. A new Grossmans Bargain Outlet store recently opened in 2011 and more trips are expected on Pilgrim Hill Road in the future.



Pilgrim Hill Road - Plymouth

Traffic Volumes

Traffic volumes recorded on Pilgrim Hill Road were just over 11,000 vehicles per day. As mentioned above, the connection between Samoset Street (commercial area) and Summer Street (residential area), along with the proximity of the Samoset Street & Pilgrim Highway (Route 3) interchange explains the popularity of this roadway.

Table 8: Pilgrim Hill Road Traffic Volumes

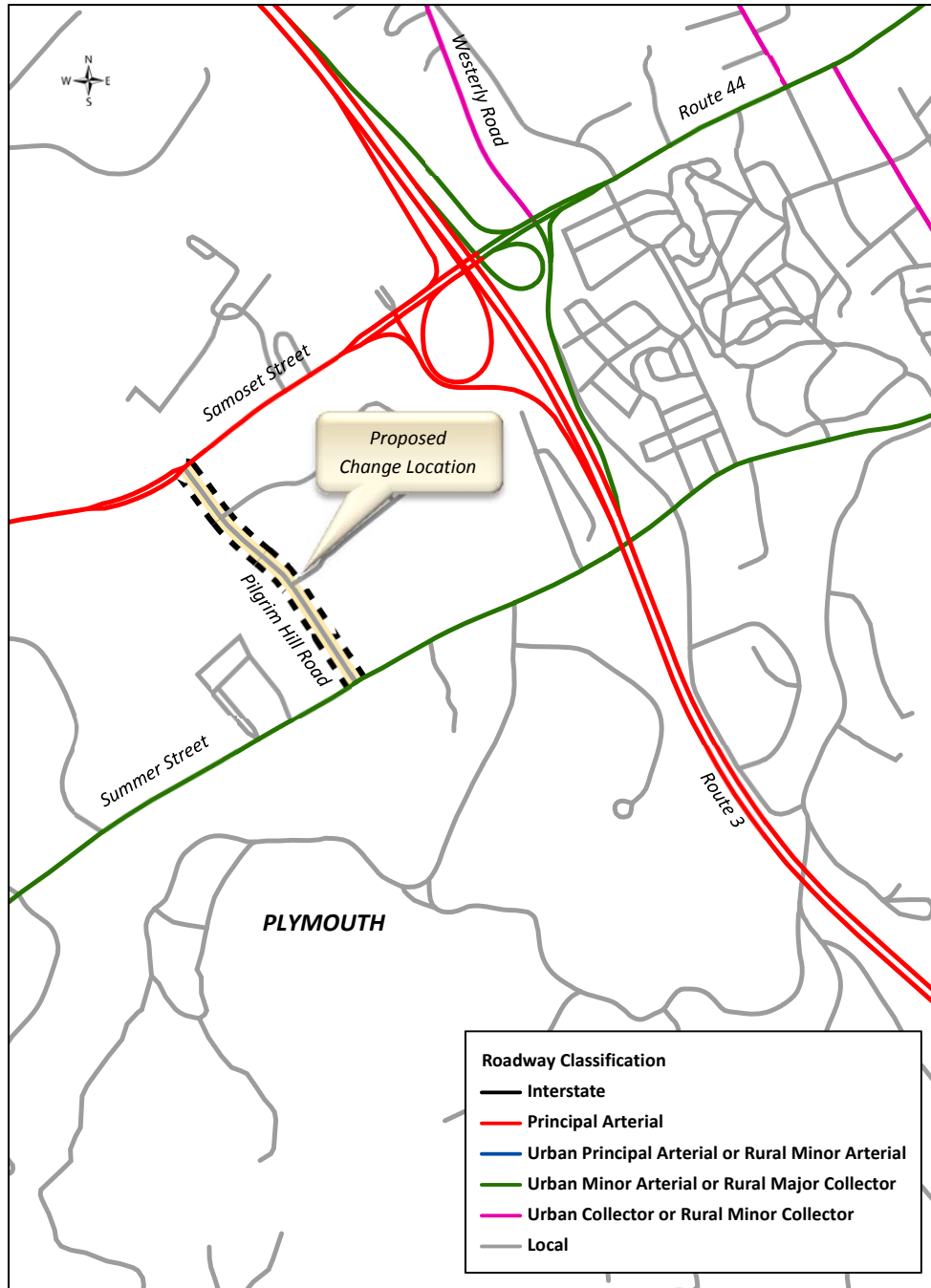
Street Name	Location	2006	2007	2008	2009	2010	2011	2012
Pilgrim Hill Road	North of Summer Street					11,016		

Proposed Change

The Town of Plymouth respectfully requests that the section of Pilgrim Hill Road from Samoset Street to Summer Street be changed from an Urban Local roadway (U0) to an Urban Minor Collector (U6). Figure 8 shows the proposed change to the functional classification of Industrial Park Road.

Figure 8: Pilgrim Hill Road
Change from Urban Local Roadway (U0) to and Urban Minor Collector (U6)

Segments: 312723, 312727, 312729, 312764



Problem
Inadequate Classification
Functions as a Minor Collector

Solution
Upgrade Classification
Upgrade from Local Roadway to Minor Collector

5.0 Future Conditions

An important consideration in determining whether or not to implement the proposed changes is the affect those changes would have on the percentage of roadway centerline mileage by functional classification for the Town of Plymouth and the Old Colony MPO region. According to step #3 of the MassDOT Roadway Functional Classification Change Process, MassDOT will be looking for the percentages to remain as close to the existing percentages as possible. However, step #3 also states that if the functional reclassification is the result of population growth or a new roadway is constructed leading to an area not served by an existing collector or arterial, then downgrading the functional class of a parallel roadway may not be necessary. Section 5.1 discusses the different alternatives analyzed for this project and highlights their associated benefits.

5.1 Alternatives

The Town of Plymouth's roadway network is generally split between three categories; Arterials, Collectors, and Local roadways. Local designation has the highest centerline mileage (290.98), while the Arterial and Collector mileage splitting the remainder with 55.30 miles and 50.83 miles respectively. The following alternatives provide a selection of potential changes to the Town of Plymouth's roadway functional classification. The Town of Plymouth has determined that the Preferred Alternative provides the maximum benefit for the town and respectfully requests its approval from the Massachusetts Department of Transportation and the Federal Highway Administration.

"No Build"

The Town of Plymouth could continue with their current roadway network and not submit the proposed changes; however, the roadways that are currently designated as local roads are, in some cases, operating at the major collector level and not reclassifying them would not be in the best interest of the Town of Plymouth.

Alternative #1

Alternative #1 includes changing functional classifications of seventeen (17) roadways in the Town of Plymouth. It consists of all thirteen (13) roadways on the original letter of request from the Town of Plymouth (Appendix) along with four (4) additional roadways added to the list following consultation with the Town. Alternative #1 was determined to be excessive at the present time considering the neighboring community acceptance requirement along with the anticipated affect all of the changes would have on the existing system.

Preferred Alternative

The Preferred Alternative consists of changing the functional classifications of seven (7) roadways in the Town of Plymouth. Those roadways are: 1.) Cherry Street, 2.) Commerce Way, 3.) Halfway Pond Road, 4.) Herring Way, 5.) Hall Street, 6.) Industrial Park Road, and 7.) Pilgrim Hill Road. In general, the proposed changes are an upgrade from Local Roadway classification to an Urban Major or Minor Collector; however, four (4) (Cherry Street, Commerce Way, Industrial Park Road, and Pilgrim Hill Road) of the seven (7) roadways are now serving new commercial areas and are currently functioning as collector roadways. The remaining three (3) roadway reclassifications include downgrading from collector status to a local roadway and swapping a local

classification with a collector classification. The Preferred Alternative presents very little change to the existing system and is presented for approval from MassDOT and the Federal Highway Administration.

Table 9 and Table 10 show the existing Town of Plymouth Centerline Miles by Functional Classification and their corresponding percentages.

Table 9: Plymouth Centerline Miles by Functional Classification (Existing)

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.00	55.30	50.83	290.98	397.11
Rural	0.00	1.53	3.53	103.40	108.46
Urban & Rural	0.00	56.82	54.36	394.39	505.57

Source: 2011 MassDOT Road Inventory Year-End Report

Table 10: Plymouth Centerline Miles Percentages by Functional Classification (Existing)

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.0%	13.9%	12.8%	73.3%	78.5%
Rural	0.0%	1.4%	3.3%	95.3%	21.5%
Urban & Rural	0.0%	11.2%	10.8%	78.0%	100.0%

Table 11 and Table 12 show the effect of the *Preferred Alternative* on the current Town of Plymouth Centerline Miles by Functional Classification and their corresponding percentages.

