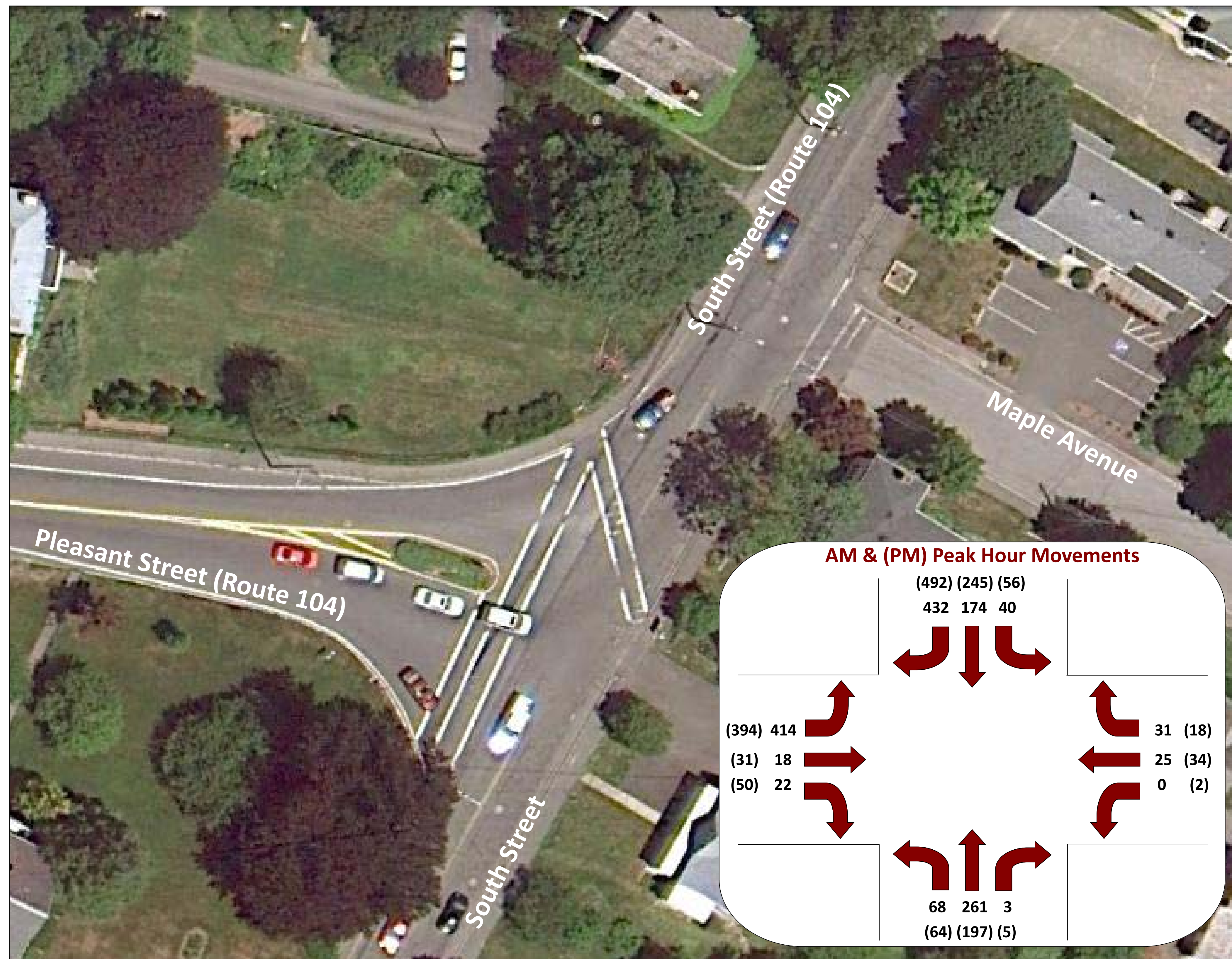


2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & South Street/Maple Avenue



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: South Street/Maple Avenue
Traffic Control: Two Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:15-8:15 AM	4:00-5:00 PM
Peak Hour Volume	1,488	1,588
Peak Hour Factor	0.966	0.964
Level-of-Service		
<i>Pleasant Street (104) LT, RT, Thru</i>	F	F
<i>South Street NB & SB LT</i>	A	A
<i>Maple Avenue WB LT, RT, Thru</i>	C	D
Safety Analysis		
Crashes (2007-2009): 9	Crash Rate (2007-2009): 0.47	
<i>Property Damage Only: 8</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 1</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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Peak Hour: The hour of the day at which the highest volume of traffic is recorded

Peak Hour Volume: The volume of traffic occurring during the peak hour

Peak Hour Factor: A measure of how evenly the rate of flow of traffic is during the peak hour

