

History of

Hamilton's Streets

The first mention of the town accepting a road/way is in the 1890 town record. Voters approved the building and accepting of "the street known as Maple Street, thence through the land owned by Wm. Hollingshead to Asbury Street, near the house of Wm. Hollingshead."¹⁴

Many streets were created before 1890. From the time County Road (now Bay Road and Rte. 1a) was established (1640c), town records up to 1890, mention more than 50 roads, ways, lanes and streets. Rte. 1a was the first state road in Massachusetts.

In 1899, Hamilton accepted 2 more streets (*Hamilton Avenue and Pine Street*),²² bringing the total number of accepted "town public ways" to 21. In total, there were 67 roads.

Hamilton accepted 98 new streets in the 1900s. For the most part, the annual addition of new roads was steady and gradual. An exception was in the 1950s, when the town accepted two dozen new streets. The most, 7, were accepted in 1957.⁵⁹ The year prior, 1956, the town issued 36 building permits, which was a record number.⁵⁸

The high for new street construction was the 1970s: builders created 11 streets. Most of these streets are in eastern Hamilton. In 1976, Hamilton issued a new high of 39 building permits.⁷² This spike was not followed by a large increase in accepted streets.

In 1999, Hamilton had 202 streets, of which 126 were accepted public ways. Asbury Grove has 24 streets, but all are private ways. There are 15 private streets outside of Asbury Grove.

In 2000, the town accepted Hickory Lane as a public way;⁸⁸ as of 2016, it is the most recently approved.

In the 2000s, there have been 7 streets removed, most of which were only "paper streets," roads builders had planned to construct, but never did build. As of Dec. 31, 2015, three-dozen streets have been removed. Of these, 16 were "paper streets," i.e. streets designated for building, but never done. Nine of the removed streets were in Asbury Grove and were destroyed in a 1927 fire.

As of 2016, Hamilton has about 56 miles of streets, 88% of which are locally accepted public ways.⁸

Public ways established

Public ways are streets or highways open to the public and is controlled and maintained by the government as a "public way."⁹⁶

Early town records mention the grading of dirt roads, using rakes, hoes, shovels and sometimes horse-drawn scrapers, to create a way for wagon and stage travel. Annually, these ways required maintenance, grading, to remove "washboards" created by wagon wheels, and weather-related potholes, boulders and gullies.

In 1903, Hamilton's by-laws established requirements for the acceptance of public ways, later called streets, avenues, roads, lanes, courts and paths. The by-law makes the first mention of macadam roads replacing dirt roads.²⁵

A macadam road has two layers of stones. An 8-in. thick bottom layer consisted of 3-in. diameter stones. The 2-in. thick top layer had stones about 0.8 in. thick. The iron rim on carriage wheels gradually chipped the stones, which required regularly watering to control air-borne dust.

Town records do not indicate when the first macadam road was built. In 1908, Hamilton macadamized Main Street, from the Wenham line to or beyond the railroad crossing, at the intersection with Walnut Road.²⁷

In subsequent years, the town converted other high traffic streets to macadam. One of the longest stretches was in 1931, when 1.25 miles of macadam roadway were constructed on Highland Street. Bridge Street, between Main Street and Miles River Road, also was covered with macadam.⁴¹

The last mention of macadam, in a Hamilton Annual Report, is 1938: 3,000 ft. of permanent highway, known as Type 1, was built on Asbury Street. This gave the town a macadam road from Main Street to the Essex line.⁴⁴

In 1917, Hamilton began building tar-covered sidewalks. However, it was not until 1935 that it built tar-covered roads. This method was adopted because the Federal Government began providing funds to rebuild most of the town's dirt ways, then called secondary, roads.⁴²

Subsequently, Hamilton used a combination of macadam and asphalt (*bitumin*) for building and updating its roads. The first mention of this construction, called bituminous concrete, was in the 1941 Annual Report: a bituminous concrete sidewalk (1,136 ft.) was laid on Union Street; Linden Street (688 ft.); and Willow Street (559 ft.)⁴⁶

Later, the bituminous concrete method was modified by using hot asphalt and rolling to produce a smoother surface. This method was used, in 1968, for rebuilding Moulton Street⁶⁶

Many of Hamilton's streets are narrow. On average, the surface width of existing 2-lane roadways are about 23 ft. A few older roads are 20-ft. wide.

Roads became wider

Some of the newer subdivision roads are wider. Blueberry Lane and Juniper Road were to have sidewalks, but the developers did not build them, resulting in a 30 ft. widths.⁸

The last road built was Junction Lane, in 2007. In 2016, there were 24 residences.

Hamilton's current (2016) new road construction requirements are:

Utilities: including water, piped storm drainage, telephone, electricity, gas, wiring for street lights and alarm systems if any, and cable TV lines, but excluding transformers, are installed underground, beneath base course, at the time of initial construction of the road.

Base course: 9-in. base course of moistened and compacted graded gravel. The base course thickness is to be within 2 in. of the previous road surface. A width of at least 16 ft. each side of the street center line. The base course is to be crowned to pitch down at ¼-in./ft., from the centerline to the edge of proposed road surface.

Street line: the sideline of a street or way, as determined by deeds and plans recorded at the Registry of Deeds, or a building line laid out under Chapter 82, Sect. 37 of the General Laws; where no line is thus legally established, then a line parallel with and 25 ft. distant from the center line of a travelled way.

Surface course: 2-in. thick surface course of compacted bituminous concrete.

Shoulders: at least 7 ft. wide, on each side of the street, and constructed with a 3/8-in./ft. pitch toward the top of the berm or curb.

Berms: required on all paved roads, both sides, where the grade is 3% or more. Bituminous concrete berms, 1-ft. minimum width on rolled asphalt base or binder course, are on each side of the road and slope towards the street at a rate of 1½ to 2½ in./ft.

Granite curbstones: mandatory at both intersecting corners of all roadways and streets along the full length of each rounded corner and having a radius of not less than 25 ft.

Gravel roads: compacted and topped with 3 in. of tampered blue stone dust.



Island dividers, with plantings, are at 9 intersections. They are privately maintained. Photo, J. Hauck, 2016.



Narrow roads, Spring St. shown here, remain in many parts of the town. Photo, J. Hauck, 2016.

Streets Retain Rural Charm of Hamilton



Asbury Grove has many narrow roads lined with old and charming cottages. Photo, J. Hauck, 2015.



Unpaved road, such as this section of Chebacco Road, add to the rural charm of the town. Photo, J. Hauck, 2016.

Each summer, the Public Works Department maintains the gravel roads by crowning them, adding more gravel, and smoothing out the ruts and bumps.⁸ Local residents want these roads to remain unpaved in order to retain their rustic nature. Annually, the cost for maintaining gravel roads is \$9,000-\$12,000. The Public Works Department has stated that the cost to maintain Chebacco Road, Winthrop Street and Cutler Road as unpaved roadways is about the same as the cost to pave them.⁸

In the 1800s and early 1900s, the town's budget regularly had an item for street watering. During summer months, watering was a means for controlling dust. Beginning about 1910, oil replaced water as means for reducing roadway dust.

In the winters of the 1930s and 40s, the town spread coal ash on icy and snow-covered roads to improve tire traction. At the time, there was no concern about the health hazards of the heavy metal contaminants in the ash.

In the winters of the 1950s, Hamilton's roads department began spreading a mix of sand and salt on roads. Winter maintenance of streets, in 1963, used 2,000,000 pounds of sand and 400,000 pounds of salt.⁶² The demand of salt has increased every year. In 2014/15, 132 tons of sand and 1,700 tons of salt were spread on the town's roads.¹⁰⁶ **40,000 cu. ft.**

The environmental hazards of applying salt to the roads led Hamilton, in 2006, to post "No Salt" and "Low Salt" signs to designate high-salt sensitive areas of the town.⁹⁰

In addition to road signs to caution drivers, Hamilton's roads have various markings on the road surfaces.