Table 11: Plymouth Centerline Miles by Functional Classification (Proposed)

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.00	55.30	54.56	287.25	397.11
Rural	0.00	1.53	3.53	103.40	108.46
Urban & Rural	0.00	56.82	58.09	390.66	505.57

Table 12: Plymouth Centerline Miles Percentages by Functional Classification (Proposed)

Type	Interstate	Arterial	Collector	Local	Total
Urban	0.0%	13.9%	13.7%	72.3%	78.5%
Rural	0.0%	1.4%	3.3%	95.3%	21.5%
Urban & Rural	0.0%	11.2%	11.5%	77.3%	100.0%

Implementing the Preferred Alternative would increase number of Urban Collector miles from 50.83 to 54.56 while decreasing the number of Urban Local miles from 290.98 to 287.25. Specifically, this change involves the exchange of 4.4 miles (from urban local roadway to urban collector) and 0.67 miles (from urban collector to urban local roadway), resulting in a net change of 3.73 miles.

6.0 Conclusions

In the past decade, the Town of Plymouth has experienced a significant increase in residential and commercial development resulting in changes in traffic patterns and behavior. As such, the Town of Plymouth requested that Old Colony Planning Council investigate the possibility of updating functional classifications for a number of their roadways to better mirror current conditions. Using the Massachusetts Department of Transportation Roadway Functional Classification Change Process; OCPC and the Town of Plymouth determined a final list of changes that would ultimately be submitted to MassDOT and the Federal Highway Administration for approval. This report discussed the concept of functional classification and the process involved in requesting a reclassification; highlighted the existing conditions of the Town of Plymouth’s roadway network; and summarized the effect of the proposed changes on the current network.

In summary, the following seven (7) roadways are being submitted for a change in functional classification in the Town of Plymouth:

- 1.) **Cherry Street** (urban local to urban collector)
- 2.) **Commerce Way** (urban local to urban collector)
- 3.) **Halfway Pond Road** (urban local to urban collector)
- 4.) **Herring Way** (urban collector to urban local)
- 5.) **Hall Street** (urban collector to urban local)
- 6.) **Industrial Park Road** (urban local to urban collector)
- 7.) **Pilgrim Hill Road** (urban local to urban collector)

The above changes in functional classification have been shown to have a minimal effect on the percentage of roadway centerline mileage by functional classification for the Town of Plymouth and the Old Colony Metropolitan Planning Organization. Table 13 and Table 14 display the existing and proposed changes in roadway centerline mileage and percentages by functional classification for the Town of Plymouth and the Old Colony MPO.

Table 13: Plymouth & Old Colony MPO Centerline Miles by Functional Classification

Type	Plymouth (Existing)	Plymouth (Proposed)	Old Colony MPO (Existing)	Old Colony MPO (Proposed)
Interstate	0.00	0.00	1.30	1.30
Arterial	56.82	56.82	326.87	326.87
Collector	54.36	58.09	227.09	230.82
Local	394.39	390.66	1,176.14	1,172.41
Total	505.57	505.57	1,731.40	1,731.40

Table 14: Plymouth & Old Colony MPO Centerline Miles Percentages by Functional Classification

Type	Plymouth (Existing)	Plymouth (Proposed)	Old Colony MPO (Existing)	Old Colony MPO (Proposed)
Interstate	0.0%	0.0%	0.1%	0.1%
Arterial	11.2%	11.2%	18.9%	18.9%
Collector	10.8%	11.5%	13.1%	13.3%
Local	78.0%	77.3%	67.9%	67.7%
Total	100.0%	100.0%	100.0%	100.0%

Old Colony Planning Council

Based on the results shown in Tables 13 & 14, Old Colony Planning Council and the Town of Plymouth respectfully ask that the Massachusetts Department of Transportation and the Federal Highway Administration approve the above changes in functional classification as their effect on the overall percentages on centerline mileage for the Town of Plymouth and the Old Colony MPO is negligible.

7.0 Appendix

Old Colony Metropolitan Planning Organization (MPO) Board Endorsement, May 28, 2013

Town of Plymouth Project Letter of Request

Town of Plymouth Working List of Roadways and Actions

Town of Plymouth & Old Colony Metropolitan Planning Organization (MPO) Centerline Miles by Functional Classification Table

Town of Plymouth Functional Classification Change Worksheet

Automatic Traffic Recorder (ATR) counts

Massachusetts Department of Transportation (MassDOT) Roadway Functional Classification Change Process

Old Colony Metropolitan Planning Organization

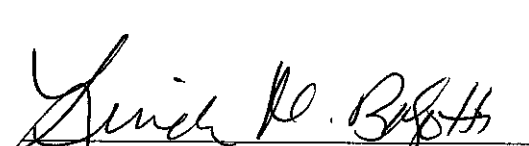
Endorsement of the Town of Plymouth Roadway Functional Classification Change Project

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization (MPO), at their MPO meeting on May 28, 2013, hereby approve and endorse the Town of Plymouth Roadway Functional Classification Change Project, dated March 2013.


Signatory Certification:


Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

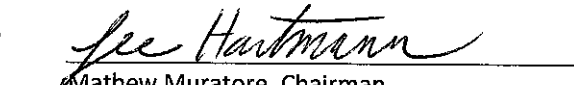
28 May 13
Date


The Honorable Linda M. Balzotti, Mayor
City of Brockton

5/28/13
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

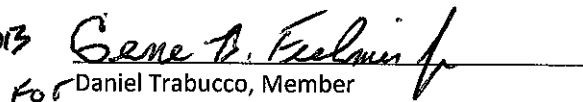
5/28/13
Date


Mathew Muratore, Chairman
Town of Plymouth, Board of Selectmen

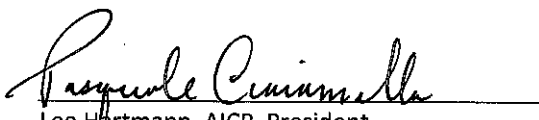
5/28/13
Date


Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit

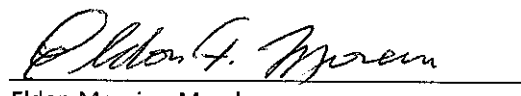
28 May 2013
Date


Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

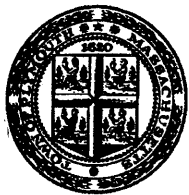
5/28/13
Date


Lee Hartmann, AICP, President
Old Colony Planning Council

5-28-13
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

5/28/13
Date



TOWN OF PLYMOUTH

Department of Public Works
11 Lincoln Street
Plymouth, Massachusetts 02360

RECEIVED
JUN 22 2007

Roger Hammond
Director of Public Works

June 20, 2007

Jed Cornock
Old Colony Planning Council
70 School Street
Brockton, MA 02301

Ref: Functional Classification

Dear Mr. Cornock:

The Town request that you conduct traffic counts on the following streets to determine the proper functional classification.

The streets are;

- Bartlett Road
- Carter's Bridge Road
- Cherry Street
- Commerce Way
- Court Street
- Federal Furnace Road
- Halfway Pond Road
- Hall Street
- Industrial Park Road
- Jordan Road
- Little Sandy Pond Road
- Long Pond Road
- Olmsted Terrace

Please call Mr. Thomson at 508-747-1620, Ext. 125 or me at Ext. 123 if you need more information or have any questions.