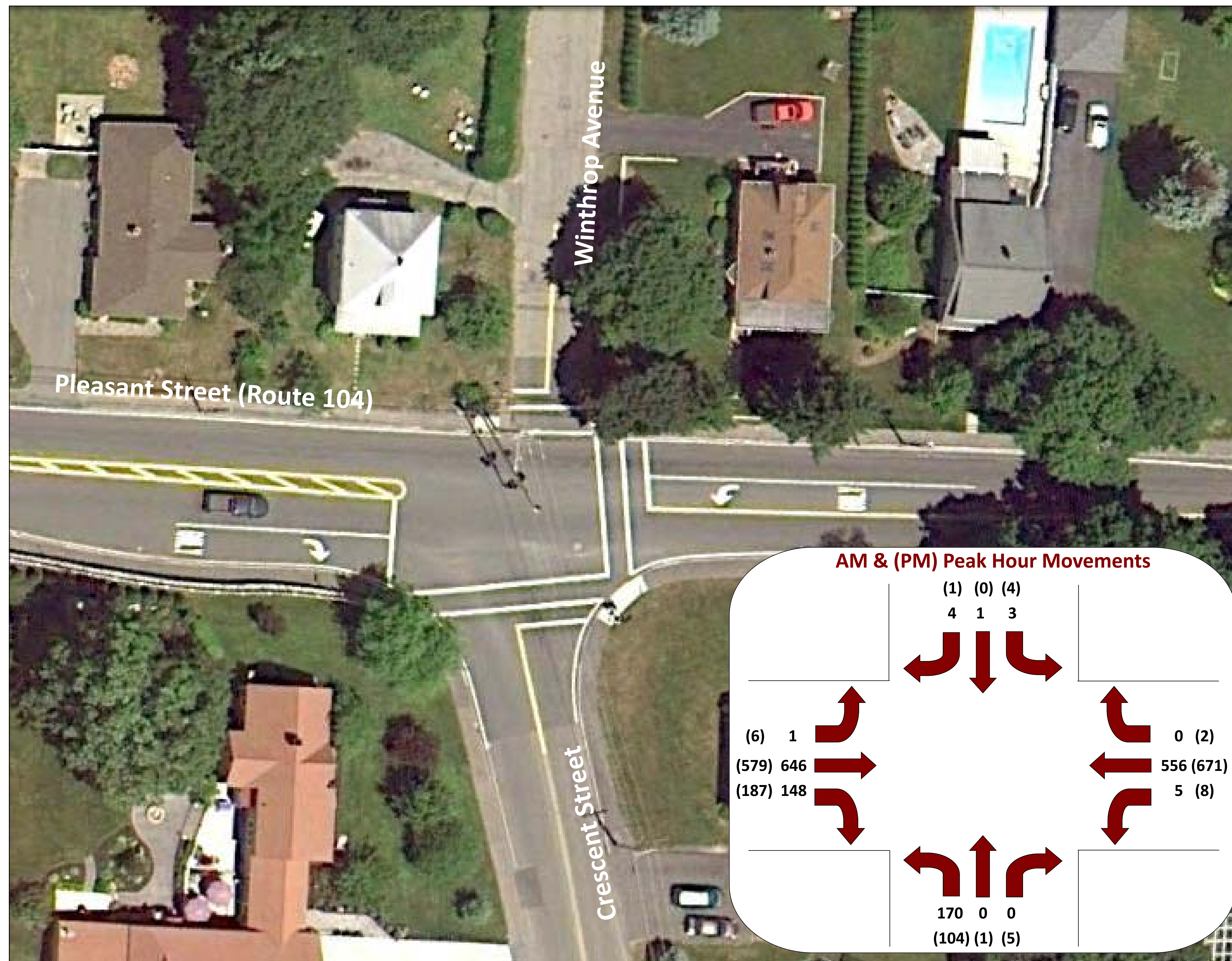
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Crescent Street/Winthrop Avenue



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Crescent Street/Winthrop Avenue
Traffic Control: Traffic Signal
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	1,536	1,568
Peak Hour Factor	0.881	0.936
Level-of-Service	B	C
Average Delay (sec)	15.40	20.40

Safety Analysis	
Crashes (2007-2009): 3	Crash Rate (2007-2009): 0.16
<i>Property Damage Only: 2</i>	MassDOT District 5 Crash Rate:
<i>Injuries: 2</i>	<i>Unsignalized Intersection: 0.60</i>
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>



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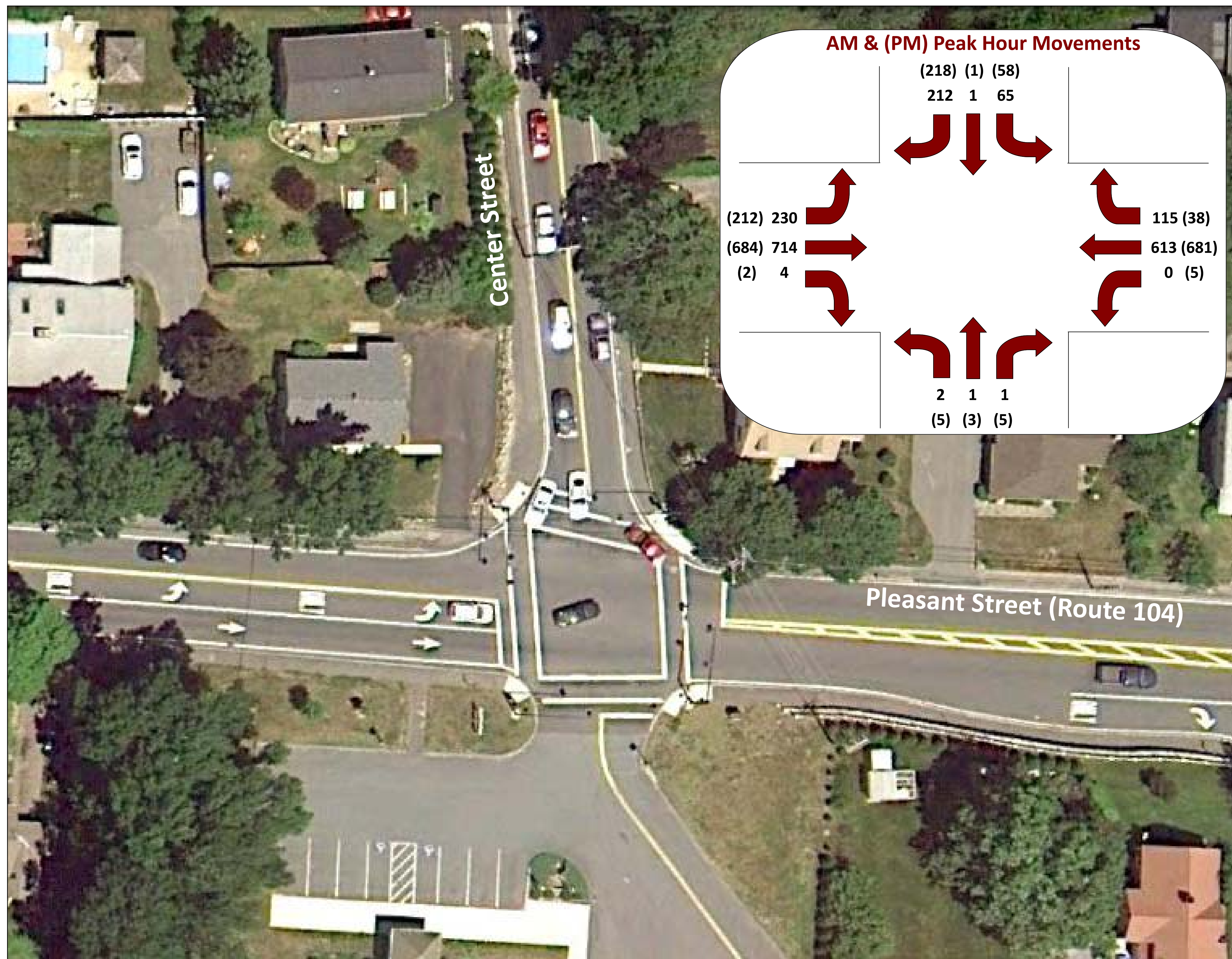
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Center Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Center Street
Traffic Control: Traffic Signal
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:00-5:00 PM
Peak Hour Volume	1,959	1,912
Peak Hour Factor	0.909	0.960
Level-of-Service	C	C
Average Delay (sec)	25.00	24.20