Markings: Most of Hamilton's roads have yellow centerline stripes. In areas where vehicle passing is not allowed, there are double yellow lines. When a solid and a broken yellow line are together, passing is allowed only on the side with the broken line.

There are white fog lines along both sides of all roads. Breaks in these lines indicate a driveway intersection.

Pedestrian crosswalks, 8 or 10 ft. wide, have white lines on both sides and slanted white lines crossing the space between the lines, creating a ladder appearance. Local roads have 8-ft. wide crosswalks and crosswalks on arterial roads are 10-ft. wide.^{xx}

Sidewalks on some streets

In 2015, Hamilton had only about 4-dozen streets, 30%, with paved sidewalks. On some, the sidewalk is only partway.

An area having a high number of streets with sidewalks is the Prospect Park neighborhood, located between Willow Street and Lois Street and Linden Street and Asbury Street.

The first mention of a sidewalk in the town's Annual Reports is in 1883. Voters approved the building of a sidewalk from the meetinghouse to the Wenham Depot.¹² This was done, in 1885, by grading a strip beside Main Street (*now Bay Road*) and spreading gravel on the graded strip.¹³

In 1900, likely wanting to create a more established appearance for the new brick block on Main Street, the contractor built a concrete sidewalk in front of the building.³ This was the first concrete sidewalk in Hamilton.

The town, in 1908, replaced the gravel sidewalk on Railroad Avenue, from Main Street to Willow Street, with a concrete sidewalk.²⁷ No reason for the change was given in the annual report.

In 1917, the town built sidewalks using tar-covered gravel.³³ Likely, this was done on Main Street.

The town began building "permanent" sidewalks in 1935. Initially, the program replaced a "half-mile" of the gravel path in the Hamilton center, with a Trolithic sidewalk: a mix of crushed stone and tar. The town used this method because the Federal government paid for it.⁴²

Rebuilding of the town's sidewalks paused during WW2. In 1947, voters approved the repair of the Asbury Street sidewalk using a hot-top method.⁵⁰ (*Crushed stone bound together with asphalt, laid in layers, and compacted.*)

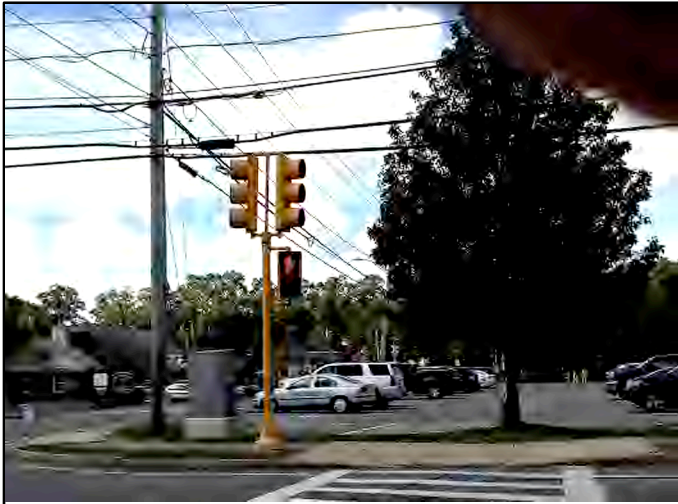
Developers, preferring to retain a rural atmosphere, have not built sidewalks on most new streets, since 1950,

The most recent (2016) sidewalk is along Hickory Lane (*built 2000*).⁸⁸

The Hamilton By-Laws require sidewalks "wherever, in the opinion of the Board of Selectmen, they are needed for the safety of pedestrians, as in the vicinity of schools or of other generators of pedestrian travel, or on streets adjoining an existing street already provided with a sidewalk."¹⁰

Sidewalks are to be a minimum 5-ft. wide. They are to consist of a 6-in. deep gravel substrate and paved with 2 courses of bituminous concrete, at least 2-1/2-in. thick, after compression (*1-1/4-in. course, finished*).¹⁰

The emphasis on retaining a rural atmosphere is seen in the town's traffic lights, which are controlled by the pedestrian.



Traffic light, corner Asbury St. and Bay Rd., was installed in 1960. Photo, J. Hauck, 2016.



Four corners, intersection of Essex Street and Woodbury Street. Photo, Bing Maps, 2015.

First traffic light

It took a long time for Hamilton to have its first traffic light. Nationally, the first electric traffic signal was installed Aug. 5, 1914, at a corner in Cleveland, OH. Hamilton's first traffic light was installed in 1960, at the intersection of Bay Road and Asbury Street.⁹⁶

This light is not a vehicle traffic control light: it is a pedestrian-activated crosswalk light. There also are pedestrian-activated streetlights on Bay Road, in front of the Myopia polo field (*installed in 1961*); and on Bay Road, in front of the Hamilton post office (*installed in 1975*).

The town's only vehicle traffic control lights are on Bay Road and Walnut Road, where train tracks cross Bay Road. Originally, this was a manual railroad crossing with gates and lanterns. A gatekeeper was on duty in a small, roadside shed (*shanty*). A potbelly stove was inside.

The gatekeeper lowered and raised the crossing gates using a crank mechanism connected to cables attached to the gates. Cast-iron weights, at the base of each arm, assisted in raising the very heavy gates.

The State automated the Main Street gate operation in 1950 and installed flashing lights on the gates and traffic lights on Main Street and Walnut Road,⁵³ and removed the crossing-guard shack.

In 1968, the State installed a flashing yellow, overhead traffic caution light at the intersection of Highland and Asbury streets, and also in also front of the high school parking area.

Until 2002, trains stopping at the Hamilton depot blocked Bay Road. As part of a \$2.6 million improvement project, the MBTA built a new platform on the east side of the tracks further south and just over the town line in Wenham. This eliminated the problem of trains blocking Bay Road.

As part of the remake of the crossing area, the State built islands on the center of Walnut Road, and on both sides of Bay Road.

Four street classifications

There are 4 types of roads: major arterial, minor arterial, local, and collector. Nearly 80% of Hamilton's 56.4 miles of streets are local.⁸

Local streets (38.8 mi.) function mainly as an access way to adjacent property. Local roads are designed to carry small amounts of traffic (*fewer than 700 cars/day*). Willow and Linden are local streets.

Minor arterial streets (3.4 mi.) are used primarily, to provide access to abutting lots. Bay Road is a minor arterial street.

Bay Road, Route 1A, which was Main Street until 1953, is one of two major arterial streets in the town. A 2002 study, conducted by the State, showed Bay Road to be the second most traveled road: more than 23,000 vehicles per week. The Commonwealth maintains Bay Road. Hamilton has no jurisdiction over improvements within the State's right-of-way.⁸

Major arterial streets, as defined by the State, carry a large volume of traffic.⁹⁶ Hamilton does not have this category of street.

Collector streets provide access both to abutting land and traffic within both residential and commercial areas. Collectors typically are subdivided into Major Collectors (9.7 mi.) and Minor Collectors (4.5 mi.), depending on traffic volume and patterns. Asbury is a minor collector street; Highland, Walnut and Essex are major collector streets.

Essex Street, while listed as a county road, is a town road. Hamilton has jurisdiction over improvements within the street's right-of-way. The intersection of Essex and Woodbury streets, called the "Four Corners," is the town's most accident-prone area, be-



RR crossing, on Bay Rd., also has a gate on Walnut Rd.
Photo, J. Hauck, 2016.

cause of poor visibility and narrow shoulder width. ⁸

Hamilton's collector streets are: Bridge Street, Asbury Street, Highland Street (*the longest road in town, 19,412 ft., 3.7 mi.*), Walnut Road, Moulton Street, Willow Street, Gardner Street are collector streets. A 2002 study, conducted by the State, showed Asbury Street to be the most traveled road: more than 33,000 vehicles per week.^{8x}

Private streets are any road that is not a public way, i.e., maintained by the town. There are, in 2016, 39 private streets in Hamilton. Nearly all these streets have 3 or less houses: an exception is Woodland Meadow, which has (2016) 20 houses. The Woodland Mead Improvement Assoc., a homeowners group, maintains the street that is off of Asbury Street.