Very truly yours,

Sid Kashi, P.E.
Town Engineer

Administration (508) 830-4070 Water (508) 830-4155 Engineering (508) 830-4080 Highway (508) 830-4162 Sewer (508) 830-4159
Parks & Cemeteries (508) 830-4095 Recreation (508) 830-4110 Maintenance/Solid Waste (508) 830-4166

Town of Plymouth Roadway Functional Classification Change Project

Working List of Roadways & Actions

<p>1. Bartlett Road <u>Action:</u> Remain Local (0) <u>From/To:</u> State Road (Rt. 3A) to State Road (Rt. 3A) <u>Length:</u> 1.71 miles <u>Notes:</u> Remove from further consideration</p>	<p>2. Carter's Bridge Road <u>Action:</u> Remain Local (0) <u>From/To:</u> Valley Road to Long Pond Road <u>Length:</u> .47 miles <u>Notes:</u> Remove from further consideration</p>
<p>3. Carver Road <u>Action:</u> Change from Arterial (2) to Collector (5) <u>From/To:</u> Carver Town Line to Seven Hills Road <u>Length:</u> 2.94 miles <u>Notes:</u> Postpone for further study</p>	<p>4. Cherry Street <u>Action:</u> Change from Local (0) to Collector (5) <u>From/To:</u> Kingston T/L to Pilgrim Highway (Rt. 3) <u>Length:</u> .76 miles <u>Notes:</u> Carry forward to MPO for consideration</p>
<p>5. Commerce Way <u>Action:</u> Change from Local (0) to Collector (5) <u>From/To:</u> Cherry Street to Plympton Road (Rt. 80) <u>Length:</u> 1.66 miles <u>Notes:</u> Carry forward to MPO for consideration</p>	<p>6. Court Street <u>Action:</u> Remain Collector (5) <u>From/To:</u> Kingston Town Line to Main Street (Rt. 3A) <u>Length:</u> 2.33 miles <u>Notes:</u> Remove from further consideration</p>
<p>7. Federal Furnace Road <u>Action:</u> Remain Collector (5) <u>From/To:</u> Carver Town Line to Carver Road <u>Length:</u> 4.36 miles <u>Notes:</u> Remove from further consideration</p>	<p>8. Halfway Pond Road <u>Action:</u> Change from Local (0) to Collector (6) <u>From/To:</u> Herring Way to Long Pond Road <u>Length:</u> .32 miles <u>Notes:</u> Carry forward to MPO for consideration</p>
<p>9. Hall Street <u>Action:</u> Change from Collector (6) to Local (0) <u>From/To:</u> Standish Avenue to Court Street (Rt. 3A) <u>Length:</u> .24 miles <u>Notes:</u> Carry forward to MPO for consideration</p>	<p>10. Herring Way <u>Action:</u> Change from Collector (6) to Local (0) <u>From/To:</u> Halfway Pond Road to Long Pond Road <u>Length:</u> .43 miles <u>Notes:</u> Carry forward to MPO for consideration</p>
<p>11. Industrial Park Road <u>Action:</u> Change from Local (0) to Collector (6) <u>From/To:</u> Cherry Street to Commerce Way <u>Length:</u> 1.35 miles <u>Notes:</u> Carry forward to MPO for consideration</p>	<p>12. Jordan Road <u>Action:</u> Change from Local (0) to Collector (6) <u>From/To:</u> Sandwich Road (Rt. 3A) to Long Pond Road <u>Length:</u> 1.92 miles <u>Notes:</u> Postpone for further study</p>
<p>13. Little Sandy Pond Road <u>Action:</u> Remain Local (0) <u>From/To:</u> Bourne Road to Valley Road <u>Length:</u> 2.58 miles <u>Notes:</u> Remove from further consideration</p>	<p>14. Long Pond Road <u>Action:</u> Change from Collector (6) to Collector (5) <u>From/To:</u> Pilgrim Highway (Rt. 3) to Herring Pond Road <u>Length:</u> 12.66 miles <u>Notes:</u> Postpone for further study</p>
<p>15. Olmstead Road <u>Action:</u> Remain Local (0) <u>From/To:</u> Standish Avenue to Court Street (Rt. 3A) <u>Length:</u> .31 miles <u>Notes:</u> Remove from further consideration</p>	<p>16. Pilgrim Hill Road <u>Action:</u> Change from Local (0) to Collector (6) <u>From/To:</u> Samoset Street to Summer Street <u>Length:</u> .31 miles <u>Notes:</u> Carry forward to MPO for consideration</p>
<p>17. Samoset Street <u>Action:</u> Change from Arterial (2) to Collector (5) <u>From/To:</u> Seven Hills Road to Pilgrim Highway (Rt. 3) <u>Length:</u> 1.37 miles <u>Notes:</u> Postpone for further study</p>	

Old Colony Metropolitan Planning Organization (MPO)

Centerline Miles Jurisdiction by Functional Classification

Jurisdiction	Urban					Rural					Urban and Rural				
	Interstate	Arterial	Collector	Local	Total	Interstate	Arterial	Collector	Local	Total	Interstate	Arterial	Collector	Local	Total
MassDOT	1.30	104.36	2.07	1.61	109.34	0.00	4.17	2.18	0.00	6.35	1.30	108.53	4.24	1.62	115.69
City/Town Accepted	0.00	218.28	192.19	752.07	1,162.54	0.00	0.00	26.97	28.39	55.36	0.00	218.28	219.16	780.46	1,217.90
DCR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MassPort	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
State Park	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	62.16	62.16	0.00	0.00	0.00	62.84	62.84
State Institutional	0.00	0.00	0.00	6.24	6.24	0.00	0.00	0.00	0.84	0.84	0.00	0.00	0.00	7.07	7.07
County Institutional	0.00	0.00	0.00	1.68	1.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.68	1.68
Combined Federal	0.00	0.00	0.00	2.92	2.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92	2.92
Unaccepted	0.00	0.06	3.69	281.68	285.43	0.00	0.00	0.00	37.88	37.88	0.00	0.06	3.69	319.56	323.31
Total	1.30	322.70	197.94	1,046.87	1,568.81	0.00	4.17	29.15	129.28	162.59	1.30	326.87	227.09	1,176.14	1,731.40

Source: MassDOT 2011 Year End Road Inventory Report

Town of Plymouth

Centerline Miles Functional Classification

	Urban					Rural					Urban and Rural				
	Interstate	Arterial	Collector	Local	Total	Interstate	Arterial	Collector	Local	Total	Interstate	Arterial	Collector	Local	Total
Existing	0.00	55.30	50.83	290.98	397.11	0.00	1.53	3.53	103.40	108.46	0.00	56.82	54.36	394.39	505.57
Percentage	0.0%	13.9%	12.8%	73.3%	100.0%	0.0%	1.4%	3.3%	95.3%	100.0%	0.0%	11.2%	10.8%	78.0%	100.0%
Future	0.00	55.30	54.56	287.25	397.11	0.00	1.53	3.53	103.40	108.46	0.00	56.82	58.09	390.66	505.57
Percentage	0.0%	13.9%	13.7%	72.3%	100.0%	0.0%	1.4%	3.3%	95.3%	100.0%	0.0%	11.2%	11.5%	77.3%	100.0%

Town of Plymouth Functional Classification Change Worksheet

Street Name	From Street	To Street	Existing Classification	Proposed Classification	Distance (Miles)	U0	U1	U2	U3	U5	U6	R0	R1	R2	R3	R5	R6	
Cherry Street	Kingston Town Line	Pilgrim Highway (Route 3)	U0	U5	0.76	0.76				0.76								
Commerce Way	Cherry Street	Plympton Road (Route 80)	U0	U5	1.66	1.66				1.66								
Halfway Pond Road	Herring Way	Long Pond Road	U0	U6	0.32	0.32					0.32							
Hall Street	Standish Avenue	Court Street (Route 3A)	U5	U0	0.24	0.24				0.24								
Herring Way	Long Pond Road	Halfway Pond Road	U6	U0	0.43	0.43					0.43							
Industrial Park Road	Cherry Street	Commerce Way	U0	U6	1.35	1.35					1.35							
Pilgrim Hill Road	Samoset Street	Summer Street	U0	U6	0.31	0.31					0.31							
						Gain	0.67	0.00	0.00	0.00	2.42	1.98	0.00	0.00	0.00	0.00	0.00	
						Loss	4.40	0.00	0.00	0.00	0.24	0.43	0.00	0.00	0.00	0.00	0.00	0.00
						Total	-3.73	0.00	0.00	0.00	2.18	1.55	0.00	0.00	0.00	0.00	0.00	0.00
							-3.73				3.73							

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Cherry St, west of Standish Ave