Safety Analysis

Crashes (2007-2009): 14	Crash Rate (2007-2009): 0.60
Property Damage Only: 11	MassDOT District 5 Crash Rate:
Injuries: 4	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77



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Peak Hour: The hour of the day at which the highest volume of traffic is recorded

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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Birch Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Birch Street
Traffic Control: One Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	1,769	1,873
Peak Hour Factor	0.872	0.969
Level-of-Service		
<i>Pleasant Street (104) EB LT</i>	A	A
<i>Birch Street SB LT & RT</i>	F	F
Safety Analysis		
Crashes (2007-2009): 7	Crash Rate (2007-2009): 0.31	
<i>Property Damage Only: 3</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 5</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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Peak Hour: The hour of the day at which the highest volume of traffic is recorded

Peak Hour Volume: The volume of traffic occurring during the peak hour

Peak Hour Factor: A measure of how evenly the rate of flow of traffic is during the peak hour

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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & North Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: North Street
Traffic Control: One Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:00-5:00 PM
Peak Hour Volume	2,183	1,828
Peak Hour Factor	0.816	0.989
Level-of-Service		
<i>Pleasant Street (104) EB LT</i>	B	B
<i>North Street SB LT & RT</i>	D	C
Safety Analysis		
Crashes (2007-2009): 2	Crash Rate (2007-2009): 0.09	
<i>Property Damage Only: 1</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 1</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Vernon Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Vernon Street
Traffic Control: One Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:45-5:45 PM
Peak Hour Volume	2,088	2,228
Peak Hour Factor	0.919	0.933
Level-of-Service		
<i>Pleasant Street (104) WB LT</i>	A	C
<i>Vernon Street NB LT & RT</i>	F	E
Safety Analysis		
Crashes (2007-2009): 6	Crash Rate (2007-2009): 0.22	
<i>Property Damage Only: 3</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 6</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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Peak Hour: The hour of the day at which the highest volume of traffic is recorded

Peak Hour Volume: The volume of traffic occurring during the peak hour

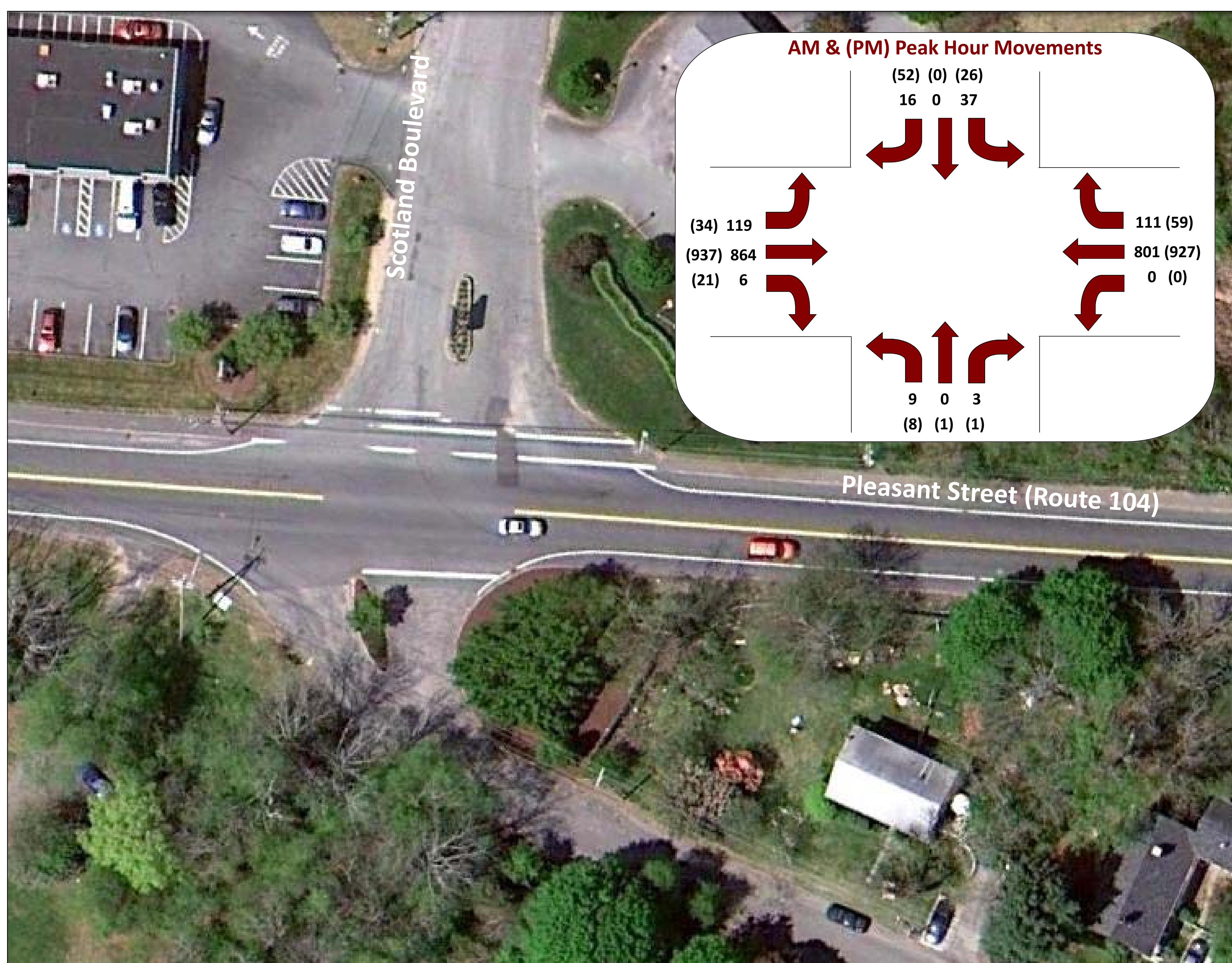
Peak Hour Factor: A measure of how evenly the rate of flow of traffic is during the peak hour

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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line Corridor Intersections Analysis