One way Railroad Ave., was a two-way street until 1979.
Photo, J. Hauck, 2016.

The town has about 50 dead-end *streets*. As first built, such streets had an abrupt end, with little space for turning around. The 1954 Zoning By-Law, as amended 2012 ⁹³ requires all dead-end streets to have a closed end with a turnaround, and an outside street line diameter of at least 120 ft. The By-Law also restricts the length of dead-end streets, whether they are temporary or permanent, to 500 ft. However, the Selectmen can allow a greater length if they decide it is necessitated by topography or other local conditions. ¹⁰

As of 2016, dead-end streets in Hamilton have not adopted the French term *cul de sac*, although some of these roads, in lieu of a dead-end sign, have a sign stating they are not through streets.

Outside of Asbury Grove, the town has only three one-way streets.

Railway Avenue, between Bay Road and Willow Street, became a one-way street in 1979. ⁷⁴ This was after town voters denied doing so, despite traffic problems, for the previous 30 years.

Lake Drive is another one-way. A narrow street, it has several turns and changes in height that affect the forward distance viewable by a driver and that would make two-way traffic dangerous.

Sharon Road is only a one-way street on weekdays: from 6:30 to 9 a.m., for cars on Asbury Street are prohibited from entering Sharon; and from 3 to 6 p.m. for cars on Highland Street. This arrangement began in 1973, when residents complained about drivers, going to and from work, using the street as a shortcut between Asbury and Highland streets. ¹⁰⁴

Numbering of buildings on Hamilton's streets began in 1938. ⁴⁴ This was a significant change in the town's rural ambience. In the 1930s, Hamilton's population for the first time exceeded 2,000. The principal reason for the numbering was to assist the various town departments in the identification of town residents, in particular at elections where there were, at several elections, concerns about registered voters.

Nationally, street numbering began in 1925, when the Post Office Department required numbering in order for it to provide free delivery service. However, Hamilton did not begin to have free mail delivery until 1958. ¹⁰⁵



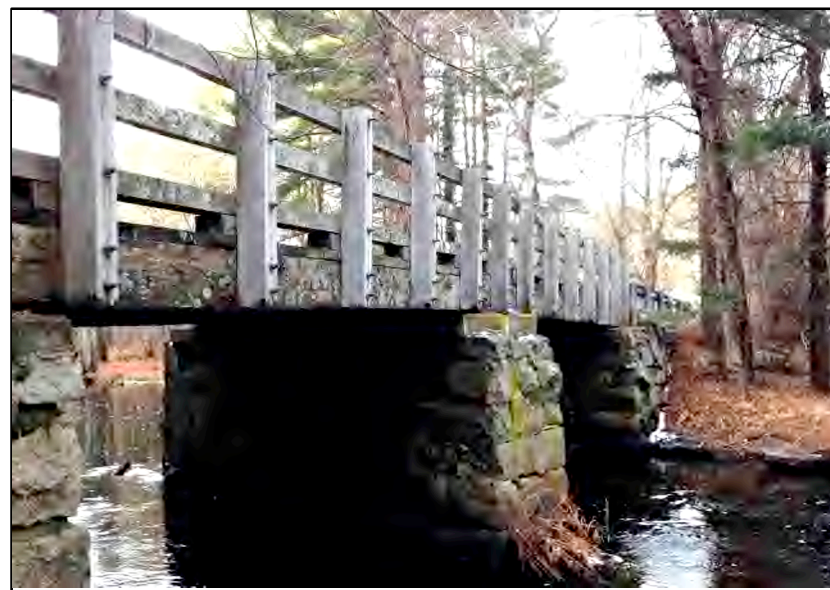
Highland Street Bridge, built in 1833 over Ipswich River, has field stone construction with triple arches. Photo, Bing Maps, 2015.

Oldest bridge on Highland

Up to 1900, Hamilton's annual reports have many mentions of repairs to the town's bridges. For the most part, these refer to bridges on roads passing through private land, such as Drew, Warner, Brown, Moulton, Whipple, Smith, Dodge and Trask. Some bridges mentioned no longer exist, e.g., Gail Avenue bridge (1891), Whipple Road bridge (1866) and the Chebacco bridge (1898).

One bridge stands out in the early town reports, with regard to repairs: the Manning Mills bridge, on Willowdale Street, now is Winthrop Street.

There is no mention, in the old annual reports, of how many bridges there were in the town. Hamilton now has five bridges. They are on: Winthrop Street, Highland Street, Cutler Road, Gardner Street, and Moulton Street. Hamilton's Public Works Department



Winthrop Street bridge, built in 1895, still has wood deck and guard rails, and its original granite block piers. Photo, J. Hauck, 2016.

maintains the bridges, except for Highland Street, which both Hamilton and Ipswich maintain.

The Highland Street bridge, built in 1833,⁸ retains the architectural design of early New England bridges. It has field stone construction with triple arches. In 2005, flooding caused major damage.⁹⁰ Its reconstruction widened and raised the bridge. The changes also were made to discourage beaver dam activity along side the span.⁸

Another bridge that retains some features of early New England bridges is on Moulton Street: it was built in 1850. The town reconstructed it in 2000, making it wider and a little higher.⁸⁸

Hamilton Bridges⁸

Location	Built	Description
Gardner St.	1910<	12 ft., concrete, rural local
Highland St.	1833	29 ft., concrete, major collector
Moulton St.	1850	34 ft., concrete, rural local
Cutler Rd.	1891	49 ft., steel girder, rural local
Winthrop St.	1895	32 ft., wood, local, unpaved

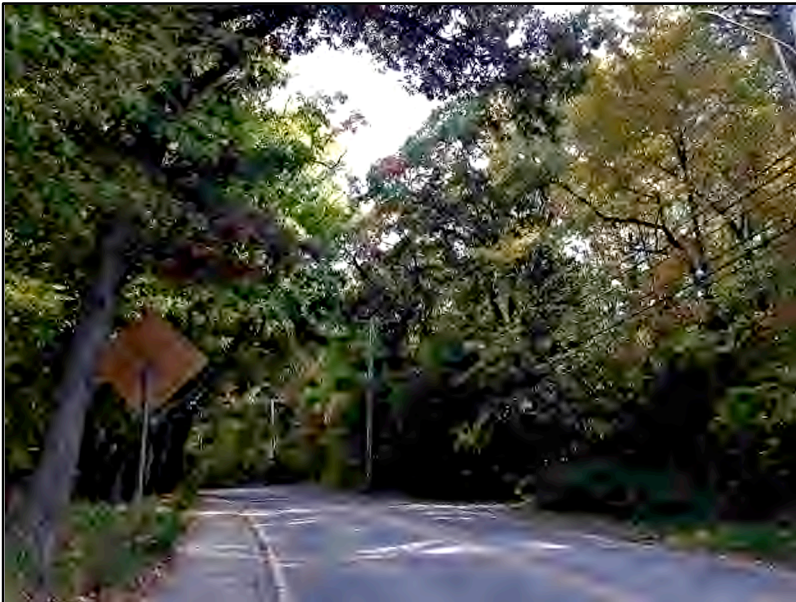
Scenic streets established 1973

To maintain aesthetic qualities and preserve the historical values of designated roads in Hamilton, the town created, in 1973, a Scenic Roads by-law.⁶⁹

Roads designated as scenic require written consent of the planning board, or the selectmen, after a public hearing before any repair, maintenance, reconstruction, or paving work is done. The bylaw also relates to cutting or removal of trees, or the tearing down or destruction of stonewalls.⁶⁹

Hamilton's scenic streets are: Asbury Street, Goodhue Street, Moulton Street, Bridge Street, Cutler Road, Gardner Street, Chebacco Road, Cutler Road, Highland Street, Miles River Road, Sagamore Street, Woodbury Street and Waldingfield Road. The streets were designated "scenic streets" in accordance with MGL Chap. 40, Sec. 15C, Laying Out, Alteration, Relocation and Discontinuance of Public Ways, and Specific Repairs Thereon.