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	22	17	24	16	*	*	*	*	*	*	*	*	23	16
01:00	*	*	12	7	23	8	*	*	*	*	*	*	*	*	18	8
02:00	*	*	9	5	8	2	*	*	*	*	*	*	*	*	8	4
03:00	*	*	4	7	4	8	*	*	*	*	*	*	*	*	4	8
04:00	*	*	6	8	7	9	*	*	*	*	*	*	*	*	6	8
05:00	*	*	10	45	16	36	*	*	*	*	*	*	*	*	13	40
06:00	*	*	54	137	44	134	*	*	*	*	*	*	*	*	49	136
07:00	*	*	114	121	113	133	*	*	*	*	*	*	*	*	114	127
08:00	*	*	180	197	189	197	*	*	*	*	*	*	*	*	184	197
09:00	*	*	231	205	242	235	*	*	*	*	*	*	*	*	236	220
10:00	*	*	228	232	195	195	*	*	*	*	*	*	*	*	212	214
11:00	*	*	280	243	239	217	*	*	*	*	*	*	*	*	260	230
12:00 PM	*	*	290	282	358	305	*	*	*	*	*	*	*	*	324	294
01:00	*	*	280	258	297	273	*	*	*	*	*	*	*	*	288	266
02:00	*	*	282	254	319	249	*	*	*	*	*	*	*	*	300	252
03:00	*	*	348	272	318	271	*	*	*	*	*	*	*	*	333	272
04:00	*	*	332	248	297	254	*	*	*	*	*	*	*	*	314	251
05:00	*	*	368	229	342	231	*	*	*	*	*	*	*	*	355	230
06:00	*	*	221	168	231	189	*	*	*	*	*	*	*	*	226	178
07:00	*	*	199	175	162	136	*	*	*	*	*	*	*	*	180	156
08:00	*	*	146	128	133	94	*	*	*	*	*	*	*	*	140	111
09:00	*	*	108	72	104	63	*	*	*	*	*	*	*	*	106	68
10:00	*	*	81	52	78	45	*	*	*	*	*	*	*	*	80	48
11:00	*	*	51	34	51	24	*	*	*	*	*	*	*	*	51	29
Total	0	0	3856	3396	3794	3324	0	0	0	0	0	0	0	0	3824	3363
Day	0	0	7252		7118		0	0	0	0	0	0	0	0	7187	
AM Peak			11:00	11:00	09:00	09:00									11:00	11:00
Vol.			280	243	242	235									260	230
PM Peak			17:00	12:00	12:00	12:00									17:00	12:00
Vol.			368	282	358	305									355	294
Comb. Total	0		7252		7118		0	0	0	0	0	0	0		7187	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Cherry St, east of Commerce Wy

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	25	35	19	49	*	*	*	*	*	*	*	*	22	42
01:00	*	*	15	15	22	11	*	*	*	*	*	*	*	*	18	13
02:00	*	*	11	16	17	21	*	*	*	*	*	*	*	*	14	18
03:00	*	*	9	17	6	15	*	*	*	*	*	*	*	*	8	16
04:00	*	*	12	18	15	19	*	*	*	*	*	*	*	*	14	18
05:00	*	*	70	48	59	48	*	*	*	*	*	*	*	*	64	48
06:00	*	*	267	119	282	115	*	*	*	*	*	*	*	*	274	117
07:00	*	*	411	194	363	216	*	*	*	*	*	*	*	*	387	205
08:00	*	*	546	217	596	223	*	*	*	*	*	*	*	*	571	220
09:00	*	*	371	239	390	261	*	*	*	*	*	*	*	*	380	250
10:00	*	*	304	279	286	279	*	*	*	*	*	*	*	*	295	279
11:00	*	*	319	310	296	323	*	*	*	*	*	*	*	*	308	316
12:00 PM	*	*	329	375	334	399	*	*	*	*	*	*	*	*	332	387
01:00	*	*	372	325	393	325	*	*	*	*	*	*	*	*	382	325
02:00	*	*	358	286	383	305	*	*	*	*	*	*	*	*	370	296
03:00	*	*	365	422	367	467	*	*	*	*	*	*	*	*	366	444
04:00	*	*	322	426	298	429	*	*	*	*	*	*	*	*	310	428
05:00	*	*	314	518	303	499	*	*	*	*	*	*	*	*	308	508
06:00	*	*	244	244	234	262	*	*	*	*	*	*	*	*	239	253
07:00	*	*	185	212	167	191	*	*	*	*	*	*	*	*	176	202
08:00	*	*	138	154	132	122	*	*	*	*	*	*	*	*	135	138
09:00	*	*	93	96	101	96	*	*	*	*	*	*	*	*	97	96
10:00	*	*	81	57	72	47	*	*	*	*	*	*	*	*	76	52
11:00	*	*	46	37	48	32	*	*	*	*	*	*	*	*	47	34
Total	0	0	5207	4659	5183	4754	0	0	0	0	0	0	0	0	5193	4705
Day	0	0	9866		9937		0	0	0	0	0	0	0	0	9898	
AM Peak			08:00	11:00	08:00	11:00									08:00	11:00
Vol.			546	310	596	323									571	316
PM Peak			13:00	17:00	13:00	17:00									13:00	17:00
Vol.			372	518	393	499									382	508

Comb. Total 0 9866 9937 0 0 0 0 9898

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #12
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Cherry St, at Kingston T/L

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	37	24	37	29	*	*	*	*	*	*	*	*	37	26
01:00	*	*	18	17	13	12	*	*	*	*	*	*	*	*	16	14
02:00	*	*	14	7	9	14	*	*	*	*	*	*	*	*	12	10
03:00	*	*	10	9	13	5	*	*	*	*	*	*	*	*	12	7
04:00	*	*	22	18	22	18	*	*	*	*	*	*	*	*	22	18
05:00	*	*	67	59	70	52	*	*	*	*	*	*	*	*	68	56
06:00	*	*	120	133	136	150	*	*	*	*	*	*	*	*	128	142
07:00	*	*	213	227	218	219	*	*	*	*	*	*	*	*	216	223
08:00	*	*	233	347	255	348	*	*	*	*	*	*	*	*	244	348
09:00	*	*	356	310	377	324	*	*	*	*	*	*	*	*	366	317
10:00	*	*	397	345	420	331	*	*	*	*	*	*	*	*	408	338
11:00	*	*	388	457	469	459	*	*	*	*	*	*	*	*	428	458
12:00 PM	*	*	494	485	546	496	*	*	*	*	*	*	*	*	520	490
01:00	*	*	459	482	530	534	*	*	*	*	*	*	*	*	494	508
02:00	*	*	433	488	512	605	*	*	*	*	*	*	*	*	472	546
03:00	*	*	446	520	530	574	*	*	*	*	*	*	*	*	488	547
04:00	*	*	462	491	484	529	*	*	*	*	*	*	*	*	473	510
05:00	*	*	518	513	524	536	*	*	*	*	*	*	*	*	521	524
06:00	*	*	379	510	388	503	*	*	*	*	*	*	*	*	384	506
07:00	*	*	312	353	319	351	*	*	*	*	*	*	*	*	316	352
08:00	*	*	241	234	197	253	*	*	*	*	*	*	*	*	219	244
09:00	*	*	146	265	128	266	*	*	*	*	*	*	*	*	137	266
10:00	*	*	54	123	76	123	*	*	*	*	*	*	*	*	65	123
11:00	*	*	31	72	37	42	*	*	*	*	*	*	*	*	34	57
Total	0	0	5850	6489	6310	6773	0	0	0	0	0	0	0	0	6080	6630
Day	0	0	12339		13083		0	0	0	0	0	0	0	0	12710	
AM Peak			10:00	11:00	11:00	11:00									11:00	11:00
Vol.			397	457	469	459									428	458
PM Peak			17:00	15:00	12:00	14:00									17:00	15:00
Vol.			518	520	546	605									521	547

Comb. Total 0 12339 13083 0 0 0 0 12710

Accurate Counts
978-664-2565

Location : Commerce Way South of
 Location : Route 44 Ramps
 City/State: Plymouth, MA
 Counter : 2751