Pleasant Street (Route 104) & Scotland Boulevard



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Scotland Boulevard
Traffic Control: Two Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	1,969	2,067
Peak Hour Factor	0.958	0.950
Level-of-Service		
<i>Pleasant Street (104) EB & WB LT</i>	A	A
<i>Scotland Boulevard NB & SB LT & RT</i>	F	F
Safety Analysis		
Crashes (2007-2009): 12	Crash Rate (2007-2009): 0.48	
<i>Property Damage Only: 10</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 2</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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Peak Hour Factor: A measure of how evenly the rate of flow of traffic is during the peak hour

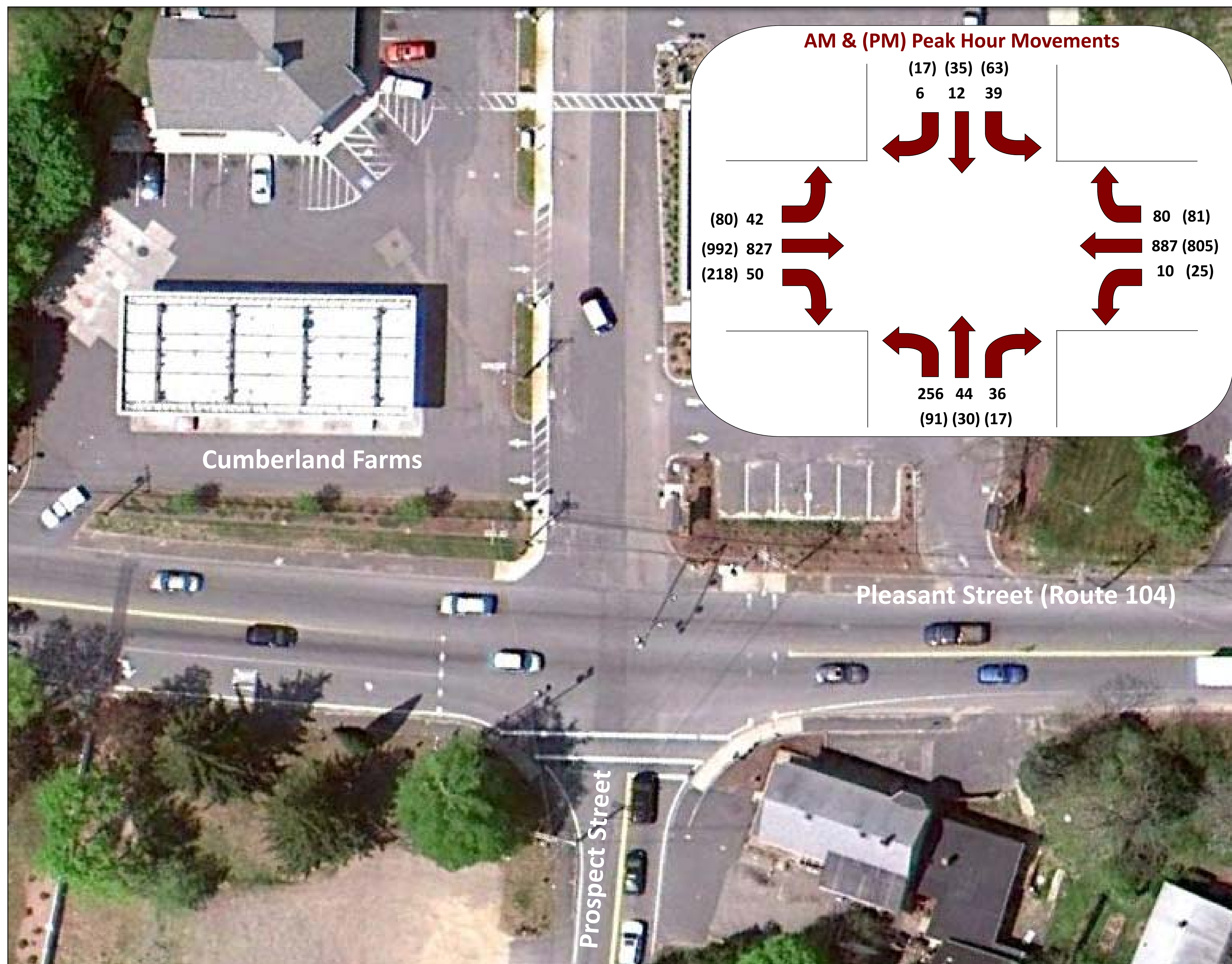
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Prospect Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Prospect Street/Cumberland Farms
Traffic Control: Traffic Signal
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	2,290	2,456
Peak Hour Factor	0.904	0.943
Level-of-Service	D	C
Average Delay (sec)	37.40	28.80

Safety Analysis	
Crashes (2007-2009): 15	Crash Rate (2007-2009): 0.50
Property Damage Only: 12	MassDOT District 5 Crash Rate:
Injuries: 6	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77



