

Appendix 4.1-L

No-Build Project Descriptions

No-Build Projects

New Bedford

A new traffic signal system was installed and activated in early 2009 at the intersection of King's Highway and Mount Pleasant Street. The No-Build analysis of this location reflects the four phase operation of this traffic signal system. The initial phase provides for a protected southbound left-turn movement from Mount Pleasant Street. The second phase controls movements for both the northbound and southbound Mount Pleasant Street approaches. The third and fourth phases provide protected movements for the Jones Road and King's Highway approaches. Pedestrians would cross the northbound approach concurrently with the fourth phase.

The Enhanced Bus No-Build Alternative includes expanding the existing park-and-ride lot on Mt. Pleasant Street at the Route 140 interchange. An expanded facility with a maximum of 447 spaces could be developed using adjacent vacant wooded land within the Route 140 state highway layout next to the existing lot. Access to the lot would be through the existing curb cut on Mt. Pleasant Street. The lot design would allow for bus access and circulation through the parking aisles with adequate turning radii for entering and exiting movements.

Freetown

On the west side of South Main Street just south of Route 24 Exit 9, the Payne's Crossing development is proposed to include:

- A 167,000 square foot home-improvement warehouse store;
- A 195,000 square foot discount superstore;
- 15,000 square feet of other retail space; and
- 1,530 parking spaces.

Proposed traffic mitigation for the Payne's Crossing project includes proposed improvements at Route 24 Exit 9:

- Widening a portion of South Main Street between the Payne's Crossing driveway and the northbound ramps intersection at Exit 9; and
- Installing traffic signals at the South Main Street intersections with the Route 24 northbound and southbound ramps.

The Riverfront Business Park is a proposed 1.7-million square foot commercial development on the west side of South Main Street south of the Stop & Shop Distribution Center.

The Campanelli Warehouse project currently includes a 70,000 square foot facility along Ridge Hill Road east of South Main Street just north of Route 24 Exit 9. Approximately 730,000 additional square feet of warehouse development are planned to be developed on the site.

In conjunction with the proposed Fall River Executive Park (FREP) development in Fall River and Freetown, a new interchange is under construction on Route 24 between Exits 8 and 9. The purpose of new interchange is to serve the proposed FREP development, provide improved access to Route 24 for the Stop & Shop Distribution Center and other development along South Main Street in Freetown, and divert traffic away from South Main Street in Freetown and from Route 24 Exits 8 and 9.

Fall River

The proposed FREP development will contain three million square feet of office and light industrial space. It is proposed for a site located on the Fall River/Freetown municipal boundary east of and adjacent to Route 24. The bulk of the development will be located in the City of Fall River. A new interchange is under construction on Route 24 between Exits 8 and 9 in Freetown that will provide the primary access to the FREP. Additional access will be provided to Route 24 Exit 8 via a connection to Riggimbach Road in Fall River.

The Fall River Commerce Park is an existing commercial development with room for approximately 258,000 square feet of additional industrial and warehousing space. The Park is located off Airport Road east of Route 24 (Exit 8) and north of the Fall River Industrial Park.

Taunton

East Taunton Industrial Park is an industrial development located along Stevens Street. Phase I is located on the south side of Stevens Street and contains 1,783,360 square feet of warehouse/distribution facilities, including 183,440 square feet of associated office space, 63,000 square feet of retail space, and 53,000 feet of amenities. Phase II is located on the north side of Stevens Street and contains approximately 663,000 square feet of warehouse/ distribution facilities, including approximately 69,900 square feet of office space.

The proposed Taunton Crossing is a retail development which will be located on Mozzone Boulevard off Route 140 (County Street). The project consists of constructing 83,000 square feet of retail space on a 7.85-acre parcel of land with parking for 297 vehicles. Access to the site will be provided via two full access driveways on Mozzone Boulevard, one of which will be shared with an adjacent restaurant development.

Several roadway improvements along Route 140 are part of the mitigation commitments for the proposed Taunton Crossing and East Taunton Industrial Park developments. These improvements were included in the No-Build traffic analysis. The Taunton Crossing improvements include:

- Widening the Route 140 approaches to Mozzone Boulevard to provide turn lanes; and

The East Taunton Industrial Park improvements include:

- Constructing a new Route 24 southbound off-ramp to Route 140 westbound;
- Eliminating the left turn from the existing southbound off-ramp to Route 140 northbound; and
- Providing a channelized right-turn onto Route 140 southbound.

The existing 211-space park-and-ride lot at the Silver City Galleria in Taunton was found to be operating at capacity during both summer and fall 2008 utilization surveys. An excess older paved parking area located along an access road within the mall property appears to have the potential for an expanded park-and-ride facility that could provide up to 486 spaces. The expanded facility would include a new bus turnaround to expedite bus entry and exit, a bus shelter with amenities such as benches and lighting, and convenient access from Galleria Mall Drive at Exit 11 off Route 140.

Easton

A new apartment building of 182 units is proposed to be constructed in the existing Shovel Shop complex in Easton, Massachusetts. The site is located southeast of the Main Street/Oliver Street intersection and adjacent to the proposed Easton Village Station. The project includes the revitalization of older industrial buildings with new construction of 182 apartment units and 8,400 square feet of light industrial space. The site will be served by four driveways, two located on Main Street and two located on Oliver Street.

The Shovel Shop Square project identified a safety issue on the segment of Main Street, between Barrows Street and Center Street. Vehicles were observed to park perpendicular to the roadway on both sides of the street, encroaching on the traveled way. The Shovel Shop Square project has recommended eliminating parking from the northerly side and restriping the parking spaces on the southerly side with angle parking.

Queset Commons is a Smart Growth project proposed for a location west of Route 138 and north of Morse's Pond. It is planned to include:

- 60 condominium units;
- 83 assisted living units;
- 137 apartments;
- 60,000 square feet of retail and commercial space;
- A 16,000 square foot conference center;
- A 15,000 square foot food market; and
- 25,000 square feet of office space.

Signalization of the intersection of Route 138 (Washington Street) and Roosevelt Circle is also part of the mitigation for the proposed Queset Commons development. The improvements include:

- Widening the northbound approach to provide a through lane and an exclusive left-turn turn lane; and
- Installing a traffic signal at this intersection to be coordinated with the traffic signal at the intersection of Route 138 and Belmont Street. The signal is proposed to provide an actuated three phase cycle, which includes a northbound protected phase, a permissive northbound/southbound phase, and an exclusive eastbound phase.

Reconstruction of the intersection of Route 138 (Washington Street) and Route 123 (Belmont Street) is also part of the mitigation for the proposed Queset Commons development. The improvements include:

- Widening the approaches to provide turn lanes;
- Updating the signal timings and phasing; and
- Restriping the westbound approach to provide a shared through/left-turn lane with an exclusive right-turn lane.

Raynham

A new 210,000 square foot Wal-Mart store is proposed to be constructed on the west side of Route 138, south of First Street. The project will include 64,000 square feet of grocery sales space and approximately 1,075 parking spaces. Access to the site will be provided via a new driveway on Route 138.

As part of the Wal-Mart project, several roadway improvements will be made along Route 138. These improvements were included in the No-Build traffic analysis and include:

- Widening Route 138 between Center Street and Carver Street;
- Signalizing the two intersections with the I-495 ramps;
- Signalizing the Center Street intersection and widening the northbound and southbound approaches;
- Modifying signal timings at the intersection with Carver Street; and
- Coordinating the signal at Elm Street with the new signals at the I-495 ramps.