48640001
 Site Code: 48640001

Start Time	07-Aug-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	72	68	101	101	*	*	86	84
01:00	*	*	*	*	*	*	*	43	46	43	43	*	*	43	44	
02:00	*	*	*	*	*	*	*	19	20	20	20	*	*	20	20	
03:00	*	*	*	*	*	*	*	18	21	22	22	*	*	20	24	
04:00	*	*	*	*	*	*	*	24	39	18	18	*	*	21	28	
05:00	*	*	*	*	*	*	*	66	66	47	47	*	*	56	104	
06:00	*	*	*	*	*	*	*	206	259	81	81	*	*	144	184	
07:00	*	*	*	*	*	*	*	311	488	222	222	*	*	266	368	
08:00	*	*	*	*	*	*	*	450	473	380	380	*	*	415	422	
09:00	*	*	*	*	*	*	*	591	533	528	528	*	*	560	506	
10:00	*	*	*	*	*	*	*	668	594	748	748	*	*	708	640	
11:00	*	*	*	*	*	*	*	711	742	821	821	*	*	766	763	
12:00 PM	*	*	*	*	*	*	*	771	809	830	830	*	*	800	794	
01:00	*	*	*	*	*	*	*	799	759	833	833	*	*	816	773	
02:00	*	*	*	*	*	*	*	820	807	775	775	*	*	825	791	
03:00	*	*	*	*	*	*	*	899	922	798	798	*	*	848	844	
04:00	*	*	*	*	*	*	*	951	879	733	733	*	*	842	789	
05:00	*	*	*	*	*	*	*	927	869	754	754	*	*	840	756	
06:00	*	*	*	*	*	*	*	828	636	610	610	*	*	719	611	
07:00	*	*	*	*	*	*	*	653	602	549	549	*	*	601	586	
08:00	*	*	*	*	*	*	*	493	473	474	474	*	*	484	461	
09:00	*	*	*	*	*	*	*	375	387	394	394	*	*	384	376	
10:00	*	*	*	*	*	*	*	217	215	188	188	*	*	202	212	
11:00	*	*	*	*	*	*	*	114	118	122	122	*	*	118	122	
Lane	0	0	0	0	0	0	0	0	11026	10910	10146	9636	0	0	10584	10304
Day	0	0	0	0	0	0	0	0	21936	19842	19842	20888	0	0	20888	20888
AM									11:00	11:00	11:00	11:00			11:00	11:00
Peak									711	742	821	784			766	763
Vol.									16:00	15:00	13:00	13:00			15:00	15:00
PM									951	922	833	787			848	844
Peak									21936	19842	19842	20888	0	0	20888	20888
Vol.									0	0	0	0			0	0

Comb. Total
 ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #14 & #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 19-Aug-09
 Date End: 20-Aug-09
 Commerce Wy, north of McAuliffe Wy

Start Time	17-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	84	58	81	69	*	*	*	*	*	*	82	64
01:00	*	*	*	*	36	30	51	36	*	*	*	*	*	*	44	33
02:00	*	*	*	*	41	22	31	23	*	*	*	*	*	*	36	22
03:00	*	*	*	*	20	13	15	18	*	*	*	*	*	*	18	16
04:00	*	*	*	*	26	26	26	29	*	*	*	*	*	*	26	28
05:00	*	*	*	*	126	91	125	78	*	*	*	*	*	*	126	84
06:00	*	*	*	*	305	224	256	188	*	*	*	*	*	*	280	206
07:00	*	*	*	*	426	425	428	406	*	*	*	*	*	*	427	416
08:00	*	*	*	*	437	666	446	662	*	*	*	*	*	*	442	664
09:00	*	*	*	*	528	665	522	669	*	*	*	*	*	*	525	667
10:00	*	*	*	*	655	780	634	783	*	*	*	*	*	*	644	782
11:00	*	*	*	*	789	845	795	892	*	*	*	*	*	*	792	868
12:00 PM	*	*	*	*	939	957	881	969	*	*	*	*	*	*	910	963
01:00	*	*	*	*	903	957	934	967	*	*	*	*	*	*	918	962
02:00	*	*	*	*	915	825	950	905	*	*	*	*	*	*	932	865
03:00	*	*	*	*	996	931	970	950	*	*	*	*	*	*	983	940
04:00	*	*	*	*	956	910	1050	973	*	*	*	*	*	*	1003	942
05:00	*	*	*	*	1037	879	971	1029	*	*	*	*	*	*	1004	954
06:00	*	*	*	*	749	879	840	910	*	*	*	*	*	*	794	894
07:00	*	*	*	*	669	657	700	687	*	*	*	*	*	*	684	672
08:00	*	*	*	*	571	518	569	527	*	*	*	*	*	*	570	522
09:00	*	*	*	*	466	327	487	387	*	*	*	*	*	*	476	357
10:00	*	*	*	*	246	225	329	219	*	*	*	*	*	*	288	222
11:00	*	*	*	*	147	110	151	129	*	*	*	*	*	*	149	120
Total	0	0	0	0	12067	12020	12242	12505	0	0	0	0	0	0	12153	12263
Day	0	0	0	0	24087		24747		0	0	0	0	0	0	24416	
AM Peak					11:00	11:00	11:00	11:00							11:00	11:00
Vol.					789	845	795	892							792	868
PM Peak					17:00	12:00	16:00	17:00							17:00	12:00
Vol.					1037	957	1050	1029							1004	963

Comb. Total 0 0 24087 24747 0 0 0 24416

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 21-May-08
 Date End: 22-May-08
 Halfway Pond Rd, west of Long Pond Rd

Start Time	19-May-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	7	33	10	36	*	*	*	*	*	*	8	34
01:00	*	*	*	*	7	13	11	13	*	*	*	*	*	*	9	13
02:00	*	*	*	*	3	3	7	9	*	*	*	*	*	*	5	6
03:00	*	*	*	*	13	4	6	5	*	*	*	*	*	*	10	4
04:00	*	*	*	*	37	0	37	5	*	*	*	*	*	*	37	2
05:00	*	*	*	*	125	8	128	12	*	*	*	*	*	*	126	10
06:00	*	*	*	*	307	27	303	28	*	*	*	*	*	*	305	28
07:00	*	*	*	*	437	104	458	95	*	*	*	*	*	*	448	100
08:00	*	*	*	*	303	136	314	141	*	*	*	*	*	*	308	138
09:00	*	*	*	*	191	71	238	91	*	*	*	*	*	*	214	81
10:00	*	*	*	*	156	89	151	107	*	*	*	*	*	*	154	98
11:00	*	*	*	*	138	131	126	124	*	*	*	*	*	*	132	128
12:00 PM	*	*	*	*	142	141	151	149	*	*	*	*	*	*	146	145
01:00	*	*	*	*	147	156	140	152	*	*	*	*	*	*	144	154
02:00	*	*	*	*	185	215	188	209	*	*	*	*	*	*	186	212
03:00	*	*	*	*	191	333	212	309	*	*	*	*	*	*	202	321
04:00	*	*	*	*	225	370	207	372	*	*	*	*	*	*	216	371
05:00	*	*	*	*	168	367	192	354	*	*	*	*	*	*	180	360
06:00	*	*	*	*	144	309	145	303	*	*	*	*	*	*	144	306
07:00	*	*	*	*	103	231	105	265	*	*	*	*	*	*	104	248
08:00	*	*	*	*	72	195	77	213	*	*	*	*	*	*	74	204
09:00	*	*	*	*	48	159	60	174	*	*	*	*	*	*	54	166
10:00	*	*	*	*	44	74	35	82	*	*	*	*	*	*	40	78
11:00	*	*	*	*	25	67	31	64	*	*	*	*	*	*	28	66
Total Day	0	0	0	0	3218	3236	3332	3312	0	0	0	0	0	0	3274	3273
AM Peak Vol.					07:00 437	08:00 136	07:00 458	08:00 141							07:00 448	08:00 138
PM Peak Vol.					16:00 225	16:00 370	15:00 212	16:00 372							16:00 216	16:00 371
Comb. Total	0	0	0	0	6454	6644	6644	6644	0	0	0	0	0	0	6547	6547

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Plymouth
 Com#_UR/FC: 239_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Jul-12
 Date End: 12-Jul-12
 Halfway Pond Rd, west of Long Pond Rd

Start Time	09-Jul-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	9	34	12	39	*	*	*	*	*	*	10	36
01:00	*	*	*	*	3	13	4	10	*	*	*	*	*	*	4	12
02:00	*	*	*	*	7	6	7	6	*	*	*	*	*	*	7	6
03:00	*	*	*	*	13	4	7	5	*	*	*	*	*	*	10	4
04:00	*	*	*	*	49	2	56	5	*	*	*	*	*	*	52	4
05:00	*	*	*	*	137	13	121	13	*	*	*	*	*	*	129	13
06:00	*	*	*	*	242	26	262	29	*	*	*	*	*	*	252	28
07:00	*	*	*	*	327	69	343	68	*	*	*	*	*	*	335	68
08:00	*	*	*	*	295	157	325	168	*	*	*	*	*	*	310	162
09:00	*	*	*	*	241	126	252	123	*	*	*	*	*	*	246	124
10:00	*	*	*	*	220	133	217	118	*	*	*	*	*	*	218	126
11:00	*	*	*	*	192	152	195	159	*	*	*	*	*	*	194	156
12:00 PM	*	*	*	*	168	182	197	188	*	*	*	*	*	*	182	185
01:00	*	*	*	*	161	186	196	189	*	*	*	*	*	*	178	188
02:00	*	*	*	*	214	183	258	214	*	*	*	*	*	*	236	198
03:00	*	*	*	*	180	278	186	283	*	*	*	*	*	*	183	280
04:00	*	*	*	*	177	356	192	310	*	*	*	*	*	*	184	333
05:00	*	*	*	*	191	360	172	350	*	*	*	*	*	*	182	355
06:00	*	*	*	*	146	289	174	342	*	*	*	*	*	*	160	316
07:00	*	*	*	*	113	219	105	220	*	*	*	*	*	*	109	220
08:00	*	*	*	*	81	206	73	202	*	*	*	*	*	*	77	204
09:00	*	*	*	*	60	153	44	151	*	*	*	*	*	*	52	152
10:00	*	*	*	*	42	111	49	125	*	*	*	*	*	*	46	118
11:00	*	*	*	*	17	76	36	83	*	*	*	*	*	*	26	80
Total	0	0	0	0	3285	3334	3483	3400	0	0	0	0	0	0	3382	3368
Day	0	0	0	0	6619		6883		0	0	0	0	0	0	6750	
AM Peak					07:00	08:00	07:00	08:00							07:00	08:00
Vol.					327	157	343	168							335	162
PM Peak					14:00	17:00	14:00	17:00							14:00	17:00
Vol.					214	360	258	350							236	355