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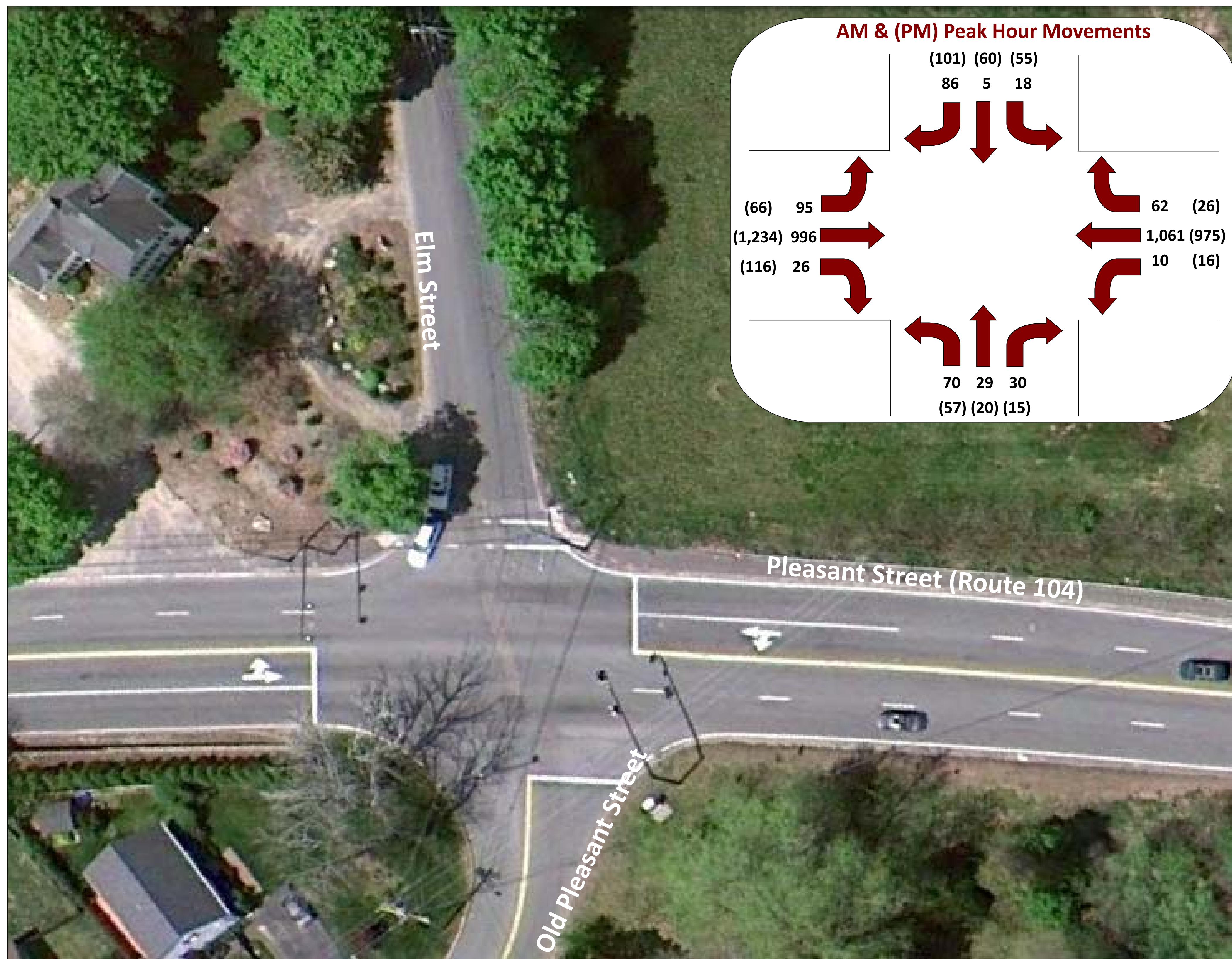
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Elm Street/Old Pleasant Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Elm Street/Old Pleasant Street
Traffic Control: Traffic Signal
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	2,490	2,742
Peak Hour Factor	0.925	0.981
Level-of-Service	A	B
Average Delay (sec)	9.70	11.40

Safety Analysis	
Crashes (2007-2009): 18	Crash Rate (2007-2009): 0.54
Property Damage Only: 11	MassDOT District 5 Crash Rate:
Injuries: 10	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77



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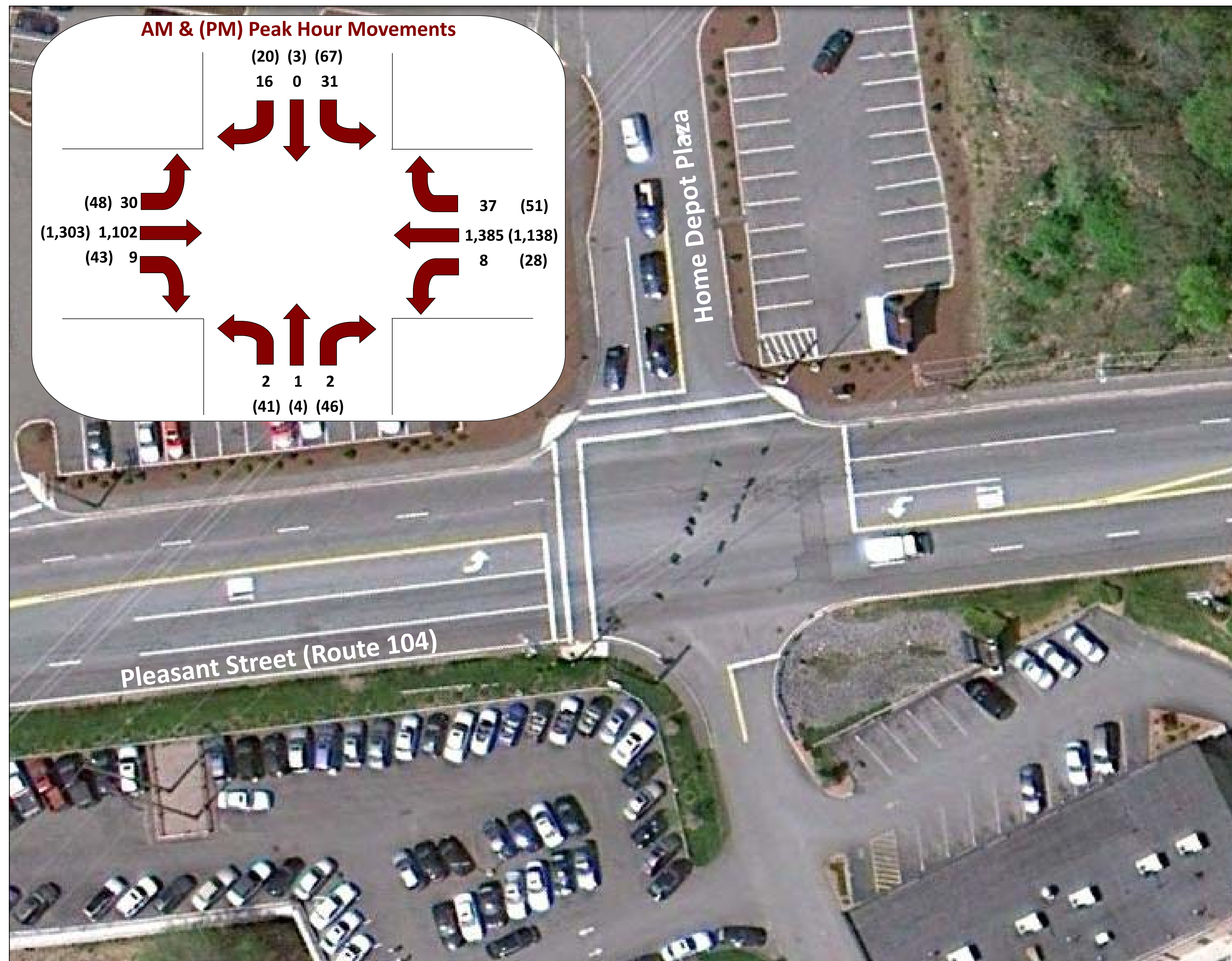
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Home Depot