Helping to retain its rustic heritage are Hamilton's many winding roads.



Scenic streets, there are 13 in Hamilton, including Bridge Street shown here. Photo, J. Hauck, 2016.

One road in the town has a "cross walk" for an endangered species, the blue-spotted salamander. Cutting across Chebacco Road is a narrow trench with a metal grate covering.

There are, in 2016, nine intersections with island dividers: Bridge and Sagamore; on Miles River at Bridge; on Chebacco at Essex; on Miles River at Essex; on School at Essex; on Bay at Walnut; on Bay on both sides of railroad crossing; and on Highland at Asbury. All but two have plants and shrubs that are maintained by different organizations and businesses.

In 2012, the town designated Asbury Street as part of the National Purple Heart Trail System, in recognition and honor of the men and women wounded or killed in line of their military duty. Currently (2016), sections of roads in 45 states as well as Guam are part of the Purple Heart Trail.⁹³

Almost totally gone from the rustic character of Hamilton are the old cast-iron direction signs. One remains at the intersection of Bridge Street and Sagamore Street.

Many of Hamilton's street signs, while not cast-iron, add to the town's rural character. They caution drivers about: no salt on the road, deer and other animal crossing areas, and horse rider crosswalks.

Hamilton's equestrian trails help retain the town's rustic character. Riding trails are on: Appleton Farms, Winthrop Farm, New England Biolabs, and Pingree Reservation.

Plans but no action for bicycle lanes

In the early 1900s, many people preferring not to move about on a horse owned a bicycle for transportation. Evidence of the bicycle's popularity is a 1903

bicycle traffic law. "No person shall ride any bicycle or tricycle, at any time in any street of this town, at a rate of speed exceeding ten miles per hour."

The first reference to bicycle paths, in Hamilton's annual reports, was in the 1993 Conservation Commission Report. In 1999, the Road Safety Committee presented a final report on the study done on bike/pedestrian paths for Bridge Street and Bay Road with an eye to the ultimate continuation of the system on to Essex St. Hamilton also signed, in 1999, to a Six Town Pathway Study of creating bike/pedestrian ways along the full length of Rte. 22.

In 2002, the Road Safety Committee spent \$7,547.70 for a survey for bike/pedestrian paths. The Committee finalized a plan to connect the Essex Street, Bridge Street and Bay Road corridors with a pedestrian/bicycle path-

way along the course of Woodbury Street were presented to the Board of Selectman and to Community forum groups.

The Pedestrian and Bicycle Transportation Analysis and Feasibility Study by Greenman-Pedersen, Inc., commissioned by Hamilton, in 2000, investigated the potential for a regional bicycle network. The study specifically looked at the feasibility of three corridors, one of which partially included Hamilton streets, Corridor 1 – Rte. 22 Recommendations for Hamilton's portion of this section (*Essex & Woodbury Streets*) included widening the paved width of the road, edge striping at a 4-ft. offset, posting "Bike Route" signs and establishing a no on-street parking.⁸⁸ As of 2016, nothing was done in Hamilton.

What's in a name

For many years, to get around the town, you had to be a townie or find some to ask where streets were. Some street signs were added, in suitable places, for the convenience of the public.

Street names, for the most part, are for people, of which 8 are for former presidents. Trees and shrubs account for 34 names. Given the town's large interest in horses, it is surprising that only 2 names directly relate to the equine set: Appaloosa and Arabian.

Hamilton has 9 female names for its streets, the most recent being Annie's Lane, which became an accepted street in 1993. The first was Gail Avenue, created before 1888 and named for Gail Hamilton. The penname for Abigail Dodge, it was removed in 1926. In 1957, the town combined two female names, Sharon and Priscilla, into Sharon Road.⁵⁹

Among the country's 10 most common street names, Hamilton has a couple: Park (5th), Oak (9th), but no longer a Main Street (7th), although there is a Main Avenue in the cemetery.

More than 30 streets no longer have their original designation. In 1963, the town, at the request of residents, changed the name of Appleton St. to Pierce St. to end the confusion with Appleton Rd.⁶² In 1948, Lake Rd. became Forest St., also to end confusion with Lake Ave.⁵¹ In 1903, Hancock St., never an official name became Hamilton Ave.²⁵

A few names have changed several times. Bay Road originally was the Way to Ipswich, next County Road, which changed to Main Street in 1890, and Bay Road, in 1953. Cutler Road previously was Elm Street, and before that, Farms Road.

Name changes occur for each of the 9 Hamilton Streets that connect with surrounding towns:

- Bay Road changes to Main Street in Wenham and County Road in Ipswich.
- Chebacco Road changes to Pine Street in Manchester.
- Essex Street becomes Larch Row in Wenham and Western Avenue in Ipswich.
- Gardner Street changes to Sagamore Road in Ipswich.
- Highland Street becomes Arbor Street in Wenham and Mill Road in Ipswich.
- Sagamore Street becomes Candlewood Road in Ipswich.
- Walnut Road becomes Dodges Row in Wenham.
- Winthrop Street becomes Willowdale Road in Ipswich.
- Woodbury Street becomes Rubbly Road in Beverly, a name it also once had in Hamilton.

State began funding in 1900

A change in how the town pays for creating and improving its roads and bridges came in 1893, when Massachusetts established a Highway Commission.¹⁰¹ In 1900, Hamilton received its first funds (\$3,801.28), from the State, for road maintenance. Highway expenses, that year, were \$7,918, about 20% of the town's total expenses.²³

This began a series of State Acts providing funds to towns for road and bridge construction and maintenance. In 1910, Massachusetts provided funds to small towns, under Chap. 525, Sec. 30, for improvement of roads connecting towns to adjoining towns.

¹⁰⁰ Later, this became known as the Small Town Roads Assistance Program (STRAP).

In 1919, Massachusetts replaced the Highway Commission with a Department of Public Works. It continued to oversee all aspects of road construction and maintenance, including STRAP.¹⁰²

Hamilton's total highway expenses, in 1919, were \$5,344: about 6% of the town's total expenses.⁹⁴ The State provided \$2,898.¹¹

In 1921, Massachusetts passed an Act to create a highway fund to assist municipalities in maintaining their roads. Chap. 90, sec. 32, allowed for the distribution of funds for maintaining, repairing, improving and constructing all "town and county highways together with any money which any town or county may appropriate for said purpose to be used on the same highways."⁹⁹

In 1930, to build a mile of Highland St., Hamilton received \$10,000 of Chap. 90 funds from the Department of Public Works and the County of Essex.⁹⁷

In 1963, the town used Chap. 90 funds (\$10,710.14), to re-build Walnut Road and Bridge Street, using bituminous concrete.⁶² The State provided a similar amount in 1964 for resurfacing other streets.⁶³

In 1973, the State enacted a new program to reimburse municipalities for roads costs. Under the provisions of MGL Chap. 90, Sect. 34, Clause 2 (a), on approved projects. The law has a formula for determining the amount of money a town is to receive. The formula applies the town's road miles, 58.33%; population, 20.83%; and employment, 20.83%, to determine an allocation of funds.



Dead end streets, by a 1954 by-law, must have a turn-around at the end. Photo, Bing Maps, 2015.

Until 1989, Hamilton received funds from the Massachusetts Small Town Road Assistance Program (STRAP). However, that year Hamilton's population rose above 7,000. Because of this increase, Hamilton no longer was eligible for STRAP funds.

In 1991, the town received about \$104,000 Chap. 90 funds. Also that year, the Hamilton DPW became the Highway Department.⁹⁵ The next 25 years saw a rollercoaster of Chap. 90 funds. In 1995, the amount was up to \$199,000; in 1999, down to \$129,000; in 2004, up to \$155,000; in 2006, a 50% drop to \$76,000; in 2007, up to \$115,000; in 2008, another 50% drop to \$77,000; from 2009-11, up to \$190-196,000; still higher in 2012-14, to \$245-247,000; still higher in 2015, to a record amount of \$369,000; and then down a third in 2016, to \$245,000.^{69, 96}

In 1999, about \$64,000 in funds from the Massachusetts State Lottery made up for a shortfall in Chap. 90 funds for roads and bridges maintenance.

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- 92 - 2013 Hamilton Annual Report
- 93 - 2012 Hamilton Annual Report
- 94 - 1919 Hamilton Annual Report
- 95 - 1991 Hamilton Annual Report
- 96 - Massachusetts Dept., of Transportation
- 97 - 1929 Hamilton Annual Report
- 98 - 2015 Hamilton Annual Report.
- 99 - <http://archives.lib.state.ma.us/bitstream/handle/2452/67526/1925acts0288.txt?sequence=1&isAllowed=y>
- 100 - 18th Annual Report of the Massachusetts Highway Commission, 1911
- 101 - Annual report of the Massachusetts Highway Commission 1893
- 102 - Annual report of the Massachusetts Highway Commission 1919
- 103 - 1999 Hamilton Annual Report.
- 104 - Police Chief Russell Stevens.
- 105 - Post Office in Hamilton Scheduled to Close Soon, Hamilton-Wenham Chronicle, Feb. 17, 1985.
- 106 - Hamilton Department Public Works, 2017

¹⁰³ This is the only time that the town has received lottery funds for its roads and bridges, since the state created the lottery in 1971.

Another source of funds for repair of roads and bridges is the Federal Emergency Management Agency. In 1993 the town joined the FEMA's Flood Insurance Program.⁸⁵ FEMA was created in 1978.

The torrential rains of May 2006, a 100-year storm, caused considerable damage to roads and bridges. To assist in making repairs, Hamilton received \$150,000 in FEMA funds. In addition, the Massachusetts Emergency Management Agency provided \$40,000.⁹⁰

Damage to the town's roads included the bridges on Highland Street and Winthrop Street, 9 main culverts, 7 catch basins, numerous eroded areas and tons of debris.⁹⁰



Many curved roads
Photo, J. Hauck, 2016.



Animal crossing sign, on Asbury Street near Green Meadows Farm.
Photo, J. Hauck, 2016.



Buried salamander crossing, on Chebacco Road. Photo, J. Hauck, 2016.



Purple Heart Trail, on Asbury Street. Photo, J. Hauck, 2016.

Signs of Hamilton's Countrified Charm



Historical Marker, on Bay Road, On Dec. 3, 1787, first covered wagon to leave Massachusetts for the west set forth from this spot arriving the next spring in the northwest territory and founding Marietta, Ohio. Erected in 1930 by Massachusetts Bay Colony Tercentenary Commission. Photo, J. Hauck, 2016.



Horse crossing sign, on Bridge St. Photo, J. Hauck, 2016.



Deer crossing sign, on Moulton Street
Photo, J. Hauck, 2016.



Cast iron direction Sign, at intersection of Bridge and Sagamore Streets.
Photo, J. Hauck, 2016.

Keys:

- * Source for most dates is Trulia home and property information
- # Source - Hamilton Town Clerk; 1994 Annual Town Report
- ⊗ State designated scenic streets.
- ⊠ Dead end
- ≠ Unpaved or partially unpaved

- ★ Sidewalk or partial sidewalk
- Circle
- Ω Horseshoe
- ® Turnabout

Name (Comments)	Created	Accepted	Named For (Comments)	Length ft. #	Houses *	Oldest House*
Alexander Way (Private) ≠	2001	---		---	2	2003
Asbury Ave. (Asbury Grove, private)	1870<	---	Bishop Francis Asbury	---	6	1900 ⁺
Ballinger St. (Paper street, removed 1910>)	1900<	---	Arthur Ballinger	---	---	---
Bancroft Way ⊠	1987	---	William W. Bancroft	739	4	1989
Bass Rd. (Chebacco Lake)	1940<	---	---	361	3	1946
Beach Rd. (Removed 1910<)	1888<	---	---	---	---	---
Bellingham Path (Asbury Grove, private, removed 1927 fire)	1870<	---	Town of Bellingham	---	---	---
Birch Rd. (Chebacco Lake) ⊠	1953	---	---	356	9	1953
Bishop St. (Paper street, removed 2006)	1888>	---	George H. Bishop	---	---	---
Black Brook Rd.	1959	---	Black Brook River	1,627	7	1959
Briarcliff Ln.	1987	---	---	---	2	1987
Brook Ave. (Paper street, removed 1910>)	---	---	---	---	---	---
Carriage Ln. ⊠	1888>	---	---	478	5	1900 ⁺
Central Ave.		---	Cemetery road		---	---
Central Place (Asbury Grove, private)	1870<	---	Central Church, Lawrence	---	8	1865
Chebacco Rd. (Chebacco Lake, formerly Preston St. 1900<) ≠	1900<	---	Algonquin word meaning "place where spirits dwell"	10,696	28	1953
Cilley Hill Rd. (Removed, fire 1910)	1900<	---	Dr. Orin G. Cilley	---	---	---
Circle (Asbury Grove, private) ○	1930	---	---	---	1	1930
Clark Ave. (Asbury Grove, removed 1927 fire)	1870<	---	Davis W. Clark	---	---	1872
Common St. (Paper street, removed 1910<)	1888>	---	---	---	---	---
Conwell Ct. (Gordon-Conwell, private) ⊠	1970>	---	Rev. Russell Conwell	---	---	---
Crooked Ln. Hill (Removed 1900<)	1846	---	---	---	---	---
Cross St. (Removed 1930<)	1888<	---	Cross farm	---	---	---
Cullivan Ln.	2008<	---	William Cullivan	---	---	---
Denise Ln. (Private) ⊠	1976	---	Denise Decosta, builder's wife	---	1	1976
Dentali Rd.	1950	---		132	2	1950
Dodge Ln. (Removed 1911)	1888>	---	Dodge family	---	---	---
Dodge St. (Removed 1959) ⊠	1940<	---	Dodge family	---	---	---
Don Byrne Way ⊠	1963	---	Don Byrne	1,359	4	1963
East St. (Became Gail Ave.)	1888<	---	---	---	9	1900
Erins Way ⊠	1988	---		772	2	1988
Essex Ave. (Asbury Grove, private)	1870c	---	Town of Essex	---	10	1878c
Essex St. (Was Eastern Ave. until	1888>		Town of Essex	---	---	---