Comb. Total 0 0 6619 6883 0 0 0 6750

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 19-Aug-08
 Date End: 20-Aug-08
 Hall St, west of Court St (3A)

Start Time	18-Aug-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	7	0	3	*	*	*	*	*	*	*	*	1	5
01:00	*	*	1	1	0	1	*	*	*	*	*	*	*	*	0	1
02:00	*	*	1	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	1	1	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	2	1	1	1	*	*	*	*	*	*	*	*	2	1
05:00	*	*	4	3	0	1	*	*	*	*	*	*	*	*	2	2
06:00	*	*	9	7	12	9	*	*	*	*	*	*	*	*	10	8
07:00	*	*	16	20	22	13	*	*	*	*	*	*	*	*	19	16
08:00	*	*	22	26	19	21	*	*	*	*	*	*	*	*	20	24
09:00	*	*	21	14	23	31	*	*	*	*	*	*	*	*	22	22
10:00	*	*	25	30	18	18	*	*	*	*	*	*	*	*	22	24
11:00	*	*	32	25	22	26	*	*	*	*	*	*	*	*	27	26
12:00 PM	*	*	18	35	26	24	*	*	*	*	*	*	*	*	22	30
01:00	*	*	21	28	19	33	*	*	*	*	*	*	*	*	20	30
02:00	*	*	21	29	23	39	*	*	*	*	*	*	*	*	22	34
03:00	*	*	24	34	23	28	*	*	*	*	*	*	*	*	24	31
04:00	*	*	26	41	34	33	*	*	*	*	*	*	*	*	30	37
05:00	*	*	28	43	23	44	*	*	*	*	*	*	*	*	26	44
06:00	*	*	21	22	26	23	*	*	*	*	*	*	*	*	24	22
07:00	*	*	21	21	12	27	*	*	*	*	*	*	*	*	16	24
08:00	*	*	14	19	19	27	*	*	*	*	*	*	*	*	16	23
09:00	*	*	11	15	12	17	*	*	*	*	*	*	*	*	12	16
10:00	*	*	4	12	5	14	*	*	*	*	*	*	*	*	4	13
11:00	*	*	3	5	3	10	*	*	*	*	*	*	*	*	3	8
Total Day	0	0	348	439	342	443	0	0	0	0	0	0	0	0	344	441
AM Peak Vol.			32	30	23	31									27	26
PM Peak Vol.			28	43	34	44									30	44
Comb. Total	0		787		785		0		0		0		0		785	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U0
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 13-Sep-06
 Date End: 14-Sep-06
 Industrial Prk Rd, north of McAuliffe Wy

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	0	18	5	26	*	*	*	*	*	*	2	22
01:00	*	*	*	*	3	3	3	4	*	*	*	*	*	*	3	4
02:00	*	*	*	*	9	7	5	3	*	*	*	*	*	*	7	5
03:00	*	*	*	*	4	12	8	3	*	*	*	*	*	*	6	8
04:00	*	*	*	*	7	7	6	15	*	*	*	*	*	*	6	11
05:00	*	*	*	*	72	5	58	10	*	*	*	*	*	*	65	8
06:00	*	*	*	*	236	49	222	57	*	*	*	*	*	*	229	53
07:00	*	*	*	*	322	115	315	134	*	*	*	*	*	*	318	124
08:00	*	*	*	*	510	137	489	135	*	*	*	*	*	*	500	136
09:00	*	*	*	*	321	168	336	219	*	*	*	*	*	*	328	194
10:00	*	*	*	*	271	243	263	234	*	*	*	*	*	*	267	238
11:00	*	*	*	*	260	308	254	264	*	*	*	*	*	*	257	286
12:00 PM	*	*	*	*	317	396	303	366	*	*	*	*	*	*	310	381
01:00	*	*	*	*	369	307	315	284	*	*	*	*	*	*	342	296
02:00	*	*	*	*	280	293	294	300	*	*	*	*	*	*	287	296
03:00	*	*	*	*	279	419	280	431	*	*	*	*	*	*	280	425
04:00	*	*	*	*	243	444	231	413	*	*	*	*	*	*	237	428
05:00	*	*	*	*	186	526	170	468	*	*	*	*	*	*	178	497
06:00	*	*	*	*	94	221	113	210	*	*	*	*	*	*	104	216
07:00	*	*	*	*	55	96	73	100	*	*	*	*	*	*	64	98
08:00	*	*	*	*	41	57	41	85	*	*	*	*	*	*	41	71
09:00	*	*	*	*	24	39	27	44	*	*	*	*	*	*	26	42
10:00	*	*	*	*	25	14	30	21	*	*	*	*	*	*	28	18
11:00	*	*	*	*	6	28	8	22	*	*	*	*	*	*	7	25
Lane Day	0	0	0	0	3934	3912	3849	3848	0	0	0	0	0	0	3892	3882
AM Peak Vol.	0	0	0	0	7846	7697	7697	7697	0	0	0	0	0	0	7774	7774
PM Peak Vol.					510	308	489	264							500	286
AM Peak					08:00	11:00	08:00	11:00							08:00	11:00
PM Peak					13:00	17:00	13:00	17:00							13:00	17:00
Vol.					369	526	315	468							342	497

Comb. Total 0 0 7846 7697 0 0 0 7774

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U0
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 13-Sep-06
 Date End: 14-Sep-06
 Industrial Prk Rd, south of McAuliffe Wy

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	3	6	3	6	*	*	*	*	*	*	3	6
01:00	*	*	*	*	3	1	3	0	*	*	*	*	*	*	3	0
02:00	*	*	*	*	5	2	4	2	*	*	*	*	*	*	4	2
03:00	*	*	*	*	6	4	6	1	*	*	*	*	*	*	6	2
04:00	*	*	*	*	10	2	8	4	*	*	*	*	*	*	9	3
05:00	*	*	*	*	52	2	53	2	*	*	*	*	*	*	52	2
06:00	*	*	*	*	126	10	129	11	*	*	*	*	*	*	128	10
07:00	*	*	*	*	249	22	243	34	*	*	*	*	*	*	246	28
08:00	*	*	*	*	351	36	321	27	*	*	*	*	*	*	336	32
09:00	*	*	*	*	188	35	194	36	*	*	*	*	*	*	191	36
10:00	*	*	*	*	136	32	127	23	*	*	*	*	*	*	132	28
11:00	*	*	*	*	124	41	128	34	*	*	*	*	*	*	126	38
12:00 PM	*	*	*	*	145	39	158	40	*	*	*	*	*	*	152	40
01:00	*	*	*	*	198	42	159	41	*	*	*	*	*	*	178	42
02:00	*	*	*	*	142	53	163	36	*	*	*	*	*	*	152	44
03:00	*	*	*	*	173	67	148	55	*	*	*	*	*	*	160	61
04:00	*	*	*	*	117	35	114	43	*	*	*	*	*	*	116	39
05:00	*	*	*	*	109	44	99	37	*	*	*	*	*	*	104	40
06:00	*	*	*	*	56	31	58	23	*	*	*	*	*	*	57	27
07:00	*	*	*	*	23	18	41	19	*	*	*	*	*	*	32	18
08:00	*	*	*	*	20	10	22	13	*	*	*	*	*	*	21	12
09:00	*	*	*	*	14	17	14	9	*	*	*	*	*	*	14	13
10:00	*	*	*	*	14	3	18	3	*	*	*	*	*	*	16	3
11:00	*	*	*	*	1	11	2	10	*	*	*	*	*	*	2	10
Lane Day	0	0	0	0	2265	563	2215	509	0	0	0	0	0	0	2240	536
AM Peak Vol.					2828		2724								2776	
PM Peak Vol.																
AM Peak					08:00	11:00	08:00	09:00							08:00	11:00
PM Peak					13:00	15:00	14:00	15:00							13:00	15:00
Vol.					351	41	321	36							336	38
Vol.					198	67	163	55							178	61