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Home Depot
Traffic Control: Traffic Signal
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:45-5:45 PM
Peak Hour Volume	2,624	2,798
Peak Hour Factor	0.871	0.925
Level-of-Service	A	B
Average Delay (sec)	3.70	11.00

Safety Analysis

Crashes (2007-2009): 1	Crash Rate (2007-2009): 0.03
Property Damage Only: 1	MassDOT District 5 Crash Rate:
Injuries: 0	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77



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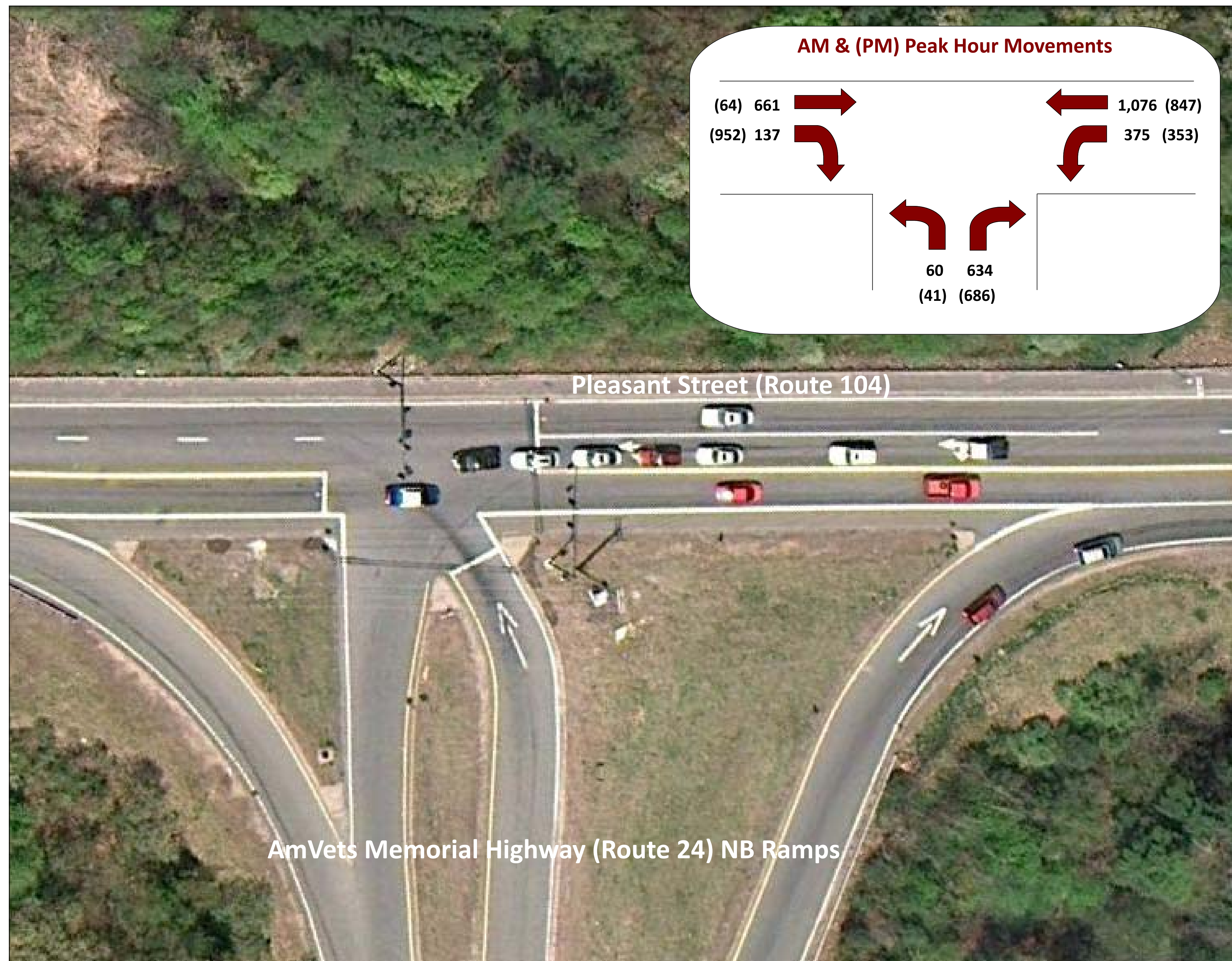
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & AmVets Memorial Highway (Route 24) NB Ramps



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: AmVets Memorial Highway (Route 24) NB Ramps
Traffic Control: Traffic Signal
Jurisdiction: MassDOT
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:00-5:00 PM
Peak Hour Volume	2,944	2,943
Peak Hour Factor	0.932	0.957
Level-of-Service	F	D
Average Delay (sec)	>80.00	53.10

Safety Analysis	
Crashes (2007-2009): 1	Crash Rate (2007-2009): 0.03
Property Damage Only: 1	MassDOT District 5 Crash Rate:
Injuries: 0	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77