1910>) ★						
Everett Ave. (<i>Paper street removed 2006</i>)	---	---	---	---	---	---
Fairfield Dr. ☒	1973	---	John Fairfield	---	3	1973
Fellowes Rd	1888<	---	Davis Fellowes family	---	---	---
Fisk Ave. (<i>Asbury Grove, private, removed, 1927 fire</i>)	1870<	---	Rev. Wilbur Fisk	---	---	---
Fletcher Ave. (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	Rev. John William Fletcher	---	---	---
Gail Ave. (<i>Formerly East St.</i>) ☒	1888<	---	Gail Hamilton penname for Abigail Dodge	---	9	1900 ⁺
Gibney St. (<i>Formerly Gibney Ave. 2006</i>)	1941	---	George Gibney	---	---	---
Gifford Ave. (<i>Became Gifford Rd. 2006; removed 2013</i>)	1880	---	P. Gifford	264	4	1880
Gordon Ct. (<i>Gordon-Conwell, private</i>) ☒	1969>	---	Rev. A. J. Gordon	---	---	---
Graham Way (<i>Gordon-Conwell, private</i>)	1969>	---	Rev. Billy Graham	---	---	---
Griffith Rd. (<i>Chebacco Lake</i>)	1952	---	Donald E. Griffith	177	2	1952
Hamilton Park (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	Town of Hamilton	---	---	---
Hamlin Ave. (<i>Asbury Grove, private</i>)	1870<	---	Rev. Cyrus Hamlin	---	2	1835
Hartford Rd. (<i>Removed 1918></i>)	1917	---	---	---	---	---
Haven Ave. (<i>Asbury Grove, private</i>)	1870<	---	Rev. Erastus O. Haven	---	6	1830c
Hedding Ave. (<i>Asbury Grove, private</i>)	1870<	---	Rev. Elijah Hedding	---	4	1872
Hemlock Dr. (<i>Paper street, removed 2006</i>)	---	---	---	---	---	---
High Rock Rd.	1983	---	---	---	2	1983
Hill Rd., (<i>Chebacco Lake</i>) ☒	1850<	---	---	---	3	1930
Hunter Ln. (<i>Private</i>) ☒	1992	---	Fox Hunt	497	3	1992
Idlewood Ave. ☒	1930	---	Original name of Pleasant Pond	200	2	1930
Jessica Ln. (<i>Private</i>)	1986	---	---	425	---	---
Joseph St. (<i>Paper street, removed 1910></i>)	1888>	---	---	---	---	---
Junction Ln.	2007	---	Former streetcar junction	---	24	2007
Kingsley Ave. (<i>Asbury Grove, private</i>)	1870<	---	Bishop Calvin Kingsley	---	6	1871c
Kinsman Ln. (<i>Private</i>) ☒	2000>	---	Charles F. Kinsman	---	1	2002
Kirby Ave. (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	Rev. William Kirby	---	---	---
Knoll Rd. (<i>Private</i>)	1940	---	---	---	1	1940
Lee Park (<i>Asbury Grove private</i>)	1870<	---	Rev. Jesse Lee	---	8	1871c
Longmeadow Way ☒	1972	---	Henry W. Longfellow	700	3	1972
Lovering Ct. (<i>Removed 1910<</i>)	1888<	---	Lovering family	---	---	---
Madonna Dr.	1978<	---	---	726	9	1978
Main Ave.		---	Cemetery road	---	---	---
Maple Ave. (<i>Asbury Grove, private</i>)	1870<	---	---	---	3	1875
McClintock Ave. (<i>Asbury Grove, private</i>)	1870<	---	Rev. John McClintock	---	---	1874
Merrill Ave. (<i>Asbury Grove, private</i>)	1870<	---	Bishop Stephen M. Merrill	---	---	1871

Morris Ave.(<i>Asbury Grove, private</i>)☒	1870<	---	Bishop Thomas A. Morris	---	4	1879
Mt Zion Ave. (<i>Asbury Grove, private</i>)	1870<	---	Mountain in Bible	---	11	1871
Mudge Ave. (<i>Asbury Grove, private</i>)	1870<	---	Rev. Enoch Mudge	---	20	1870
Myopia Hunt Club Rd. (<i>Private</i>)	1882	---	---	---	---	---
Nancy's Corner (<i>Cutler Rd. & Highland St.</i>) ☒ ≠	1959	---	Lady Nancy Astor, former resident	---	---	---
Nasco Rd. (<i>Private</i>)	2011	---	Ntl. Account Service Co.	---	---	---
Northedge Rd. ☒	1979<	---	North edge of town	762	4	1979
Oak Ave. (<i>Asbury Grove, private</i>)	1873c	---	---	---	1	1985
Olin Ave. (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	Rev. Stephen Olin	---	---	---
Orran (<i>Paper street, removed 1910></i>)	---	---	Orran G. Cilley	---	---	---
Overhead Dr.☒	1888<	---	---	---	4	1892
Paddock Ln. ☒	1900>	---	---	535	4	1900 ⁺
Park St. ★	1896	---	---	809	15	1875
Pew Ln. (<i>Gordon-Conwell, private</i>)	1969>	---	---	---	---	---
Pine Ave. (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	---	---	---	---
Pine Ave. (<i>Asbury Grove, private</i>)	1870<	---	---	---	---	---
Pleasant Ave. (<i>Asbury Grove</i>)	1859c	---	---	---	7	1900 ⁺
Pleasant St. ★	1892	---	---	316	7	1880
Plum Tree Court ☒	1888>	---	---	---	2	2000
Porter St.						
Preston St. (<i>Chebacco Lake, became Chebacco Rd. 1910></i>)	1900<	---	David Preston	10,696	28	1953
Prospect Ave. (<i>Asbury Grove, private, removed 1927 fire</i>)	1870<	---	---	---	---	---
Rapp Rd. (<i>Paper street, removed 2006</i>)	---	---	John Rapp	---	---	---
Reinhalter Way (<i>Private</i>) ☒	1993<	---	Edmund J. Reinhalter	---	2	1993
Robson Circle, (<i>Asbury Grove, private, originally Hamilton Park</i>) ☒ ○	1928	---	Rev. William Robson	---	2	1930
Rte. 128 (<i>Now Woodbury & Essex streets, Rte. 22</i>) ★	1930>	---	---	---	---	---
Rte. 22 (<i>Now Woodbury & Essex streets, formerly rte. 128</i>) ★	1945>	---	---	---	---	---
Sagamore Farm Rd. ○	1888>	---	Sagamore Masconomet	1,603	5	1890
Simpson Ave. (<i>Asbury Grove, private</i>)	1870<	---	Bishop Mathew Simpson	---	2	1870c
Skinner Ave. (<i>Asbury Grove, private</i>)	1870<	---	Ernest M. Skinner	---	3	1886
Smithwood Terr. ®	1959	---	---	---	5	1959
Spingler Ln. (<i>Private</i>)	1982	---	Dr. Robert A. Spingler	---	2	1982
Spring Ave. ☒	1888>	---	---	285	1	1900 ⁺
Sunnyside Ave.(<i>Asbury Grove, private</i>) ☒	1930	---	Sunnyside Church Canton	---	1	1930
Sunset Ln. ☒ ★	1947	---	---	276	4	1947
Surrey Ln. ☒	1994	---	---	---	2	1994
Thompson Ave. (<i>Asbury Grove, private</i>)	1870<	---	Bishop Edward Thomson	---	8	1871
Tilton St. (<i>Paper street, removed 1910></i>)	---	---	Abraham Tilton	---	---	---
Veranda Circle (<i>Chebacco Lake</i>) ○	1960	---	Villa Veranda Hotel on Chebacco Lake	---	3	1960

Villa Rd. (<i>Chebacco Lake</i>) ☒	1951	---	Villa Veranda Hotel on Chebacco Lake	---	8	1951
Waldingfield Rd.	1920<	---	Little Waldingfield, Eng.	771	4	1930
Walnut Ln.	1905	---	---	---	1	1905
Wesley Park (<i>Asbury Grove, private</i>)	1870<	---	Rev. John & Rev. Charles Wesley	---	6	1872
West Rd. (<i>Paper street, removed 1888></i>)	---	---	---	---	---	---
White Rd. Chebacco Lake)	1952	---	William White family	162	2	1952
Wood Dr. Chebacco Lake) ☒	2012	---	---	---	1	2013
Wood St. (Chebacco Lake, (<i>Removed 1910</i>))	1910<	---	Oscar Wood	---	---	---
Woodland Meadow (<i>Private</i>) ☒	1919<	---	---	4,000	20	1919
Arlington St. ★	1850<	1880<	Town of Arlington	549	7	1890
Asbury St. (<i>Originally Campground Rd., became Way to Ipswich 1870>; became Topsfield Rd. 1888<</i>) ☿ ★	1835<	1888<	Asbury Grove	12,828	101	1835
Bay Rd. (<i>Originally County Road, became Main St. 1890, became Bay Rd. 1953</i>) ★	1793>	1888<	State Road, Rte. 1a	---	110	1643
Boardman Ln. ☒ ★	1888<	1888<	Joseph Boardman	2,367	13	1902
Bridge St. ☿ ★	1820<	1888<	Bridge over Miles River	11,624	92	1820
Campground Rd. (<i>Now Asbury St. became Way to Ipswich 1870>; became Topsfield Rd. 1888<</i>) ☿ ★	1861	1888<	Asbury Grove Campground	12,828	101	1835
County Rd. (<i>Became Main St. 1890, became Bay Rd. 1953</i>) ★	1793>	1888<	State Road, Rte. 1a	---	110	1643
Gardner St. ☿	1880<	1888<	Maj. Augustus P. Gardner	4,620	22	1900 ⁺
Ipswich Road (<i>Became Asbury St. 1888<</i>) ★	1888<	1888<	Town of Ipswich	---	---	---
Liberty Rd. (<i>From Wenham line to Wenham Neck Rd., became Main St. 1890</i>) ★	1793>	1888<	---	---	---	---
Main St. (<i>Originally Way to Ipswich, next County Road, became Main St. 1890, became Bay Rd. 1953</i>) ★	1793>	1888<	State Road, Rte. 1a	---	110	1643
Marjorie St. (<i>Prospect Park</i>) ★	1888<	1888<	Marjorie Hursty	395	6	1912
Roosevelt Ave. (<i>Hamilton Park</i>)	1900<	1888<	Pres. Theodore Roosevelt	418	4	1900 ⁺
School St. ★	1840<	1888<	East School was at #45	3,025	34	1840
Topsfield Rd. (<i>Originally Way to Ipswich, became Asbury St. 1888<</i>) ★	1888<	1888<	Town of Topsfield	12,828	101	1835
Way to Ipswich (<i>Originally Campground Rd.; became Topsfield Rd., 1870>, now Asbury St.</i>)	1870<	1888<	---	12,828	101	1835
Willowdale St. (<i>Became Winthrop Rd., 1905</i>) ≠	1870<	1888<	Willowdale Mfg. wool mill	6,084	7	1870
Winthrop St. (<i>Originally Willowdale St., 1905</i>) ≠	1870<	1888<	Gov. John Winthrop	6,084	7	1870
Pine St. (<i>Became Cottage St. 1908</i>)	1895<	1889	---	597	5	1895
Grove St. (<i>Became Railroad Ave. 1890</i>) ★	1860c	1890	Asbury Grove	1,938	33	---
Elliott St. ★	1890<	1892	---	390	5	1890
Willow St. (<i>Originally Willow Ave.</i>) ★	1860<	1893	---	1,624	19	1885

Walnut Rd. (<i>Formerly Wenham Neck Rd., 1894</i>) ★	1870<	1894	---	1,353	19	1891
Wenham Neck Rd. (<i>Became Walnut Rd., 1894</i>)	1870<	1894	West section of Wenham	1,353	19	1905
Baker Ave. (<i>Formerly Hamilton Ave. until 1931</i>) ☒ ★	1886<	1899	Nellie Baker	677	10	1886
Daniel Killam Way (<i>Became Linden St. 1900></i>)	1888<	1900<	Daniel Killam	3,695	46	1900 ⁺
Eastern Ave. (<i>Became Essex St. 1910></i>) ★	1860>	1900<	Rte. 22	3.2 mi	87	1870
Linden St. (<i>Originally Daniel Killam Way</i>) ★	1888<	1900<	---	3,695	46	1900 ⁺
Maxey's Rd. (<i>Originally Rubbly Rd., became Woodbury St. 1910></i>)	1850<	1900<	Maxey family	5,520	32	1810
Miles River Rd. (<i>Formerly Hopkins St. 1905</i>)	1895<	1900>	---	3,541	19	1895
Moulton St. ☿ ★	1860c	1900>	Samuel Moulton	6,150	34	1885
Railroad Ave. (<i>Formerly Grove St. 1890; Made one-way Main to Willow, 1979</i>) ★	1860c	1900<	---	1,938	16	---
Rubbly Rd. (<i>Became Maxey Rd., next Woodbury St., 1910></i>)	1650c	1900<	Rubbly farm; on old maps, called "Way to Rubbly Hill"	5,520	32	1810
Woodbury St. (<i>Originally Rubbly Rd., next Maxey St.</i>) ☒	1650c	1900<	John L. Woodbury	5,520	32	1810
Union St. ★	1892	1902	---	1,972	28	1850
Hamilton Ave. (<i>Originally Hancock St. 1903, became Baker Ave. 1931</i>) ★	1897<	1903	John Hancock, Alexander Hamilton, Nellie Baker	1,492	8	1886
Hancock St. (<i>Became Hamilton Ave. 1903, became Baker Ave. 1931</i>) ★	1897<	1903	John Hancock	---	24	1890
Maple St. ☒ ★	1862<	1903	---	1,483	30	1862
Arbor St. (<i>Became Highland St. 1900<</i>) ★	1888<	1904	---	19,412	93	1860
Highland Ave. (<i>Became Rust St 1905</i>)	1888>	1904	---	1,623	29	1900 ⁺
Highland St. (<i>Was Arbor St. until 1900<</i>) ☿ ★	1860<	1904	---	19,412	93	1860
Hopkins St. (<i>Became Miles River Rd. 1905</i>)	1888>	1905>	William J. Hopkins	3,541	19	1895
Cottage St. (<i>Formerly Pine St. 1908</i>) ☒	1895<	1908	---	408	9	1900 ⁺
Prospect St. ☒	1900<	1908	---	496	9	1900 ⁺
Rust St. (<i>Prospect Park, formerly Highland Ave., 1905</i>) ☒ ★	1888>	1908<	Moses B. Highland	1,623	29	1900 ⁺
Goodhue St. ☿ ★	1888>	1915<	Samuel G. Goodhue	2,228	5	1960
Adams Rd. (<i>Removed 2006</i>)	1900<	1917	Samuel Adams	142	2	1900 ⁺
Grant Ave. (<i>Hamilton Park</i>) ☒	1885>	1917	Pres. Ulysses S. Grant	920	7	1900 ⁺
Harris Rd. (<i>Hamilton Park</i>)	1900<	1917	Katherine M. Harris	405	5	1900 ⁺
Hemingway Rd. (<i>Removed 1930></i>)	1917<	1917	Capt. Henry C. Hemingway	---	---	---
Mill St. (<i>Prospect Park</i>) ★	1890<	1917<	In 1895, five houses were moved to this street from Willowdale Mfg. formerly the Mannings, Agawam, & Revere Woolen Mills.	1,183	19	1890

Washington Ave. (<i>Hamilton Park</i>) ☒	1885>	1917	Pres. George Washington	465	7	1900 ⁺
Baker Rd.	1880<	1918	John Baker	---	8	1880
Sagamore St. O	1900<	1919<	Sagamore Masconomet	7,740	46	1920
Chestnut St.	1910<	1924	---	954	17	1950
Plum St. ☒	1900<	1924	---	645	12	1900 ⁺
Home St. ★	1893	1925	---	396	9	1910
Western Ave. ☒	1888>	1926	---	555	6	1900 ⁺
Lincoln Ave. (<i>Hamilton Park</i>) ☒	1885>	1927	Pres. Abraham Lincoln	1,724	27	1900 ⁺
Lois St. (<i>Prospect Park</i>) ★	1922	1927		1,266	17	1922
Arthur Ave. (<i>Hamilton Park</i>) ☒ ★	1885>	1929	Pres. Charles A. Arthur	528	6	1900 ⁺
Cummings Ave. ☒	1920	1929	Arthur C. Cummings	443	6	1920
Garfield Ave. (<i>Hamilton Park</i>) ☒	1885>	1929	Pres. James A. Garfield	934	10	1900 ⁺
Knowlton St.	1910<	1931	Clarence S. Knowlton	1,027	11	1890
Lorenzo St. (<i>Prospect Park</i>) ★	1925	1932		632	3	1925
Central Ave. ☒	1865<	1934	---	650	10	1865
Harris Ave. (<i>Hamilton Park</i>)	1885>	1935	John Harris	405	5	1900 ⁺
Union Ave. ★	1888>	1935	---	405	8	1900 ⁺
Cutler Rd. (<i>Formerly Farms Rd., originally Elm St.</i>) ☒ ≠	1890<	1937	Rev. Manasseh Cutler	11,581	42	1890
Elm St. (<i>Now Cutler Rd., became Farms Rd. 1898</i>) ≠	1890<	1937	---	703	5	1890
Farms Rd. (<i>Formerly Elm St. 1898; became Cutler Rd., 1937</i>) ≠	1890<	1937	---	703	5	1890
Boston Ave. (<i>Formerly Hotel Ave. 1910></i>)	1891	1939	Boston	352	2	1900 ⁺
Hotel Ave. (<i>Became Boston Ave. 1910></i>)	1891	1939		352	2	1900 ⁺
Appleton St. (<i>Became Pierce Ave. 1963</i>) ☒	1930	1941	Pierce family	236	3	1930
Howard St. ★	1941	1941		1,638	18	1948
Naples Rd. ★	1940	1941	Italian city	768	12	1945
Norman Rd.	1940	1941	Maxwell Norman	738	11	1949
Orchard Rd.	1940	1941	---	849	14	1945
Pierce Ave. (<i>Formerly Appleton St. 1963</i>)	1930	1941	Pierce family	236	3	1930
Pilgrim Rd. ☒	1940	1941	---	400	6	1950
Savoy Rd. ★	1940	1941	Region in France	541	8	1946
Lake Dr. (<i>Chebacco Lake</i>)	1900<	1946	---	3,816	48	1900 ⁺
Forest St. (<i>Formerly Lake Rd. 1948</i>) ☒	1930	1947	---	3,630	54	1930
Lake Rd. (<i>Became Forest St. 1948</i>)	1930	1947	---	3,630	54	1930
Margaret Rd.	1947	1947	Margaret Harrigan	1,277	14	1952
North St. ☒	1915	1947	---	470	7	1915
Perkins Ave. (<i>Originally Perkins Rd. 2006</i>) ☒	1900<	1947	Perkins family	746	8	1900 ⁺
Perkins Rd. (<i>Became Perkins Ave. 2006</i>) ☒	1900<	1947	Perkins family	746	8	1900 ⁺
Durham Ave. ☒	1941<	1949	Harrie Durham	378	6	1948
Stopford St. ☒	1940	1949	William Stopford	291	3	1940