Comb. Total 0 0 2828 2724 0 0 0 2776

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Industrial Park Rd, south of Cherry St

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	35	9	48	8	*	*	*	*	*	*	*	*	42	8
01:00	*	*	9	9	13	7	*	*	*	*	*	*	*	*	11	8
02:00	*	*	18	7	17	11	*	*	*	*	*	*	*	*	18	9
03:00	*	*	10	9	10	6	*	*	*	*	*	*	*	*	10	8
04:00	*	*	7	6	9	3	*	*	*	*	*	*	*	*	8	4
05:00	*	*	10	57	11	47	*	*	*	*	*	*	*	*	10	52
06:00	*	*	36	233	39	220	*	*	*	*	*	*	*	*	38	226
07:00	*	*	73	307	99	308	*	*	*	*	*	*	*	*	86	308
08:00	*	*	131	512	149	549	*	*	*	*	*	*	*	*	140	530
09:00	*	*	213	357	224	360	*	*	*	*	*	*	*	*	218	358
10:00	*	*	240	251	253	265	*	*	*	*	*	*	*	*	246	258
11:00	*	*	292	247	325	254	*	*	*	*	*	*	*	*	308	250
12:00 PM	*	*	378	299	406	274	*	*	*	*	*	*	*	*	392	286
01:00	*	*	268	263	298	306	*	*	*	*	*	*	*	*	283	284
02:00	*	*	258	271	304	270	*	*	*	*	*	*	*	*	281	270
03:00	*	*	419	287	385	278	*	*	*	*	*	*	*	*	402	282
04:00	*	*	391	203	401	212	*	*	*	*	*	*	*	*	396	208
05:00	*	*	520	153	504	177	*	*	*	*	*	*	*	*	512	165
06:00	*	*	222	118	235	107	*	*	*	*	*	*	*	*	228	112
07:00	*	*	151	89	140	83	*	*	*	*	*	*	*	*	146	86
08:00	*	*	114	60	104	43	*	*	*	*	*	*	*	*	109	52
09:00	*	*	74	30	71	29	*	*	*	*	*	*	*	*	72	30
10:00	*	*	34	23	40	21	*	*	*	*	*	*	*	*	37	22
11:00	*	*	22	7	25	15	*	*	*	*	*	*	*	*	24	11
Total	0	0	3925	3807	4110	3853	0	0	0	0	0	0	0	0	4017	3827
Day	0	0	7732		7963		0	0	0	0	0	0	0	0	7844	
AM Peak			11:00	08:00	11:00	08:00									11:00	08:00
Vol.			292	512	325	549									308	530
PM Peak			17:00	12:00	17:00	13:00									17:00	12:00
Vol.			520	299	504	306									512	286

Comb. Total 0 7732 7963 0 0 0 0 7844

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: 22926
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Industrial Park Rd, south of Aldrin Rd

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	7	31	11	41	*	*	*	*	*	*	*	*	9	36
01:00	*	*	11	4	14	9	*	*	*	*	*	*	*	*	12	6
02:00	*	*	4	12	4	9	*	*	*	*	*	*	*	*	4	10
03:00	*	*	4	3	8	4	*	*	*	*	*	*	*	*	6	4
04:00	*	*	5	7	3	6	*	*	*	*	*	*	*	*	4	6
05:00	*	*	48	22	46	19	*	*	*	*	*	*	*	*	47	20
06:00	*	*	145	54	158	53	*	*	*	*	*	*	*	*	152	54
07:00	*	*	222	108	203	96	*	*	*	*	*	*	*	*	212	102
08:00	*	*	392	130	446	144	*	*	*	*	*	*	*	*	419	137
09:00	*	*	348	236	345	220	*	*	*	*	*	*	*	*	346	228
10:00	*	*	312	239	317	251	*	*	*	*	*	*	*	*	314	245
11:00	*	*	288	319	319	346	*	*	*	*	*	*	*	*	304	332
12:00 PM	*	*	364	434	391	428	*	*	*	*	*	*	*	*	378	431
01:00	*	*	374	319	367	327	*	*	*	*	*	*	*	*	370	323
02:00	*	*	349	334	324	268	*	*	*	*	*	*	*	*	336	301
03:00	*	*	274	369	258	371	*	*	*	*	*	*	*	*	266	370
04:00	*	*	239	408	255	378	*	*	*	*	*	*	*	*	247	393
05:00	*	*	200	414	176	451	*	*	*	*	*	*	*	*	188	432
06:00	*	*	106	179	114	171	*	*	*	*	*	*	*	*	110	175
07:00	*	*	99	101	83	109	*	*	*	*	*	*	*	*	91	105
08:00	*	*	56	109	46	80	*	*	*	*	*	*	*	*	51	94
09:00	*	*	35	76	31	67	*	*	*	*	*	*	*	*	33	72
10:00	*	*	39	21	35	29	*	*	*	*	*	*	*	*	37	25
11:00	*	*	13	19	14	22	*	*	*	*	*	*	*	*	14	20
Total	0	0	3934	3948	3968	3899	0	0	0	0	0	0	0	0	3950	3921
Day	0	0	7882		7867		0	0	0	0	0	0	0	0	7871	
AM Peak			08:00	11:00	08:00	11:00									08:00	11:00
Vol.			392	319	446	346									419	332
PM Peak			13:00	12:00	12:00	17:00									12:00	17:00
Vol.			374	434	391	451									378	432

Comb. Total 0 7882 7867 0 0 0 0 7871

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Com #_U/RFC: 239_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 11-Aug-09
 Date End: 12-Aug-09
 Industrial Park Rd,south of McAuliffe Wy

Start Time	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	24	5	30	7	*	*	*	*	*	*	*	*	27	6
01:00	*	*	2	3	6	4	*	*	*	*	*	*	*	*	4	4
02:00	*	*	8	4	4	3	*	*	*	*	*	*	*	*	6	4
03:00	*	*	2	4	5	4	*	*	*	*	*	*	*	*	4	4
04:00	*	*	6	4	3	6	*	*	*	*	*	*	*	*	4	5
05:00	*	*	7	38	4	40	*	*	*	*	*	*	*	*	6	39
06:00	*	*	22	101	22	116	*	*	*	*	*	*	*	*	22	108
07:00	*	*	41	191	49	194	*	*	*	*	*	*	*	*	45	192
08:00	*	*	71	371	88	389	*	*	*	*	*	*	*	*	80	380
09:00	*	*	123	262	109	267	*	*	*	*	*	*	*	*	116	264
10:00	*	*	106	197	129	200	*	*	*	*	*	*	*	*	118	198
11:00	*	*	156	169	168	191	*	*	*	*	*	*	*	*	162	180
12:00 PM	*	*	255	206	248	229	*	*	*	*	*	*	*	*	252	218
01:00	*	*	175	225	209	209	*	*	*	*	*	*	*	*	192	217
02:00	*	*	189	207	184	188	*	*	*	*	*	*	*	*	186	198
03:00	*	*	196	153	211	173	*	*	*	*	*	*	*	*	204	163
04:00	*	*	247	132	231	162	*	*	*	*	*	*	*	*	239	147
05:00	*	*	270	103	298	96	*	*	*	*	*	*	*	*	284	100
06:00	*	*	124	80	125	77	*	*	*	*	*	*	*	*	124	78
07:00	*	*	84	62	93	43	*	*	*	*	*	*	*	*	88	52
08:00	*	*	86	43	58	26	*	*	*	*	*	*	*	*	72	34
09:00	*	*	66	17	51	25	*	*	*	*	*	*	*	*	58	21
10:00	*	*	20	7	24	16	*	*	*	*	*	*	*	*	22	12
11:00	*	*	20	5	24	12	*	*	*	*	*	*	*	*	22	8
Total	0	0	2300	2589	2373	2677	0	0	0	0	0	0	0	0	2337	2632
Day	0	0	4889		5050		0	0	0	0	0	0	0	0	4969	
AM Peak			11:00	08:00	11:00	08:00									11:00	08:00
Vol.			156	371	168	389									162	380
PM Peak			17:00	13:00	17:00	12:00									17:00	12:00
Vol.			270	225	298	229									284	218