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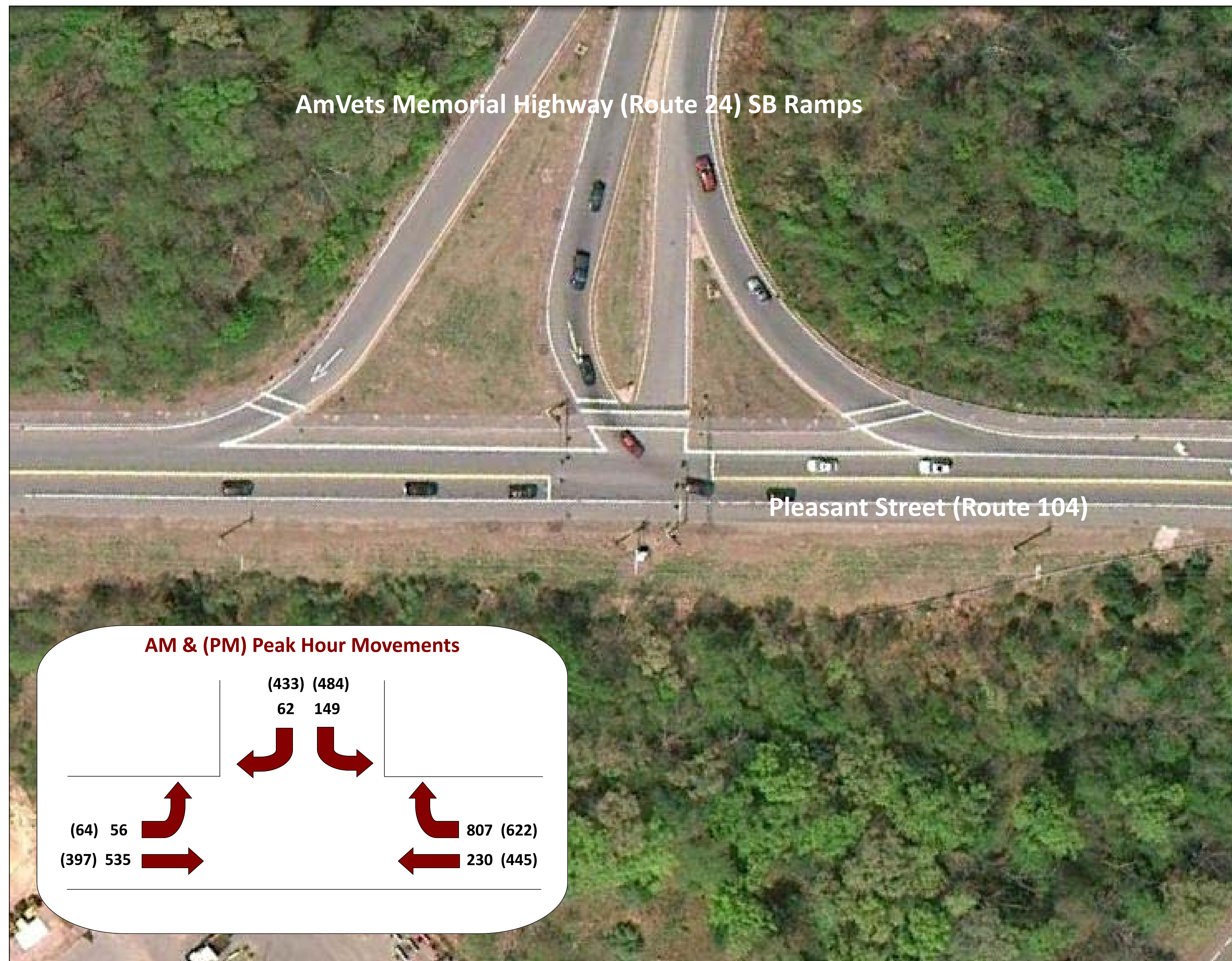
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & AmVets Memorial Highway (Route 24) SB Ramps



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: AmVets Memorial Highway (Route 24) SB Ramps
Traffic Control: Traffic Signal
Jurisdiction: MassDOT
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:30-5:30 PM
Peak Hour Volume	1,845	2,446
Peak Hour Factor	0.971	0.931
Level-of-Service	A	B
Average Delay (sec)	7.00	16.90

Safety Analysis	
Crashes (2007-2009): 0	Crash Rate (2007-2009): 0.00
Property Damage Only: 0	MassDOT District 5 Crash Rate:
Injuries: 0	Unsignalized Intersection: 0.60
Fatalities: 0	Signalized Intersection: 0.77

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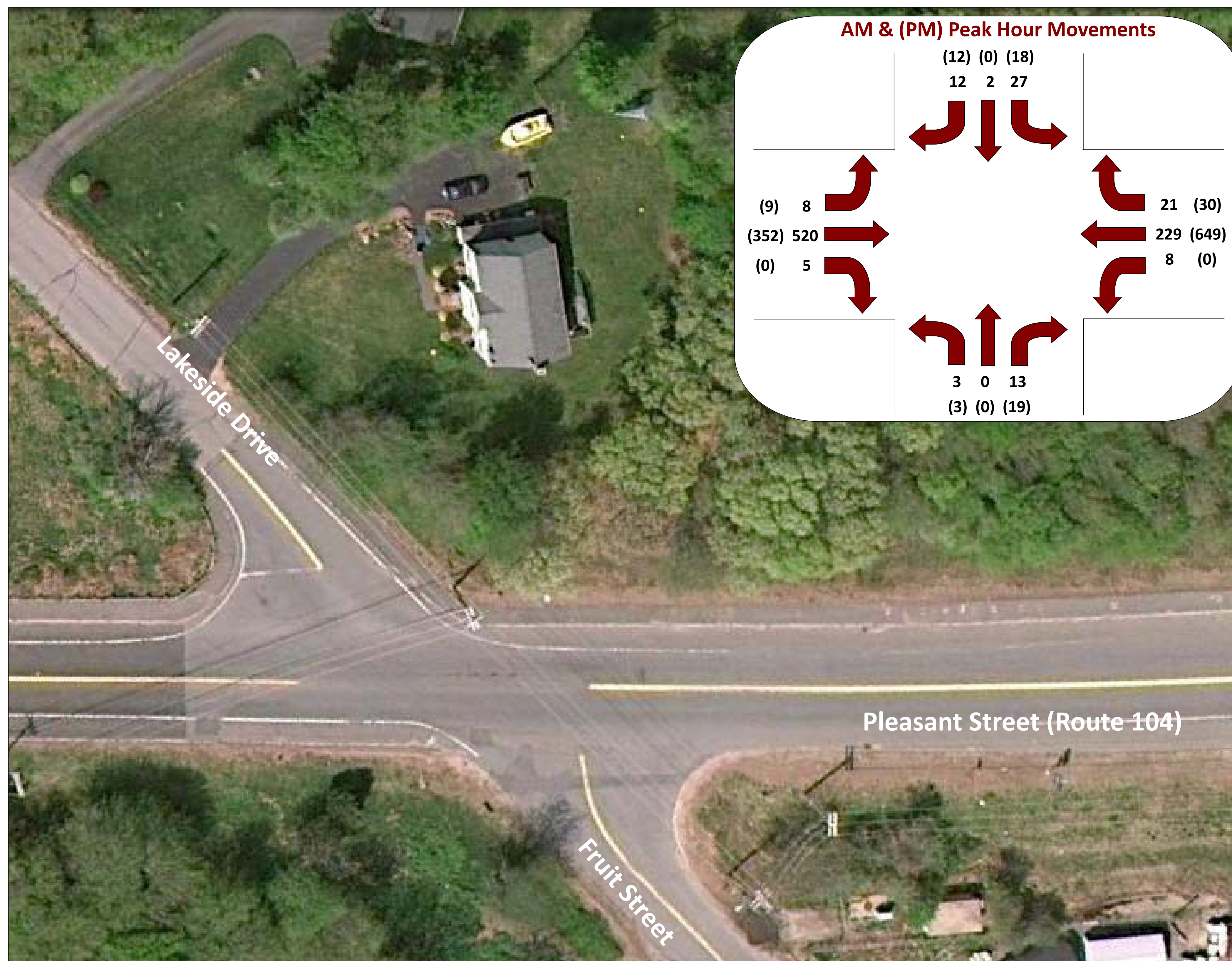
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Fruit Street



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Fruit Street/Lakeside Drive
Traffic Control: Two Way Stop
Jurisdiction: MassDOT
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	4:45-5:45 PM
Peak Hour Volume	848	1,094
Peak Hour Factor	0.946	0.894
Level-of-Service		
<i>Pleasant Street (104) EB & WB LT</i>	A	A
<i>Fruit Street NB LT & RT</i>	B	C
<i>Lakeside Drive SB LT & RT</i>	C	D
Safety Analysis		
Crashes (2007-2009): 1	Crash Rate (2007-2009): 0.08	
<i>Property Damage Only: 1</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 0</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	

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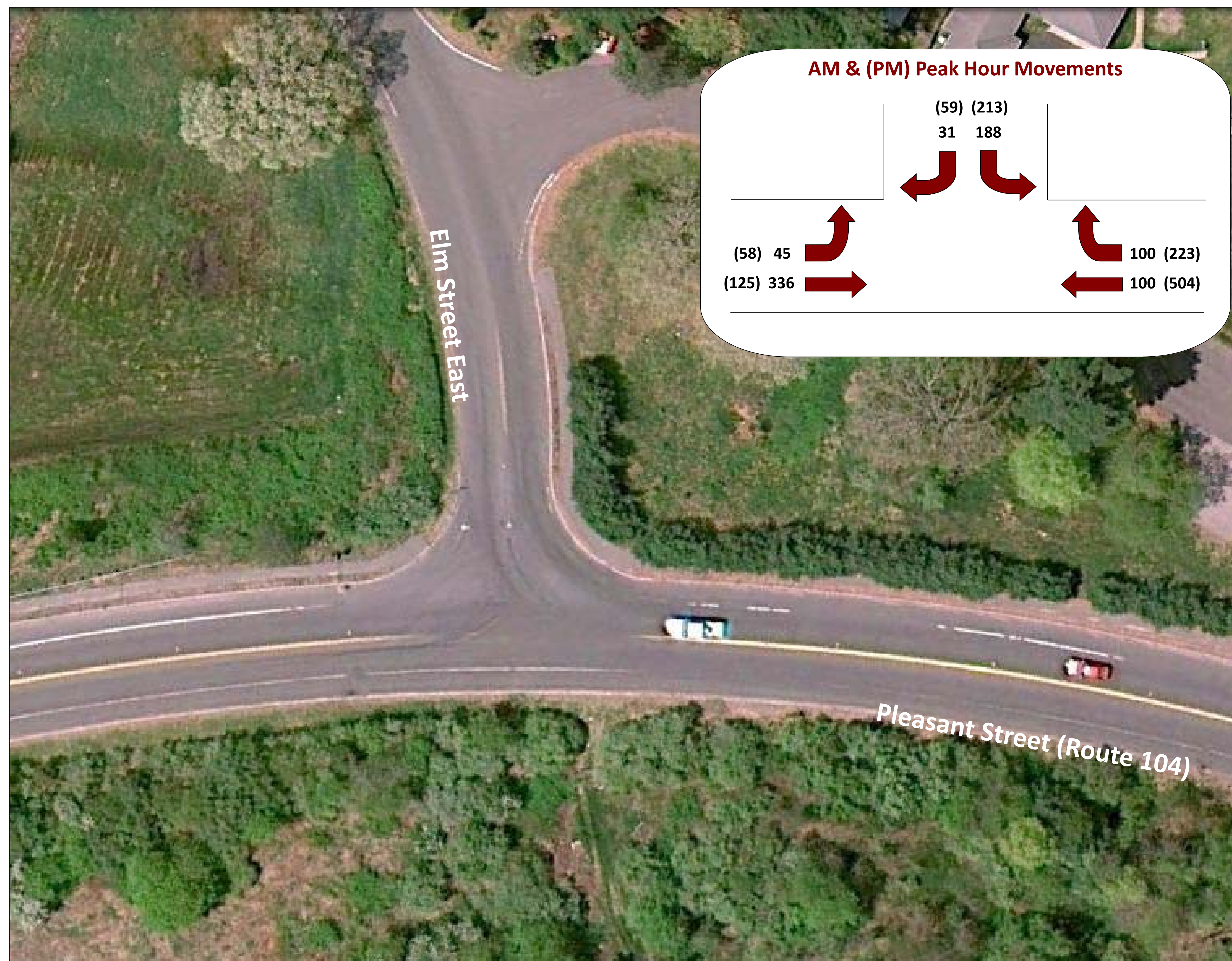
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2012 Major Bottleneck Analysis Study

Bridgewater —Route 104 from South Street to the Raynham Town Line

Corridor Intersections Analysis

Pleasant Street (Route 104) & Elm Street East



Intersection Identification

Major Street: Pleasant Street (Route 104)
Minor Street: Elm Street East
Traffic Control: One Way Stop
Jurisdiction: Town of Bridgewater
Federal Aid Eligibility: Yes

Intersection Operation & Safety

Operations Analysis	Morning (AM)	Afternoon (PM)
Peak Hour	7:00-8:00 AM	5:00-6:00 PM
Peak Hour Volume	800	1,182
Peak Hour Factor	0.901	0.975
Level-of-Service		
<i>Pleasant Street (104) EB LT</i>	A	A
<i>Elm Street East SB LT & RT</i>	D	F
Safety Analysis		
Crashes (2007-2009): 0	Crash Rate (2007-2009): 0.00	
<i>Property Damage Only: 0</i>	MassDOT District 5 Crash Rate:	
<i>Injuries: 0</i>	<i>Unsignalized Intersection: 0.60</i>	
<i>Fatalities: 0</i>	<i>Signalized Intersection: 0.77</i>	



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