Moynihan Rd. ☒	1949	1950	Timothy A. Moynihan	1,224	22	1950
Crescent Rd.	1950	1952	---	921	16	1952
Elm St.	1952	1953	---	---	6	1952
Homestead Circle, O	1953	1953	---	2,240	36	1953
Meyer Rd. Ω	1952	1953	George von L. Meyer	2,795	18	1952
Oak St. ☒	1951	1953	---	261	3	1953
Rock Maple Ave.	1905c	1953	---	3,334	21	1905
Woodside Rd.	1949	1953	---	1,224	2	1950
Cunningham Dr. ☒	1951	1954	Cunningham family	1,231	19	1954
Ortins Rd. ☒	1953	1954	Joseph Ortins	1,559	24	1953
Porter Ln. O	1953	1954	Oliver Porter	1,622	9	1953
Day Ave. ★	1955	1956	Isaac F. Day	1,188	13	1956
Fox Run Rd.	1955	1956	---	1,133	15	1956
Tally Ho Dr. ★	1953	1956	---	978	15	1953
Appleton Ave. ☒	1910	1957<	Col. Francis R. Appleton	514	12	1910
Beech St. (<i>Chebacco Lake, originally Log Cabin Rd., next Lakeview, became Beech St. 1959</i>) ☒	1870<	1957	---	564	12	1832
Camp Rd. (<i>Chebacco Lake</i>)	1861<	1957	---	888	13	1928
Lakeview Ave. (<i>Chebacco Lake, became Village Ln. 1957, originally Camp Ln.</i>)	1928<	1957	---	888	13	1928
Lakeview St. (<i>Chebacco Lake, now Beech St., 1959; originally Log Cabin Rd., next Lakeview St.</i>) ☒	1830<	1957	---	564	12	1832
Log Cabin Rd. (<i>Chebacco Lake, became Beech St., 1959; previously Lakeview St.</i>)	1830<	1957	Log cabin on road	564	12	1832
Postgate Rd. ★	1954	1957	Gate formerly on road	1,797	26	1954
Priscilla Rd. (<i>Renamed Sharon Rd. 1957</i>)	1954	1957	Was short connection between Sharon Rd. and Highland St.	---	---	---
Sharon Rd. ☒	1954	1957	Includes what as Priscilla Rd.	1,407	17	1954
Village Ln. (<i>Chebacco Lake. Previously Lakeview Ave., 1957; originally Camp Ln.</i>)	1928	1957	---	888	13	1928
Hatfield St. (<i>Hatfield Rd. until 2006</i>) ☒	1947	1959	Hubert C. Hatfield	265	4	1959
Alan Rd. ★	1956	1960<	Builder Ernest LaPorta's son	1,346	17	1956
Meyer Ln. ☒	1888>	1960<	George von L. Meyer	593	4	1900 ⁺
Greenbrook Rd. O	1963<	1963	Green brook	1,938	22	1963
Martel Rd.	1960	1963	Builder Raymond Martel	1,291	16	1960
Pine Tree Dr. ☒	1912	1963	---	553	8	1912
Old Cart Rd. (<i>Chebacco Lake</i>), O	1960	1964	---	2,754	25	1960
Horseshoe Ln. ☒	1965	1965	---	1,119	7	1965
Kennedy Rd. ☒	1965	1965	Pres. John F. Kennedy	412	4	1965
Locust St. ☒ ★	1965	1965	---	---	2	1965
Blueberry Ln. ☒	1960	1969	---	3,052	29	1964
Juniper Rd.	1969	1969	---	1,499	13	1969
Patton Dr. ®	1963	1971	Gen. George S. Patton	1,431	17	1964
Gregory Island Rd. (<i>Chebacco Lake, formerly Lake Shore Dr. 1975</i>) ♣ ★	1962<	1972	Capt. Samuel B. Gregory	5,209	48	1972

Lake Shore Dr. (<i>Chebacco Lake, became Gregory Island Rd. 1975</i>)	1900<	1972	---	934	48	1900 ⁺
Whipple Rd. ★	1972	1972	Francis H. Whipple town Clerk, 1941-1975	1,088	11	1973
Echo Cove Rd. (<i>Chebacco Lake</i>) ☒	1928<	1974	---	2,814	39	1974
Lake Shore Ave. (<i>Chebacco Lake</i>) ☒	1900<	1975	---	934	48	1900 ⁺
Leigh Rd. ☒	1930	1975		345	7	1930
Honeysuckle Rd. ☒	1974	1978<	---	1,225	17	1974
Berrywood Ln. (<i>Chebacco Lake</i>) ☒	1975	1979<	---	1,083	13	1975
Berry Circle (<i>Chebacco Lake</i>) ○	1974	1983	Berry Farm	1,870	16	1974
Red Coach Rd.	1973<	1983>	---	968	13	1973
Partridgeberry Ln. ☒	1979	1986	---	735	9	1981
Anthony Rd. ☒	1978	1990<		1,177	10	1978
Autumn Ln.	1990	1991	---	---	13	1991
Farrington Ln.	1970<	1992	Harold Farrington	900	11	1990
Prides Park	1986	1992	John Pride	764	6	1986
Annie's Ln. ★	1992	1993	Annie Marie Colantoni	---	8	1993
Norris Ave, (<i>Chebacco Lake, became Norris Rd. 2006</i>) ☒	1946	1993>	George A. Norris	400	6	1946
Ricker Circle ○ ★	1991	1993	George Ricker	---	15	1991
Taft Woods Row, ☒ ®	1986	1993	Edward A. Taft	340	9	1987
Arabian Way ☒	1981	1998	---	261	4	1981
Bittersweet Ln. (<i>Chebacco Lake</i>)☒®	1985	1998	---	600	11	1985
Manor Hill Rd. ☒	1986	1998	---	350	2	6
Appaloosa Ln. (<i>Chebacco Lake</i>)	1981	1999	---	2,125	19	1981
Donald Rd. ☒	1967	1999	Builder Ernest LePorta' son	1,452	11	1967
Hickory Ln. ☒ ★	1998<	2000	---	---	10	2000