Comb. Total 0 4889 5050 0 0 0 0 4969

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Plymouth
 Com #_U/RFC: 239_U
 Recorder #: Jamar #6
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 239
 Date Start: 27-Jul-10
 Date End: 28-Jul-10
 Pilgrim Hill Rd, south of Samoset St

Start Time	26-Jul-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	35	19	43	25	*	*	*	*	*	*	*	*	39	22
01:00	*	*	31	12	19	18	*	*	*	*	*	*	*	*	25	15
02:00	*	*	11	18	12	11	*	*	*	*	*	*	*	*	12	14
03:00	*	*	7	13	7	15	*	*	*	*	*	*	*	*	7	14
04:00	*	*	10	43	7	48	*	*	*	*	*	*	*	*	8	46
05:00	*	*	25	145	25	160	*	*	*	*	*	*	*	*	25	152
06:00	*	*	95	265	90	277	*	*	*	*	*	*	*	*	92	271
07:00	*	*	255	368	206	389	*	*	*	*	*	*	*	*	230	378
08:00	*	*	211	472	245	465	*	*	*	*	*	*	*	*	228	468
09:00	*	*	251	392	248	430	*	*	*	*	*	*	*	*	250	411
10:00	*	*	266	344	258	391	*	*	*	*	*	*	*	*	262	368
11:00	*	*	293	363	269	374	*	*	*	*	*	*	*	*	281	368
12:00 PM	*	*	311	357	319	382	*	*	*	*	*	*	*	*	315	370
01:00	*	*	361	326	300	339	*	*	*	*	*	*	*	*	330	332
02:00	*	*	327	369	320	344	*	*	*	*	*	*	*	*	324	356
03:00	*	*	372	394	365	402	*	*	*	*	*	*	*	*	368	398
04:00	*	*	405	435	431	431	*	*	*	*	*	*	*	*	418	433
05:00	*	*	429	448	434	500	*	*	*	*	*	*	*	*	432	474
06:00	*	*	376	347	401	336	*	*	*	*	*	*	*	*	388	342
07:00	*	*	312	263	325	263	*	*	*	*	*	*	*	*	318	263
08:00	*	*	264	191	238	187	*	*	*	*	*	*	*	*	251	189
09:00	*	*	224	172	214	172	*	*	*	*	*	*	*	*	219	172
10:00	*	*	129	80	128	98	*	*	*	*	*	*	*	*	128	89
11:00	*	*	77	48	65	53	*	*	*	*	*	*	*	*	71	50
Total	0	0	5077	5884	4969	6110	0	0	0	0	0	0	0	0	5021	5995
Day	0	0	10961		11079		0	0	0	0	0	0	0	0	11016	
AM Peak			11:00	08:00	11:00	08:00									11:00	08:00
Vol.			293	472	269	465									281	468
PM Peak			17:00	17:00	17:00	17:00									17:00	17:00
Vol.			429	448	434	500									432	474

Comb. Total 0 10961 11079 0 0 0 0 11016



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Functional Reclassification Process

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Data

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[HOV Monitoring](#)
[Statewide Model](#)

Functionally classifying roadways within the Road Inventory File assigns a logical hierarchical system to the hundreds of thousands of roadways crisscrossing the state. When addressing a roadway mobility improvement, this system classifies the network in a manner that aides in determining which roadways to improve for the most beneficial transportation result. Click this link for a [Definition of Functional Classification](#).

Since a majority of transportation improvement funding tends to come from the Federal Highway Administration (FHWA), the functional classification system also determines which roadways are eligible for Federal-aid. The roadways designated as part of the National Highway System (NHS) are mostly eligible for NHS funding. These roadways include all Interstates, most of the principal arterial system, and a small portion of urban collectors. The roadways designated as part of the NHS that are rural minor collectors or local roadways are not eligible for NHS funding. This system represents the main arteries of commerce and the critical roadways for defense, connecting from state border to border and all designated [NHS terminals](#).

The second biggest Federal-aid category is the Surface Transportation Program (STP), which covers all Interstates, principal and minor arterials, and major collectors. Every ten years, the US Census Bureau updates the urbanized area zones for the entire country. The roadways that travel through these zones are considered urban, while the other roadways traveling outside of the zone are considered rural. Within the functional classification system, roadways can change between arterials and collectors when crossing between an urbanized area and a rural area and visa versa. In terms of the STP funding category, all arterials and collectors within the urban zone are Federal-aid eligible. For rural areas, all arterials are eligible, but only major collectors are Federal-aid eligible. The roadways designated as rural minor collectors are not eligible under the current transportation act - Safe, Accountable, Flexible, Efficiency, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. The past transportation act - Transportation Equity Act -21 (TEA-21) provision 1108(f) permitted up to 15% of STP funds for use on rural minor collectors*.

Why Change a Roadway's Functional Classification:

As traffic patterns change over time through either roadway construction or land use change, roadway functions may change as well. Reclassifying roadways to match their current purpose is the best way to maintain the proper hierarchy, reflecting the importance of each roadway in the network.

While a roadway functional classification determines its Federal-aid funding eligibility, changing a roadway's functional classification specifically for the purpose of obtaining Federal funds is strongly discouraged and would greatly increase the chance that FHWA would reject the request.

Reclassification Process:

This process outlines the steps necessary to ensure FHWA approves a functional classification change. These steps do not guarantee an official approval by FHWA, but do ensure that FHWA has all the necessary paperwork and key state, regional, and local approvals in place. To revise the functional classification along a particular roadway or group of roadways, the following steps are encouraged:

STEP 1:

One or more Massachusetts municipalities write a letter addressed to their Metropolitan Planning Organization (MPO) requesting a functional classification change. If the requested roadway also travels through adjacent municipalities, then those municipalities must also submit a letter requesting the same change to the MPO.

STEP 2:

The MPO staff reviews the letter to determine whether the request makes sense.

STEP 3:

If the MPO staff agrees with the request, the MPO staff then works with the municipality(ies) to obtain current traffic counts at key locations along the roadway to support a change and document why the change is warranted. This could include a discussion of how land use has changed to increase or decrease the roadways importance or a description explaining how the roadway network has been revised resulting from highway construction, thus changing travel patterns. When updating the functional classification to better match the use of the roadway system, special attention should be paid to including an opposite change in a parallel roadway's functional classification, thus keeping the percentage of roadway centerline mileage by

functional class by MPO as close to the existing amounts as possible. If the functional reclassification is the result of population growth or a new roadway is constructed in an area not served by an existing collector or arterial classified roadway, then downgrading the functional class of a parallel roadway may not be necessary. Finally, 8.5X11 maps should be created highlighting the roadway(s) under review.

STEP 4:

The MPO should informally send the request to the Office of Transportation Planning's (OTP) Geospatial Resources Section for a quick review prior to MPO adoption. It might make sense to follow this step in the early stages of Step 3 to avoid unnecessary work.

STEP 5:

Upon completing the package outlined in Step 3, present to the MPO Board for their approval.

STEP 6:

Once the MPO Board approval is granted and documented, send the approved package to OTP. The package should include the following:

- Letter(s) from municipality(ies) requesting the change
- Volume counts along roadways under review
- Maps highlighting roadways under review
- Descriptive text explaining why the change is warranted, citing land use changes, roadway alignment changes, or other reason
- MPO Board approval.

STEP 7:

If the package is complete, OTP will submit to FHWA for their approval. Once FHWA provides a ruling, OTP will provide the results to the MPO.

Click the link to view an example of a [Complete Functional Reclassification Package](#), submitted by the Pioneer Valley Metropolitan Planning Organization. It should be noted that this example consists of over 20 simultaneous change requests; however, submittals can include as few as one set of change requests. Also, the cover letter addressed to OTP is not shown, but should be included in a complete submittal package.

* Federal Highway Administration, A Guide to Federal-Aid Programs and Projects, Surface Transportation Program (STP) Updated April 20, 2007, web page:
http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm#678

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Cherry Street (Figure 3A) MassDOT Recommendation

Please refer to Figure 3, Page 7 from Old Colony Planning Council's document "Town of Plymouth Roadway Functional Classification Change Project".

MassDOT's Office of Transportation Planning recommends truncating the functional classification of Cherry Street in Plymouth back to Commerce Way. This is a distance of 0.15 miles and will keep the functional classified network continuous. Changing Cherry Street in Plymouth to the town line will create a dead end in the functional class network. Old Colony Planning Council consulted with the Town of Plymouth and both were in agreement with MassDOT's recommendation.

See the map below:

