
# Old Colony Management Systems 2010 Annual Report

- Pavement
- Safety
- Congestion
- Land Use

Old Colony Planning Council
70 School Street
Brockton, MA 02301

Prepared Under MassDOT Contract #0052455 February, 2011

*Old Colony Planning Council*

# Old Colony Management Systems
# 2010 Annual Report

## Congestion – Land Use – Pavement - Safety

**February 2011**


**Old Colony Planning Council**
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Brockton, MA. 02301
(508) 583-1833
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This report was prepared under Contract with the Massachusetts Department of Transportation and the Federal Highway Administration under contract 0052455.

# Old Colony Metropolitan Planning Organization

| | |
|---|---|
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| William Hallisey, Jr. | Chairman, Board of Selectmen, Plymouth |
| Eldon Moreira | Chairman, Board of Selectmen, West Bridgewater |
| Daniel Salvucci | Vice Chairman, Board of Selectmen, Whitman |
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| Luisa Paiewonsky | Highway Administrator, MassDOT |
| Reinald Ledoux, Jr. | Administrator, BAT |
| Robert G. Moran, Jr. | President, OCPC |

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### JTC Officers

| | |
|---|---|
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| JTC Vice Chairman | Sid Kashi |

| **COMMUNITY** | **DELEGATE / ALTERNATE** |
|---|---|
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| Abington – *Alternate* | Bruce Hughes |
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| Bridgewater | Robert Wood |
| Brockton – *Delegate* | Michael Thoreson |
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| Plymouth | Sid Kashi |
| Plympton | Jim Mulcahy |
| Stoughton – *Delegate* | Carin Klipp |
| Stoughton – *Alternate* | Ben Fehan |
| West Bridgewater | Leonard Graf, III |
| Whitman | Daniel Salvucci |

### Agency Representation

| | |
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| MassDOT | Clinton Bench |
| MassDOT | Trey Wadsworth |
| MassDOT District 5 | Bernard McCourt |
| MassDOT District 5 | Pamela Haznar |
| MassDOT District 5 | Tim Kochan |
| BAT | Reinald Ledoux, Jr. |
| BAT | Kathy Riddell |
| DEP | Christine Kirby |
| EPA | Donald Cook |
| FHWA | Michael Chong |
| FHWA | Paul Maloney |
| FTA | Mary Beth Mello |
| FTA | William Gordon |
| FTA | Noah Berger |
| Brockton Traffic Commission | Captain Leon McCabe |

### OCPC Transportation Staff

| | |
|---|---|
| Charles Kilmer | Transportation Program Manager |
| Eric Arbeene | Community Planner |
| Caleb Cornock | Transportation Intern |
| Jed Cornock | Transportation Planner |
| Ray Guarino | Transportation Planner |
| Rodrigo Marion | Transportation Planner |
| Bill McNulty | Transportation Planner |
| Susan McGrath | GIS Coordinator |
| Kyle Mowatt | Transportation Intern |
| Andrew Vidal | Communication/GIS/IT Specialist |

# Old Colony Planning Council (OCPC)

## OCPC Officers

| | |
|---|---|
| President | Robert G. Moran, Jr. |
| Treasurer | Lee Hartmann |
| Secretary | Fred Gilmetti |

| COMMUNITY | DELEGATE | ALTERNATE |
|---|---|---|
| Abington | Christopher Aiello | |
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| Bridgewater | Anthony P. Anacki | |
| Brockton | Robert G. Moran, Jr. | Preston Huckabee |
| East Bridgewater | Richard O'Flaherty | |
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| Stoughton | Scott Turner | Robert E. Kuver |
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| Whitman | Fred Gilmetti | Daniel Salvucci |
| Delegate-at-Large | | |

## OCPC Staff

| | |
|---|---|
| Pat Ciaramella | Executive Director |
| Janet McGinty | Fiscal Officer |
| Jacqueline Surette | Fiscal Consultant |
| Jane Linhares | Grants Monitor/Secretary |
| Patrick Hamilton | AAA Administrator |
| Lila Burgess | Ombudsman Program Director |
| Hazel Gauley | Assistant Ombudsman Director |
| Anne Nicholas | Ombudsman Program Assistant |
| Jim Watson | Comprehensive Planning Supervisor |
| Eric Arbeene | Community Planner |
| Bruce Hughes | Economic Development/Community Planner |
| Susan McGrath | GIS Coordinator |
| Andrew Vidal | Communication/GIS/IT Specialist |
| Charles Kilmer | Transportation Program Manager |
| Bill McNulty | Transportation Planner |
| Ray Guarino | Transportation Planner |
| Jed Cornock | Transportation Planner |
| Rodrigo Marion | Transportation Planner |
| Kyle Mowatt | Transportation Intern |
| Caleb Cornock | Transportation Intern |

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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.

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, Transportation Program Manager.

| | |
|---|---|
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# Old Colony Management Systems
# 2010 Year-End Report

**Contents**

## 1.0 Executive Summary

This 2010 Old Colony Management Systems Annual Report provides a summary of activities and products prepared by Old Colony Planning Council during the 2010 calendar year in regard to the Congestion Management Process (CMP), the Land Use Management System (LUMS); the Pavement Management System (PMS); and the Safety Management System (SMS). Old Colony Planning Council has developed these four management systems that direct much of the transportation planning activity.

Congestion Management Process (CMP)

The purpose of the Old Colony Congestion Management Process (CMP) is to identify congested locations; determine the causes of congestion; develop alternative strategies to mitigate congestion; evaluate the potential of different mitigation strategies; propose alternative strategies that best address the causes and impacts of congestion; and track and evaluate the impact of previously implemented congestion management strategies. The Old Colony CMP is intended to be an integral part of the metropolitan planning process, rather than a stand-alone process or system.

Land Use Management System (LUMS)

The Land Use Management System (LUMS) tracks development projects in the region in order to discern changes in land use patterns over time. The types of development, whether large, small, highway corridor/automobile oriented, or transit and pedestrian oriented, have an impact on transportation. In order to compile and monitor information on developments in the area, OCPC created a land use database that is centrally located on the agency server that is accessible by staff members. This database currently includes 272 records and 42 fields of data. The report summarizes development in the region as a whole and as well as by community. Recent changes in the economy over the past few years have slowed growth not only in Southeastern Massachusetts, but statewide as well..

Pavement Management System PMS)

The Pavement Management System (PMS) for federal-aid eligible roads was originally developed in conformance with federal guidelines initiated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the precursor to TEA-21 and SAFETEA-LU. The ISTEA guidelines required management systems for specific planning activities including pavement management. Although guidelines under the subsequent federal legislations TEA-21 and SAFETEA-LU did not require a PMS, OCPC has continued its effort to maintain the region wide PMS for federal aid eligible roads. These federal aid eligible roads fall into two main

funding categories; the Surface Transportation Program (STP) and the National Highway System (NHS).

Safety Management System (SMS)

The Safety Management System consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on public roads. Recommended actions include providing information for selecting and implementing effective safety strategies and projects. All opportunities to improve roadway safety are identified, considered, and implemented in all phases of highway planning, design, construction, maintenance, and operation. The safety management system incorporates roadway, human and vehicle safety elements.

## 2.0 The Congestion Management Process

The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the most recent authorization of the nation's surface transportation program, made several changes to metropolitan and statewide transportation planning provisions. Among the most significant changes was the updated requirement for a "Congestion Management Process" (CMP) in Transportation Management Areas (TMAs – urban areas over 200,000 in population).

It is intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations; enhanced linkage to the planning and environmental review process; based on cooperatively developed travel demand reduction and operational management strategies as well as capacity increases.

The purpose of the Congestion Management Process (CMP) is to identify congested locations;

**Congestion Management Process:**

"*A systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.*"

***Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)***

determine the causes of congestion; develop alternative strategies to mitigate congestion; evaluate the different potential mitigation strategies; propose alternative strategies that best address the causes and impacts of congestion; and track and evaluate the impact of previously implemented congestion management strategies. The CMP is intended to be an integral part of the metropolitan planning process, rather than a stand alone process or system.

## 2.1 Summary Of The Old Colony Congestion Management Process (CMP)

The Old Colony Congestion Management Process (CMP) follows the "8-Step" process described by the Federal Highway Administration and Federal Transit Administration in the *Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning*.

*Step 1 – Develop Congestion Management Objectives*

The following objectives adopted by OCPC to fulfill the Old Colony CMP requirements were developed under the direction of the Old Colony Metropolitan Planning Organization (MPO) and Old Colony Joint Transportation Committee (JTC).

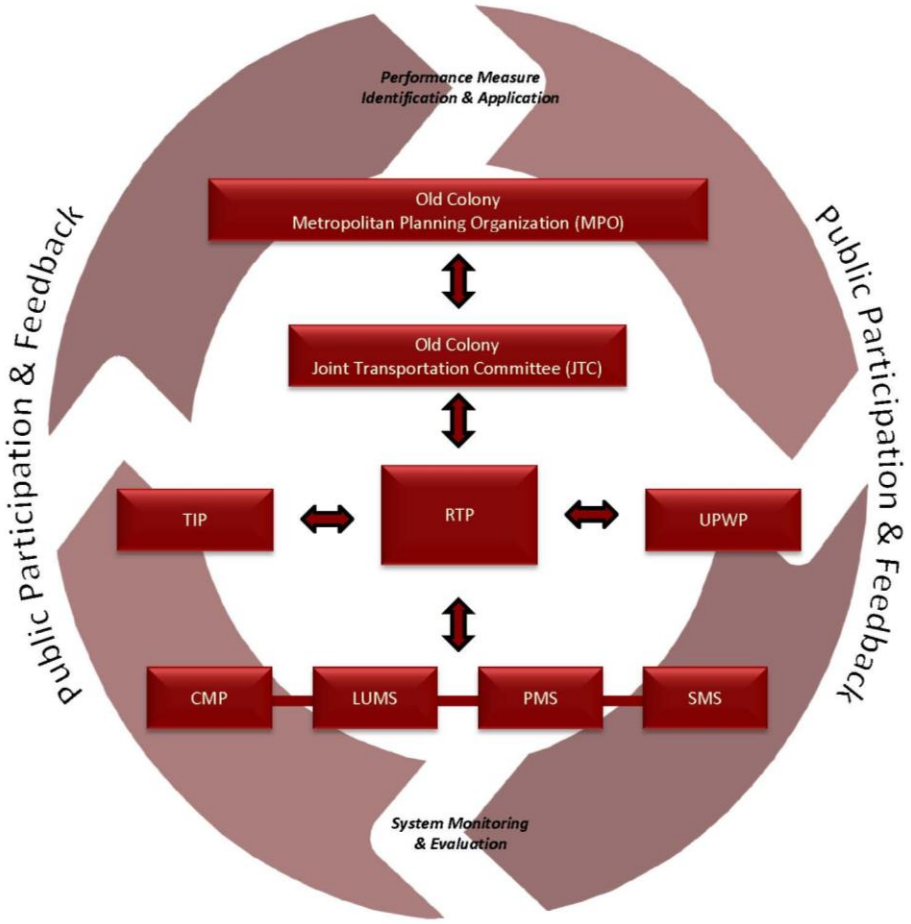
- Maintain and preserve the existing transit and highway infrastructure
- Maintain and improve transit and highway system efficiency and capacity
- Expand bicycle and pedestrian infrastructure networks and amenities
- Improve human service coordination, mobility, and accessibility
- Increase the number of multimodal transportation centers
- Improve land use strategies

As such, the following specific goals have been developed to promote and maintain the CMP:

1. Increase the number of highways and bridges in good condition
2. Reduce highway volume to capacity (V/C) ratios for those sections with V/C Ratios ≥ .80
3. Reduce transit facilities volume to capacity (V/C) ratios for those with V/C Ratios ≥ .85
4. Increase the number of transit, bicycle, and pedestrian projects
5. Increase the number of smart growth developments in the region

Figure 2-1 illustrates the integration of the Old Colony Management Systems, and specifically, the Old Colony Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion; reviewing and endorsing plans by local communities that make up the MPO, the JTC; and for revising monitoring strategies and overall plans to account for a dynamic management system.

**Figure 2-1: Old Colony Management Systems Process**




*Step 2 – Define Area of Application*

The Old Colony Congestion Management Process (CMP) region includes the 15 communities of the Old Colony Planning Council region in Southeastern Massachusetts including: Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have designated the region as a Transportation Management Area (TMA, urbanized areas with a population of more than 200,000). In addition, the region is included in a "serious" ozone non-attainment area for eastern Massachusetts, in regards to air quality. The federal planning regulations require that the planning process for a TMA in non-attainment areas include the development of a CMP that provides for efficient management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

All roadways within the OCPC region, including principal arterials, collectors, and local roadways (including all major intersections) are part of the Old Colony CMP. In addition, all transit facilities are included, such as; MBTA Commuter Rail Lines; Park & Ride Facilities; and the Brockton Area Transit Authority (BAT). Figures 2-2 – 2-5 show the extent of the Old Colony Congestion Management Process.

Through continuous input from the Old Colony Metropolitan Planning Organization (MPO) and Joint Transportation Committee (JTC), the Old Colony CMP defines a congested facility as:

- Roadways with a Volume to Capacity (V/C) Ratio ≥ .80
- Intersections with a Level of Service of "D" or Below
- Commuter Rail Station Parking Lots with Utilization Rates of ≥ 85%
- Park & Ride Parking Lots with Utilization Rates of ≥ 85%

**Figure 2-2: Regional Highway Network**

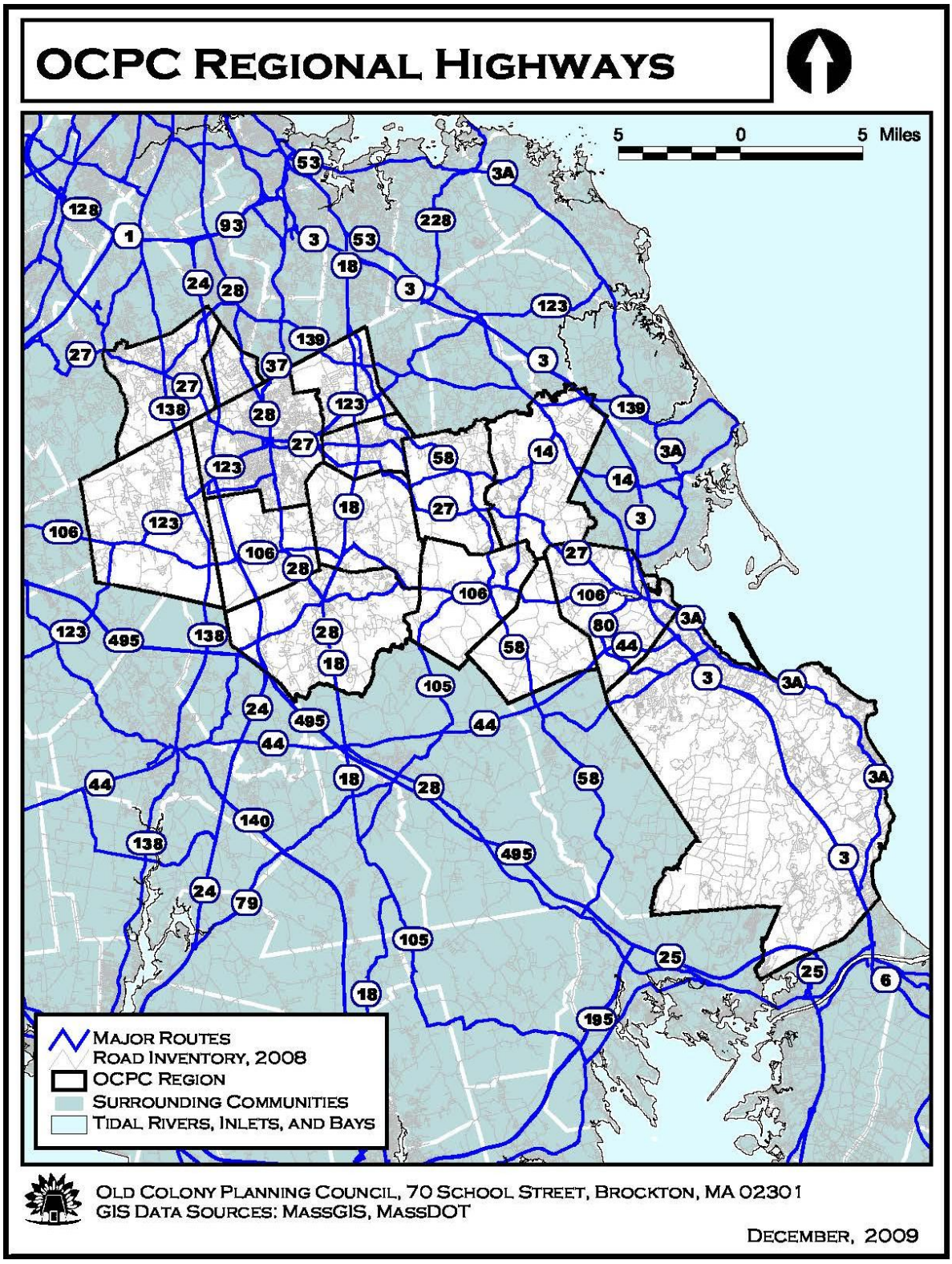


**Figure 2-3: Brockton Area Transit (BAT) Routes**

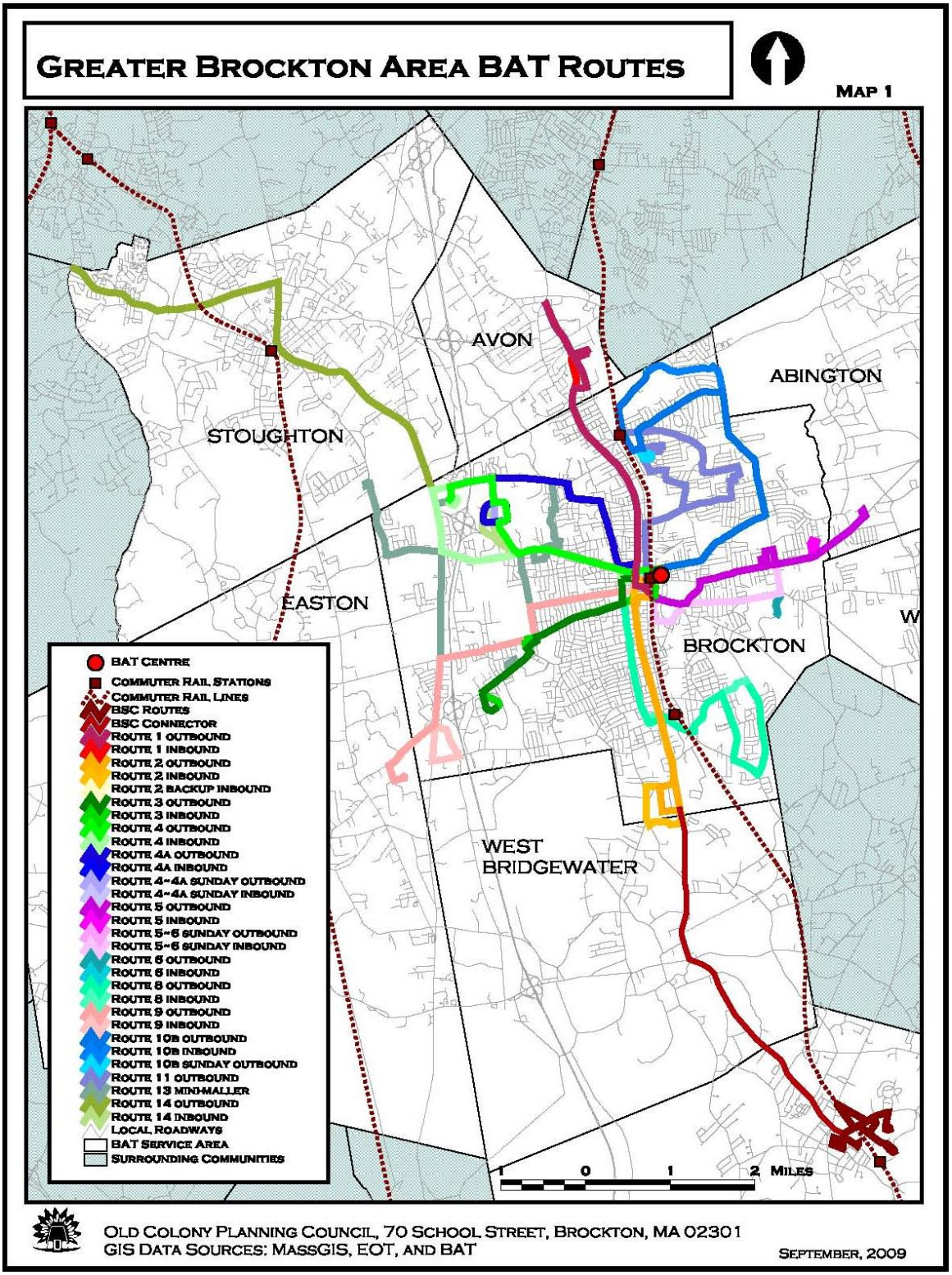


**Figure 2-4: Commuter Rail Stations**

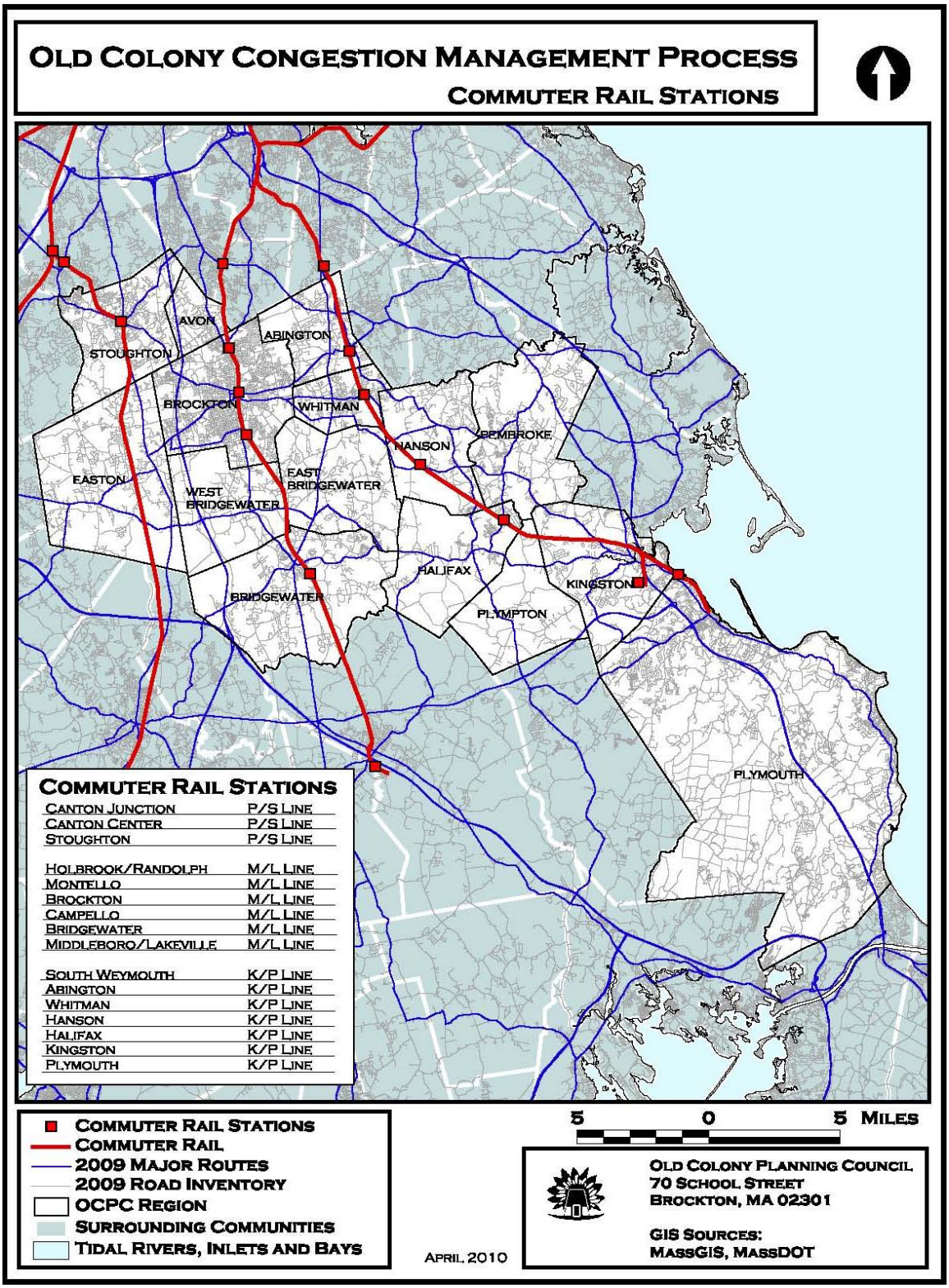
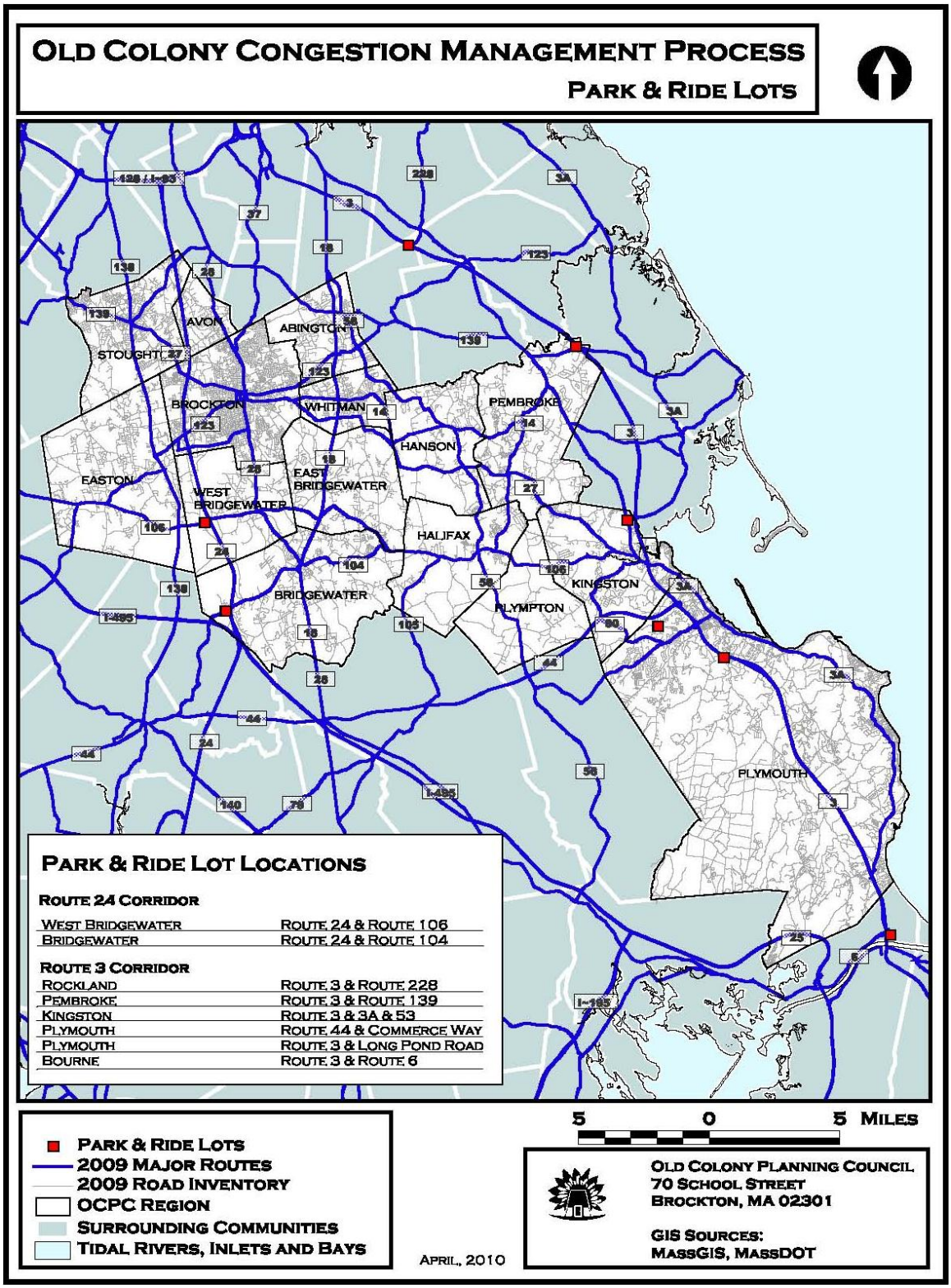


**Figure 2-5: Park & Ride Lots**



*Step 4 – Develop and Use Performance Measures*

OCPC has developed a number of CMP performance measures through the Old Colony Metropolitan Planning Organization (MPO) and Joint Transportation Committee (JTC):

- By 2035, increase the percent of roads, highways, and bridges with condition performance standards rated good by 10%
- By 2035, reduce highway delay and congestion by 20%
- By 2035, stabilize, and reduce the percentage of roads rated as fair and poor
- By 2035, 50% of identified bottlenecks in the Old Colony region will receive local planning technical assistance
- By 2035, increase in bus ridership in the Old Colony region by 10%.
- By 2035, replace 20% of exiting bus fleet with hybrid buses
- By 2035, reduce average age of transit fleet by 20%

*Step 5 – Develop a Performance Monitoring Plan*

OCPC has developed Data Collection and System Performance Monitoring Programs, which includes the following items:

*Data Collection Program*

Yearly Collection and Analysis

- Automatic Traffic Recorder (ATR) Counts
- Manual Intersection Turning Movement Counts (TMC)
- Roadway Travel Time Studies
- Corridor Studies
- Commuter Rail Station Parking Lot Utilization Counts
- Park & Ride Parking Lot Utilization Counts

Triennial Collection and Analysis

- Commuter Rail Origins Studies
- Park & Ride Commuter Origins Studies
- Commuter Rail Station Boarding & Alighting Studies

*System Performance Monitoring Program*

OCPC performs a Yearly Performance Evaluation by completing an annual Management Systems Report, which includes the results of the Congestion Management Process System and Performance Monitoring Program. The report provides an outline of the Old Colony CMP; results of the annual data collection program; results of various analyses performed; and several recommendations based on historical and current congestion trends.

*Step 6 – Identify and Evaluate Strategies*

The following strategies have been developed by OCPC under the guidance of the Old Colony Metropolitan Planning Organization (MPO) and Joint Transportation Committee (JTC) in order to improve congestion in the Old Colony region:

- *Create Additional Capacity*
  - Removing reoccurring bottlenecks
  - Implementing high-occupancy vehicle (HOV) lanes
  - Creating overpasses and underpasses for pedestrians at congested intersections
  - Adding capacity on the public transit system
- *Use Current Capacity More Efficiently*
  - Create demand management measures
  - Prioritize traffic operational improvements
  - Implement public transportation connections
  - Encourage the use of ITS technologies
  - Implement Access Management Techniques
- *Encourage More Sustainable Land Use*
  - Promote "smart" or compact development
  - Encourage flexible work hours and telecommuting programs
  - Encourage the use of programs that emphasize transit use and ridesharing

*Step 7 – Implementation and Management*

The CMP Data Collection and System Performance Monitoring Programs are important factors in developing the Transportation Improvement Program (TIP). The projects included in the TIP address highway, bridge, and transit needs, and thus, address the issues identified in the CMP.

*Step 8 – Monitor Strategy Effectiveness*

OCPC continues to monitor the effectiveness of the Old Colony CMP by implementing the Data Collection and System Performance Monitoring Programs at various facilities that have been either reconstructed or expanded in order to measure the effectiveness of the improvement strategy employed. In addition, OCPC regularly reviews environmental notification forms and impact statements in order to ensure that developers address traffic congestion related to developments, as well as instituting traffic monitoring programs to evaluate the effectiveness of CMP strategies. The results of the evaluation are provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

## 2.2 Old Colony Congestion Management Process (CMP) Facilities

### 2.2.1 Roadways

The Old Colony CMP region contains over 1,800 centerline miles of road that provide motorists with the ability to travel throughout the region. The major roadway system in Southeastern Massachusetts and the regional highway network in the Old Colony CMP region are shown in Figure 2-2.

***Figure 2.6: Belmont Street (Route 123), Brockton***

According to The Final Rule on Statewide and Metropolitan Transportation Planning, a CMP should establish a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of delays, and to evaluate the efficiency and effectiveness of implemented actions.

The traffic data collection effort is focused on traffic volumes, speeds, and classifications, along with travel time and delay studies to monitor congestion within the highway system. The data collection procedures and techniques are based on industry standards published by the Institute of Transportation Engineers (ITE) in their publication, *Manual of Traffic Engineering Studies*.

**Data Collection Program & Results**

*Automatic Traffic Recorder (ATR) Count Program*

OCPC conducts approximately 150-200 Automatic Traffic Recorder (ATR) counts throughout the calendar year as part of the Annual Traffic Counting Program. These counts are conducted for a variety of tasks, which include, but are not limited to the following: Local Highway Technical Assistance Studies; Corridor Studies; MassHighway Traffic Data Collection Program; and the Congestion Management Process. The majority of the ATR counts conducted during the calendar year include traffic volume, speed, and vehicle classification data. Statistics such as Annual Average Daily Traffic (AADT), 85$^{th}$ Percentile Speed, and Percent of Heavy Vehicles provide an enhanced description of traffic conditions for the roadways within the Old Colony Region and are helpful in identifying and analyzing roadway congestion.

In 2010, OCPC staff collected a total of one hundred and seventy-one (171) Automatic Traffic Recorder (ATR) counts throughout the region. These counts were conducted for numerous Local Highway Technical Assistance (LTA) Studies; various South Coast Rail Technical Assistance Projects; the MassDOT Traffic Count Program; and the Old Colony Congestion Management Process. The aforementioned data collection program yields several products that OCPC shares with its member communities, federal and state agencies, various stakeholders, and other interested parties on a regular basis. For example, the *Annual Traffic Volumes Report* presents the most recent traffic information available from a variety of sources: Old Colony Planning Council; MassDOT; and from various consulting and engineering firms. Additionally, the *Old Colony Traffic Volumes Report* contains; historic and current MassDOT Weekday Seasonal Adjustment Factors; a band width traffic volume map; the projected annual percentage growth rate for the state numbered roadways; volume to capacity ratios; 85$^{th}$ percentile speeds; percentages of heavy vehicles; and, the methodology necessary to project future traffic volumes on these roads.

***Figure 2.7: OCPC Traffic Count Program in Action***


This traffic data collection program provides the CMP with Average Annual Daily Traffic (Figure 2-8) and Volume to Capacity Ratios (Figure 2-9) on major highways in the Old Colony region. These two products are important inputs to the Old Colony CMP as they help determine where the heaviest traffic is as well as which facilities are at or near capacity.

*Travel Time Studies*

OCPC also conducts Travel Time Surveys on state numbered routes throughout the region in order to determine peak period trip travel times and to measure levels of congestion. The 'floating car" technique is used for travel delay data collection, whereby a technician travels the route going with traffic, records the stop time at intersections (or other locations), and records the time he/she passes through the intersection. In accordance with the ITE, these studies are conducted on Tuesdays, Wednesdays, and Thursdays during peak period commute times (7-9 AM & 4-6 PM).

**Figure 2-8: Average Annual Daily Traffic (AADT) on State Numbered Routes**

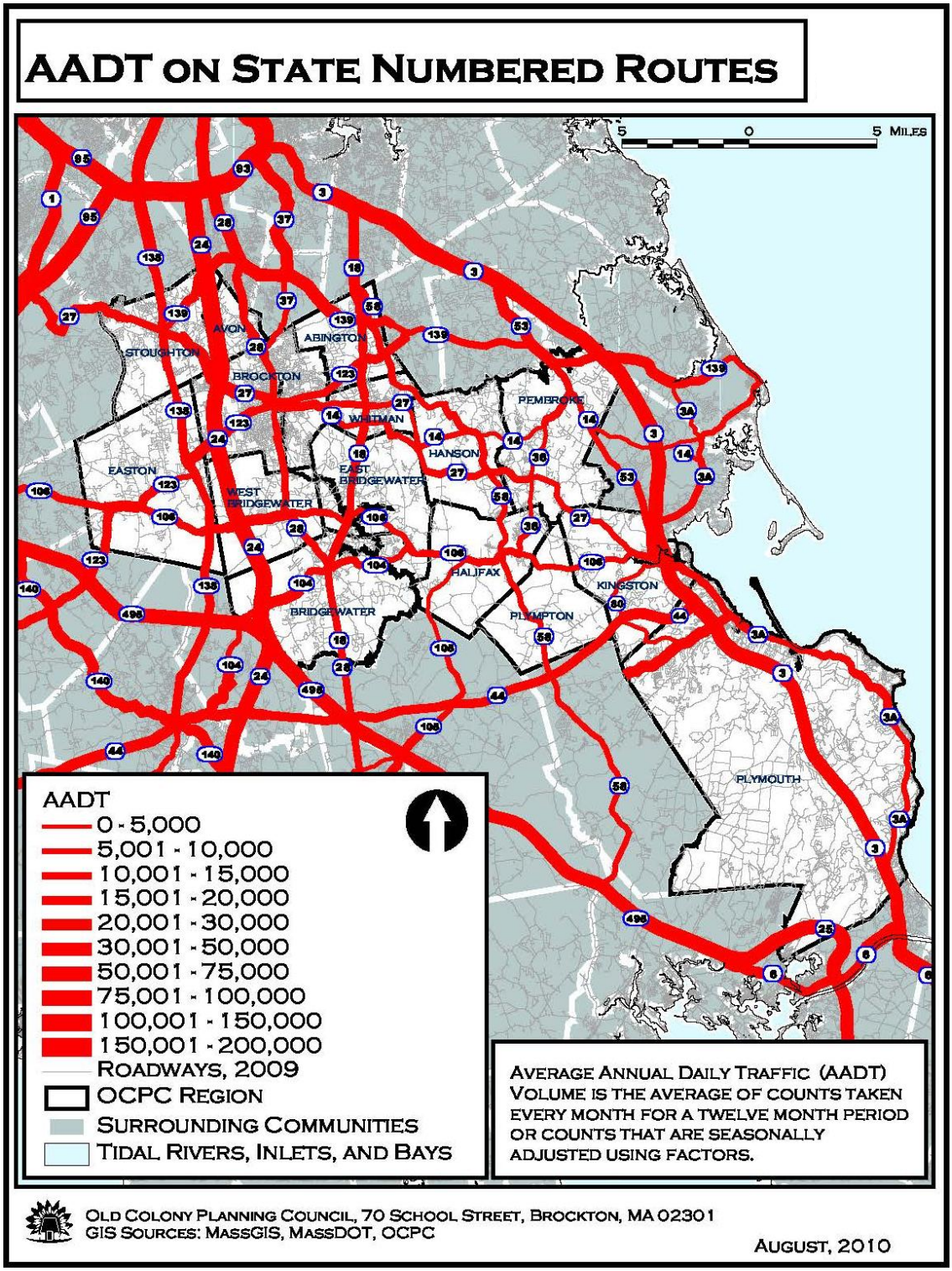
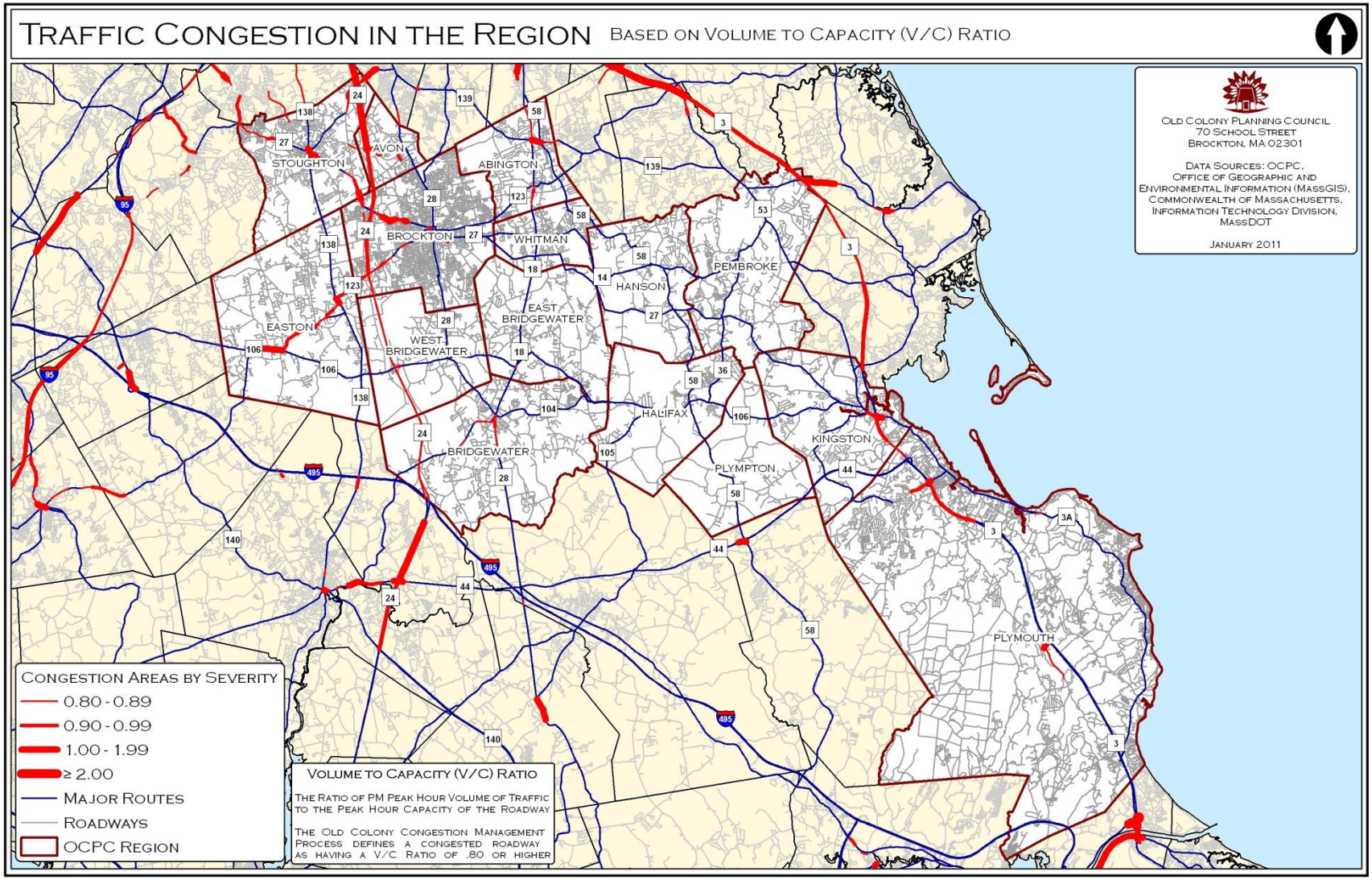


**Figure 2-9: Traffic Congestion in the Region**



### 2.2.2 Intersections

The Old Colony Congestion Management Process (CMP) is designed to identify key intersections that demonstrate congestion, excessive delays, and circulation problems. The Old Colony CMP considers a congested intersection to have a Level of Service (LOS) of "D" or below. The LOS "D" threshold was chosen in order to capture intersections that are nearing congestion as well as those which are currently congested. This method is used to identify intersections which could benefit from short term improvements rather than waiting for them to fall into the major or long term improvement category.

***Figure 2.10: Washington Street (Route 138) & Central Street, Stoughton***

The Old Colony CMP identifies these congested facilities through various types of studies completed by OCPC and other agencies and through the ongoing monitoring of high traffic facilities in the region.

**Data Collection Program & Results**

*Intersection Turning Movement Counts (TMCs)*

OCPC conducts approximately 100-150 manual intersection Turning Movement Counts (TMCs) throughout the calendar year as part of the Annual Traffic Counting Program. These counts are conducted for a variety of tasks, which include, but are not limited to the following: Local Technical Assistance Studies; Corridor Studies; and the Congestion Management Process. The TMCs conducted by OCPC are typically done during the morning (7-9 AM) and afternoon (4-6 PM) peak traffic periods and include data such as: total intersection traffic; peak period traffic; peak hour factors, and percentages of heavy vehicles based on FHWA Scheme F vehicle classification.

In 2010, OCPC staff conducted a total of one hundred and thirty five (135) manual intersection Turning Movement Counts (TMCs) throughout the region. These counts were conducted for numerous Local Highway Technical Assistance (LTA) Studies; several South Cost Rail Technical Assistance Projects; and the Old Colony Congestion Management Process.

*Level of Service (LOS) Analyses*

The TMC counts provide OCPC staff with the ability to perform Level-of-Service (LOS) analyses. Level-of-service analysis is a qualitative and quantitative measure based on the analysis techniques published in the *Highway Capacity Manual* by the Transportation Research Board. Level-of-service is a general measure that summarizes the overall operation of an intersection or transportation facility. It is based upon the operational conditions of a facility including lane

use, traffic control, and lane width, and takes into account such factors as operating speeds, traffic interruptions, and freedom to maneuver. Level-of-service represents a range of operating conditions and is summarized with letter grades from "A" to "F", with "A" being the most desirable.

Table 2-1 displays the results of several LOS analyses performed for intersections included in the Route 28 Corridor Study (2006); the Easton State Numbered Routes Study (2007); the Route 3A Corridor Study (2007); the Route 27 Corridor Study (2008), the Route 18 Corridor Study (2009); the Route 58 & Route 139 Corridor Studies (2010); and the Old Colony CMP which demonstrated a LOS of "D" or below in either the AM or PM peak hours. Intersections listed in Table 2-1 are grouped into the following four categories: projects that are in the Project Initiation or Needs Form Stage are listed in *italics*; projects that are Under Design are listed in **bold**; projects that are Under Construction are listed in ***bold & italics***; and projects that have no action are listed in normal text.

*Unified Planning Work Program (UPWP) Studies*

OCPC staff conducted a Major Bottleneck Identification Study in 2010, which identified a total of three (3) major bottlenecks in the OCPC region. The Major Bottleneck Identification process included areas on limited access highways, arterials, and town centers in the OCPC region. The final report resulted in the following locations being selected for further study in the Major Bottleneck In-Depth Analysis Study to be completed in FY 2011:

*Limited Access Highway*

- Pilgrim Highway (Route 3), Exit 6 to Exit 7 – Plymouth

*Arterial*

- West Center Street (Route 106), Route 24 to Route 28 – West Bridgewater

*Town Center*

- East Bridgewater Center – East Bridgewater

The results of the Major Bottleneck In-Depth Analysis Study will be included in the Congestion Management Process section of the 2011 Old Colony Management Systems Annual Report.

**Table 2-1: Old Colony Region Intersections with LOS "D" or Below**

| Community | Intersection | Traffic Control | Peak Hour LOS | |
|---|---|---|---|---|
| | | | AM | PM |
| Abington | Bedford Street (Route 18) & North Avenue (Route 139)/Randolph Street (Route 139) | Signal | D | E |
| Abington | Bedford Street (Route 18) & Randolph Street/North Avenue (Route 139) | Signal | C | E |
| Abington | Bedford Street (Route 18) & Shaw Avenue | Stop Sign | F | F |
| Abington | Bedford Street (Route 18) & Washington Street/Elm Street | Stop Sign | F | F |
| Abington | Bedford Street (Route 18) & Washington Street/Trucchis | Stop Sign | F | F |
| Abington | North Avenue (Route 139) & Spruce Street | Stop Sign | C | F |
| Abington | Plymouth Street (Route 58) & Summer Street | Signal | C | D |
| Abington | Plymouth Street (Route 58) & Adams Street | Stop Sign | C | E |
| Abington | Plymouth Street (Route 58) & Birch Street/Brighton Street | Stop Sign | E | F |
| Abington | Plymouth Street (Route 58) & Central Street | Signal | D | C |
| Abington | Plymouth Street (Route 58) & Centre Avenue (Route 123) | Signal | D | E |
| Abington | Randolph Street (Route 139) & Chestnut Street/Old Randolph Street | Stop Sign | F | F |
| Abington | Randolph Street (Route 139) & Hancock Street/Old Randolph Street | Stop Sign | F | F |
| Abington | Randolph Street (Route 139) & Lincoln Street | Stop Sign | C | F |
| Abington | Washington Street (Route 18) & Summer Street | Stop Sign | F | F |
| Abington | Washington Street (Route 18) & Washington Street | Stop Sign | F | E |
| Avon | East Main Street (Route 28) & East/West Spring Streets | Stop Sign | F | F |
| Avon | East Main Street (Route 28) & Harrison Boulevard | Signal | D | F |
| Avon | Memorial Drive (Route 28) & East Main Street | Stop Sign | E | D |
| Bridgewater | Bedford Street (Route 18) & Worcester Street | Stop Sign | C | F |
| Bridgewater | Bedford Street (Route 18/28) & Central Square/School Street | Yield | E | F |
| Bridgewater | Bedford Street (Route 18/28) & Cottage Street | Stop Sign | C | D |
| Bridgewater | Bedford Street (Route 18/28) & Flagg Street | Stop Sign | D | F |
| Bridgewater | Bedford Street (Route 18/28) & Grove Street | Stop Sign | D | F |
| Bridgewater | Bedford Street (Route 18/28) & Maple Avenue | Stop Sign | D | D |
| Bridgewater | Broad Street (Route 18) & Campus Plaza | Stop Sign | E | F |
| Bridgewater | Broad Street (Route 18) & Dunkin Donuts | Stop Sign | F | E |

**Table 2-1: Old Colony Region Intersections with LOS "D" or Below (continued)**

| Community | Intersection | Traffic Control | Peak Hour LOS | |
|---|---|---|---|---|
| | | | AM | PM |
| *Bridgewater* | *Broad Street (Route 18) & High Street* | *Stop Sign* | *F* | *F* |
| Bridgewater | Broad Street (Route 18) & Main Street (Route 28)/Summer Street (Route 104) | Signal | D | E |
| Bridgewater | Broad Street (Route 18) & McDonalds | Stop Sign | C | D |
| Bridgewater | Broad Street (Route 18) & Stetson Street | Stop Sign | F | F |
| Bridgewater | South Street (Route 104) & Central Square/Church Street | Yield | D | E |
| Brockton | Crescent Street (Route 27) & Alger Street (Route 14) | Signal | D | B |
| Brockton | Crescent Street (Route 27) & Lyman Street | Signal | C | F |
| Brockton | Crescent Street (Route 27) & Plymouth Street | Stop Sign | F | F |
| Brockton | Crescent Street (Route 27) & Quincy Street/Massasoit Community College | Signal | F | F |
| Brockton | Main Street (Route 28) & Plain Street/Keith Avenue | Signal | B | D |
| Brockton | Main Street (Route 28) & Sargents Way | Signal | C | D |
| Brockton | Montello Street (Route 28) & Centre Street (Route 123) | Signal | D | F |
| Brockton | Montello Street (Route 28) & East Nilsson Street | Stop Sign | C | F |
| Brockton | Montello Street (Route 28) & Plain Street | Stop Sign | F | F |
| Brockton | North Montello Street (Route 28) & East Battles Street | Stop Sign | F | F |
| Brockton | North Montello Street (Route 28) & Field Street/Livingston Road | Stop Sign | F | F |
| Brockton | North Montello Street (Route 28) & Wilmington Street | Stop Sign | D | F |
| Brockton | North Pearl Street (Route 27) & Reynolds Memorial Highway (Route 27) | Signal | C | D |
| Brockton | Pleasant Street (Route 27) & Ash Street | Stop Sign | F | F |
| Brockton | Pleasant Street (Route 27) & Belair Street/Moraine Street | Signal | C | E |
| Brockton | Pleasant Street (Route 27) & Belmont Avenue/Augusta Avenue | Stop Sign | F | F |
| Brockton | Pleasant Street (Route 27) & Prospect Street | Stop Sign | F | F |
| Brockton | Pleasant Street (Route 27) & Spring Street | Stop Sign | C | F |
| Brockton | Pleasant Street (Route 27) & West Street | Signal | E | F |
| Brockton | Reynolds Memorial Highway (Route 27) & Pleasant Street (Route 27) | Signal | C | E |
| Brockton | Reynolds Memorial Highway (Route 27) & Westgate Drive/Christys Drive | Signal | C | D |
| East Bridgewater | Bedford Street (Route 18) & Central Street/Spring Street/Maple Avenue | Signal | F | F |

**Table 2-1: Old Colony Region Intersections with LOS "D" or Below (continued)**

| Community | Intersection | Traffic Control | Peak Hour LOS | |
|---|---|---|---|---|
| | | | AM | PM |
| East Bridgewater | Bedford Street (Route 18) & Highland Street/Harvard Street | Signal | B | E |
| East Bridgewater | Bedford Street (Route 18) & Union Street | Stop Sign | F | F |
| East Bridgewater | Bedford Street (Route 18) & Water Street | Stop Sign | C | F |
| East Bridgewater | Bedford Street (Route 18) & West Street (Route 106)/East Street | Signal | B | D |
| Easton | Belmont Street (Route 123) & Bristol Drive | Stop Sign | D | E |
| Easton | Depot Street (Route 123) & Center Street | Stop Sign | F | F |
| Easton | Depot Street (Route 123) & Central Street | Stop Sign | F | F |
| Easton | Depot Street (Route 123) & Cross Street | Stop Sign | D | E |
| Easton | Depot Street (Route 123) & Purchase Street | Stop Sign | F | F |
| Easton | Foundry Street (Route 106) & Depot Street (Route 123) | Signal | E | F |
| Easton | Foundry Street (Route 106) & Poquanticut Avenue | Stop Sign | E | D |
| Easton | Foundry Street (Route 106) & Prospect Street | Stop Sign | C | D |
| Easton | Foundry Street (Route 123) & Highland Street | Stop Sign | E | F |
| Easton | Foundry Street (Route 123) & Old Foundry Street | Stop Sign | D | F |
| Easton | Turnpike Street & West Street/Purchase Street | Stop Sign | D | D |
| Easton | Washington Street (Route 138) & Elm Street | Stop Sign | F | F |
| Easton | Washington Street (Route 138) & Plymouth Drive | Stop Sign | E | F |
| Easton | Washington Street (Route 138) & Purchase Street | Stop Sign | C | F |
| Easton | Washington Street (Route 138) & Turnpike Street | Stop Sign | E | F |
| Easton | Washington Street (Route 138) & Union Street | Stop Sign | F | F |
| Hanson | Liberty Street (Route 58) & Maquan Street (Route 14)/Indian Head Street (Route 58) | Stop Sign | C | E |
| Hanson | Monponsett Street (Route 58) & Union Street | Stop Sign | C | F |
| Hanson | Spring Street (Route 58) & West Washington Street | Stop Sign | F | F |
| Hanson | West Washington Street (Route 58) & East Washington Street/Liberty Street (Route 58) | Stop Sign | F | F |
| Hanson | County Road (Route 14) & High Street | Stop Sign | B | D |
| Kingston | Main Street (Route 3A) & Crescent Street | Stop Sign | C | D |
| Kingston | Main Street (Route 3A) & Crescent Street/Foundry Lane | Stop Sign | C | D |

**Table 2-1: Old Colony Region Intersections with LOS "D" or Below (continued)**

| Community | Intersection | Traffic Control | Peak Hour LOS | |
|---|---|---|---|---|
| | | | AM | PM |
| Kingston | Main Street (Route 3A) & Howlands Lane | Stop Sign | C | F |
| Kingston | Main Street (Route 3A) & Landing Road | Stop Sign | F | F |
| Kingston | Main Street (Route 3A) & Pilgrim Highway (Route 3) NB Ramps | Stop Sign | F | F |
| Kingston | Main Street (Route 3A) & Pilgrim Highway (Route 3) SB Ramps | Signal | F | F |
| Kingston | Main Street (Route 3A) & Spring Street | Stop Sign | C | E |
| Kingston | Summer Street (Route 3A) & Cranberry Crossing | Stop Sign | F | F |
| Kingston | Summer Street (Route 3A) & Main Street (Route 106)/Linden Street | Stop Sign | D | E |
| Pembroke | Church Street (Route 139) & Old Oak Street | Signal | D | F |
| Pembroke | Church Street (Route 139) & Pilgrim Highway (Route 3) NB Ramps | Signal | D | C |
| Pembroke | Church Street (Route 139) & Pilgrim Highway (Route 3) SB Ramps | Signal | C | E |
| Pembroke | Columbia Road (Route 53/139) & Old Washington Street | Stop Sign | F | F |
| Pembroke | Schoosett Street (Route 139) & Water Street | Stop Sign | C | D |
| Plymouth | Main Street Extension (Route 3A) & Sandwich Street | Stop Sign | C | D |
| Plymouth | Sandwich Street (Route 3A) & Lincoln Street | Stop Sign | F | F |
| Plymouth | Sandwich Street (Route 3A) & South Street | Stop Sign | F | F |
| Plymouth | Sandwich Street (Route 3A) & Water Street | Stop Sign | B | F |
| Plymouth | State Road (Route 3A) & Hedges Pond Road | Stop Sign | B | E |
| Plymouth | State Road (Route 3A) & Herring Pond Road | Stop Sign | F | F |
| Plymouth | State Road (Route 3A) & Manomet Point Road | Stop Sign | N/A | F |
| Plymouth | State Road (Route 3A) & PowerHouse Road/Elliot Road | Blinker | C | D |
| Stoughton | Canton Street (Route 27) & Central Street/Tosca Drive | Stop Sign | F | F |
| Stoughton | Canton Street (Route 27) & School Street/Summer Street | Stop Sign | F | F |
| Stoughton | Central Street (Route 27) & Island Street | Stop Sign | F | F |
| Stoughton | Central Street (Route 27) & West Street | Stop Sign | F | F |
| Stoughton | Lindelof Avenue (Route 139 Eastbound) & AmVets Memorial Highway (Route 24) NB Ramps | Yield | F | F |
| Stoughton | Lindelof Avenue (Route 139) & Kay Way/Technology Center Drive | Signal | D | C |
| Stoughton | Lindelof Avenue (Route 139) Eastbound & AmVets Memorial Highway (Route 24) SB Ramps | Yield | E | F |

**Table 2-1: Old Colony Region Intersections with LOS "D" or Below (continued)**

| Community | Intersection | Traffic Control | Peak Hour LOS | |
|---|---|---|---|---|
| | | | AM | PM |
| Stoughton | Lindelof Avenue (Route 139) Westbound & AmVets Memorial Highway (Route 24) SB Ramps | Yield | C | F |
| Stoughton | Park Street (Route 27) & Ash Street | Stop Sign | D | F |
| Stoughton | Park Street (Route 27) & Prospect Street | Stop Sign | E | F |
| Stoughton | Park Street (Route 27) & South Street | Stop Sign | F | F |
| Stoughton | Park Street (Route 27) & Sumner Street | Stop Sign | F | F |
| Stoughton | Park Street (Route 27) & Turnpike Street | Stop Sign | F | F |
| Stoughton | Pleasant Street (Route 139) & Central Street | Signal | D | F |
| Stoughton | Pleasant Street (Route 139) & Lincoln Street | Stop Sign | C | F |
| Stoughton | Pleasant Street (Route 139) & Pine Street | Stop Sign | F | F |
| Stoughton | Pleasant Street (Route 139) & Prospect Street | Stop Sign | F | F |
| Stoughton | Stoughton Center (Northern End) | Signal | B | F |
| Stoughton | Stoughton Center (Southern End) | Signal | E | E |
| West Bridgewater | North Main Street (Route 28) & Copeland Street | Stop Sign | B | D |
| West Bridgewater | North Main Street (Route 28) & Howard Street | Stop Sign | F | D |
| West Bridgewater | North Main Street (Route 28) & Matfield Street | Stop Sign | F | F |
| West Bridgewater | North/South Main Streets (Route 28) & East/West Center Streets (Route 106) | Signal | D | F |
| Whitman | Bedford Street (Route 18) & Auburn Street (Route 14) | Signal | C | D |
| Whitman | Bedford Street (Route 18) & Warren Avenue | Stop Sign | D | E |
| Whitman | Plymouth Street (Route 58) & Essex Street/Raynor Avenue | Roundabout | D* | D* |
| Whitman | South Avenue (Route 27) & Broad Street | Stop Sign | B | D |
| Whitman | South Avenue (Route 27) & Commercial Street | Stop Sign | C | E |
| Whitman | South Avenue (Route 27) & Franklin Street (Route 27)/Pleasant Street | Stop Sign | C | F |
| Whitman | South Avenue (Route 27) & Park Avenue | Stop Sign | C | F |
| Whitman | South Avenue (Route 27) & Raynor Avenue | Stop Sign | D | F |
| Whitman | Temple Street (Route 27) & Beulah Street | Stop Sign | C | D |
| Whitman | Temple Street (Route 27) & High Street | Signal | C | F |
| Whitman | Temple Street (Route 27) & West Street | Stop Sign | C | F |
| Whitman | Temple Street (Route 27) at Washington Street | Stop Sign | F | F |

Table 2-1 represents numerous intersections in the Old Colony Region which demonstrated a Level of Service (LOS) of "D" or below and therefore warrant continual monitoring as part of the Old Colony Congestion Management Process (CMP). The list of intersections located in Table 2-1 are routinely counted and analyzed in order to determine the effectiveness of the Old Colony CMP congestion mitigation strategies and performance measures.

### 2.2.3 Transit

The Old Colony CMP transit facilities include the Brockton Area Transit Authority (BAT) fixed route bus service; the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail Service; and the Park & Ride commuter lots on the AmVets Memorial Highway (Route 24) and Pilgrim Highway (Route 3) limited access highway corridors.

Brockton Area Transit Authority (BAT)

BAT provides local transit service in Abington, Avon, Bridgewater, Brockton, Easton, Rockland, Stoughton, West Bridgewater, and Whitman. BAT also provides service to the MBTA Ashmont Station in Dorchester. There are currently fourteen regularly scheduled routes on the fixed route system which all originate from the BAT Intermodal Centre in Downtown Brockton.

*Figure 2.11:BAT Hybrid Buses*


The BAT system provides transportation to localities such as schools, medical facilities, shopping centers, major employment centers, and industrial parks. In addition, the Authority provides connections to the three (3) MBTA Commuter Rail Stations in Brockton and one in Stoughton; the MBTA Ashmont Station on the Red Line; and the MBTA feeder bus routes to the Braintree and Quincy Center Red Line rapid transit stations.

The Fixed Route service is offered seven days a week begining at 6:00 A.M. and ending at 9:00 P.M. Weekday service to the MBTA's Ashmont Station begins at 4:50 A.M. and ends at 12:30 A.M. Weekend service in the City of Brockton and neighboring communities is provided; however, on a reduced basis.

OCPC uses the data from the Brockton Area Transit Authority (BAT) Farebox Route Revenue Reports to generate average daily ridership. Most recently, OCPC completed the FY 2010 Ridership Report for BAT and made comparisons of the daily, Saturday, and Sunday route performance in monthly ridership, passengers per trip, and passengers per mile for the four areas of the system; Brockton, Ashmont, Stoughton, and Bridgewater State University. In addition, OCPC calculated the ridership performance for the Paratransit system.

The trends in ridership for the fixed route service, based upon the OCPC Ridership Analysis Report prepared for the Brockton Area Transit, show an increase from 10,363 per average weekday in FY 2009 to 10,730 in FY 2010. Table 2-2 shows the trends in ridership based on average daily ridership between FY 2006 and FY 2010.

**Table 2-2: Brockton Area Transit (BAT) Average Daily Ridership**

| FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 |
|---|---|---|---|---|
| 9,990 | 9,819 | 9,813 | 10,363 | 10,730 |

A number of important factors influence transit ridership such as cyclical downturns in the economy and rising gasoline prices, which have short-term impacts on travel demand and ridership. In addition, suburbanization of the communities surrounding Brockton, in both residential and job-related uses, impact fixed-route demand.

Massachusetts Bay Transportation Authority (MBTA) Commuter Rail

The MBTA remains the 5th largest mass transit system in the nation in terms of daily ridership. It serves a population of 4,667,555 (2000 census) in 175 cities and towns with an area of 3,244 square miles. To carry out its mission it maintains 183 bus routes, 2 of which are Bus Rapid Transit lines, 3 rapid transit lines, 5 streetcar (Central Subway/Green Line) routes, 4 trackless trolley lines and 13 commuter rail routes. Of the thirteen (13) commuter rail routes, three (3) operate in the Old Colony Region: the Providence/Stoughton Line; the Middleborough/Lakeville Line; and the Kingston/Plymouth Line.

The MBTA Old Colony Commuter Rail line, which had been inactive since 1959, was restored to the OCPC region in 1997 with the completion of the Middleboro/Lakeville Line and the Kingston/Plymouth Line.

*Figure 2.12: MBTA Commuter Rail Locomotive*

Providence/Stoughton Line

The Providence/Stoughton Line provides service between the cities of Boston and Providence and has stops at the following stations *(stations that are counted as part of the Old Colony CMP are listed in italics)*:

South Station
Back Bay
Ruggles
Hyde Park
Route 128
*Canton Junction*
*Canton Center*
*Stoughton*
Sharon
Mansfield
Attleboro
South Attleboro
Providence

***Figure 2.13: MBTA Commuter Rail Station, Stoughton***


Middleboro/Lakeville Line

The Middleborough/Lakeville Line provides service between the City of Boston and the communities of Middleborough and Lakeville and has stops at the following stations *(stations that are counted as part of the Old Colony CMP are listed in italics)*:

South Station
JFK/UMASS
Quincy Center
Braintree
*Holbrook/Randolph*
*Montello*
*Brockton*
*Campello*
*Bridgewater*
*Middleborough/Lakeville*

***Figure 2.14: MBTA Commuter Rail Station, Bridgewater***

Kingston/Plymouth Line

The Kingston/Plymouth Line provides service between the City of Boston and the communities of Kingston and Plymouth and has stops at the following stations *(stations that are counted as part of the Old Colony CMP are listed in italics)*:

South Station
JFK/UMASS
Braintree
*South Weymouth*
*Abington*
*Whitman*
*Hanson*
*Halifax*
*Kingston*
*Plymouth*

***Figure 2.15: MBTA Commuter Rail Station, Plymouth***


**Data Collection Program & Results**

The OCPC annual data collection routine includes three visits per year to the MBTA Commuter Rail lots to count the number of parked vehicles and determine the availability of peak parking. This data collection effort takes place in April, July, and October of each year, during the mid-week period, and between the hours of 10:00 AM and 2:00 PM. In 2009, OCPC extended the data collection program area to include the Canton Junction and Canton Center Stations on the Providence/Stoughton Line. This was done to provide a complete assessment of parking lot utilization for the entire Stoughton Branch of the Providence/Stoughton Line.

As part of a comprehensive, system-wide process, the CMP includes a focus on vehicles per parking space at the peak parking time for commuter rail and park & ride lots, and transit passengers per seat (at the peak load point) for commuter rail and bus.

The ITE publication, *Transportation Planning Handbook*, describes the effective supply of a lot as the level of occupancy for optimum operating efficiency. The ITE handbook states that a parking facility can be perceived as full at a level that is less than its actual capacity (number of spaces), which is at a range of 85 to 95 percent. The use of 85 percent as the threshold for capacity allows for unusual peaks in activity and loss of spaces due to snow cover and/or other special circumstances.

In April, July, and October 2010, OCPC staff counted the number of parked vehicles at all Commuter Rail Station parking lots within the Old Colony CMP area in order to determine peak utilization. Table 2-3 illustrates the results of said data collection program.

**Table 2-3: Old Colony CMP Commuter Rail Station 2010 Parking Lot Utilization**

| Location | Total Spaces | April Vehicles Parked | July Vehicles Parked | October Vehicles Parked | April Total Utilization | July Total Utilization | October Total Utilization |
|---|---|---|---|---|---|---|---|
| **Providence/Stoughton Line** | | | | | | | |
| Canton Junction | 764 | 536 | 480 | 528 | 70.2% | 62.9% | 69.1% |
| Canton Center | 215 | 94 | 132 | 146 | 43.7% | 61.4% | 67.9% |
| Stoughton | 333 | 228 | 198 | 236 | 68.5% | 59.5% | 70.9% |
| **Middleborough/Lakeville Line** | | | | | | | |
| Holbrook/Randolph | 369 | 195 | 167 | 207 | 52.9% | 45.3% | 56.1% |
| Montello (Brockton) | 347 | 143 | 128 | 129 | 41.2% | 36.9% | 37.2% |
| Downtown (Brockton) | 267 | 155 | 159 | 174 | 58.1% | 60.0% | 65.2% |
| Campello (Brockton) | 535 | 131 | 128 | 145 | 24.5% | 24.0% | 27.1% |
| Bridgewater | 504 | 251 | 195 | 270 | 49.8% | 38.7% | 53.6% |
| Middleborough/Lakeville | 769 | 438 | 434 | 439 | 57.0% | 56.4% | 57.1% |
| **Kingston/Plymouth Line** | | | | | | | |
| South Weymouth | 543 | 374 | 279 | 286 | 68.9% | 51.4% | 52.7% |
| Abington | 405 | 233 | 211 | 233 | 57.5% | 52.1% | 57.5% |
| Whitman | 208 | 145 | 116 | 119 | 69.7% | 55.8% | 57.2% |
| Hanson | 482 | 262 | 232 | 266 | 54.4% | 48.1% | 55.2% |
| Halifax | 402 | 234 | 201 | 226 | 58.2% | 50.0% | 56.2% |
| Kingston | 1,039 | 354 | 302 | 324 | 34.1% | 29.1% | 31.2% |
| Plymouth | 96 | 0 | 1 | 2 | 0.0% | 1.0% | 2.1% |
| ***Total Providence/Stoughton Line*** | ***1,312*** | ***858*** | ***810*** | ***910*** | ***65.4%*** | ***61.7%*** | ***69.4%*** |
| ***Total Middleborough/Lakeville Line*** | ***2,791*** | ***1,313*** | ***1,211*** | ***1,364*** | ***47.0%*** | ***43.4%*** | ***48.9%*** |
| ***Total Kingston/Plymouth Line*** | ***3,175*** | ***1,602*** | ***1,342*** | ***1,456*** | ***50.5%*** | ***42.3%*** | ***45.9%*** |
| ***Total All Stations*** | ***7,278*** | ***3,773*** | ***3,363*** | ***3,730*** | ***51.8%*** | ***46.2%*** | ***51.3%*** |

According to the Old Colony CMP, a Commuter Rail Station Parking Lot Utilization rate of equal to or greater than 85% is considered congested. Typically, parking lots which demonstrated an 85 percent or more utilization rate are highlighted in Table 2-3; however, none of the lots reached the 85 percent threshold. Overall, 2010 parking lot utilization rates on the Middleboro/Lakeville and

Kingston Plymouth Line dropped an average of 23% from those recorded in 2009. The drop in parking lot utilization could have been due to the collapse of the economy, the increase in parking rates, or the increase in carpooling and drop-offs.

**Figure 2-16: Old Colony CMP Commuter Rail Parking Lot Utilizations (2006-2010)**

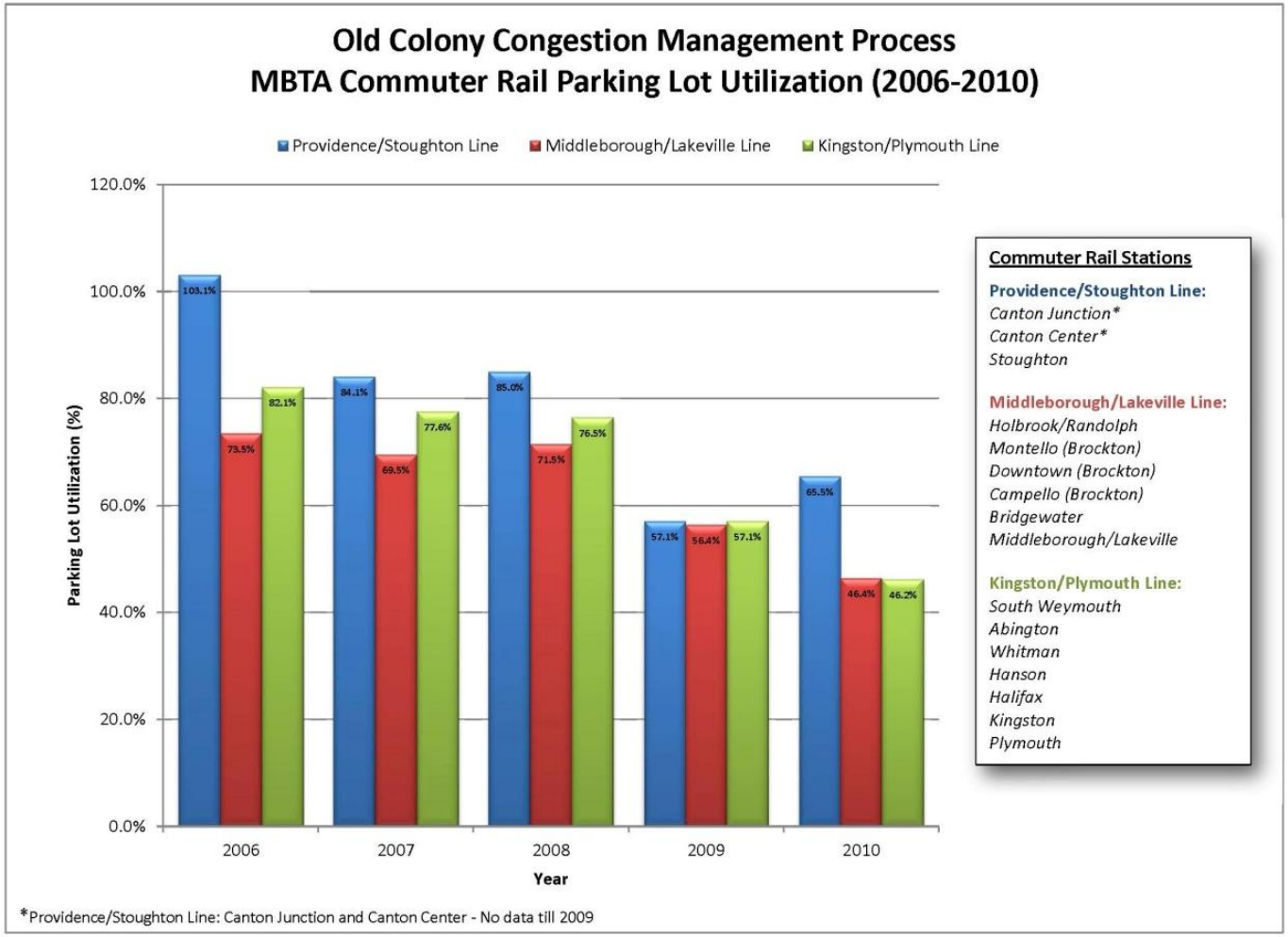



Figure 2-16 illustrates average utilization rates of the three (3) Commuter Rail Lines Station Parking Lots in the Old Colony CMP region. Over the past five years, all of the surveyed lines have seen reductions in the parking lot utilization rates: however, this trend could be due to increased numbers of carpooling, ridesharing, or drop-offs. Nevertheless, OCPC will continue to survey these lines to ensure that capacity meets demand.

The Greater Attleboro Taunton Regional Transit Authority (GATRA)

Five of GATRA's fixed route bus routes serve the Old Colony Region: the SAIL Route that serves Marshfield, Duxbury, and Kingston, and the Plymouth Area Link (PAL) which consists of four lines (Freedom Link, Liberty Link, Mayflower Link, and Pilgrim Link) serving Plymouth and Kingston.

All Plymouth Area Link (PAL) lines make connections to the downtown Plymouth hub at Memorial Hall and the Exit 5 Park-and-Ride and Visitors Center at the junction of Route 3 and Long Pond Road. The SAIL (Marshfield to Duxbury-Kingston) runs between the North River Plaza in Pemrboke southward through Marshfield an Duxbury to Independence Mall in Kingston.

The GATRA system provides transportation to localities such as schools, medical facilities, shopping centers, major employment centers, and industrial parks. In addition, the Authority provides connections to the Kingston and Plymouth Commuter Rail Stations, and the Plymouth (Exit 5) and the Kingston (Route 3A at Route 53) MassDOT Park-and-Ride facilities.

Park & Ride Facilities

*Route 24 Corridor*

In the OCPC region, there are two (2) Park & Ride Facilities located on the Route 24 Corridor, which include the following (see figure 2-4):

- West Bridgewater – Route 24, Exit 16 (Route 106)
- Bridgewater – Route 24, Exit 15 (Route 104)

*Route 3 Corridor*

There are four (4) Park & Ride Facilities located on the Route 3 Corridor in the Old Colony region; however, in order to provide data for the entire corridor, the Sagamore Lot and the Rockland Lot are included for a total of six (6) facilities. The entire list of Park & Ride facilities on the Route 3 Corridor include (see figure 2-4):

- Rockland – Route 3, Exit 14 (Route 228)
- Pembroke – Route 3, Exit 12 (Route 139)
- Kingston – Route 3, Exit 10 (Route 3A & 53)
- Plymouth – Route 3, Exit 7 (Route 44)
- Plymouth – Route 3, Exit 5 (Long Pond Road)
- Bourne – Route 3, Exit 1B (Route 6)

**Data Collection Program & Results**

The OCPC annual data collection routine includes three visits per year to Park & Ride facilities along the AmVets Memorial Highway (Route 24) and Pilgrim Highway (Route 3) Corridors to count the number of parked vehicles and to determine the availability of peak parking. This data collection effort takes place in concert with the aforementioned MBTA Commuter Rail counts in April, July, and October of each year, during the mid-week period, and between the hours of 10:00 AM and 2:00 PM.

As part of a comprehensive, system-wide process, the Old Colony CMP includes a focus on vehicles per parking space at the peak parking time for commuter rail and park & ride lots, and transit passengers per seat (at the peak load point) for commuter rail and bus. The same 85 percent capacity threshold used for determining congested MBTA Commuter Rail Station parking lots is used in determining congested Park & Ride parking lots in the Old Colony CMP region.

In April, July, and October 2010, OCPC staff counted the number of parked vehicles at all Park & Ride parking lots in the Old Colony CMP region in order to determine peak utilization. Table 2-4 illustrates the results of said data collection program.

**Table 2-4: Old Colony CMP Park & Ride 2010 Parking Lot Utilization**

| Location | Total Spaces | April Vehicles Parked | July Vehicles Parked | October Vehicles Parked | April Total Utilization | July Total Utilization | October Total Utilization |
|---|---|---|---|---|---|---|---|
| **Route 24 Corridor** | | | | | | | |
| West Bridgewater - Route 24 @ Route 106 | 140 | 142 | 131 | 123 | 101.4% | 93.6% | 87.9% |
| Bridgewater - Route 24 @ Route 104 | 60 | 41 | 37 | 32 | 68.3% | 61.7% | 53.3% |
| **Route 3 Corridor** | | | | | | | |
| Rockland - Route 3 @ Route 228 | 440 | 304 | 270 | 193 | 69.1% | 61.4% | 43.9% |
| Pembroke - Route 3 @ Route 139 | 62 | 5 | 3 | 1 | 8.1% | 4.8% | 1.6% |
| Kingston - Route 3 @ Route 3A & 53 | 80 | 73 | 43 | 47 | 91.3% | 53.8% | 58.8% |
| Plymouth - Route 3 @ Route 44 & Commerce Way | 520 | 12 | 10 | 11 | 2.3% | 1.9% | 2.1% |
| Plymouth - Route 3 @ Long Pond Road | 200 | 190 | 165 | 187 | 95.0% | 83.0% | 93.5% |
| Bourne - Route 3 @ Route 6 (Sagamore) | 377 | 291 | 278 | 348 | 77.2% | 73.7% | 92.3% |
| ***Total Route 24 Corridor*** | ***200*** | ***183*** | ***168*** | ***155*** | ***92.0%*** | ***84.0%*** | ***77.5%*** |
| ***Total Route 3 Corridor*** | ***1,679*** | ***875*** | ***769*** | ***787*** | ***52.1%*** | ***45.8%*** | ***46.9%*** |
| ***Total All Lots*** | ***1,879*** | ***1,058*** | ***937*** | ***942*** | ***56.3%*** | ***49.9%*** | ***50.1%*** |

Overall, the Route 24 Corridor Park & Ride Lots averaged between 77-92% utilization during 2010 while the Route 3 Corridor Lots averaged between 45-52% utilization. However, the Route 24 Corridor only handled an average of 168 parked vehicles while the Route 3 Corridor handled an average of 810 parked vehicles in 2010, thus making the Route 3 Corridor much busier in terms of parking lot utilizations. In addition, historical trends show that the April and October utilizations are typically similar being that most people vacation, take time off, or commute differently in the summer; however, the 2010 data collection showed that in most cases, parking lot utilizations were substantially lower in October than in April.

An example of mitigating congestion and increasing system capacity was the West Bridgewater Park & Ride facility upgrade project. The West Bridgewater Park & Ride facility has historically seen a high utilization rate due in to the fact that Bloom Bus provides commuter service from this location to Downtown Boston. Historical data collected as part of the Old Colony CMP demonstrated that the facility was operating beyond 100% capacity on several occasions. As such, MassDOT, with CMAQ funding through the Old Colony Transportation Improvement Program (TIP), expanded and improved the facility in 2010, adding 40 more spaces, improving drainage, installing sidewalks, as well as constructing bicycle and bus shelters to accommodate the commuter demand.

**Figure 2-17: Old Colony CMP Park & Ride Lot Utilizations (2006-2010)**

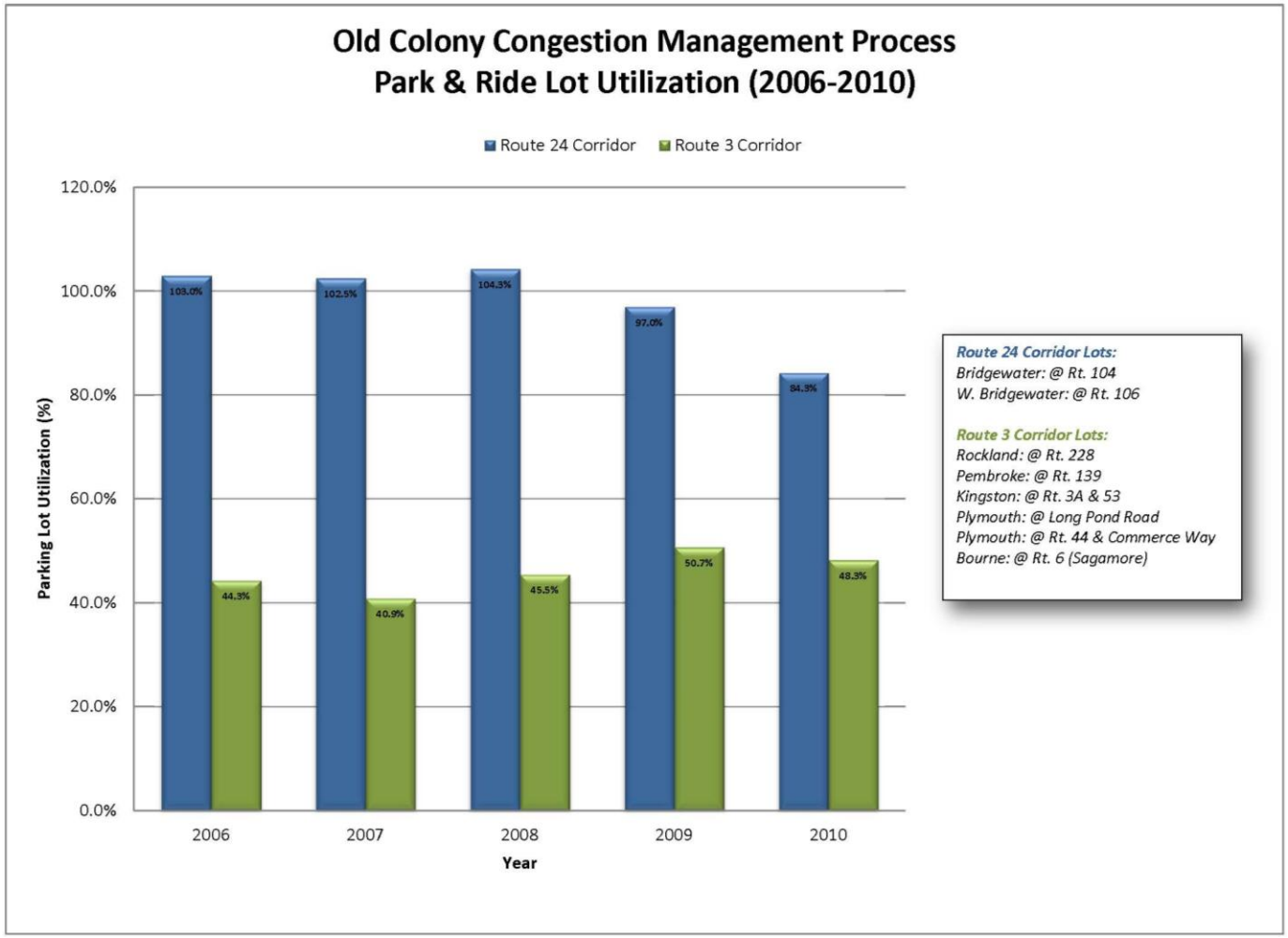



Figure 2-17 illustrates average utilization rates of the eight (8) Park & Ride Facilities in the Old Colony CMP region. Over the past five years, all of the surveyed lots have generally maintained utilization rates mostly due to the fact that transit services are available at the majority of the facilities. Nevertheless, OCPC will continue to survey these lots to ensure that capacity meets demand.

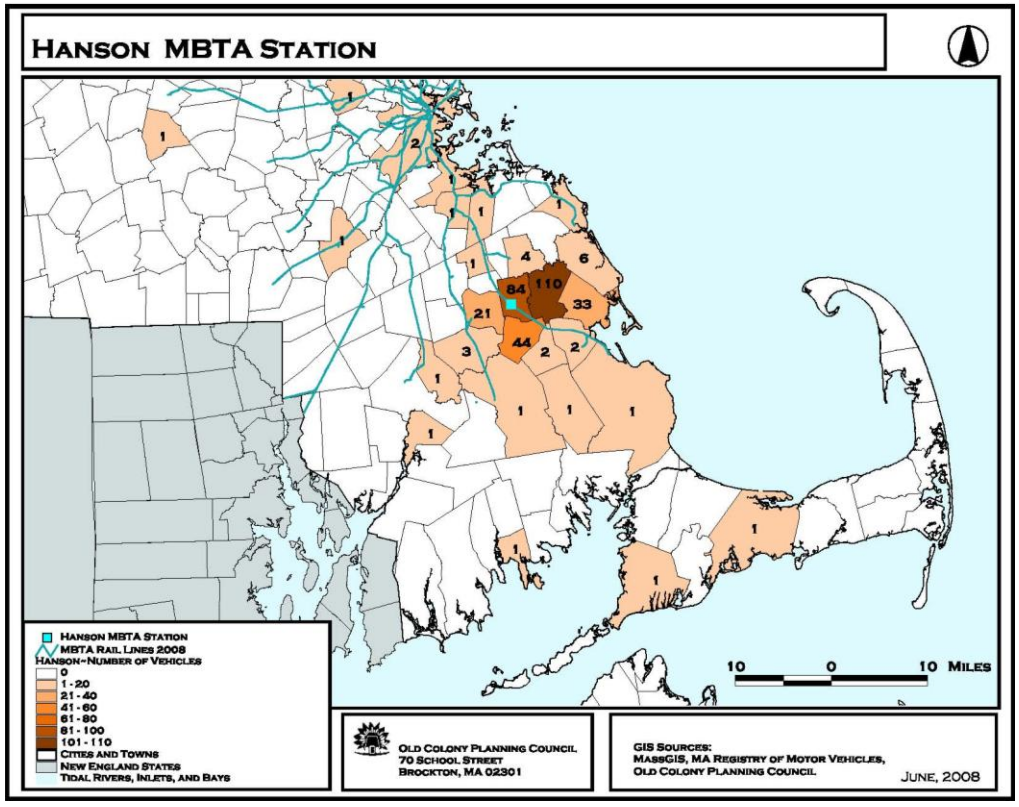
### 2.2.4 Special CMP Projects

Commuter Origins Studies

In 2007, as part of the Old Colony CMP, OCPC staff completed data collection for the Commuter Rail and Park & Ride Lots Commuter Origins Studies. The purpose of these studies was to analyze the utilization rates of each parking lot; decipher trip movements of commuters who travel to those parking lots; and to determine the different trends that exist at each station location. To that end, OCPC staff recorded vehicle license plate numbers parked at the specified locations, entered them into a database, and then forwarded the data to the Central Transportation Planning Staff (CTPS). In order to obtain trip origins, CTPS matched the license plate numbers registered in Massachusetts against the Massachusetts Registry of Motor Vehicles database and determined registration addresses. Finally, OCPC geocoded the results using GIS, which then illustrated a spatial distribution of commuters utilizing each parking lot. Figure 2-18 illustrates the commuter origins for the Hanson MBTA Commuter Rail Station in 2007.

In 2011, OCPC will be conducting Commuter Origins Studies for the Commuter Rail Lines and Park & Ride Lots in the Old Colony CMP region. The results of said studies will be published in the 2011 Old Colony Management Systems Annual Report.

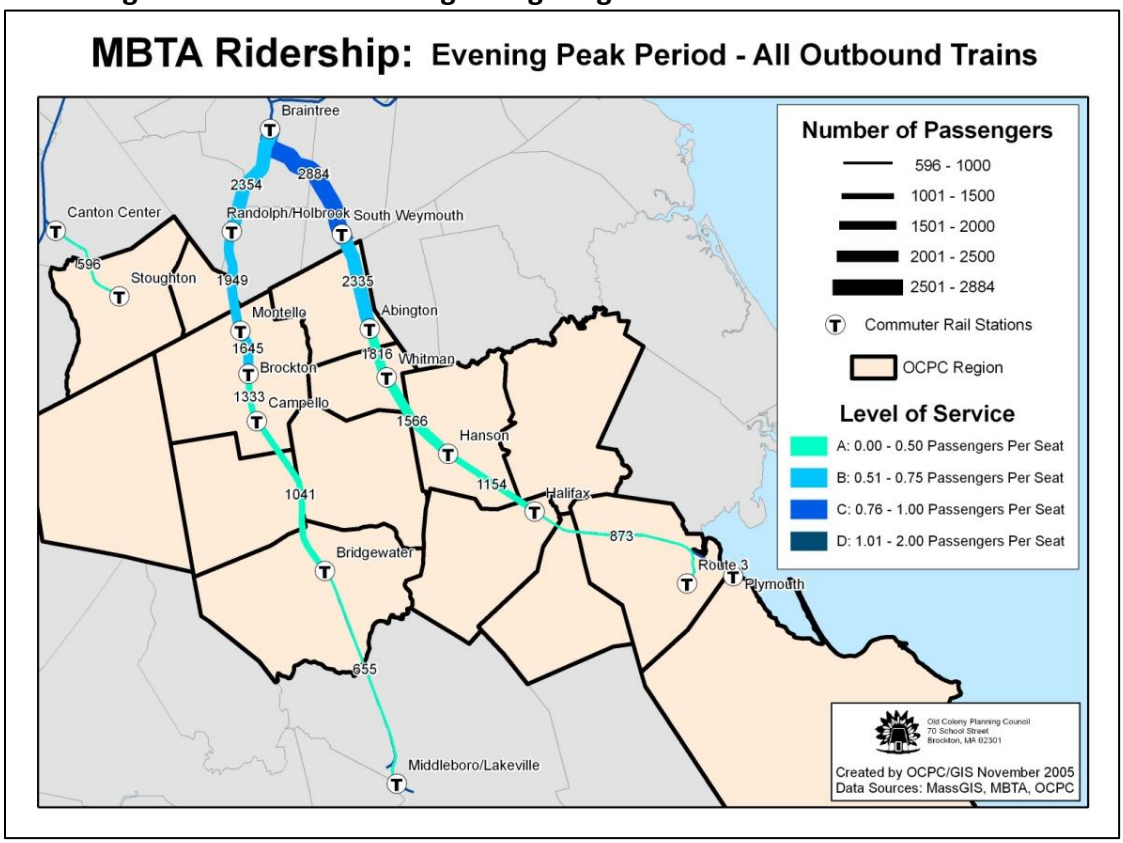
**Figure 2-18: 2007 Commuter Origins Study – Hanson Station**



Boarding & Alighting Studies

In 2005, as part of the Old Colony CMP, OCPC staff completed data collection for the MBTA Commuter Rail Boarding & Alighting Study. Passengers entering and exiting trains on both lines of the Old Colony Commuter Rail Service and at the Stoughton Station were counted during the morning and afternoon peak trains. Figure 2-19 shows an example of the results from the 2005 Boarding & Alighting Study.

**Figure 2-19: 2005 Boarding & Alighting PM Peak Train Level of Service**




According to the ITE's *Highway Capacity Manual*, passenger loads at transit stops reflect the comfort level of the on board transit trip. *The Highway Capacity Manual* measures passenger loads for commuter rail in terms of passengers per available seats, which is then described in terms of levels of service (LOS) from A to F, with LOS "A" being the most desirable. The comparison of peak passenger loads per available seats, along with the designated level of service (LOS) is used to determine congestion levels for transit facilities in this report.

In 2011, OCPC will be conducting Boarding & Alighting Studies for the MBTA Commuter Rail Lines and Park & Ride Lots in the Old Colony CMP region. The results of said studies will be published in the 2011 Old Colony Management Systems Annual Report.

Massasoit Community College Rideshare Program Project

In October 2010, OCPC assisted the Massasoit Community College with their required filings for the Massachusetts Rideshare Program. The Massachusetts Department of Environmental Protection (MassDEP) Rideshare Program, which implements the Massachusetts Rideshare Regulation, requires businesses with 250 or more employees and educational facilities with 1,000 or more students and employees combined, to develop plans to reduce single occupancy trips by 25 percent. As such, Massasoit Community College is required to submit information on commuter trips and reduction plans to MassDEP on an annual basis. In October 2010, OCPC staff conducted a 5 day direct vehicle and passenger count of applicable commuters entering Massasoit Community College. This data collection effort enabled officials at Massasoit Community College to provide the MassDEP with the data which was used to evaluate the 25 percent reduction goal.

## 2.3 Conclusions

The Old Colony Congestion Management Process (CMP) 2010 Annual Report provides the definition and purpose of the CMP; outlines and provides more detail on the "8-Step" process; identifies the CMP facilities; summarizes the associated data collection activities; provides the results of the data collected during the 2010 calendar year; and includes conclusions and recommendations for roadway and transit facilities within the Old Colony region.

The 2010 Old Colony Congestion Management Process (CMP) included the following:

- 171 Automatic Traffic Recorder (ATR) Counts
- 135 Manual Intersection Turning Movement Counts (TMC)
- Commuter Rail Station Parking Lot Utilization Counts
- Park & Ride Parking Lot Utilization Counts
- 2010 Massasoit Community College Rideshare Program Project

Generally, 2010 demonstrated a decrease in congestion in some facilities while noting increases in other facilities. Factors such as the economic downturn experienced in late 2008 and throughout 2009 as well as higher gasoline prices contributed to a loss of overall employment and vehicle miles traveled. In many cases this resulted in a decrease in the number of people using the roadways and transit facilities in the Old Colony Region; however, it also demonstrated the value of public transportation as a viable alternative to the ever common single occupancy vehicle. Nevertheless, facilities in the Old Colony Region that are at or above capacity still exist and therefore require action in order to reduce congestion.

The single-occupancy vehicle remains the preferred mode for commuters in the OCPC region. The number of commuters traveling to work by auto (not car-pooling) grew by 10,560 from 1990 to 2000, based on the US Census. Commuting via auto provides a sense of flexibility as work destinations become more dispersed and as individuals work further from home. Auto use can give the motorist flexibility in making multi-purpose trips for work, shopping, day care, and other purposes.

The popularity of fixed route transit and Commuter Rail shows that the utilization of transit can help to ameliorate increases in overall traffic due to the dynamics of a changing economy. The next step in the evolution of transit utilization is to affect land use in a way that allows for higher concentrations of employment and residences so that transit can be used to its full potential. Improvements to both roadway and transit facilities should be fully integrated and work in concert to achieve maximum flexibility regarding mode choice. Roadway improvements should include improvements in operational efficiency to enhance existing capacity as well as creating additional capacity. Operational efficiency strategies include signal coordination, intersection redesign, intelligent transportation system strategies, and access management.

### 2.3.1 Recommendations

The Old Colony Congestion Management Process (CMP) strongly recommends that all stakeholders continue to do the following:

- Support expanded, including peak hour, rail service to Plymouth Commuter Rail station
- Maintain and preserve the existing transit and highway infrastructure
- Maintain and improve transit and highway system efficiency and capacity
- Expand bicycle and pedestrian infrastructure networks and amenities
- Improve human service coordination, mobility, and accessibility
- Increase the number of multimodal transportation centers
- Modify land use policies to encourage concentrated and nodal developments

In addition, OCPC continues to encourage the following programs in order to reduce congestion and carbon emissions and enhance livability within the region:

*Access Management*
Access Management is defined as the planning of the design, location, and operation of driveways, median openings, interchanges, and street connections. Although some access management techniques include limiting the number of curb cuts, adding medians, and reducing turning movements, studies show that well planned access management design and modifications do not negatively impact businesses. Access Management applications result in reduced blocking of driveways by queues, better access between neighborhoods and businesses, and safer overall driving conditions.

*Intelligent Transportation Systems (ITS)*
Intelligent Transportation Systems (ITS) are applications of advanced technology in the field of transportation, with the goals of increasing operational efficiency and capacity, improving safety, reducing environmental costs, and enhancing personal mobility. Intelligent Transportation Systems are currently used in a wide variety of applications, such as: incident management and emergency response; electronic toll collection on highways; fare collection on transit systems; traffic signal control; and congestion management. Specifically, ITS increases safety, security, comfort, and convenience for transit passengers; improves transit efficiency and thus helps to reduce operating costs; assists transit operation managers and vehicle operators by automating many of their labor-intensive duties; and promotes an intermodal transportation system that helps motorists transition between their own passenger vehicles and the transit system.

***Figure 2.20: MBTA Park Mobile Program***

*Transportation Demand Management (TDM)*

Transportation Demand Management (TDM) techniques serve to reduce the number of single occupancy vehicle trips. Typical examples of TDM techniques include, but are not limited to; ridesharing/carpooling; shuttle services; telecommuting options; flexible work schedules; and bicycle and pedestrian accommodations. These techniques help reduce the amount of vehicle trips on the highway network and therefore reduce congestion. OCPC will continue to support enactment of TDM measures throughout the region and in development projects undergoing MEPA review.

*Transit Oriented Developments (TOD)*

Transit Oriented Development is a strategy to reduce single occupancy vehicle demand that targets specific traveler mode choices. TODs can contribute significantly to the reduction in the demand that single occupancy vehicles create on the highway system, enhance livability, and reduce carbon emissions. A variety of urban form and design strategies can enhance opportunities for the use of public transit, ridesharing, bicycling, and walking. TODs can focus a mix of land uses, such as employment, housing, restaurants, services (banking, day care, etc.), and retail, in well-designed, pedestrian-friendly developments near transit connections. These developments can significantly reduce the demand for vehicle travel and reduce trip distances.

***The following sections describe locations that have been identified for further study or for improvements as part of the Old Colony CMP.***

#### 2.3.1.1 Roadways

*Pilgrim Highway (Route 3) & Samoset Street, Exit 6B - Plymouth*

Southbound traffic attempting to exit Pilgrim Highway (Route 3) and travel eastbound on Samoset Street is routinely backed up onto the highway during the afternoon peak period because of a bottleneck at the end of the exit ramp. This bottleneck is caused by a stop control at the end of the exit ramp as well as a signal approximately 300 feet east which controls the access and egress to a large shopping plaza. The high volumes of traffic; substandard highway ramp system; and adjacent land uses all contribute to the congestion at this facility.

***Recommendation: Continue to Monitor Facility and Study Further***

*AmVets Memorial Highway (Route 24) & Belmont Street (Route 123), Exit 17 - Brockton*

Northbound traffic attempting to exit AmVets Memorial Highway (Route 24) and travel eastbound on Belmont Street (Route 123) during the morning peak period can back up on the highway because of the traffic signal at the intersection of Belmont Street (Route 123) & Manley Street (approximately 400 feet to the east). This bottleneck and the volume of traffic attempting to traverse the facility create a severe congestion and safety problem. A n improvement project is currently planned in the Old Colony Transportation Improvement Program for FFY 201 and is designed to improve safety and traffic flow through this facility. Roadway widening, sidewalk improvements, and traffic signal upgrades at Manley Street and the VA Hospital Main Driveway are included in the current design.

***Recommendation: Continue to Monitor Facility and Study Further***

*AmVets Memorial Highway (Route 24) & West Center Street (Route 106), Exit 16 – West Bridgewater*

Northbound and southbound traffic attempting to exit AmVets Memorial Highway (Route 24) and travel eastbound on West Center Street (Route 106) during the morning and afternoon peak periods can back up on both roadways because of a lane drop on the east side of the interchange. In addition, land uses on either side of West Center Street (Route 106) create numerous turning movements, which increase congestion.

***Recommendation: Continue to Monitor Facility and Study Further***

### 2.3.1.2 Intersections

*Washington Street (Route 138) & Central Street – Stoughton*

Washington Street (Route 138) is a principal arterial which provides access from Interstate 95 from the north to Downtown Stoughton and beyond. Central Street is a collector street which connects Route 24 to the east and Interstate 95 to the west. Both roadways are heavily used by both passenger vehicles and freight haulers. The point at which they intersect is routinely congested due to the volume of traffic, high crash rate, adjacent land uses, and insufficient capacity on Central Street.

***Recommendation: Continue to Monitor Facility and Study Further***

*Bedford Street (Route 18) & Central Street/Maple Avenue/Spring Street – East Bridgewater*

This intersection (a.k.a. – East Bridgewater Center) has a total of six approaches and an outdated and insufficient traffic signal system. Bedford Street (Route 18) is the principal arterial connecting points north and south and Central Street provides connections across the community. The intersection handles a large volume of traffic during the peak hours; is geometrically offset; and has difficult sight lines. Adjacent land uses further contribute to the congestion at this facility.

***Recommendation: Continue to Monitor Facility and Study Further***

*Sandwich Street (Route 3A) & South Street – Plymouth*

Sandwich Street (Route 3A) provides connection from North to South Plymouth while South Street connects the waterfront area with Pilgrim Highway (Route 3) to the west. In addition, South Street is the other end of Long Pond Road which has seen an extraordinary amount of commercial development in recent years. Vehicles attempting to connect to the waterfront from South Street wait in very long queues or cut down side streets to avoid this intersection.

***Recommendation: Continue to Monitor Facility and Study Further***

### 2.3.1.3 Transit

<u>MBTA Commuter Rail Stations</u>

*South Weymouth MBTA Commuter Rail Station*

According to the Old Colony CMP Data Collection Program, this commuter rail station is continually at or above capacity.

***Recommendation: Continue to Monitor Facility and Consider Capacity Enhancements***

*Abington MBTA Commuter Rail Station*

According to the Old Colony CMP Data Collection Program, this commuter rail station is continually at or above capacity.

***Recommendation: Continue to Monitor Facility and Consider Capacity Enhancements***

*Whitman MBTA Commuter Rail Station*

According to the Old Colony CMP Data Collection Program, this commuter rail station is continually at or above capacity.

***Recommendation: Continue to Monitor Facility and Consider Capacity Enhancements***

*Stoughton MBTA Commuter Rail Station*
According to the Old Colony CMP Data Collection Program, this commuter rail station is continually at or above capacity.
***Recommendation: Continue to Monitor Facility and Consider Capacity Enhancements***

Park & Ride Facilities

*AmVets Memorial Highway (Route 24) & Pleasant Street (Route 104) Park & Ride Facility*
According to the Old Colony CMP Data Collection Program, this park & ride facility has become increasingly popular with commuters. The proximity to AmVets Memorial Highway (Route 24) allows for easy access; however, the lack of transit services makes this facility less popular.
***Recommendation: Continue to Monitor Facility and Consider Provision of Transit Service***

*Pilgrim Highway (Route 3) & Long Pond Road Park & Ride Facility*
According to the Old Colony CMP Data Collection Program, this park & ride facility has become increasingly popular with commuters. The proximity to Pilgrim Highway (Route 3) and the transit service provided at this facility provide commuters with a higher degree of accessibility and convenience.
***Recommendation: Continue to Monitor Facility and Consider Capacity Enhancements***

## 3.0 The Land Use Management System

As one of the fastest growing areas in the state, Southeastern Massachusetts has seen continued development despite the recent recession. The Old Colony Land Use Management System is used to track changes in land use across the Old Colony region. In coordination with local municipal officials, we have identified projects within the region, which were then placed in one of three categories; proposed, under construction or completed. With the accompanying maps, one can identify areas where development is occurring.

The information collected in this report is also useful when combined with the Congestion Management Process, Safety Management System, and Pavement Management System Annual Reports. When looking at these three reports along with this Land Use Management Report, one has a better picture of development and its impact on the transportation system in the region.

### 3.1 Old Colony Land Use Monitoring

The Old Colony Land Use Management System (LUMS) tracks development projects in order to discern changes in land use patterns in the region. All types of development, whether large or small, highway corridor/automobile oriented or transit and pedestrian oriented, have an impact on transportation. Large projects have the obvious impact of introducing large amounts of travel demand, usually in the form of vehicular traffic, in a geographic area during specific times and days. Small developments, such as small shopping plazas or residential subdivisions, do not necessarily create large demands in a short time period; however, their cumulative impacts over time do significantly affect the travel demands and vehicular traffic within a given community or geographic area. Additionally, monitoring the changes in land use supports local governments in their efforts to develop land use plans, refine local regulations, and manage land use patterns within a dynamic urban, suburban, or rural environment.

### 3.2 The Land Use Monitoring Process

In order to compile and monitor information on developments in the area, OCPC created a land use database that is centrally located on the agency server, which is easily accessed by staff members. The database currently includes 272 records with 42 fields of data. The database tracks project location, land use type, project status (proposed, under construction, or completed) and project impacts on infrastructure (generation of traffic, wastewater, water use, coverage of impervious area, projected employment, etc.).

The development of the land use database has been achieved through coordinating the responsibilities of OCPC staff. OCPC staff members regularly review and comment on projects that undergo the Massachusetts Environmental Protection Act (MEPA) review process in regards to impacts to infrastructure (traffic, stormwater, wastewater, and water resources). In addition, staff responsibilities include support of member communities regarding land use, zoning and project site plan review. Information on development projects is presented to the Old Colony Planning Council, the Old Colony Metropolitan Planning Organization, and the Old Colony Joint Transportation Committee.

The following sections summarize region-wide development and list developments by community (Sections 3.1 to 3.15). It should be noted that impacts to the region include positive impacts, such as tax revenue, expanded employment and economic opportunities, as well as negative impacts on the infrastructure, such as increased traffic and demands on water resources and wastewater treatment.

## 3.3 Development in the Region

This section summarizes development in the region as a whole and by community. Recent changes in the economy over the past few years have slowed growth not only in Southeastern Massachusetts, but all over the state. Although the recession of the past few years has affected all communities within the region, large projects such as the South Coast Commuter Rail Expansion and the River Run project are still moving forward, as is the mixed-use Southfield Project, which is the redevelopment of the former South Weymouth Naval Air Base.

### Regional Development

#### *Under Construction*

Southfield (The redevelopment of the South Weymouth Naval Air Station)

According to the *Final Environmental Impact Report* (FEIR) for the Southfield Development, the redevelopment of the former South Weymouth Naval Air Station has been planned as, *"A mixed-use, Smart Growth redevelopment of a Brownfield site located in the towns of Abington, Rockland, and Weymouth. This environmentally-sensitive, master-planned community built around a pedestrian friendly Village Center will include a Science Park, a variety of residential neighborhoods with thousands of new homes, a recreation complex, supporting infrastructure, and hundreds of acres of undisturbed open space."* The project consists of 2,855 dwelling units of a mixed type including garden style condominiums, townhouse condominiums, and single-family homes. Most of the housing units will be condominiums (either garden style or townhouse.) The development includes 1.5 million square feet of office/research and

development/manufacturing space, 300,000 square feet of retail space, 150 hotel rooms, an eighteen-hole golf course, thirteen athletic fields, approximately 400,000 square feet of civic/recreational space, and over 400 acres of public parks or active open space.

The project includes a mixed-use village center surrounded by walk-able neighborhoods. It incorporates dense and compact development, sidewalks, trails, bicycle paths, bicycle lanes and bicycle racks, and a managed parking supply to create a transit-oriented, pedestrian, and bicycle-friendly environment. The project takes advantage of the close proximity of the South Weymouth MBTA Commuter Rail Station to the development site by utilizing transit oriented residential development adjacent to the station and bus shuttle service to the village center.

The project includes the remediation of Superfund sites and the creation of a network of permanently preserved open spaces. Southfield includes a legally binding amenities plan that governs build-out of open space and recreational amenities, and zoning and permitting that address architectural and urban design. The project's plan includes the implementation of Transportation Demand Management Programs (TDM) through a Transportation Management Association (TMA).

According to the Southfield Final Environmental Impact Report (FEIR), the project is designed to be built in phases over a period of approximately fourteen years. The FEIR cites a number of benefits from a phased approach. The phasing will allow time for the host communities to adjust and absorb the impacts of redeveloping the property. A phased approach also ensures that the infrastructure for roads, water supply, and wastewater treatment will be able to keep pace with demands. Phasing allows the build out of the project plan to be responsive to changing market conditions in both the residential and commercial sectors. According to the FEIR, the project will add 5,019 jobs on site at full build-out.

According to the FEIR, trip generation estimates for the full build-out of the former naval air base indicate that the project will generate approximately 2,140 external vehicle trips in the morning peak hour and approximately 3,100 external trips during the afternoon peak hour. The FEIR also states that the project will create approximately 51,200 "person trips" on an average weekday. Although the bulk of these trips will be by auto, 1.6 percent is expected to be via transit.

The project plan includes the construction of a parkway for access through the site. The parkway will consist of a four lane cross-section (two lanes in each direction) between Route 18 and the eastern-most roadway into the Village Center (approximately at the old Union Street alignment), and a two-lane cross-section (one lane in each direction) from that point easterly to Weymouth Street. The eastern segment of the parkway has been reduced to a two lane cross-section to minimize impacts to wetland resource areas located in this portion of the site. In addition to the on-site improvements, MassDOT has planned improvements to Route 18, including widening from Route 3 to Shea Memorial Drive, and improvements at five locations on Route 18 that are expected to accommodate traffic due to the project. The project proponents have also planned off-site improvements in Rockland from the site to connect to Route 3.

The project is expected to consume between 0.65 and 1.4 million gallons per day (mgd) of potable water plus irrigation water for the golf course, playing fields, and landscaping. Potable water will be conserved through measures including installation and use of low flow fixtures and appliances, leak detection, and full cost pricing for water. Irrigation water will be conserved by using reclaimed water from the wastewater treatment system, specifying drought resistant plant materials for landscaping, and other measures.

The project will generate approximately up to 1.05 mgd of wastewater. This wastewater will be treated to meet reuse standards at an on-site water reclamation facility using the membrane bioreactor process to provide biological treatment, solids separation, and nutrient removal. The facility will also provide flow equalization, preliminary screening, grit removal, fine screening, and disinfection to the liquid wastewater stream. Reclaimed water will be used for cooling or process water in commercial operations, landscape irrigation, and golf course irrigation. Wastewater generated in excess of these reuse needs will be discharged to groundwater.

The project will reduce off-site flooding by providing on-site detention and will improve water quality by providing pre-treatment where currently none exists. LID techniques will be used to increase groundwater recharge.

***Project Status:***

As of December 2010, construction has commenced on Phase 1 of the new East-West Southfield Parkway as well as on the construction of 60 new homes in Southfield's very first residential village, Southfield Highlands, with the first residents moving in sometime in 2011.

River Run

River Run is a new village that is currently under development off Wareham Road in South Plymouth. The pedestrian-friendly village will contain approximately 1,175 new homes at a variety of styles and price points, as well as a full service YMCA, a community center, and 90,000 square feet of commercial space. The developer, A.D. Makepeace will construct River Run over a twelve year period.

A.D. Makepeace also placed a permanent conservation restriction on 1,600 acres of land adjacent to the River Run development. These 1,600 acres of valuable habitat and forest represents more than two-thirds of the project site and adjoins more than 19,000 acres of already protected open space.

***Project Status:***

In April, 2010 the developer broke ground on the main access road for River Run-River Run Way. Once the 3,000 foot access road is completed it will connect Wareham Road to Bourne Road.

***Proposed***

South Coast Rail Expansion

The South Coast Rail project is an initiative of the Massachusetts Department of Transportation (MassDOT) to restore passenger rail transportation from South Station in Boston to the South Coast of Massachusetts. By expanding rail service to the South Coast, it will bring service to the only cities within 50 miles of Boston that are not serviced by passenger rail-Taunton, Fall River and New Bedford. Benefits of the South Coast Rail project include the advancement of climate solutions by removing cars from the road and preserving farms forests and fields from sprawl development. The project also has the ability to infuse new life into older industrial cities and the ability to allow residents of the South Coast to access jobs and services in the Boston area.

***Project Status:***

There are currently four alternatives being reviewed through both the NEPA and MEPA review processes. A separate alternative that is also being examined is the Rapid Bus Alternative that would create a dedicated reversible bus route connecting New Bedford and Fall River to Boston. The route would also service Stoughton, Middleboro and Attleboro and would be built on Route 24, I-93-128 as well as use the existing zipper lane on the Southeast Expressway.

All of the proposals have some type of environmental impact and the U.S. Army Corps of Engineers and MassDOT have agreed to coordinate the environmental review of the project. The U.S. Army Corps, the lead federal agency for the project, will coordinate the preparation of a federal Draft Environmental Impact Statement (DEIS) with an anticipated release date of sometime in 2011.

### 3.3.1 Abington

The Town of Abington has seen a majority of its development occurring along the north-south Route 18 corridor that runs through town. However the largest impact to Abington is expected to come from Southfield, the redevelopment of the former South Weymouth Naval Air Station off of Route 18. This is a mixed-use site, located in the Towns of Weymouth, Rockland, and Abington, that includes retail, light industrial, and office uses as well as condominium and single-family home development.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Abington | 121 Randolph St. (55+) | Randolph Street | Residential | P |
| Abington | Abington Commons | 303 Summer Street | Residential | C |
| Abington | Abington Senior Center | 441 Summer Street | Municipal | C |
| Abington | Abington Woods | Thayer Street | Residential | C |
| Abington | Bank of America | 93 Brockton Avenue | Commercial | C |
| Abington | Century Estates | Dorsey Street | Residential | P |
| Abington | Extra Space Self Storage | 1430 Bedford Street | Commercial | C |
| Abington | Jean Carol Road Subdivision | Jean Carol Road | Residential | U |
| Abington | Lowes Home Store | 400 Bedford Street | Retail | C |
| Abington | Mayflower Street Subdivision | Mayflower Street | Residential | P |
| Abington | Southfield | Route 18 | Mixed | U |
| Abington | Stevens Farm Estates | Orchards Lane | Residential | P |
| Abington | Stop & Shop | 375 Center Avenue | Retail | C |
| Abington | Retail Plaza | 170 Bedford Street | Retail | C |
| Abington | Retail Plaza | 1238 Bedford Street | Retail | C |
| Abington | Target | 385 Center Avenue | Retail | C |
| Abington | The Gables | North Quincy Street | Residential | C |
| Abington | Woodlands at Abington Commons | 9 Woodlands Way | Residential | C |

### 3.3.2 Avon

A majority of the most recent development in Avon has been along Route 24, at Interchange 19/Harrison Boulevard, which provides access for development just east and west of the highway. West of the interchange in Avon, there are a number of large retailers on Stockwell Drive in the Avon Merchants Park. Stockwell Drive is split between the communities of Avon and Stoughton and includes Home Depot, Jordan's Furniture, and IKEA, which is located in Stoughton. The Avon Industrial Park is located just to the east of Interchange 19, with warehousing, trucking, and industrial uses. More recently, an entertainment promoter has proposed a 9,000 seat open air amphitheater Performance Arts Center in Avon off of Harrison Boulevard and Pond Street (just east of Route 24). The property encompasses 40 acres. Although the property location is zoned for business, a change in zoning regulations would be necessary for the project to be built.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Avon | Avon Quality Storage | 100 Ladge Drive | Commercial | C |
| Avon | Performance Arts Center/Amphitheater | Pond Street | Stadium | P |
| Avon | Walmart | Route 28 | Retail | C |

### 3.3.3 Bridgewater

Bridgewater has experienced a variety of development over the past decade including retail and commercial expansion along Route 104, in the vicinity of the Route 24 Interchange at Exit 15. Bridgewater has also experienced institutional expansion, with the construction of the new Bridgewater/Raynham High School as well as a new $98 million Science Center on the campus of Bridgewater State University.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Bridgewater | BCL Premier Sports | Elm Street | Recreational | P |
| Bridgewater | Bridgewater Ice Arena | 20 Bedford Park | Recreational | C |
| Bridgewater | Bridgewater/Raynham High School | 415 Center Street | Municipal | C |
| Bridgewater | Bridgewater State Univ. Science Bldg. | 24 Park Avenue | Municipal | U |
| Bridgewater | Cassidy Place | Route 104 | Residential | U |
| Bridgewater | Childes Bridge Farm | Cherry Street | Residential | P |
| Bridgewater | Diamond Window & Doors Manufacturer | 434 Elm Street | Industrial | C |
| Bridgewater | Home Depot | 1453 Pleasant Street | Retail | C |
| Bridgewater | Lakeshore Center | 1 Lakeshore Center | Mixed | P |
| Bridgewater | Lakeside Estates | Lakeside Drive | Residential | P |
| Bridgewater | Lakewood Estates | Lakewood Drive | Residential | U |
| Bridgewater | Pratt Town Meadows (55+) | Plymouth Street | Residential | P |
| Bridgewater | Stone Meadow (55+) | Plain Street | Residential | U |
| Bridgewater | South Shore Community Church | Elm Street | Institutional | P |
| Bridgewater | The Pines | Route 18 | Residential | C |

### 3.3.4 Brockton

Brockton is the most populous community and only city in the OCPC region. Retail and condominium development have recently been the most prevalent. Brockton's history as a manufacturing center, along with its transportation connections, both highway and rail, gives it much potential for the redevelopment of urban parcels for a number of uses including office, industrial/warehouse, commercial, and residential.

The designation of the Brockton Downtown as a Transit Oriented Development area and a 40R District has encouraged the conversion of older buildings in the downtown to condominiums around the Brockton Area Transit (BAT) Intermodal Centre and the Brockton Downtown MBTA Commuter Rail Station.

One of the largest commercial developments in some time in Brockton occurred during the past year when the Bernardi Auto Group purchased the former Northern Isles site on Manley Street, which had been vacant for years. Bernardi recently broke ground on the construction of two auto dealerships; the 50,000 square foot Bernardi Honda dealership and the 27,000 square foot Bernardi Hyundai dealership, which when combined will create one of the largest auto dealerships in Brockton. When coupled with Nissan 24 at the northern end of Manley Street and Copeland Toyota at the southern end of Manley Street, these four dealerships create Brockton's own "auto mile."

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Brockton | 26 School Street Condos | 26 School Street | Residential | P |
| Brockton | Advanced Auto Parts/Dollar Tree Plaza | N. Montello Street | Retail | C |
| Brockton | A.J. Wright/ A.C. Moore Plaza | 544 Westgate Drive | Retail | C |
| Brockton | Angelo School | 472 North Main Street | Educational | C |
| Brockton | Arnone School | 135 Belmont Street | Educational | C |
| Brockton | Barbour Corporate Facility | 997 N. Montello Street | Industrial | C |
| Brockton | BAT Intermodal Centre | 155 Court Street | Municipal | C |
| Brockton | Bernardi Honda/Hyundai Dealership | Manley Street | Retail | U |
| Brockton | Bridgewater Goddard Park Medical Associates | 110 Liberty Street | Institutional | C |
| Brockton | Brockton Clean Energy | Oak Hill Way | Industrial | P |
| Brockton | Brockton Hospital Satellite Parking | Quincy Street | Parking | C |
| Brockton | Brockton Neighborhood Health Center | Main Street | Institutional | C |
| Brockton | Brockton Neighborhood Health Urgent Care | Main Street | Institutional | U |
| Brockton | Brockton Trial Court | 215 Main Street | Institutional | C |

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Brockton | Campanelli Stadium | Route 123 | Stadium | C |
| Brockton | Campello Heights | Clinton Street | Residential | C |
| Brockton | Champion City Recovery | 138 Wilder Street | Commercial | C |
| Brockton | CSI Housing Coop. | 572 Centre Street | Residential | P |
| Brockton | Copeland Toyota | 970 West Chestnut Street | Retail | C |
| Brockton | CVS | Belmont & Torrey Street | Retail | C |
| Brockton | CVS | 316 North Pearl Street | Retail | C |
| Brockton | CVS | 240 Oak Street | Retail | C |
| Brockton | CVS | 355 Centre Street | Retail | C |
| Brockton | Dick's Sporting Goods | 435 Westgate Drive | Retail | C |
| Brockton | Elie Baking Co. | 204 N. Montello Street | Industrial | C |
| Brockton | Emerson Townhouses | Montello Street | Residential | C |
| Brockton | Good Samaritan Hospital Cancer Center | North Pearl Street | Institutional | C |
| Brockton | Home Depot | 715 Crescent Street | Retail | C |
| Brockton | Honey Dew Donuts | 1906 Main Street | Retail | C |
| Brockton | Irving Gas Station | 158 Montello Street | Retail | C |
| Brockton | Kinnealy Foods | 1100 Pearl Street | Industrial | C |
| Brockton | Lincoln Lofts | Montello Street | Residential | P |
| Brockton | Lincoln Street Parking Garage | Lincoln Street | Parking | P |
| Brockton | Linwood Residential | Linwood Street | Residential | P |
| Brockton | Lot 2B Liberty Street | Liberty Street | Commercial | P |
| Brockton | Lowe's | 135 Westgate Drive | Retail | C |
| Brockton | MainSpring Veteran's Housing | Spring Street | Institutional | C |
| Brockton | Manthala George School | 180 Colonel Bell Drive | Educational | C |
| Brockton | Mary E. Baker School | North Quincy Street | Educational | C |
| Brockton | Office Building | 130 Liberty Street | Commercial | C |
| Brockton | On-Deck Sports | 88 Spark Street | Industrial | C |
| Brockton | On The Avenue | Fredrick Douglass Avenue | Retail | P |
| Brockton | Paradise Caribbean Restaurant | West Elm St. & Warren Ave. | Retail | C |
| Brockton | Paul Clark Volkswagen | 122 Liberty Street | Retail | C |
| Brockton | Pearl Estates | Pearl Street | Residential | U |
| Brockton | Plouffe School | 250 Crescent Street | Educational | C |
| Brockton | Regional Desalination Project | Elm Street | Inst. | C |
| Brockton | Renaissance Village | Route 28 | Mixed | P |
| Brockton | Skyview | Main Street | Residential | C |
| Brockton | SOCO 146 | Court Street | Residential | C |
| Brockton | SOCO Lofts | Commercial Street | Residential | C |
| Brockton | Staples | 599 Belmont Street | Retail | C |

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Brockton | Stop and Shop | Montello Street | Retail | C |
| Brockton | Sullivan Tire | 1320 Belmont Street | Commercial | C |
| Brockton | Texas Roadhouse | 124 Westgate Drive | Retail | C |
| Brockton | Times Building | Main Street | Residential | C |
| Brockton | Walgreens | 880 N. Montello Street | Retail | C |
| Brockton | Walkover Commons | 100 Perkins Avenue | Residential | C |
| Brockton | Walmart | 700 Oak Street | Retail | C |
| Brockton | Webster Bank | 719 Belmont Street | Retail | C |
| Brockton | Westgate Mall Cinema | Route 27 Reynolds Hwy | Commercial | P |

### 3.3.5 East Bridgewater

East Bridgewater has seen a limited amount of development over the past few years, with the most notable exception being the construction of the 70,000 square foot Compass Medical Building on Route 18. Recently proposed residential developments include Robbins Pond Park and Ousamequin Pines, both of which abut Robbins Pond. Once constructed, these two developments would add an additional 29 residential units to East Bridgewater's housing stock.

One of the larger opportunities in East Bridgewater is the partially vacant North Bedford Street Business Park on Route 18. The 120 acre site can be utilized for a variety of uses, including manufacturing, office and warehouse space.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| E. Bridgewater | CJW Realty Trust (Bog) | 656 Rear Plymouth Street | Agricultural | C |
| E. Bridgewater | Compass Medical Center | 1 Compass Way | Institutional | C |
| E. Bridgewater | Harmony Crossing (55+) | Wildwood Ave./Route 18 | Residential | U |
| E. Bridgewater | Lot 10A Oak Street | Oak Street | Commercial | P |
| E. Bridgewater | North Bedford St Business Park | Route 18 | Mixed | C |
| E. Bridgewater | Ousamequin Pines | Off Pond Street | Residential | P |
| E. Bridgewater | Robbins Pond Park | Off Pond Street | Residential | P |
| E. Bridgewater | Storage Pros. Self-Storage | 503 North Bedford Street | Commercial | C |
| E. Bridgewater | Wayside Farms | 951 North Bedford Street | Residential | C |

### 3.3.6 Easton

The Town of Easton has seen a majority of residential and commercial growth occur along Routes 123 and 138. One example of this is the development of Highlands Plaza at the intersection of Routes 106 & 123. This 338,000 square foot plaza is a blend of local and national service, fashion and food retailers and is anchored by a Target, Hannaford Supermarket and T.J. Maxx.

Another major project in Easton is the conversion of the Ames Shovel Works complex into a 119 unit mixed income community and 2.2 acre park. In April 2010, the Town voted to approve $7.5 million in Community Preservation Act money to purchase an historic preservation easement for the project. Included in this project is the restoration of the Shovel Works complex to National Park Service Standards.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Easton | Church of the Good Shepherd | 701 Foundry Street | Institutional | C |
| Easton | Cinnamon Ridge Estates | Nutmeg Lane | Residential | C |
| Easton | Commercial/Retail Plaza | 502 Foundry Street | Retail | C |
| Easton | CVS | 689 Depot Street | Retail | C |
| Easton | Dunkin Donuts | 606 Washington Street | Retail | C |
| Easton | Easton Day Habilitation | 406 Turnpike Street | Institutional | C |
| Easton | Fieldstone Estates | Fairfield Drive | Residential | P |
| Easton | Harvey Estates | Elderberry Drive | Residential | U |
| Easton | Highland's Plaza | Robert Drive | Retail | C |
| Easton | Lansdowne Village Condos | 41 Foundry Street | Residential | C |
| Easton | North Easton Savings Bank | 20 Eastman Street | Retail | C |
| Easton | North Easton Savings Bank | 547 Washington Street | Retail | C |
| Easton | Pharmasol | 1 Norfolk Avenue | Industrial | C |
| Easton | Puddingstone Estates | Puddingstone Lane | Residential | U |
| Easton | Queset Commons | 7 Roosevelt Circle | Mixed | P |
| Easton | Raven Estates | Raven Drive | Residential | U |
| Easton | Roche Bros Supermarket | 25 Washington Street | Mixed | C |
| Easton | Shoppes at Old Pond | 519 Foundry Street | Retail | C |
| Easton | Shovel Shop Square | North Easton Center | Mixed | P |
| Easton | Stoneforge Grill | 10 Roosevelt Circle | Retail | C |
| Easton | Stonehill College Library | 320 Washington Street | Educational | C |
| Easton | Stonehill College Residence Hall | 320 Washington Street | Educational | C |
| Easton | Stonehill Science Center Expansion | 320 Washington Street | Educational | C |
| Easton | Union Street Realty | 23-25 Union Street | Residential | P |

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Easton | Walgreens | 501 Foundry Street | Retail | C |
| Easton | Wendy's Restaurant | 588 Washington Street | Retail | C |
| Easton | Whelan Associates | 31 Roche Bros. Way | Commercial | C |

### 3.3.7 Halifax

A majority of Halifax's commercial development has occurred along Route 106, specifically at the intersection of Routes 58 and 106, where in recent years a Stop & Shop and Walmart were constructed adjacent to each other. Halifax's lack of development, like its neighbor Plympton, may possibly be attributed to the lack of access to the regional highway system as well as a lack of a municipal sewer system. The abundance of bogs, swamps and streams also limits the amount of habitable land in town.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Halifax | Blackledge Farms | Franklin Street | Residential | P |
| Halifax | Harmony Liquors II Plaza | 284 Monponsett Street | Retail | C |
| Halifax | Stop and Shop | 341 Plymouth Street | Retail | C |
| Halifax | Walmart | 295 Plymouth Street | Retail | C |
| Halifax | White Dog Cranberry | Palmer Mill Road | Agricultural | C |

### 3.3.8 Hanson

Hanson does not have convenient access to limited access highways, such as Route 3 and Route 24, but there is potential for development and redevelopment along Route 27 and Route 58. The area around the Hanson Commuter Rail Station in South Hanson is a prime example, as the area contains multiple warehouses which were formerly used for cranberry storage. Also, the 56 acre town-owned former Plymouth County Hospital site remains vacant, which could be redeveloped into housing.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Hanson | Depot Village | Main Street | Residential | P |
| Hanson | D&D Cranberry Bog | 125 South Street | Agricultural | C |
| Hanson | Hanson Middle School | 111 Liberty Street | Educational | C |
| Hanson | Plymouth County Hospital | High Street | Institutional | P |
| Hanson | Quail Estates | East Washington Street | Residential | P |
| Hanson | Stonebridge Commons (55+) | Winter/Liberty/County Street | Residential | U |

### 3.3.9 Kingston

The economic and commercial center of Kingston is the area around the Independence Mall, just off of Route 3 in the southern part of Kingston. With the recent economic downturn, and businesses closing at the mall, there is currently an opportunity with considerable space available.

The Town of Kingston has also seen a large amount of growth at the intersection of Route 3A and Route 53 in the northern part of Kingston. There are three shopping plazas in this area, including RK Crossing, Kingsbury Plaza and Summerhill Plaza as well as the Bassett Brook Industrial Park.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Kingston | Barrows Brook Village | Grove Street | Residential | U |
| Kingston | Bearse Farm | Pembroke Street | Residential | P |
| Kingston | Country Club Estates (55+) | Country Club Way | Residential | P |
| Kingston | Country Club at Indian Pond Estates | Count Club Way | Mixed | P |
| Kingston | CVS Pharmacy | 189 Summer Street | Retail | C |
| Kingston | Fountain Knoll Estates | Elm Street | Residential | P |
| Kingston | Independence Mall Expansion | 105 Independence Mall Way | Retail | P |
| Kingston | Kingston Elementary School | 150 Main Street | Educ. | C |
| Kingston | Lowes Home Store | 32 William C. Gould Way | Retail | C |
| Kingston | Marion Drive Wind Turbines & Solar Field | Marion Drive | Industrial | P |
| Kingston | Nature's Edge | Elm Street | Residential | P |
| Kingston | Silver Lake Reg. Middle School | 256 Pembroke Street | Educational | C |
| Kingston | Tall Timbers | Elm Street | Residential | P |
| Kingston | Tree Farm Landing | Off Parting Ways Road | Residential | P |
| Kingston | Wastewater Treatment / Collection Facility | Cranberry Road | Municipal | P |

### 3.3.10 Pembroke

Recent development in Pembroke has focused around the Route 3 interchange along Route 139 with the construction of a Lowe's Home Store and the construction of the mixed-use Pembroke Business Park/Alexan Pembroke Woods development, which includes both residential units and office space, but the Mattakeesett Street Plaza in Pembroke's traditional town center at the intersection of Route 14 & 36 has undergone a major renovation over the past year. The renovation has included the construction and renovation of the entire plaza, including the construction of a 40,000 square foot Stop & Shop and the construction of a 12,000 square foot stand-alone CVS Pharmacy. The CVS is expected to open in January 2011, while the renovation of the entire plaza is expected to be completed by May 2011.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Pembroke | Canoe Club | Route 53 | Residential | C |
| Pembroke | Lowes Home Store | 108 Old Church Street | Retail | C |
| Pembroke | North River Village | Old Pembroke Road | Residential | P |
| Pembroke | Pembroke Business Park/ Alexan Woods | Pembroke Woods Road | Mixed | C |
| Pembroke | The Crossroads | Forest & Valley Street | Residential | U |

### 3.3.11 Plymouth

Plymouth is the largest town in Massachusetts in area and contains a considerable amount of land available for development and re-development. Additionally Plymouth is very accessible having direct, convenient access to and from Route 3, Route 44 and the MBTA Commuter Rail. Recent projects that have been completed include the 865,000 square foot Colony Place lifestyle center and the 425,000 square foot Shops at Five shopping center. Also currently under construction is the massive River Run development, which includes the construction of 1,175 houses and 900,000 square feet of commercial space in South Plymouth over the period of 12 years.

Some of the larger projects currently being proposed in Plymouth include the Plymouth Rock Studio movie studio, which includes the construction of 14 sound stages, a 10 acre back lot area and a 300 room hotel. Also the Cordage Park development has been the site of a proposal to build 675 residential units along Plymouth's waterfront.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Plymouth | ADM Tihonet | Tihonet Road | Mixed | P |
| Plymouth | Applewood Estates | Cedarville Valley Road | Residential | U |
| Plymouth | Bartlett Pond Pasture | Elm Street | Residential | P |
| Plymouth | Bayview | Center Hill Road | Residential | U |
| Plymouth | Beaver Dam Ridge | Old Sandwich Road | Residential | U |
| Plymouth | Bogview | State Road | Residential | U |
| Plymouth | Bramhall Estates | Jordan Road | Residential | U |
| Plymouth | British Beer Company | 6 Middle Street | Mixed | P |
| Plymouth | Camp Child Settlement | Ship Pond Road | Residential | U |
| Plymouth | Cedar Hill Park | Hedges Pond Road | Comm. | U |
| Plymouth | Cedarville Commons | Route 3A | Retail | P |
| Plymouth | Clark Estates | Fairview Lane | Residential | U |
| Plymouth | Colony Place | Commerce Way | Retail | C |
| Plymouth | Commerce Park | Route 80 & 44 | Mixed | P |
| Plymouth | Cordage Park | Court Street | Mixed | P |
| Plymouth | CVS | 731 State Road | Retail | C |
| Plymouth | D and D Distribution | Pilgrim Hill Rd | Industrial | P |
| Plymouth | Duck Plain Road | Duck Plain Road | Residential | U |
| Plymouth | Grace Estates | Long Pond Road | Residential | U |
| Plymouth | Gunning Point | Lunns Way | Residential | P |
| Plymouth | Hampton Inn Plaza | 10 Plaza Way | Hotel | C |
| Plymouth | Hedges Pond Road | Hedges Pond Road | Institutional | P |

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Plymouth | Herring Pond Preserve | Herring Pond Road | Residential | C |
| Plymouth | Home Depot | 39 Long Pond Road | Retail | C |
| Plymouth | Home Depot Plaza | Valley Road | Retail | C |
| Plymouth | Indian Brook School | 1181 State Road | Educ. | C |
| Plymouth | John Paul Estates | Cedarville | Residential | U |
| Plymouth | Jordan Hospital Expansion | 275 Sandwich Street | Institutional | C |
| Plymouth | Lighthouse Cove (55+) | Summer Street | Residential | P |
| Plymouth | Nestle Down | Manomet | Residential | P |
| Plymouth | Nye Acres | Papa's Hollow | Residential | U |
| Plymouth | Orchard Hills | Billington Street | Residential | U |
| Plymouth | Pickerel Cove | Bourne Road | Residential | U |
| Plymouth | Pinehills | Clark Road | Mixed | C |
| Plymouth | Plymouth Baseball Stadium | Commerce Way | Stadium | P |
| Plymouth | Plymouth County Registry of Deeds | 50 Obery Street | Municipal | C |
| Plymouth | Plymouth Intermodal Center | Downtown Plymouth | Mixed | P |
| Plymouth | Plymouth North High School | 41 Obery Street | Educational | U |
| Plymouth | Plymouth Rock Studios | 444 Long Pond Road | Mixed | P |
| Plymouth | Plymouth South H.S. Expansion | Long Pond Road | Educational | P |
| Plymouth | Plymouth South Middle School | 488 Long Pond Road | Educational | C |
| Plymouth | Plymouth Trial Court | 52 Obery Street | Institutional | C |
| Plymouth | Preserve at Halfway | Bourne Road | Residential | C |
| Plymouth | Prestige Way | Prestige Way | Commercial | U |
| Plymouth | Proposed Subdivision | Long Pond Road & Camelot Drive | Residential | P |
| Plymouth | Revere Copper | Route 3A | Residential | U |
| Plymouth | River Run | Off Wareham Street | Mixed | P |
| Plymouth | Sawmill Woods | Brook Road | Residential | P |
| Plymouth | Shaws Supermarket | 2260 State Road | Retail | C |
| Plymouth | Sherman Woods | Standish Avenue | Residential | P |
| Plymouth | Ship Pond Hills | Ship Pond Road | Residential | U |
| Plymouth | Shops at Five | 60 Long Pond Road | Retail | C |
| Plymouth | Stone Gate Farm | Plympton Road | Residential | P |
| Plymouth | Tara Woods | Plympton Road | Residential | C |
| Plymouth | The Trails | Ship Pond Road | Residential | U |
| Plymouth | Town Wharf Reconstruction | Town Wharf | Institutional | P |
| Plymouth | Twin Pines | Carver Road | Residential | P |
| Plymouth | Valley View Preserve | Valley Road | Residential | P |
| Plymouth | Village Crossing (55+) | Beaver Dam Road | Residential | U |
| Plymouth | Wadsworth Estates | Cedarville | Residential | P |
| Plymouth | Walgreens | 165 Samoset Street | Retail | C |

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Plymouth | Warren Ave Condos | 126 Warren Avenue | Residential | P |
| Plymouth | Watercourse Place | Watercourse Road | Residential | U |
| Plymouth | Watuppa | Commerce Way | Mixed | P |

### 3.3.12 Plympton

The Town of Plympton is the least populated community in the Old Colony Region and has historically always been so, due to the lack of access to the regional highway system prior to the Route 44 relocation project that was completed in 2005, as well as a lack of a municipal water and sewer system. The abundance of bogs, swamps and streams also limits the amount of habitable land in town.

The ongoing development of the 130 acre Plympton Industrial Park has come to fruition, when in December 2010, food distribution giant Sysco purchased the entire Industrial Park to construct their new 650,000 square foot distribution facility. The new Sysco distribution facility will employ more than 900 workers and will double, possibly even triple the town's commercial tax base.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Plympton | Cranberry Knoll | Cranberry Knoll Drive | Residential | C |
| Plympton | Crop Circle Cranberry | 0 Ring Road | Agricultural | C |
| Plympton | Plympton Service Center | 282 Main Street | Retail | C |
| Plympton | South Shore Equine Center | 151 Palmer Road | Commercial | C |
| Plympton | Stagecoach Plaza | 286 Main Street | Retail | C |
| Plympton | Sysco | Industrial Park | Industrial | P |

### 3.3.13 Stoughton

The Town of Stoughton, although mostly built-out, has seen a variety of development in the past few years, especially near exits 19 and 20 off of Route 24. Recent commercial development includes the Shoppes at Paige Pointe at Exit 20, whose tenants include a Target Department store and a TGI Friday's restaurant. There have also been two large residential developments in town including the 84-unit 55+ Pond View Village on Turnpike Street. There is also a proposed 179 unit development, Woodbridge Crossing, located at Mill & Island Street.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Stoughton | Blue Hills Alzheimer's Care Center | 1044 Park Street | Institutional | C |
| Stoughton | Extra Space Self Storage | 20 Washington Street | Commercial | C |
| Stoughton | IKEA | 1 Ikea Way | Retail | C |
| Stoughton | Pond View Village (55+) | Turnpike Street | Residential | U |
| Stoughton | Quail Run | Buckley Road | Residential | C |
| Stoughton | RK Plaza | 1334 Park Street | Retail | C |
| Stoughton | Shoppes at Paige Pointe | Route 139 | Retail | C |
| Stoughton | Stoughton Commons | Turnpike & Page Street | Mixed | C |
| Stoughton | Stoughton Technology Center | Technology Center Drive | Mixed | C |
| Stoughton | Villas at Metro South | Technology Center Drive | Residential | P |
| Stoughton | Woodbridge Crossing | Island & Mill Street | Residential | P |
| Stoughton | Woods Pond Estates | Plain Street | Residential | C |

### 3.3.14 West Bridgewater

Over the past few years West Bridgewater has seen a large amount of growth on Route 106 near the Route 24 Interchange at Exit 16. In the past few years, multiple businesses have been constructed there, including a Lowe's Home Store, a Chili's restaurant, a bank and two retail/commercial plazas. Another large project currently being proposed near the interchange is The Villages at West Bridgewater, which would consist of a 380,000 square foot lifestyle shopping center on an area that currently exists as 72 acres of open farm land.

Development in West Bridgewater has also occurred at the intersection of Routes 28 and 106, as in the past few years a new Cumberland Farms gas station and convenience store as well as a retail/commercial plaza have been constructed there. This past July, CVS Pharmacy proposed plans to construct a 13,000 square foot pharmacy at the intersection at the corner of West Center and River Streets.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| W. Bridgewater | Chili's Restaurant | 726 West Center Street | Retail | C |
| W. Bridgewater | Cobblestone Estates | South Elm Street | Residential | C |
| W. Bridgewater | Cumberland Farms | 8 North Main Street | Retail | C |
| W. Bridgewater | CVS | West & River Street | Retail | P |
| W. Bridgewater | E*Fill | United Drive | Industrial | U |
| W. Bridgewater | Lowes Home Store | 724 West Center Street | Retail | C |
| W. Bridgewater | Mansfield Bank | 728 West Center Street | Retail | C |
| W. Bridgewater | Mini Storage Facility | 327 South Main Street | Commercial | C |
| W. Bridgewater | Park-n-Ride Lot Upgrade | Route 106 | Parking | C |
| W. Bridgewater | Plasse Masonry | Maple Street | Retail | P |
| W. Bridgewater | Route 106 Plaza | 389-391 West Center Street | Retail | C |
| W. Bridgewater | Skyview Realty Trust | 2013 Main Street | Residential | C |
| W. Bridgewater | Villages at West Bridgewater | Lincoln Street | Mixed | P |
| W. Bridgewater | Walnut Grove Retirement Community (55+) | Walnut Street | Residential | P |
| W. Bridgewater | Water Department Wind Turbine | Cyr Street | Industrial | P |

### 3.3.15 Whitman

One of the most recent developments in Whitman is the rehabilitation of the former Commonwealth Shoe & Leather Company. Vacant since operations ceased at the complex in the 1960s, the Heritage Company purchased the former complex and has transformed it into 128 modern one and two bedroom apartments, now known as the Bostonian Shoe Lofts. The Shoe Lofts also host 14 retail/commercial units on the bottom floors, which may be utilized as restaurants, retail stores or medical offices. As of December 2010, Phase 1 of the project is complete with 38 residential units currently occupied while Phase 2 and the 90 remaining residential units will be available in Spring 2011. The Shoe Lofts are conveniently located adjacent to Route 27 in Whitman and are approximately ½ mile from the Whitman commuter rail station and ¼ mile from downtown Whitman. This project is also an excellent example of Governor Deval Patrick's Sustainable Development Principles, as this project not only remediated an existing structure, but also integrated residential and commercial uses in one building.

| COMMUNITY | PROJECT NAME | LOCATION | LAND USE | STATUS |
|---|---|---|---|---|
| Whitman | 22 Churchill Avenue | 22 Churchill Avenue | Residential | C |
| Whitman | 604 Bedford Street | 604 Bedford Street | Residential | C |
| Whitman | 6 Colebrook Boulevard | 6 Colebrook Boulevard | Residential | C |
| Whitman | CVS | 351 Bedford Street | Retail | C |
| Whitman | McDonald's | 323 Bedford Street | Retail | C |
| Whitman | Police Station | Essex Street | Municipal | U |
| Whitman | Stop and Shop | 475 Bedford Street | Retail | C |
| Whitman | Villages at Auburnville (55+) | Auburn Street | Residential | C |
| Whitman | Walgreens | 392 Bedford Street | Retail | C |
| Whitman | Whitman-Hanson Regional High School | 600 Franklin Street | Educational | C |

## 3.4 Conclusion and Recommendations

During this recent recession, there are a number of proposed projects that are being put on hold, until the economy turns around. However, when the economy does turn around, these projects will begin in earnest. Although most of these projects will increase both employment and tax revenues, the impacts of such projects add to the mounting vehicular traffic and may strain existing water, sewer, and transportation infrastructure if adequate mitigation and upgrades are not provided.

As such, OCPC recommends the centralized implementation and operation of the Land Use Monitoring System. Its continued operation will involve continued database refinement and project tracking. Furthermore, OCPC recommends that local, regional and state stakeholders work together to identify appropriate mitigation and funding for necessary improvement measures.

**Figure 3.1: Development in the Western OCPC Region**

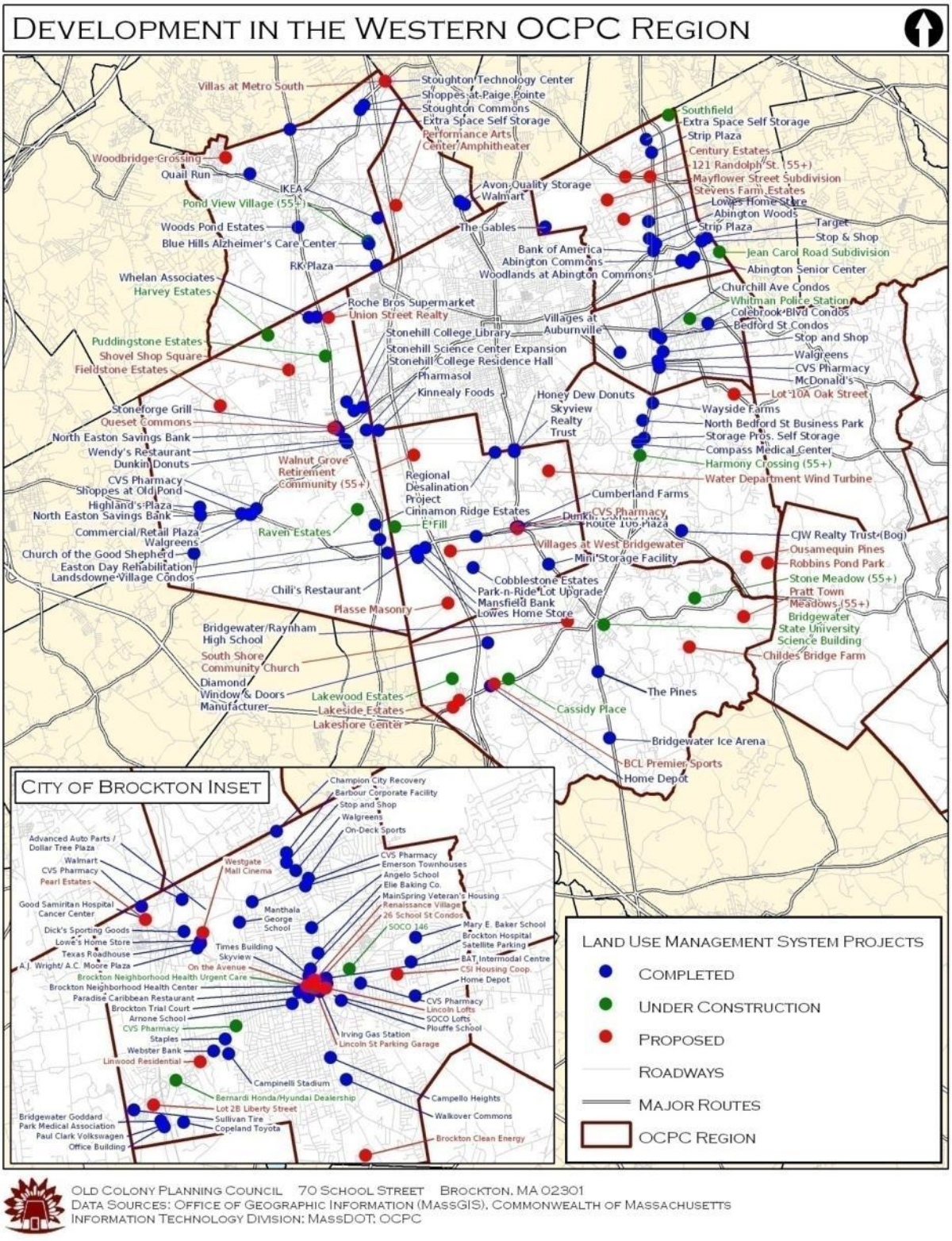
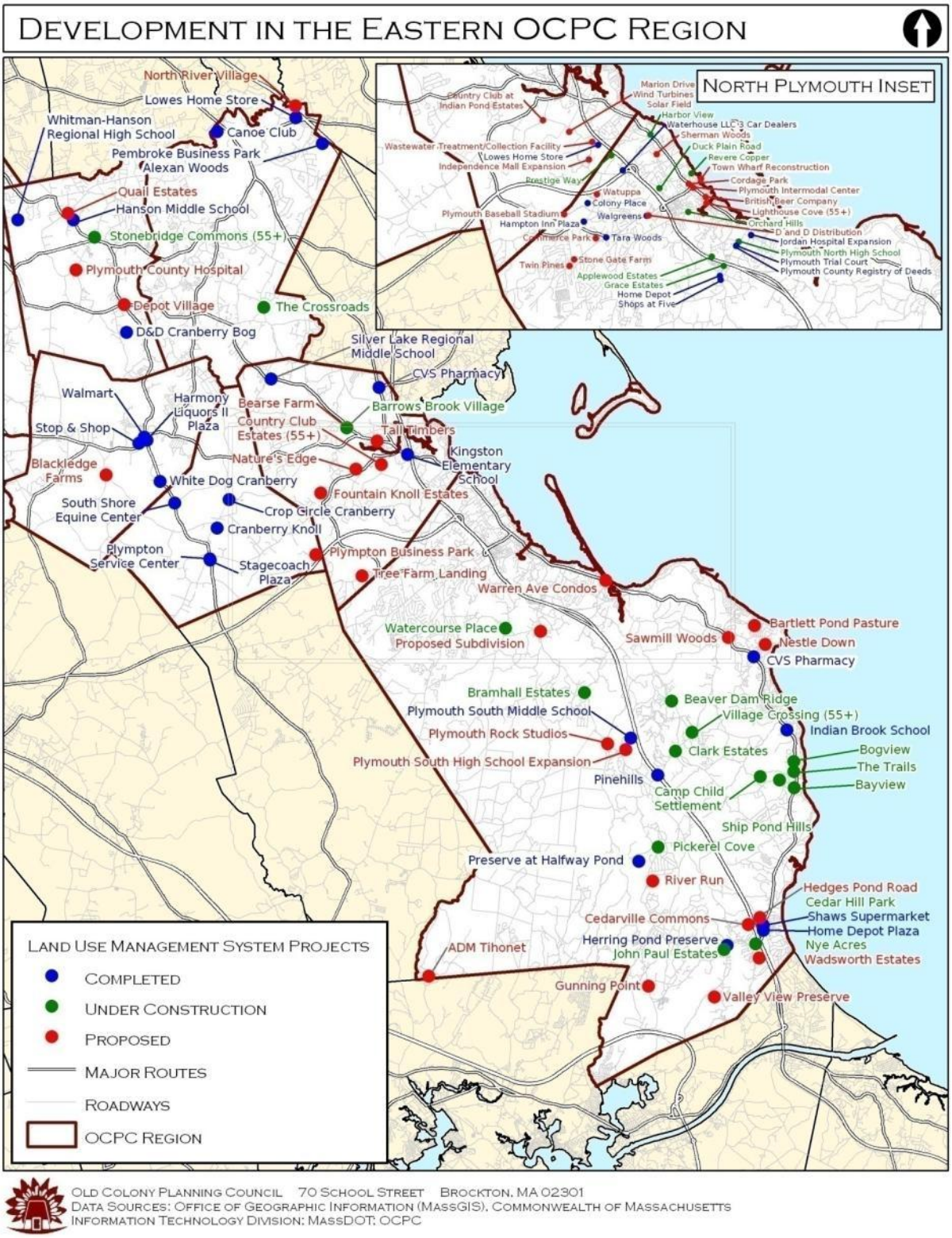


**Figure 3.2: Development in the Eastern OCPC Region**



## 4.0 The Pavement Management System

### 4.1 Introduction

A region-wide Pavement Management System (PMS) for federal-aid eligible roads was originally developed in conformance with federal guidelines initiated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the precursor to TEA-21 and SAFETEA-LU. The ISTEA guidelines required management systems for specific planning activities including pavement management. Chapter 23 Section 500.207 of the United States Code of Federal Regulations {23 CFR 500B} (April, 1994) define the components of which a Pavement Management System shall consist. This section of the CFR (1994) is included in Appendix A of this report. Although guidelines under subsequent federal legislations TEA-21 and SAFETEA-LU did not require a PMS, OCPC has continued its effort to maintain the region wide PMS for federal aid eligible roads. These federal aid eligible roads fall into two main funding categories; the Surface Transportation Program (STP) and the National Highway System (NHS).

As initiated under ISTEA, the Old Colony PMS was developed in cooperation with the Massachusetts Department of Transportation (MassDOT) and other Massachusetts regional planning agencies. The PMS, although a voluntary management system under current federal statute, is essential in ensuring that resources are allocated in the most effective and efficient manner. OCPC continues to refine and update its pavement management system in keeping with the Congestion Management Process (CMP) principles of objectives-driven, performance-based planning.

Old Colony Planning Council uses the software program *Road Manager*, which includes a pavement deterioration curve demonstrating the rate of deterioration of pavement and the implications for cost of maintenance, to calculate Pavement Condition Index (PCI) scores for the surveyed road segments. Road Manager assigns a PCI to each road or road segment based on the condition surveys conducted by OCPC staff. Field inspections of roadways are recorded by staff on condition survey forms. The field condition surveys are based on the severity and extent of specific surface condition criteria including: potholes and patching, alligator cracking, distortion, rutting, weathering/block cracking, transverse and longitudinal cracking, bleeding/polished aggregate, surface wear and raveling, corrugations, shoving, and slippage. The information on road surface conditions obtained in the field via the windshield survey is entered into Road Manager software, which assigns a PCI and recommends a repair and associated cost for each road and road segment. Each road or road segment is placed in a

condition category based on the PCI, which includes "Poor" (PCI = 0 to 64), "Fair" (PCI = 65 to 84), "Good" (PCI = 85 to 94), and "Excellent (PCI = 95 to 100).

The repairs recommended by Road Manager, based on the road condition, include five general default repair strategies developed by the Pavement Management Users Group technical group. These include:

1. Reconstruction – This work includes a combination of a number of tasks, including: complete removal and replacement of a failed pavement segment, road sub-base replacement (gravel, sand, and aggregates), drainage work, road realignment, and safety hardware (guard rail) installation.
2. Rehabilitation – The rehabilitation of pavements may include full and partial depth patching, joint and crack sealing, grouting and under-sealing, and grinding and milling in conjunction with overlays over two inches.
3. Preventative Maintenance – This work may include extensive crack sealing, chip sealing, and micro-surface or overlays less than two inches thick.
4. Routine Maintenance – This work may include crack sealing and pothole patching.
5. No Immediate Maintenance or Repair.

The recommended road repair and maintenance strategies generated by *Road Manager* are suggested recommendations based on the road condition inputs from the field surveys. They are not intended as a substitute for the experience and judgment of road agency staff. In general, the recommendations are based upon the following: roads in "Poor" condition require reconstruction, roads in "Fair" condition require rehabilitation, roads in "Good" condition require routine maintenance or preventative maintenance, and roads in "Excellent" condition require no immediate repair or maintenance.

## 4.2 Update of Pavement Surface Conditions

OCPC recently completed field inspections for all federal eligible roads in November of 2010; thereby updating the conditions field and recommended improvements field in the PMS. This data is updated on an ongoing basis, as pavement reconstruction and resurfacing projects are completed on federal aid roads through the Old Colony Transportation Improvement Program (TIP). In addition, a complete field inspection of all federal aid eligible roads in the region is completed by OCPC every four years in order to update the Regional Transportation Plan.

Table 4-1 summarizes the surface conditions and estimated repair costs for roads based on updates to the system to 2010. Table 4-2 summarizes the 2010 estimated repair costs by funding category eligibility (National Highway System, NHS, and Surface Transportation Program, STP). Table 4-3 shows the estimated repair costs for federal aid eligible roads under state jurisdiction compared to those under local jurisdiction.

**Table 4-1 – 2010 Road Surface Conditions and Estimated Repair Costs - Federal Aid Roads**

| | Condition | Road Mileage | Percent Mileage | Estimated Repair Cost | Percentage of Cost |
|---|---|---|---|---|---|
| **Arterials** | Excellent | 34 | 25% | $0 | 0% |
| | Good | 39 | 29% | $3,675,479 | 8% |
| | Fair | 42 | 31% | $23,780,171 | 51% |
| | Poor | 21 | 15% | $19,537,032 | 42% |
| | Total | 136 | 100% | $46,992,682 | 100% |
| **Collectors** | Excellent | 63 | 14% | $0 | 0% |
| | Good | 101 | 22% | $1,980,493 | 1% |
| | Fair | 136 | 30% | $48,335,810 | 32% |
| | Poor | 154 | 34% | $102,609,425 | 67% |
| | Total | 454 | 100% | $152,925,728 | 100% |
| **All Federal-Aid Eligible Roadways** | Excellent | 97 | 16% | $0 | 0% |
| | Good | 140 | 24% | $5,655,972 | 3% |
| | Fair | 178 | 30% | $72,115,981 | 36% |
| | Poor | 175 | 30% | $122,146,457 | 61% |
| | Total | 590 | 100% | $199,918,410 | 100% |

**Table 4-2 – Funding Costs by Category**

| Funding Category | Estimated Repair Cost |
|---|---|
| NHS | $46,992,682 |
| STP | $152,925,728 |
| TOTAL | $199,918,410 |

**Table 4-3– Funding Costs by Jurisdiction**

| Jurisdiction | Estimated Repair Cost |
|---|---|
| State | $41,454,029 |
| Local | $158,464,381 |
| TOTAL | $199,918,410 |

Tables 4-4 and 4-5 compare 2010 cost estimates to 2009 cost estimates by condition category.

**Table 4-4– 2010 Pavement Maintenance and Repair Costs**

| | Excellent | Good | Fair | Poor | Totals |
|---|---|---|---|---|---|
| **Arterials** | $0 | $3,675,479 | $23,780,171 | $19,537,032 | $46,992,682 |
| **Collectors** | $0 | $1,980,493 | $48,335,810 | $102,609,425 | $152,925,728 |
| **Totals** | $0 | $5,655,972 | $72,115,981 | $122,146,457 | $199,918,410 |
| **Percentage** | 0.00% | 2.83% | 36.07% | 61.10% | 100% |

**Table 4-5– 2009 Pavement Maintenance and Repair Costs**

| | Excellent | Good | Fair | Poor | Totals |
|---|---|---|---|---|---|
| **Arterials** | $0 | $955,989 | $28,076,707 | $36,509,216 | $65,541,912 |
| **Collectors** | $0 | $1,683,341 | $34,413,355 | $78,236,875 | $114,333,571 |
| **Totals** | $0 | $2,639,330 | $62,490,062 | $114,746,091 | $179,875,483 |
| **Percentage** | 0.00% | 1.47% | 34.74% | 63.79% | 100% |

Based on a comparison of Tables 4-4 and 4-5, there has been an increase in the overall estimated repair cost from $179,875,483 in 2009, to $199,918,410 in 2010. The estimated repair cost for arterials has declined from $65,541,912 in 2009 to $46,992,682 in 2010; however, there has been an increase in the estimated cost for repairs to collector roads from $114,333,571 to $152,925,728. There has been a decrease in the repair and maintenance costs for arterials in the "Fair" and "Poor" categories, and a significant increase in the costs for arterials in the "Good" category in 2010. There has been a significant increase in the costs for collector roads in the "Fair" and "Poor" categories in 2010 compared to 2009. The repair and maintenance costs for roads in the "Fair" and "Poor" categories are generally higher due to more extensive reconstruction needs for roads under these conditions.

Figure 4-1 shows the percentage of the road mileage within each road condition category from the 2010 *Road Manager* database. Figure 4-2 shows the percentage of the estimated repair and maintenance cost each condition category has been assigned in the 2010 *Road Manager* estimated repair budget. Based on these estimates, the percentage of miles in the "Poor" category is 30 percent; however, this category makes up 61 percent of the total estimated repair budget. Thirty percent of the mileage falls within the "Fair" category, which makes up 36 percent of the estimated repair budget. Sixteen percent of the road mileage is in the "Good" category, which makes up three percent of the estimated repair and maintenance budget. This reflects the fact that the roads within the "Poor" category require costlier repairs with full depth reconstruction than those in the "Fair" and "Good" categories, which usually require surface treatments such as crack-filling or overlays.

**Figure 4-1: 2010 Percent of Road Mileage by Condition Category**

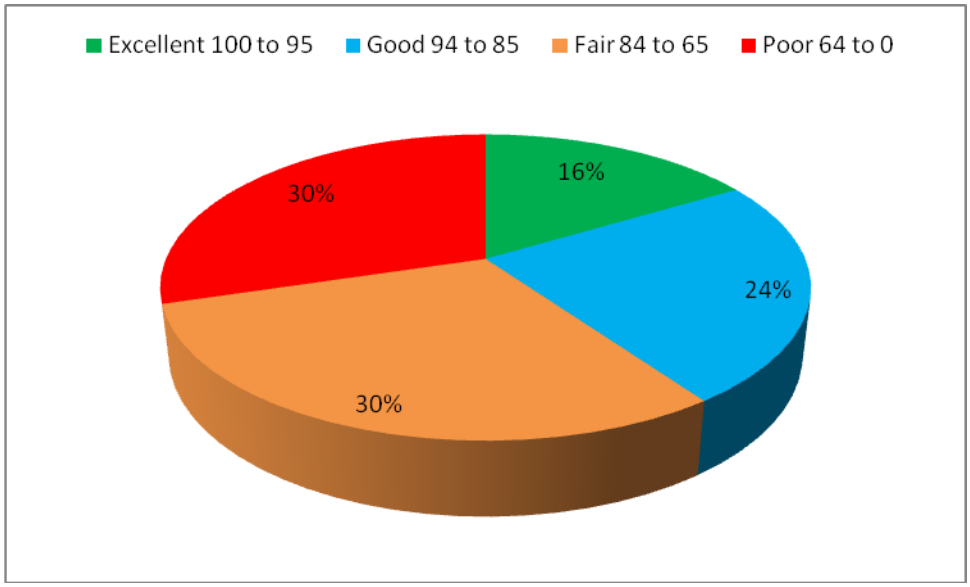



**Figure 4-2: 2010 Percent of Repair Budget for Condition Categories**

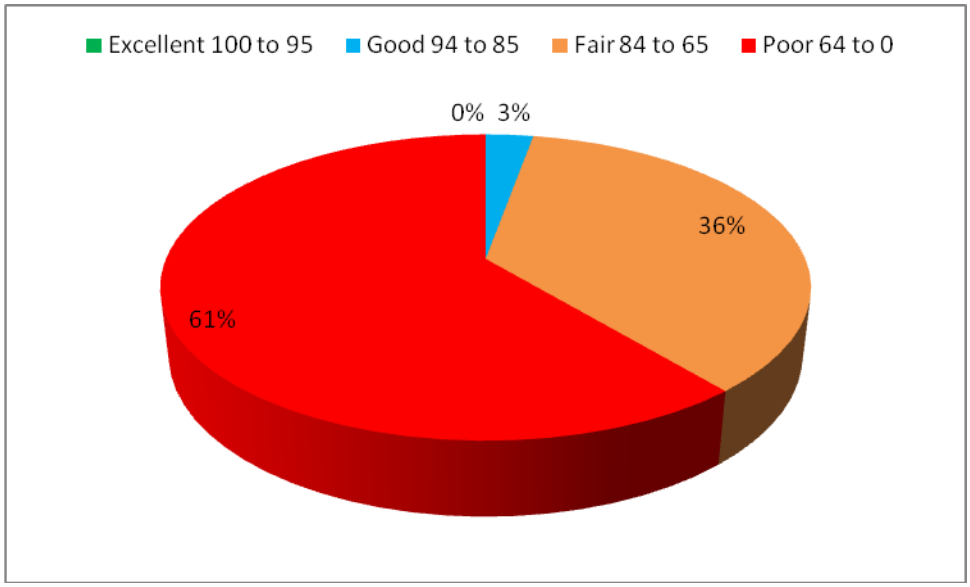


**Figure 4-3 – 2009 Percentage of Road Mileage in Each Condition Category**

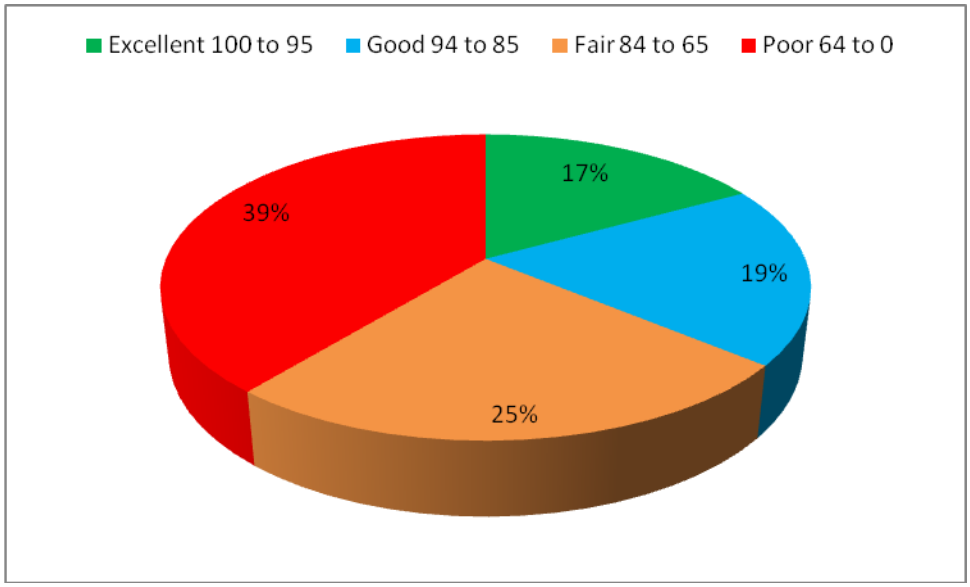
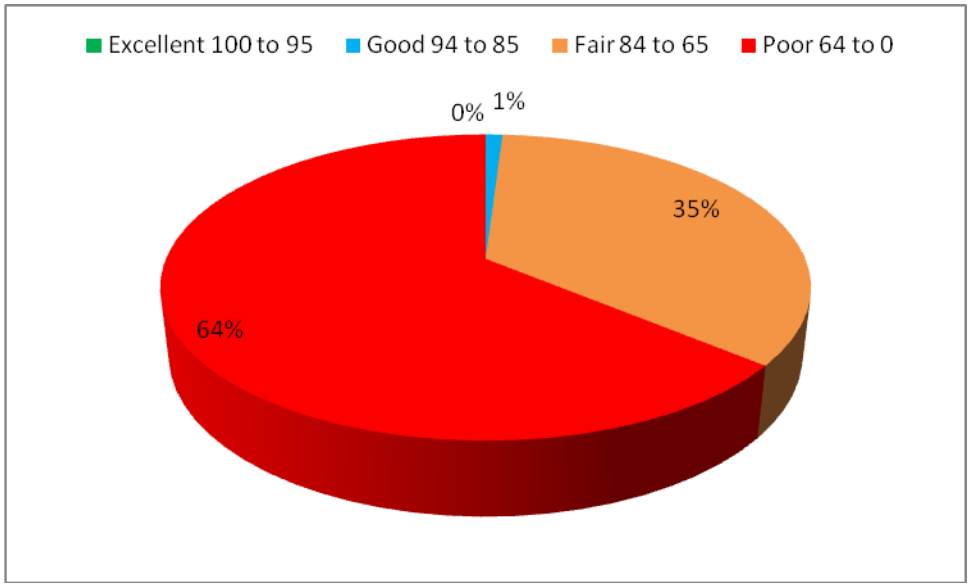



**Figure 4-4 - 2009 Percentages of Estimated Repair and Maintenance Cost for Condition Categories**



Figures 4-3 and 4-4 show the mileage for each condition category and the percentage of estimated cost for repair and maintenance of each category for the 2009 Road Manager data. A comparison of Figures 4-1 and 4-2 to Figures 4-3 and 4-4 shows that there is less mileage in the "Poor" category in 2010 than in 2009 (30 percent in 2010 compared to 39 percent in 2009), with higher percentages of the mileage in the "Fair" and "Good" categories in 2010 compared to 2009 (30 percent "Fair" and 24 percent "Good" in 2010 compared to 25 percent "Fair" and 19 percent "Good" in 2009). The percent of mileage in the "Excellent" category declined slightly from 17 percent in 2009 to 16 percent in 2010. The percentage of the budget allocated for the "Poor" category has declined slightly from 64 percent in 2009 to 61 percent in 2010.

Road surface maintenance and repair is an ongoing process. The Old Colony PMS is also an ongoing process and is updated on an ongoing basis as pavement reconstruction and resurfacing projects are completed on federal aid roads within the region through the Old Colony Transportation Improvement Program (TIP) and other funding sources. Table 4-6 lists projects in the OCPC region, included in the Old Colony TIP that have resulted and/or will result in improvements to the road pavement on federal aid eligible roads within the region.

## Table 4-6: Pavement Projects In the OCPC Region

| Community | Description | Type of Project | Status |
|---|---|---|---|
| Abington | Route 139 Resurface from Route 18 to Rockland Line | Resurface | PWED funded project completed |
| Abington | Route 58 Resurface from Wales Street south to Birch Street | Resurface | PWED funded project completed |
| Abington/Weymouth | Widen and Reconstruct Route 18 Route 139 to Highland Place | Reconstruction | Funding to be determined |
| Abington | Resurface and Related Work Linwood Street | Resurfacing | Funding to be determined |
| Bridgewater | I-495 Interstate Maintenance | Resurfacing | TIP FFY 2010 |
| Bridgewater | North Street Reconstruction from Pleasant Street to Birch Street | Reconstruction | Completed |
| Brockton | Resurfacing and Related Work on Route 27 (Pleasant Street and Crescent Street) | Resurfacing and Related Work | TIP FFY 2012 |
| Brockton | Resurfacing and Related Work on West Elm Street | Resurfacing and Related Work | TIP FFY 2012 |
| Brockton | Reconstruction of Court Street, Main Street to North Cary Street | Reconstruction | Funding to be determined |
| Brockton | Field Street, Montello to Winter | Resurface | Funding to be determined |
| Brockton | Reconstruct Forest Ave, Warren to Belmont | Reconstruction | Funding to be determined |
| Brockton | Perkins Ave, Summer to Main | Resurface | Funding to be determined |
| Brockton | Belmont Street (Route 123), Route 24 to VA Hospital | Reconstruction | FFY 2011 |
| Brockton | Route 123 Centre Street, Montello to Cary | Resurface | Funding to be determined |
| Brockton to Raynham | Route 24 NHS Preservation Resurfacing and related work | Resurface | Under Construction |
| Easton | Route 106 Foundry Street from Morse Road to West Bridgewater | Resurfacing | Funding to be determined |
| Easton | Route 123 Depot Street from Foxridge Road to Route 138 | Reconstruction and Resurfacing | Funding to be determined |
| Halifax | Route 58 | Reconstruction | Funding to be determined |
| Kingston | Route 106 Main Street Reconstruction | Reconstruction | Funding to be determined |
| Kingston | Route 27 Pembroke Street Resurface/ Reconstruct | Resurfacing and Reconstruction | Completed |
| Pembroke | Route 14 from Hanson town line to Route 53 | Reconstruction | 75% Design |
| Pembroke | Route 36 from Route 27 to Route 14 Resurfacing and related work | Resurfacing | Funding to be determined |
| Plymouth | Taylor Ave Reconstruction | Reconstruction | 25% Design |
| Plymouth | Route 44 (Samoset Street) from Route 3 to Water Street | Reconstruction | 25% Design |
| Stoughton | Reconstruct Route 138 | Reconstruction | Funding to be determined |
| West Bridgewater | Reconstruct Route 106 from Route 28 to Easton Line | Reconstruction | Funding to be determined |

### 4.3 Conclusions

Based on the comparison of the portion of mileage for each of the condition categories, there was an improvement in the overall surface conditions of the arterial and collector roads in the region in 2010 over 2009. The percentage of road mileage in the "Poor" category decreased from 39 percent in 2009 to 30 percent in 2010; however, the overall estimated repair and maintenance cost increased from $179,875,483 to $199,918,410 with increases in the percentage of mileage in the "Fair" and "Good" categories.

Early maintenance on bituminous roads adds more service years to a facility and avoids sub-surface damage. Sub-surface damage is expensive to repair, which is required when the road falls into the "Fair" and "Poor" categories. The 2010 PMS shows an increase of road mileage in the "Fair" category from 25 percent in 2009 to 30 percent in 2010. Good road management should include early maintenance to avoid the situation whereby the bulk of roads enter the "Fair" and "Poor" expensive categories, thereby requiring large budgets for reconstruction.

Figure 4-5 shows the condition of the region's roads for 2010 in the Old Colony Pavement Management System. This data is based on field surveys completed in 2010 for the Old Colony Regional Transportation Plan and updated information from local road agencies and the Old Colony TIP. Figure 4-6 shows the recommended pavement improvements for the region's roads based on Road Manager's recommendations.

# 5.0 The Safety Management System

## 5.1 Summary of Safety Management System

The Old Colony Safety Management System consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on public roads. Recommended actions include providing information for selecting and implementing effective safety strategies and projects. All opportunities to improve roadway safety are identified, considered, and implemented in all phases of highway planning, design, construction, maintenance, and operation. The safety management system incorporates roadway, human and vehicle safety elements. Considered an ongoing effort, Old Colony Planning Council provides collects and maintains all data needed in the estimation of refined performance measures. Staff identifies both existing and future needs of the region's transportation system with regard to safety. Subsequently, this report includes development of annual regional listings of high hazard intersections and corridors, and participation in the Highway Safety Improvement Program.

The procedures specific to staff implementation of and maintenance of this safety management system are outlined in the Old Colony Metropolitan Planning Organization's Unified Planning Work Program.

## 5.2 Corridor Studies and Regional Studies

Through the Old Colony MPO Unified Planning Work Program, Old Colony Planning Council conducts corridor studies that examine transportation conditions and deficiencies on significant transportation corridors, and regional studies on conditions non-specific to a particular corridor but affecting a large portion of the Region. Corridor studies provide communities and planning agencies a detailed assessment of current conditions, which in turn help guide decisions regarding maintenance and capacity. These studies examine alignment, modes of transportation, facilities, and movement between activity centers or other logical termini. The findings from corridor and regional studies support the development of the Regional Transportation Plan and the Transportation Improvement Program.

In 20010, Old Colony Planning Council conducted the following Corridor and Regional transportation studies:

- Route 58 Corridor Study – Phase 2
    - *Abington, Whitman, Hanson, Halifax, and Plympton*
- Route 139 Corridor Study – Phase 2
    - *Abington, Stoughton, Pembroke*

Though the Route 58 and Route 139 Corridor Studies were multifaceted in scope, examining multiple issues including congestion, land use, and access management, the Studies identified safety deficiencies along the corridors and proposed site-specific mitigation for improving safety.

### 5.2.1 Route 58 Corridor Study

The Route 58 Corridor Study was initiated as part of the Old Colony Unified Planning Work Program (UPWP). The purpose of the study was to identify safety deficiencies, along with traffic flow and circulation problems, within the 18.5 mile section of Route 58 through the communities of Abington, Whitman, Hanson, Halifax, and Plympton. Strategies and specific recommendations based on the study findings and stakeholder meetings were developed to improve the corridor. This study focused on key intersections, signalized and un-signalized, as well as on the road corridor itself, and included data and analysis for non-motorized travel (pedestrian and bicycle). Table 5-1 contains the safety related recommendations that were presented in the report.

### 5.2.2 Route 139 Corridor Study

The Route 139 Corridor Study was initiated as part of the Old Colony Unified Planning Work Program (UPWP). The purpose of the study was to identify safety deficiencies, along with traffic flow and circulation problems, within the Route 139 corridor through the communities of Stoughton, Abington, and Pembroke. Strategies and specific recommendations based on the study findings and stakeholder meetings were developed to improve the corridor. This study focused on key intersections, signalized and un-signalized, as well as on the road corridor itself, and included data and analysis for non-motorized travel (pedestrian and bicycle). Table 5-2 contains the safety related recommendations that were presented in the report.

**Table 5-1: Recommended Safety Improvements from Route 58 Corridor Study**

| Location | Recommendation |
|---|---|
| Entire Corridor | Re-stripe and improve signage and crosswalks; Re-stripe and maintain street markings (center lines, fog lines, etc.); Upgrade existing signage to MUTCD standards for retro reflectivity; Replace missing speed limit signs; Improve lighting; Clear roadside vegetation to provide recovery areas for roadway departures and improve sight-distances to and from driveways and intersections; Relocate utility poles away from roadway edge; Install post-mounted delineators and chevrons on curves; Encourage area schools to participated in Safe Routes To School; Construction of new or reconstruction of existing sidewalks to conform with ADA/ABA standards |
| Route 58 at Birch Street and Brighton Street, Abington | Designate Brighton Street a one-way road away from the intersection, to reduce traffic volume and turning conflicts at the intersection |
| Route 58 From Birch Street to Hanson Town Line, Abington | Install raised curbs to separate sidewalks from roadway |
| Route 58 at Spring Street / Route 58 at Whitman Street, Hanson | Provide enhanced warning and delineation on curves at the intersections; Improve lighting; Widen Route 58; Reconstruction and Realignment of roadway and intersections |
| Route 58 at West Washington Street, Hanson | Provide enhanced warning signage and advisory speed signage for curves in advance of intersection |
| Route 58 at County Road (Route 14), Hanson | Restrict left turn movements into and out of Dunkin Donuts |
| Route 58 at Maquan Street (Route 14), Hanson | Signalize Intersection; Widen approaches to provide storage lanes for turning vehicles |
| Route 58 at Route 27, Hanson | Reconstruct intersection to provide turning lanes; Retime signal phasing; Restrict left turns to and from adjacent businesses |

**Table 5-1: Recommended Safety Improvements from Route 58 Corridor Study, continued**

| Location | Recommendation |
|---|---|
| Route 58, Halifax | Repave roadway |
| Route 58 at Center Street, Plympton | Monitor crash rate intersection to determine effectiveness of recent improvements |

**Table 5-2 Recommended Safety Improvements from Route 139 Corridor Study**

| Location | Recommendation |
|---|---|
| Route 139 at Prospect Street, Stoughton | Clear roadside and overhanging vegetation to improve sight lines to and from intersection |
| Route 139 at Lincoln Street, Stoughton | Short Term: Strict speed enforcement; enhance delineation of travel lanes with improved roadway striping |
| | Long Term: Implementation of access management techniques (consolidation of adjacent curb cuts); Reconstruct intersection with traffic signal installation and addition of turning lanes |
| Route 139 at Central Street, Stoughton | Short Term: Strict speed enforcement; Increase clearance ("All-Red") time on existing signals; Prohibit right turns on red; Install back plates on signal heads to increase visibility of signals and prevent red-light running; Replace bulbs with brighter, LED bulbs to increase visibility of signals; Enhance roadway striping including lane assignments and turning movement guide lines; Improve sight lines through clearing of roadside and overhanging vegetation |
| | Long Term: Reconstruct intersection with dedicated left turn lanes, and left turn signal protection; Modify signals for lead/lag to allow for some turn protection; Implement access management strategies, including consolidation of adjacent curb cuts |

**Table 5-2 Recommended Safety Improvements from Route 139 Corridor Study, continued**

| Location | Recommendation |
|---|---|
| Route 139 at Pine Street, Stoughton | Short Term: Strict speed enforcement to reduce speeding; Install guardrails with reflectors to reduce frequency and severity of roadway departure crashes; Enhance roadway striping with retroreflective street paint; and improve sight lines through clearing of roadside and overhanging vegetation to prevent driver confusion |
| | Long Term: Reconstruct intersection with geometric improvements and installation of traffic signals; Improve intersection and roadway lighting |
| Route 139 at Pleasant Street, Stoughton | Short Term: Resurface and restripe intersection, with clear lane delineation and stop lines; |
| Route 139 at Technology Center Drive / Kay Way, Stoughton | Long Term: Reconstruct intersection with sidewalks on both sides of Route 139 east of the intersection; crosswalks; and new traffic signal systems with pedestrian controls |
| Route 139 at Hancock Street, Abington | Short Term: Enhance visibility and enforcement of crosswalks with MUTCD compliant signage; Improve sight lines through clearing of roadside and overhanging vegetation; Remove/relocate signage and other roadside objects obscuring sight lines |
| | Long Term: Construction of sidewalks along eastbound side of Route 139 (to correspond with existing crosswalks) |
| Route 139 at Chestnut Street, Abington | Short Term: Strict speed enforcement to prevent speeding along with frequency and severity of angled collisions; Re-stripe crosswalks and stop lines with reflecting street paint; Enhance visibility of crosswalk with improved signage; Improve sight lines through clearing of roadside and overhanging vegetation |
| | Long Term: Reconstruct intersection with geometric improvements and installation of traffic signals |

**Table 5-2 Recommended Safety Improvements from Route 139 Corridor Study, continued**

| Location | Recommendation |
|---|---|
| Route 139 at Lincoln Street, Abington | Short Term: Re-stripe crosswalks to be consistent with crosswalks at adjacent intersections; Enhance visibility of crosswalk with improved signage; Improve sight lines through clearing of roadside and overhanging vegetation |
| | Long Term: Reconstruct intersection, with widened Lincoln Street approach and fully actuated traffic signal controls, coordinated with traffic signals at Route 18 and Route 58; Relocate utility pole of eastbound Route 139 approach |
| Route 139 at Route 18, Abington | Short Term: Increase clearance (all-red) time on existing traffic signal system, and restrict Right Turns on Red; Enhance roadway striping including lane assignments and turning movement guide lines |
| | Long Term: Install left turn protection signals; Implement access management strategies, including consolidation of adjacent curb cuts |
| Route 139 at Route 58, Abington | Short Term: Increase clearance (all-red) time on existing traffic signal system, and restrict Right Turns on Red; Enhance advanced warning of signals with signage |
| | Long Term: Reconstruct intersection with shared through / right turn lanes; Configure phasing with lead/lag phases |
| Route 139 at MBTA Railroad Crossing on North Avenue, Abington | Short Term: Use train horns well in advance of crossing to prevent collisions between trains and roadway vehicles |
| | Long Term: Install quad gates at grade crossing that blocs entire roadway on each side of crossing |
| Route 53/139 at Washington Street, Pembroke | Short Term: Clear vegetative growth on eastern edge of Columbia Road, to increase sight lines from the south; Convert YIELD sign control of Schoosett Street right turn onto Columbia Road to STOP sign control |
| | Long Term: Reduce wide turning radius of Schoosett Street right turn onto Columbia Road, to forcibly reduce travel speeds; Reconstruct intersection with traffic signal installation and coordination with signals at Route 139 and Route 53 |

**Table 5-2 Recommended Safety Improvements from Route 139 Corridor Study, continued**

| Location | Recommendation |
|---|---|
| Route 53/139 at Schoosett Street (Route 139), Pembroke | Short Term: Remove "free right turn" from Schoosett Street westbound approach, forcing all vehicles to stop (overall objective to reduce approach speeds on Schoosett Street); Install back plates on signal heads to prevent accidental red-light running; Install "No Turn On Red" controls on eastbound exit out of plaza |
| | Long Term: Geometric improvements on northeastern corner to reduce turn radius, and remove "free right" to reduce travel speeds and force complete stop by drivers; Create a separate left turn storage area on northbound approach |
| Route 139 at Water Street, Pembroke | Short Term: Clear vegetation and roadside fixture on southern edge of Route 139<br>Upgrade STOP sign and painted stop lines with retroreflective materials |
| Route 139 at Oak Street, Pembroke | Short Term: Restripe lane striping where faded – maintain regularly; Provide pedestrian refuge area on island on Oak Street approach |
| | Long Term: Widen Brigantine Village driveway exit to 2-lanes |
| Route 139 at Route 3 Southbound Ramps, Pembroke | Short Term: Install MUTCD compliant signage at crosswalk crossing On-Ramp from Route 139 Eastbound onto Route 3 southbound |
| | Long Term: Install pedestrian controls for existing crosswalk crossing ramps |
| Route 139 at Old Oak Street (Union Street), Pembroke | Short Term: Restripe lane striping where faded – maintain regularly |
| | Long Term: Allow left turns from Church Street (both directions) on protected green arrow only |

## 5.3 Crash Data Management

Old Colony Planning Council continually maintains a database of the most hazardous locations throughout the Region based on crash records and traffic volumes. Crash records from the Registry of Motor Vehicles are provided to OCPC by the Massachusetts Department of Transportation. These records include basic crash information such as date, time, and location; as well as details regarding number of injuries and fatalities, environmental conditions, and direction of travel.

Crash rates are calculated by OCPC using the most recent crash data and traffic volume data. The crash rate is given as crashes per million entering vehicles at a location, typically an intersection.

OCPC also uses a "weighted value" technique to assess the hazard threat at a particular location. The weighted value is based on a numerical rating system which assigns a single point for crashes resulting in property damage only, five points for crashes resulting in injury, and ten points for crashes resulting in a fatality. This weighted value along with the crash rate aids in the determination of how hazardous a particular location may be.

OCPC maintains a list of fatal crash locations, as well as a list of top crash locations in the Region. Table 5-3 contains the 100 most hazardous intersections in the Old Colony region, based on crashes that occurred over a three-year period from 2006 through 2008. Figure 5-1 displays the locations of these intersections on a map of the region.

Table 5-4 and Figure 5-2 list and map, respectively, the most hazardous freeway interchanges in the Old Colony Region. Crashes recorded as occurring at a specific interchange occurred anywhere on the ramp system or within the weaving areas (overpasses and underpasses, acceleration and deceleration lanes, etc).

## Table 5-3: Top 100 Most Hazardous Intersections, 2006-2008

| Rank | Community | Intersection | Total Crashes | Average # of Crashes | Traffic Control | Property Damage Only | Injuries | Fatalities | EPDO Weighted Average |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Brockton | West Elm Street & Newbury Street | 57 | 19.00 | Stop Sign | 19 | 68 | 0 | 359 |
| 2 | Brockton | Belmont Street (Route 123) & Manley Street | 58 | 19.33 | Signal | 25 | 57 | 0 | 310 |
| 3 | Brockton | West Elm Street & Ash Street | 66 | 22.00 | Stop Sign | 38 | 48 | 0 | 278 |
| 4 | Brockton | West Elm Street & Belmont Avenue | 33 | 11.00 | Stop Sign | 13 | 43 | 1 | 238 |
| 5 | Brockton | North Montello Street (Route 28) & Ames Street | 39 | 13.00 | Signal | 15 | 42 | 0 | 225 |
| 6 | Brockton | Reynolds Highway (Route 27) & Westgate Drive / Christys Drive | 60 | 20.00 | Signal | 30 | 39 | 0 | 225 |
| 7 | Abington | Bedford Street (Route 18) & Randolph Street (Route 139) / North Avenue (Route 139) | 97 | 32.33 | Signal | 64 | 31 | 0 | 219 |
| 8 | Pembroke | Washington Street (Route 53) & Schoosett Street (Route 139) / Columbia Road (Route 53/139) | 71 | 23.67 | Signal | 36 | 36 | 0 | 216 |
| 9 | Stoughton | Washington Street (Route 138) & Central Street | 103 | 34.33 | Signal | 70 | 29 | 0 | 215 |
| 10 | Brockton | Belmont Street (Route 123) & Linwood Street / Lorraine Avenue | 51 | 17.00 | Stop Sign | 24 | 38 | 0 | 214 |
| 11 | Brockton | North Montello Street (Route 28) & Livingston Road / Field Street | 38 | 12.67 | Stop Sign | 16 | 39 | 0 | 211 |
| 12 | Brockton | West Elm Street & Warren Avenue | 36 | 12.00 | Signal | 17 | 37 | 0 | 202 |
| 13 | Brockton | Forest Avenue & Manomet Street / Bouve Avenue | 38 | 12.67 | Signal | 16 | 37 | 0 | 201 |
| 14 | Brockton | Centre Street (Route 123) & Plymouth Street | 33 | 11.00 | Beacon | 13 | 37 | 0 | 198 |
| 15 | Brockton | North Pearl Street (Route 27) & Oak Street | 49 | 16.33 | Signal | 23 | 35 | 0 | 198 |
| 16 | Brockton | Pleasant Street (Route 27) & Ash Street | 39 | 13.00 | Stop Sign | 14 | 36 | 0 | 194 |
| 17 | Brockton | Pleasant Street (Route 27) & West Street / Westgate Drive | 57 | 19.00 | Signal | 34 | 32 | 0 | 194 |
| 18 | Brockton | Centre Street (Route 123) & Cary Street / Lyman Street | 39 | 13.00 | Signal | 15 | 35 | 0 | 190 |
| 19 | West Bridgewater | North & South Main Street (Route 28) & East & West Center Street (Route 106) / River Street | 71 | 23.67 | Signal | 38 | 30 | 0 | 188 |
| 20 | Brockton | Belmont Street (Route 123) & West Street | 44 | 14.67 | Signal | 28 | 31 | 0 | 183 |
| 21 | Brockton | Centre Street (Route 123) & Main Street / Legion Parkway (Route 123) | 41 | 13.67 | Signal | 17 | 33 | 0 | 182 |
| 22 | Brockton | Oak Street & Campanelli Industrial Drive | 39 | 13.00 | Signal | 18 | 32 | 0 | 178 |
| 23 | Abington | Bedford Street (Route 18) & Brockton Avenue (Route 123) | 47 | 15.67 | Signal | 27 | 30 | 0 | 177 |
| 24 | Brockton | Pleasant Street (Route 27) & Warren Avenue / North Warren Avenue | 47 | 15.67 | Signal | 27 | 28 | 0 | 167 |
| 25 | Brockton | North Main Street & Howard Street / Oak Street / Wilmington Street | 55 | 18.33 | Signal | 27 | 27 | 0 | 162 |

## Table 5-3: Top 100 Most Hazardous Intersections, 2006-2008 (continued)

| Rank | Community | Intersection | Total Crashes | Average # of Crashes | Traffic Control | Property Damage Only | Injuries | Fatalities | EPDO Weighted Average |
|---|---|---|---|---|---|---|---|---|---|
| 26 | Brockton | Warren Avenue & Forest Avenue | 30 | 10.00 | Signal | 12 | 30 | 0 | 162 |
| 27 | Easton | Foundry Street (Route 106) & Turnpike Street (Route 138) | 47 | 15.67 | Signal | 29 | 26 | 0 | 159 |
| 28 | Brockton | Montello Street (Route 28) & Centre Street (Route 123) | 36 | 12.00 | Signal | 17 | 28 | 0 | 157 |
| 29 | Brockton | North Pearl Street (Route 27) & Reynolds Highway (Route 27) | 42 | 14.00 | Signal | 20 | 27 | 0 | 155 |
| 30 | Brockton | Court Street (Route 27) & Montello Street (Route 28) | 59 | 19.67 | Signal | 34 | 24 | 0 | 154 |
| 31 | Brockton | Crescent Street (Route 27) & Lyman Street | 39 | 13.00 | Signal | 19 | 26 | 0 | 149 |
| 32 | Whitman | Auburn Street (Route 14) & Bedford Street (Route 18) | 57 | 19.00 | Signal | 38 | 22 | 0 | 148 |
| 33 | Easton | Depot Street (Route 123) & Washington Street (Route 138) | 41 | 13.67 | Signal | 24 | 23 | 0 | 139 |
| 34 | Brockton | North Main Street & East Ashland Street / West Ashland Street | 39 | 13.00 | Signal | 18 | 24 | 0 | 138 |
| 35 | Brockton | Main Street & Nilsson Street / East Nilsson Street | 32 | 10.67 | Stop Sign | 15 | 24 | 0 | 135 |
| 36 | Brockton | Pearl Street & Pleasant Street | 39 | 13.00 | Signal | 25 | 22 | 0 | 135 |
| 37 | Whitman | Franklin Street (Route 27) & South Avenue (Route 27) / Pleasant Street | 33 | 11.00 | Stop Sign | 20 | 23 | 0 | 135 |
| 38 | Easton | Turnpike Street & Purchase Street | 25 | 8.33 | Beacon | 14 | 24 | 0 | 134 |
| 39 | Brockton | Warren Avenue & Bartlett Street / Father Kenney Way | 24 | 8.00 | Stop Sign | 11 | 24 | 0 | 131 |
| 40 | Brockton | Centre Street (Route 123) & Quincy Street | 41 | 13.67 | Signal | 24 | 21 | 0 | 129 |
| 41 | Brockton | Warren Avenue & Winthrop Street | 21 | 7.00 | Stop Sign | 9 | 24 | 0 | 129 |
| 42 | Stoughton | Turnpike Street (Route 139) & Page Street | 45 | 15.00 | Signal | 29 | 20 | 0 | 129 |
| 43 | Brockton | North Montello Street (Route 28) & East Ashland Street | 32 | 10.67 | Signal | 17 | 22 | 0 | 127 |
| 44 | Stoughton | Lindelof Avenue (Route 139) & Technology Center Drive / Kay Way | 31 | 10.33 | Signal | 15 | 22 | 0 | 125 |
| 45 | Brockton | Belmont Street (Route 123) & Manomet Street / Belmont Avenue | 26 | 8.67 | Stop Sign | 14 | 20 | 1 | 124 |
| 46 | Brockton | Main Street & West Elm Street / East Elm Street | 20 | 6.67 | Signal | 4 | 24 | 0 | 124 |
| 47 | Brockton | Montello Street (Route 28) & Lawrence Street | 26 | 8.67 | Signal | 13 | 22 | 0 | 123 |
| 48 | Brockton | North Main Street & Ames Street | 20 | 6.67 | Signal | 8 | 23 | 0 | 123 |
| 49 | Whitman | Washington Street & West Street / Park Avenue | 26 | 8.67 | Stop Sign | 13 | 22 | 0 | 123 |
| 50 | Brockton | Bartlett Street & Fuller Street | 18 | 6.00 | Stop Sign | 5 | 23 | 0 | 120 |

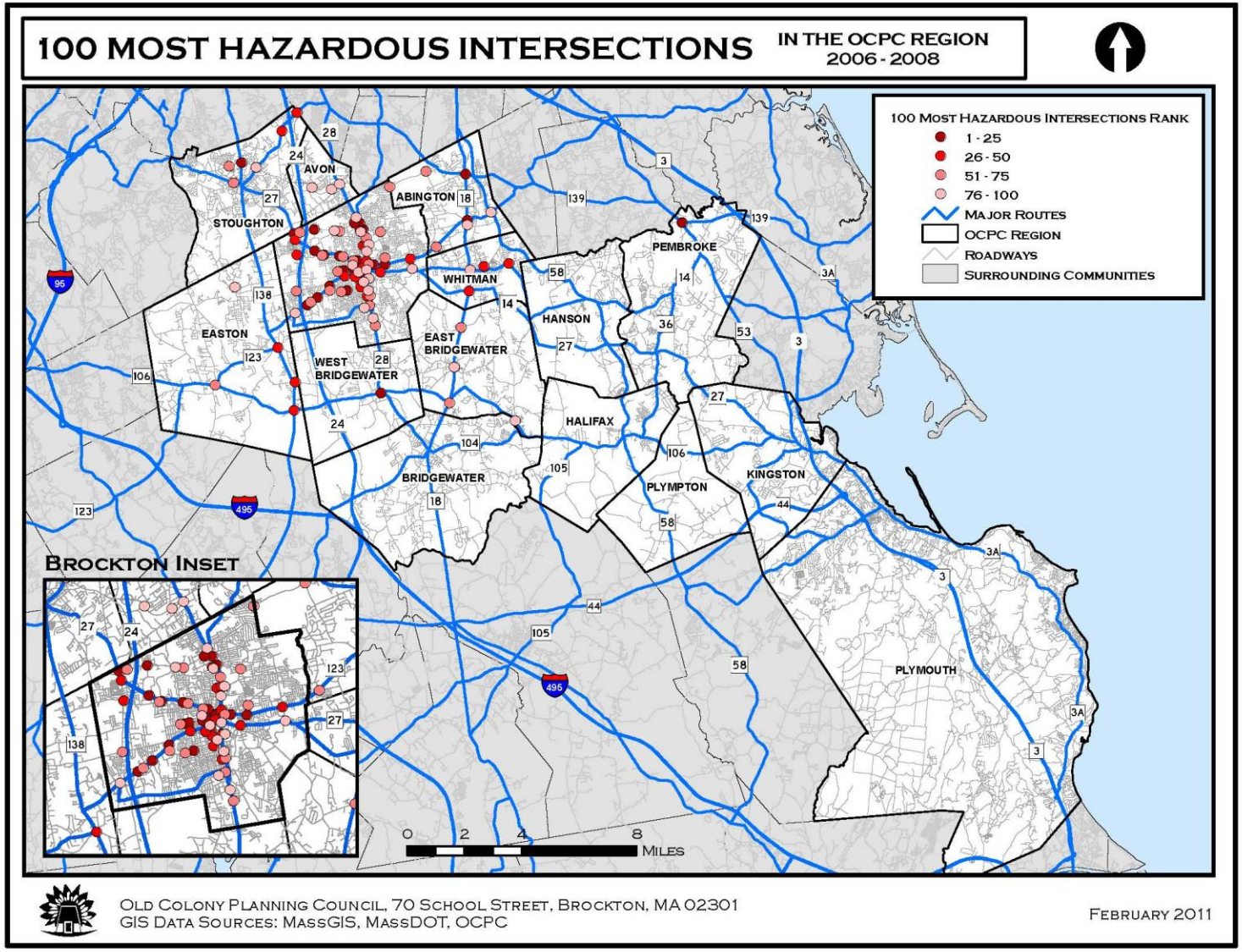
## Table 5-3: Top 100 Most Hazardous Intersections, 2006-2008 (continued)

| Rank | Community | Intersection | Total Crashes | Average # of Crashes | Traffic Control | Property Damage Only | Injuries | Fatalities | EPDO Weighted Average |
|---|---|---|---|---|---|---|---|---|---|
| 51 | Brockton | North Cary Street & Ames Street | 15 | 5.00 | Stop Sign | 5 | 23 | 0 | 120 |
| 52 | East Bridgewater | Bedford Street (Route 18) & West Street (Route 106) / East Street | 50 | 16.67 | Signal | 35 | 17 | 0 | 120 |
| 53 | Brockton | Centre Street (Route 123) & Commercial Street | 30 | 10.00 | Beacon | 14 | 21 | 0 | 119 |
| 54 | Brockton | Spring Street & Glenwood Street | 17 | 5.67 | Stop Sign | 8 | 22 | 0 | 118 |
| 55 | Easton | Foundry Street (Route 106) & Depot Street (Route 123) / Bay Road | 53 | 17.67 | Signal | 38 | 16 | 0 | 118 |
| 56 | Stoughton | Canton Street (Route 27) & School Street | 35 | 11.67 | Stop Sign | 22 | 19 | 0 | 117 |
| 57 | Brockton | Belmont Street (Route 123) & Brockton VA Hospital / Belmont Court | 31 | 10.33 | Signal | 16 | 20 | 0 | 116 |
| 58 | Brockton | North Montello Street (Route 28) & East Battles Street | 25 | 8.33 | Stop Sign | 10 | 21 | 0 | 115 |
| 59 | Brockton | Ash Street & Forest Avenue | 31 | 10.33 | Signal | 18 | 19 | 0 | 113 |
| 60 | Brockton | Oak Street & Battles Street | 21 | 7.00 | Signal | 8 | 21 | 0 | 113 |
| 61 | Abington | Brockton Avenue (Route 123) & Mill Street / Green Street | 24 | 8.00 | Stop Sign | 12 | 20 | 0 | 112 |
| 62 | Brockton | North Quincy Street & Boundary Avenue / Chestnut Street | 20 | 6.67 | Stop Sign | 7 | 21 | 0 | 112 |
| 63 | East Bridgewater | Bedford Street (Route 18) & Highland Street / Harvard Street | 31 | 10.33 | Signal | 17 | 19 | 0 | 112 |
| 64 | Brockton | Main Street & Perkins Avenue / South Street | 22 | 7.33 | Signal | 11 | 20 | 0 | 111 |
| 65 | Brockton | Oak Street & Reservoir Street | 29 | 9.67 | Signal | 16 | 19 | 0 | 111 |
| 66 | Brockton | Pearl Street & Torrey Street | 27 | 9.00 | Signal | 16 | 19 | 0 | 111 |
| 67 | Brockton | Pleasant Street (Route 27) & Augusta Avenue / Belmont Avenue | 24 | 8.00 | Stop Sign | 11 | 20 | 0 | 111 |
| 68 | Brockton | Court Street & Cary Street / Provost Street | 18 | 6.00 | Signal | 8 | 20 | 0 | 108 |
| 69 | Stoughton | Central Street & Pearl Street | 48 | 16.00 | Signal | 28 | 16 | 0 | 108 |
| 70 | Brockton | Montello Street (Route 28) & East Nilsson Street | 25 | 8.33 | Stop Sign | 11 | 19 | 0 | 106 |
| 71 | Brockton | Main Street (Route 28) & Sargent's Way | 22 | 7.33 | Signal | 8 | 19 | 0 | 103 |
| 72 | Brockton | Pleasant Street (Route 27) & Reynolds Highway (Route 27) | 40 | 13.33 | Signal | 28 | 15 | 0 | 103 |
| 73 | Brockton | Forest Avenue & West Street | 30 | 10.00 | Stop Sign | 22 | 16 | 0 | 102 |
| 74 | Brockton | West Elm Street & Moraine Street | 19 | 6.33 | Stop Sign | 7 | 19 | 0 | 102 |
| 75 | Abington | Hancock Street & Chestnut Street | 33 | 11.00 | Stop Sign | 20 | 16 | 0 | 100 |

## Table 5-3: Top 100 Most Hazardous Intersections, 2006-2008 (continued)

| Rank | Community | Intersection | Total Crashes | Average # of Crashes | Traffic Control | Property Damage Only | Injuries | Fatalities | EPDO Weighted Average |
|---|---|---|---|---|---|---|---|---|---|
| 76 | Brockton | Montello Street (Route 28) & Grove Street | 21 | 7.00 | Signal | 10 | 18 | 0 | 100 |
| 77 | Brockton | North Montello Street (Route 28) & Howard Street (Route 37) / Albion Street | 30 | 10.00 | Signal | 15 | 17 | 0 | 100 |
| 78 | Easton | North Main Street & Linden Street | 20 | 6.67 | Stop Sign | 10 | 18 | 0 | 100 |
| 79 | Brockton | Crescent Street (Route 27) & Quincy Street / Massasoit Boulevard | 31 | 10.33 | Signal | 19 | 16 | 0 | 99 |
| 80 | Brockton | Oak Street & Belair Street | 22 | 7.33 | Signal | 8 | 18 | 0 | 98 |
| 81 | East Bridgewater | Bedford Street (Route 18) & Central Street / Spring Street / Maple Avenue | 42 | 14.00 | Signal | 28 | 14 | 0 | 98 |
| 82 | Whitman | Bedford Street (Route 18) & Temple Street (Route 27) | 56 | 18.67 | Signal | 43 | 11 | 0 | 98 |
| 83 | Avon | Harrison Boulevard & West Main Street | 26 | 8.67 | Signal | 7 | 18 | 0 | 97 |
| 84 | Abington | Bedford (Route 18) & Washington (Route 18) / Niles Street | 27 | 9.00 | Stop Sign | 16 | 16 | 0 | 96 |
| 85 | Brockton | Main Street (Route 28) & Brookside Avenue | 12 | 4.00 | Signal | 6 | 18 | 0 | 96 |
| 86 | Brockton | Newbury Street & Highland Street | 23 | 7.67 | Stop Sign | 11 | 17 | 0 | 96 |
| 87 | Avon | East Main Street (Route 28) & Harrison Boulevard | 36 | 12.00 | Signal | 20 | 15 | 0 | 95 |
| 88 | Brockton | Belmont Street (Route 123) & Warren Avenue | 31 | 10.33 | Signal | 20 | 15 | 0 | 95 |
| 89 | Brockton | Montello Street (Route 28) & Crescent Street (Route 123) | 18 | 6.00 | Signal | 5 | 18 | 0 | 95 |
| 90 | Brockton | East Ashland Street & Mulberry Street | 14 | 4.67 | Stop Sign | 3 | 18 | 0 | 93 |
| 91 | Brockton | Lawrence Street & Perkins Street | 24 | 8.00 | Stop Sign | 13 | 16 | 0 | 93 |
| 92 | East Bridgewater | Plymouth Street (Route 106) & Washington Street / Old Plymouth Street | 23 | 7.67 | Stop Sign | 13 | 16 | 0 | 93 |
| 93 | Brockton | North Main Street & Vine Street | 15 | 5.00 | Stop Sign | 7 | 17 | 0 | 92 |
| 94 | Brockton | Belmont Street (Route 123) & Pearl Street | 44 | 14.67 | Signal | 26 | 13 | 0 | 91 |
| 95 | Stoughton | Pleasant Street (Route 139) & Central Street | 46 | 15.33 | Signal | 36 | 11 | 0 | 91 |
| 96 | Avon | New Pond Street & Pond Street / Harrison Boulevard | 26 | 8.67 | Signal | 10 | 16 | 0 | 90 |
| 97 | Brockton | North Montello Street (Route 28) & Elliot Street | 16 | 5.33 | Signal | 10 | 16 | 0 | 90 |
| 98 | Abington | Plymouth Street (Route 58) & Center Avenue (Route 123) | 29 | 9.67 | Signal | 19 | 14 | 0 | 89 |
| 99 | Brockton | Main Street & Dover Street | 9 | 3.00 | Stop Sign | 1 | 17 | 0 | 86 |
| 100 | Brockton | Warren Avenue & Market Street | 21 | 7.00 | Stop Sign | 11 | 15 | 0 | 86 |

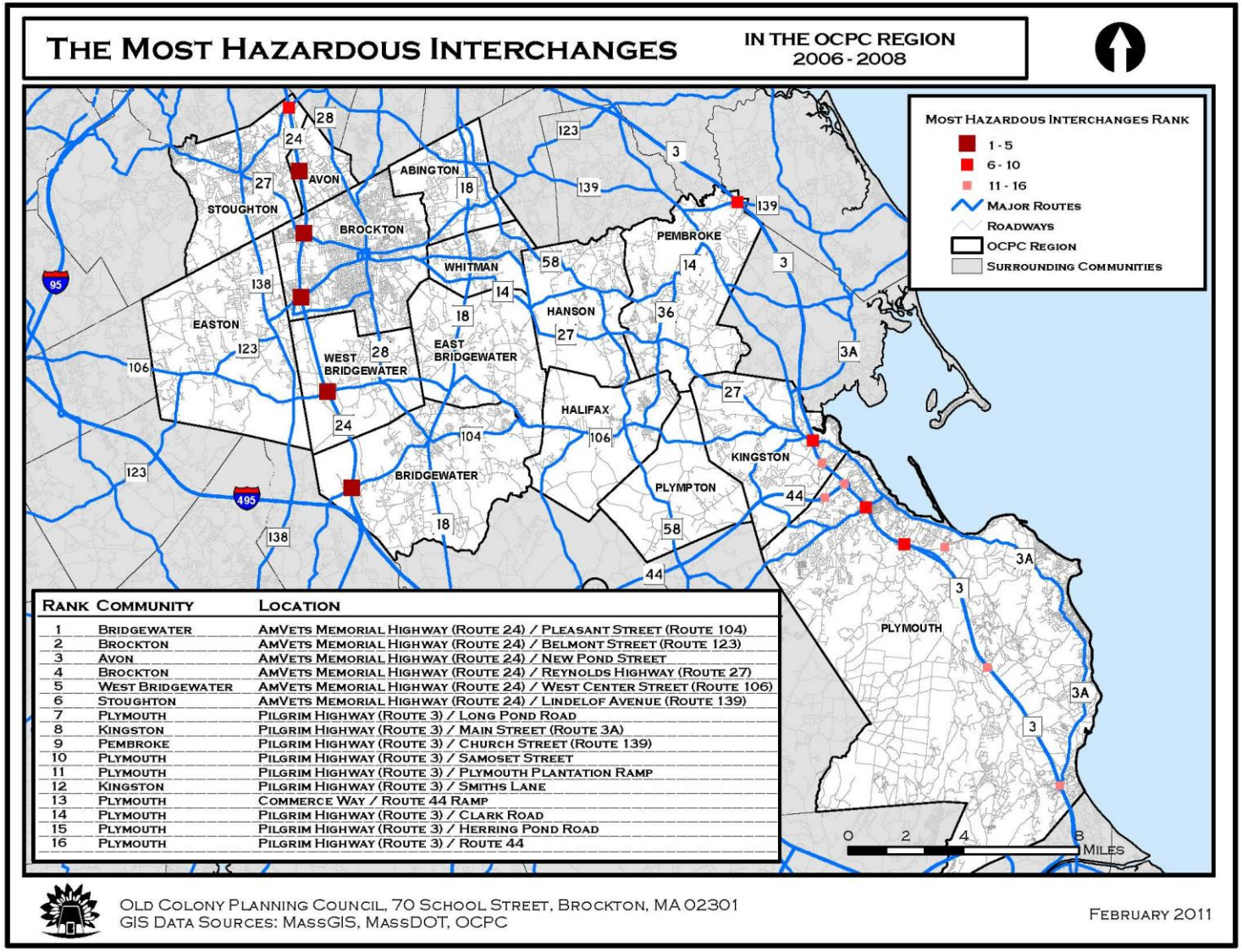
**Figure 5-1: Location of Top 100 Most Hazardous Intersections, 2006-2008**



## Table 5-4: Most Hazardous Highway Interchanges Old Colony Region, 2006-2008

| Rank | Community | Intersection | Total Crashes | Average # of Crashes | Traffic Control | Property Damage Only | Injuries | Fatalities | EPDO Weighted Average |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Bridgewater | AmVets Memorial Highway (Route 24) / Pleasant Street (Route 104) | 207 | 69.00 | Signal | 110 | 120 | 2 | 730 |
| 2 | Brockton | AmVets Memorial Highway (Route 24) / Belmont Street (Route 123) | 208 | 69.33 | Yield | 115 | 97 | 0 | 600 |
| 3 | Avon | AmVets Memorial Highway (Route 24) / Edward S Harrison Boulevard | 113 | 37.67 | Yield | 50 | 91 | 1 | 515 |
| 4 | Brockton | AmVets Memorial Highway (Route 24) / Reynolds Highway (Route 27) | 130 | 43.33 | Yield | 65 | 83 | 1 | 490 |
| 5 | West Bridgewater | AmVets Memorial Highway (Route 24) / West Center Street (Route 106) | 136 | 45.33 | Yield | 80 | 61 | 0 | 385 |
| 6 | Stoughton | AmVets Memorial Highway (Route 24) / Lindelof Avenue (Route 139) | 135 | 45.00 | Yield | 74 | 61 | 0 | 379 |
| 7 | Plymouth | Pilgrim Highway (Route 3) / Long Pond Road | 116 | 38.67 | Signal | 63 | 52 | 0 | 323 |
| 8 | Kingston | Pilgrim Highway (Route 3) / Main Street (Route 3A) | 122 | 40.67 | Signal/Yield | 83 | 43 | 1 | 308 |
| 9 | Pembroke | Pilgrim Highway (Route 3) / Church Street (Route 139) | 122 | 40.67 | Signal | 81 | 44 | 0 | 301 |
| 10 | Plymouth | Pilgrim Highway (Route 3) / Samoset Street | 76 | 25.33 | Signal/Yield | 38 | 32 | 0 | 198 |
| 11 | Plymouth | Pilgrim Highway (Route 3) / Plymouth Plantation Ramp | 20 | 6.67 | Yield | 14 | 29 | 3 | 189 |
| 12 | Kingston | Pilgrim Highway (Route 3) / Smiths Lane | 55 | 18.33 | Signal | 33 | 23 | 0 | 148 |
| 13 | Plymouth | Route 44 / Commerce Way | 42 | 14.00 | Signal | 24 | 21 | 0 | 129 |
| 14 | Plymouth | Pilgrim Highway (Route 3) / Clark Road | 45 | 15.00 | Yield | 22 | 21 | 0 | 127 |
| 15 | Plymouth | Pilgrim Highway (Route 3) / Herring Pond Road | 40 | 13.33 | Yield | 25 | 14 | 0 | 95 |
| 16 | Plymouth | Pilgrim Highway (Route 3) / Route 44 | 27 | 9.00 | Yield | 21 | 4 | 0 | 41 |

**Figure 5-2: Location of Most Hazardous Highway Interchanges, 2006-2008**




| RANK | COMMUNITY | LOCATION |
|---|---|---|
| 1 | BRIDGEWATER | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / PLEASANT STREET (ROUTE 104) |
| 2 | BROCKTON | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / BELMONT STREET (ROUTE 123) |
| 3 | AVON | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / NEW POND STREET |
| 4 | BROCKTON | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / REYNOLDS HIGHWAY (ROUTE 27) |
| 5 | WEST BRIDGEWATER | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / WEST CENTER STREET (ROUTE 106) |
| 6 | STOUGHTON | AMVETS MEMORIAL HIGHWAY (ROUTE 24) / LINDELOF AVENUE (ROUTE 139) |
| 7 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / LONG POND ROAD |
| 8 | KINGSTON | PILGRIM HIGHWAY (ROUTE 3) / MAIN STREET (ROUTE 3A) |
| 9 | PEMBROKE | PILGRIM HIGHWAY (ROUTE 3) / CHURCH STREET (ROUTE 139) |
| 10 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / SAMOSET STREET |
| 11 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / PLYMOUTH PLANTATION RAMP |
| 12 | KINGSTON | PILGRIM HIGHWAY (ROUTE 3) / SMITHS LANE |
| 13 | PLYMOUTH | COMMERCE WAY / ROUTE 44 RAMP |
| 14 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / CLARK ROAD |
| 15 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / HERRING POND ROAD |
| 16 | PLYMOUTH | PILGRIM HIGHWAY (ROUTE 3) / ROUTE 44 |

## 5.4 Local Technical Assistance Projects

Through the Local Highway Transportation Planning Technical Assistance (LTA) Task of the Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities. The objective of the LTA program is to provide a quick and effective response mechanism to handle special, short-term transportation issues and/or projects as they arise. Recommendations from such studies may include short, medium, and long term improvements to address safety deficiencies. Some recommendations are low cost, such as signage and striping, while others may be higher cost such as installation of traffic signals,

Table 5-5 contains a list of studies that were conducted for communities in 2010 through the Local Highway Technical Assistance Program.

**Table 5-5: Local Highway Technical Assistance Projects, 2010**

| Community | Location / Nature of Request | Recommended Safety Improvements |
|---|---|---|
| East Bridgewater | Plymouth Street (Route 106) at Washington Street: Road Safety Audit | Study Under Development |
| Easton | Foundry Street (Route 123): Speed Study | Speed Enforcement |
| Halifax | Holmes Street (Route 36) at Oak Street: Road Safety Audit | See RSA Section, Pages |
| Halifax | Plymouth Street (Route 106): Pedestrian Safety Audit | See RSA Section, Pages |
| Kingston | Brook Street (Route 80) at Elm Street: Traffic Signal Warrant Analysis | Implementation of traffic calming measures; speed enforecement |
| Plymouth | Federal Furnace Road: Speed Study / School Zone Study | Partnership of Federal Furnace Elementary School with MassRIDES and Safe Routes To School; strict speed enforcement; construction of sidewalks |
| Plymouth | Long Pond Road: Speed Study | Implementation of traffic calming techniques; strict speed enforcement construction of sidewalks; bike lanes and/or shared use path |
| West Bridgewater | South Street: Pedestrian Safety of School-aged Children | Implementation of traffic calming techniques, construction of sidewalks, signalization of West Center Street (Route 106) at Howard Street |

## 5.5 Road Safety Audits

### 5.5.1 Federal Highway Administration Targeted Low-Cost Intersection Improvements Program

Through a Federal Highway Administration sponsored program to identify focused, systematic and low-cost intersection safety improvements at intersections with existing safety issues, Old Colony Planning Council along with FHWA, MassDOT, and the City of Brockton conducted field reviews and audits at the following locations on November 2, 2010.

- Brockton – Belmont Street (Route 133) at Torrey Avenue
- Brockton – Centre Street (Route 123) at Quincy Street (Systematic, Low-Cost Improvements Focused Audit)
- Brockton – Main Street at Legion Parkway (Systematic, Low-Cost Improvements Focused Audit)
- Brockton – North Main Street at Oak Street and Howard Street (Systematic, Low-Cost Improvements Focused Audit)
- Brockton – North Montello Street (Route 28) at Court Street (Systematic, Low-Cost Improvements Focused Audit)
- Brockton – West Elm Street at Ash Street (Systematic, Low-Cost Improvements Focused Audit)

### 5.5.2 East Bridgewater – Road Safety Audit of Plymouth Street (Route 106) at Washington Street Intersection

On October 27, 2010, Old Colony Planning Council coordinated a Road Safety Audit with MassDOT and the Town of East Bridgewater for the intersection of Plymouth Street (Route 106) and Washington Street. The intersection is currently designed with complex, skewed layout with multiple approaches arriving at the intersection, and is a high crash location.

### 5.5.3 Halifax Safety Audits

On September 23, 2010, Old Colony Planning Council coordinated two road safety audits in the Town of Halifax for the following locations:

- Intersection of Holmes Street (Route 36) at Oak Street
- Plymouth Street (Route 106), between Post Office and Indian Path Road

The Audit of Route 36 at Oak Street was aimed at reducing the frequency and severity of crashes at the intersection. The Audit of Plymouth Street had a pedestrian and walkability focus, aimed at improving safety for pedestrians, particularly school-aged pedestrians, on a stretch of Route 106 that serves as the community's downtown area and has multiple town offices, schools, and playing fields located along it.

## 5.6 Bridges

Bridges are a critical component to the regional transportation system as they allow people and goods to traverse over physical obstacles. When a bridge fails, it can potentially cause severe injury or death to those on or under the structure. Unplanned bridge closures can cause major disruption to the daily commute of citizens as well as impede local commerce. MassDOT conducts yearly inspections of bridges throughout the Commonwealth and scores them based on structural integrity in three areas: surface, superstructure, or substructure. This ranking determines which bridges are classified as "structurally deficient". A structurally deficient (SD) bridge is one for which the deck (driving surface), the superstructure (supports immediately beneath the driving surface), or the substructure (foundation and supporting posts and piers) are rated in condition 4 or less on a scale of 1-10. Structural deficiency does not necessarily imply that a bridge is unsafe. It does, however, mean that a structure is deteriorated to the point of needing repairs immediately to prevent restrictions on the bridge.

Table 5-6 contains a list of structurally deficient and functionally obsolete bridges in the Old Colony Region, and identifies any existing construction or plans for replacement.

## Table 5-6: Structurally Deficient and Functionally Obsolete Bridges, Regionwide

| Town | Under | Owner | Functional Class | Year Built | Year Rebuilt | AASHTO Rating | Deficiency | Status |
|---|---|---|---|---|---|---|---|---|
| Abington | Central Street over Shumatuscacant River | Town | Urban Collector | 1956 | | 64.7 | Functionally Obsolete | |
| Bridgewater | Bridge Street over Matfield River | Town | Urban Local | 1884 | 1978 | 74.4 | Functionally Obsolete | |
| Bridgewater | Green Street over Taunton River | Town | Urban Minor Arterial | 1922 | | 65.1 | Functionally Obsolete | |
| Bridgewater | High Street over Matfield River | Town | Urban Collector | 1886 | 1978 | 66.1 | Functionally Obsolete | |
| Bridgewater | I-495 Northbound over Route 24 Southbound | MassDOT | Urban Interstate | 1979 | | 73 | Functionally Obsolete | |
| Bridgewater | I-495 Southbound over Route 24 Southbound | MassDOT | Urban Interstate | 1979 | | 79 | Functionally Obsolete | |
| Bridgewater | Oak Street over Town River | Town | Urban Local | 1880 | | 78.6 | Functionally Obsolete | |
| Bridgewater | Summer Street over Taunton River | Town | Urban Minor Arterial | 1924 | | 25.7 | Structurally Deficient | Design - PROJIS #604415 |
| Bridgewater | Vernon Street over Taunton River | Town | Urban Local | 1956 | | 74.8 | Functionally Obsolete | |
| Brockton | Bartlett Street over Salisbury Brook | City | Urban Local | 1914 | | 9 | Structurally Deficient | ABP - Reconstruction |
| Brockton | Belmont Street (Route 123) over Route 24 | MassDOT | Urban Arterial | 1954 | | 69.4 | Structurally Deficient | ABP - Reconstruction |
| Brockton | DW Field Park Drive over Porter Pond | City | Urban Local | 1940 | | 64.9 | Functionally Obsolete | |
| Brockton | East Nilsson Street over MBTA/CSX Railroad | MassDOT | Urban Local | 1995 | | 65.4 | Functionally Obsolete | |
| Brockton | Montello Street (Route 28) over Salisbury Brook | MassDOT | Urban Arterial | 1889 | | 78.8 | Functionally Obsolete | |
| Brockton | Perkins Street over Salisbury Brook | City | Urban Local | 1914 | | 64.9 | Functionally Obsolete | |
| Brockton | Reynolds Memorial Highway (Route 27) over Route 24 | MassDOT | Urban Arterial | 1954 | | 77.9 | Functionally Obsolete | |
| Brockton | Route 24 over West Chestnut Street | MassDOT | Freeway/Expressway | 1954 | | 75.9 | Functionally Obsolete | |
| Brockton | White Avenue over Salisbury Brook | City | Urban Local | 1915 | | 47.4 | Structurally Deficient | ABP - Reconstruction |
| East Bridgewater | Bedford Street (Route 18) over Matfield River | MassDOT | Urban Arterial | 1880 | 1930 | 74.5 | Functionally Obsolete | |
| East Bridgewater | Pleasant Street over Salisbury River | Town | Urban Minor Arterial | 1921 | | 77.8 | Functionally Obsolete | |
| East Bridgewater | Spring Street over Matfield River | Town | Urban Minor Arterial | 1946 | | 55.7 | Functionally Obsolete | |
| East Bridgewater | Washington Street over Satucket River | Town | Urban Minor Arterial | 1927 | | 77.6 | Functionally Obsolete | |
| East Bridgewater | West Union Street over Matfield River | Town | Urban Collector | 1902 | | 77.5 | Functionally Obsolete | |
| East Bridgewater | West Union Street over MBTA Railroad | MassDOT | Urban Collector | 1997 | | 72.4 | Functionally Obsolete | |

## Table 5-6: Structurally Deficient and Functionally Obsolete Bridges, Region wide, continued

| Town | Under | Owner | Functional Class | Year Built | Year Rebuilt | AASHTO Rating | Deficiency | Status |
|---|---|---|---|---|---|---|---|---|
| Easton | Washington Street (Route 123/138) over Queset Brook | MassDOT | Urban Arterial | 1988 | | 69.2 | Functionally Obsolete | |
| Halifax | River Street over Winnetuxet River | Town | Minor Collector | 1951 | | 65.6 | Functionally Obsolete | |
| Halifax | Thompson Street (Route 105) over Bartlett Brook | Town | Urban Minor Arterial | 1992 | | 78.3 | Functionally Obsolete | |
| Halifax | Thompson Street (Route 105) over Winnetuxet River | Town | Urban Minor Arterial | 1992 | | 77.8 | Functionally Obsolete | |
| Hanson | Main Street (Route 27) over Poor Meadow Brook | MassDOT | Urban Arterial | 1850 | 1937 | 50.1 | Functionally Obsolete | |
| Hanson | State Street over Indian Head River | Town | Urban Collector | 1995 | | 79 | Functionally Obsolete | |
| Kingston | Elm Street over Jones River | Town | Urban Collector | 1988 | | 66.3 | Structurally Deficient | ABP - Design |
| Kingston | Howlands Lane over MBTA Railroad | MassDOT | Urban Collector | 1850 | 1940 | 60.9 | Functionally Obsolete | Reconstruction |
| Kingston | Pembroke Street (Route 27) over MBTA Railroad | MassDOT | Urban Arterial | 1958 | | 76.8 | Functionally Obsolete | |
| Pembroke | Route 3 Northbound over Church Street (Route 139) | MassDOT | Freeway/Expressway | 1961 | | 59.4 | Functionally Obsolete | |
| Pembroke | Route 3 Southbound over Church Street (Route 139) | MassDOT | Freeway/Expressway | 1961 | | 57.2 | Functionally Obsolete | |
| Plymouth | Route 3 Northbound over Cherry Street | MassDOT | Freeway/Expressway | 1958 | 1978 | 61.4 | Functionally Obsolete | |
| Plymouth | Route 3 Northbound over Herring Pond Road | MassDOT | Freeway/Expressway | 1957 | 1978 | 64.5 | Functionally Obsolete | |
| Plymouth | Route 3 Northbound over Plimouth Plantation Highway | MassDOT | Freeway/Expressway | 1956 | 1978 | 65.7 | Functionally Obsolete | |
| Plymouth | Route 3 Southbound over Cherry Street | MassDOT | Freeway/Expressway | 1958 | 1978 | 58.3 | Functionally Obsolete | |
| Plymouth | Route 3 Southbound over Herring Pond Road | MassDOT | Freeway/Expressway | 1957 | 1978 | 65.5 | Functionally Obsolete | |
| Plymouth | Summer Street over Route 3 | MassDOT | Urban Minor Arterial | 1951 | | 71.3 | Functionally Obsolete | |
| West Bridgewater | Arch Street over Town River | Town | Urban Local | 1850 | 1974 | 39 | Functionally Obsolete | |
| West Bridgewater | Belmont Street over Salisbury Plain River | Town | Urban Minor Arterial | 1875 | | 64 | Functionally Obsolete | |
| West Bridgewater | Forest Street over Town River | Town | Urban Local | 1968 | | 77.7 | Functionally Obsolete | |
| West Bridgewater | Forest Street over Town River | Town | Urban Local | 1978 | | 74.3 | Functionally Obsolete | |
| West Bridgewater | Walnut Street over Cowessett Brook | Town | Urban Local | 1967 | | 75.3 | Functionally Obsolete | |
| West Bridgewater | West Center Street (Route 106) over Route 24 | MassDOT | Urban Arterial | 1954 | | 74.1 | Functionally Obsolete | |
| West Bridgewater | West Street over Cowessett Brook | Town | Urban Collector | 1935 | | 76.2 | Functionally Obsolete | |
| West Bridgewater | West Street over Route 24 | MassDOT | Urban Minor Arterial | 1953 | | 56 | Functionally Obsolete | |

## 5.7 Safe Routes to School

The Massachusetts Safe Routes to School (SRTS) program promotes healthy alternatives for children and parents in their travel to and from school. It educates students, parents and community members on the value of walking and bicycling for travel to and from school.

The Massachusetts Safe Routes to School program is managed by the Massachusetts Department of Transportation through MassRIDES. MassRIDES offers schools technical support to customize programs and training.

The Safe Routes to School program (SRTS) aims to reduce congestion, air pollution, and traffic congestion near participating schools, while increasing the health, safety, and physical activity of elementary and middle school students.
Safe Routes programs:

- Establish healthy lifetime habits for students
- Increase children's independence
- Help students arrive at school ready to learn
- Teach safe pedestrian, bicyclist, and driver skills
- Infrastructure Improvements

Safe Routes to School includes, education, encouragement, enforcement, engineering, and evaluation to ensure a comprehensive and successful program to increase walking and bicycling to and from school.

As the title of the program suggests, safety is a central theme concerning the initiatives and goals of the program. Some of these specific initiatives include the design and maintenance of effective school zones, maximizing safety at street crossings, and reducing travel speeds.

The Massachusetts Safe Routes to School program offers schools technical assistance designing, implementing, marketing, and evaluating initiatives tailored to each school's needs and priorities. Participating schools receive free promotional materials to implement Safe Routes to School, plus no-cost educational materials targeted to students, parents, and community leaders. Training prepares school stakeholders to identify school access challenges and design solutions. School partners qualify for infrastructure improvements to enhance safety along school routes. Schools in Easton and Pembroke are targeted to receive infrastructure, and safety improvements, through the Safe Routes To School Program.

Old Colony Planning Council provides technical assistance to communities and the school systems in their Safe Routes to School programs.

The following schools are partnered with MassRIDES on participation in the Safe Routes to School Program:

**Table 5-7 : Safe Routes To School Partner Schools, Old Colony Region**

| Community | Schools |
|---|---|
| **Abington** | Woodsdale Elementary School |
| **Brockton** | Brookfield Elementary School |
| | Davis K-8 School |
| | Downey Elementary |
| | Hancock Elementary School |
| | John F. Kennedy School |
| **East Bridgewater** | Central Elementary School |
| | Mitchell Middle School |
| **Easton** | F.L. Olmstead School |
| | Richardson School |
| **Halifax** | Halifax Elementary School |
| **Hanson** | Indian Head School |
| | Maquan Elementary School |
| **Pembroke** | North Pembroke Elementary |
| **Plymouth** | Federal Furnace Elementary School |
| | Hedge Elementary |
| **Stoughton** | West Elementary School |

## 5.8 Bicycle and Pedestrian Safety

**Recent Implementation of Safety Improvements Region-Wide**

Abington – North Abington Business District Improvements

Through a Massachusetts Public Works and Economic Development (PWED) grant, improvements are being constructed on North Avenue (Route 139), west of and including the intersection with Adams Street (Route 58). Construction of improvements in this area, known as the North Abington Business District, began in 2010. Among the Improvements being constructed, safety enhancements include upgrading traffic signal equipment including the installation of countdown pedestrian signals with audio for the visually impaired; reconstructing pedestrian crossings for ADA compliancy, sidewalk improvements, and geometric and pavement improvements.

Brockton – Pedestrian Safety Improvements Downtown

Through a Massachusetts Public Works and Economic Development (PWED) grant, a surface lot parking facility located between Lincoln Street and Church Street in Downtown Brockton was

reconstructed in 2010. The project included pedestrian enhancements to the surrounding area, including an enhanced crosswalk, curb bump-outs, and ADA/ABA compliant ramps at the intersection of Montello Street (Route 28) and Lincoln Street, and construction of a sidewalk on Railroad Avenue along the railroad viaduct. Pedestrian connections between the lot and sidewalks were also improved.

Halifax – Pedestrian Safety Improvements along Plymouth Street (Route 106)

In 2009, the Town of Halifax made improvements to Plymouth Street (Route 106) near its town center to enhance safety for pedestrians in the area. These improvements included newly painted crosswalks with advanced warning signage; variable message speed signs indicating the speed at which drivers are approaching, and flashing when in excess of the speed limit; and removal of a passing zone and replacing it with a double yellow striped centerline. Furthermore, the Town requested and hosted a Road Safety Audit in 2010, to foster solutions for further improving traffic calming and pedestrian safety through this section.

Kingston – Reconstruction of Pembroke Street (Route 27)

Pembroke Street (Route 27) in Kingston was reconstructed in 2009 (completed in 2010). Included in the reconstruction was addition of new sidewalks, shoulder improvements to increase mobility and safety for cyclists, drainage improvements new guardrails, and pavement markings and signage improvements. Funding for this project was provided through the Old Colony Transportation Improvement Program (TIP).

Region – Route 24 Resurfacing and Improvements

Resurfacing work on Route 24 between I-93 and I-495 includes safety improvements including restriping and anti-glare treatments to the existing median barrier. Additionally, roadside vegetation has been cleared in multiple areas to increase clearance and therefore reduce the potential severity of a roadway-departure crash.

## 6.0 Conclusion

The Congestion Management Process, Land Use Management System, Pavement Management System, and Safety Management System are continuous processes integral to the planning programs at Old Colony Planning Council. The products of these systems guide the development of the Regional Transportation Plan, Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP).

For more information of the Congestion Management Process (CMP), please contact Jed Cornock at jcornock@ocpcrpa.org or (508) 583-1833 x215.

For more information of the Land Use Management System (LUMS), please contact Eric Arbeene at earbeene@ocpcrpa.org or (508) 583-1833 x209.

For more information of the Pavement Management System (PMS), please contact Ray Guarino at rguarino@ocpcrpa.org or (508) 583-1833 x212.

For more information of the Safety Management System (SMS), please contact Bill McNulty at wmcnulty@ocpcrpa.org or (508) 583-1833 x207.

## Appendix A: Chapter 23 Section 500.207 of the US Code of Federal Regulations: Pavement Management System Components (April 1994)

(a) The PMS for the National Highway System (NHS) shall, as a minimum consist of the following components:

(1) Data collection and management.

(i) An inventory of physical pavement features including the number of lanes, length, width, surface type, functional classification, and shoulder information.

(ii) A history of project dates and types of construction, reconstruction, rehabilitation, and preventive, maintenance.

(iii) Condition surveys that include ride, distress, rutting, and surface friction.

(iv) Traffic information including volumes, classification, and load data.

(v) A data base that links all data files related to the PMS. The data base shall be the source of pavement related information reported to the FHWA for the HPMS in accordance with the HPMS Field Manual.

(2) Analyses, at a frequency established by the State consistent with its PMS objectives.

(i) A pavement condition analysis that includes ride, distress, rutting, and surface friction.

(ii) A pavement performance analysis that includes an estimate of present and predicted performance of specific pavement types and an estimate of the remaining service life of all pavements on the network.

(iii) An investment analysis that includes:

(A) A network-level analysis that estimates total costs for present and projected conditions across the network.

(B) A project level analysis that determines investment strategies including a prioritized list of recommended candidate projects with recommended preservation treatments that span single-year and multi-year periods using life-cycle cost analysis.

(C) Appropriate horizons, as determined by the State, for these investment analyses.

(iv) For appropriate sections, an engineering analysis that includes the evaluation of design, construction, rehabilitation, materials, mix designs, and preventative maintenance as they relate to the performance of pavements.

(3) Update. The PMS shall be evaluated annually, based on the agency's current policies, engineering criteria, practices, and experience, and updated as necessary.

(b) The PMS for Federal-aid highways that are not on the NHS shall be modeled on the components described in paragraph (a) of this section, but may be tailored to meet State and local needs. These components shall incorporate the use of the international roughness index or the pavement serviceability rating data as specified in Chapter IV of the *HPMS Field Manual.*

**Appendix B: Federal-Aid Eligible Roadway Pavement Conditions**

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Abington | Adams Street | 2112 | 581 | Collector | STP | No Repair | $0 | 89 | Good |
| Abington | Adams Street | 2693 | 528 | Collector | STP | Rehab | $63,829 | 70 | Fair |
| Abington | Adams Street | 3221 | 422 | Collector | STP | Rehab | $45,013 | 70 | Fair |
| Abington | Adams Street | 3643 | 6494 | Collector | STP | Rehab | $738,873 | 76 | Fair |
| Abington | Bedford Street | 0 | 2482 | Arterial | NHS | Reconstruct | $388,847 | 51 | Poor |
| Abington | Bedford Street | 0 | 950 | Arterial | NHS | Rehab | $101,333 | 73 | Fair |
| Abington | Bedford Street | 2482 | 3802 | Arterial | NHS | Rehab | $405,547 | 57 | Poor |
| Abington | Bedford Street | 6283 | 845 | Arterial | NHS | Rehab | $138,204 | 77 | Fair |
| Abington | Bedford Street | 7128 | 6283 | Arterial | NHS | Reconstruct | $984,337 | 56 | Poor |
| Abington | Bedford Street | 13411 | 1478 | Arterial | NHS | Reconstruct | $293,301 | 56 | Poor |
| Abington | Bedford Street | 14890 | 686 | Arterial | NHS | Rehab | $78,052 | 64 | Poor |
| Abington | Brockton Avenue | 0 | 7920 | Arterial | NHS | Rehab | $1,013,760 | 62 | Poor |
| Abington | Brockton Avenue | 7920 | 1214 | Arterial | NHS | No Repair | $0 | 89 | Good |
| Abington | Brockton Avenue | 9134 | 634 | Arterial | NHS | No Repair | $0 | 94 | Good |
| Abington | Brockton Avenue | 9768 | 581 | Arterial | STP | Routine Maint | $11,620 | 84 | Fair |
| Abington | Center Avenue | 0 | 5174 | Collector | STP | Routine Maint | $103,480 | 84 | Fair |
| Abington | Central Street | 0 | 1426 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Abington | Central Street | 1426 | 475 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Abington | Central Street | 1901 | 1373 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Abington | Chestnut Street | 0 | 1954 | Collector | STP | Rehab | $229,269 | 74 | Fair |
| Abington | Chestnut Street | 1954 | 7550 | Collector | STP | Rehab | $939,556 | 74 | Fair |
| Abington | Green Street | 0 | 1690 | Collector | STP | No Repair | $0 | 88 | Good |
| Abington | Green Street | 1690 | 1109 | Collector | STP | Reconstruct | $156,369 | 56 | Poor |
| Abington | Groveland Street | 0 | 6125 | Collector | STP | No Repair | $0 | 85 | Good |
| Abington | Hancock Street | 0 | 4910 | Collector | STP | No Repair | $0 | 87 | Good |
| Abington | Hancock Street | 4910 | 1848 | Collector | STP | Reconstruct | $250,917 | 60 | Poor |
| Abington | Hancock Street | 6758 | 3538 | Collector | STP | Reconstruct | $443,429 | 60 | Poor |
| Abington | High Street | 3485 | 950 | Collector | STP | Reconstruct | $114,106 | 50 | Poor |
| Abington | Mill Street | 0 | 2006 | Collector | STP | Rehab | $192,576 | 65 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Abington | North Avenue | 0 | 1690 | Collector | STP | Routine Maint | $30,420 | 79 | Fair |
| Abington | North Avenue | 1690 | 739 | Collector | STP | Reconstruct | $185,243 | 1 | Poor |
| Abington | North Avenue | 2429 | 1848 | Collector | STP | Reconstruct | $366,725 | 6 | Poor |
| Abington | Old Randolph Street | 739 | 1267 | Collector | STP | Reconstruct | $152,181 | 54 | Poor |
| Abington | Plymouth Street | 0 | 528 | Collector | STP | Rehab | $58,197 | 68 | Fair |
| Abington | Plymouth Street | 528 | 4066 | Collector | STP | No Repair | $0 | 89 | Good |
| Abington | Plymouth Street | 4594 | 4382 | Collector | STP | No Repair | $0 | 85 | Good |
| Abington | Plymouth Street | 8976 | 2851 | Collector | STP | No Repair | $0 | 85 | Good |
| Abington | Randolph Street | 0 | 739 | Arterial | STP | Prevent Maint | $43,355 | 77 | Fair |
| Abington | Randolph Street | 739 | 1690 | Arterial | STP | Reconstruct | $388,324 | 58 | Poor |
| Abington | Randolph Street | 2429 | 5333 | Arterial | STP | Reconstruct | $1,225,405 | 34 | Poor |
| Abington | Randolph Street | 7762 | 581 | Arterial | STP | Reconstruct | $133,501 | 55 | Poor |
| Abington | Rockland Street | 0 | 845 | Collector | STP | Routine Maint | $12,675 | 82 | Fair |
| Abington | Rockland Street | 845 | 3168 | Collector | STP | Routine Maint | $47,520 | 82 | Fair |
| Abington | Spruce Street | 0 | 528 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Abington | Spruce Street | 528 | 1795 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Abington | Spruce Street | 2323 | 1056 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Abington | Summer Street | 0 | 7603 | Collector | STP | Reconstruct | $1,270,546 | 22 | Poor |
| Abington | Thicket Street | 0 | 1267 | Collector | STP | Rehab | $126,137 | 74 | Fair |
| Abington | Walnut Street | 0 | 4646 | Collector | STP | Rehab | $446,016 | 57 | Poor |
| Abington | Washington Street | 0 | 1267 | Arterial | NHS | Rehab | $198,215 | 72 | Fair |
| Abington | Washington Street | 0 | 950 | Collector | STP | Reconstruct | $208,367 | 54 | Poor |
| Abington | Washington Street | 950 | 950 | Collector | STP | Rehab | $141,867 | 60 | Poor |
| Abington | Washington Street | 1267 | 1426 | Arterial | NHS | Rehab | $192,668 | 71 | Fair |
| Abington | Washington Street | 1901 | 1742 | Collector | STP | No Repair | $0 | 97 | Excellent |
| Abington | Washington Street | 2693 | 1320 | Collector | STP | Rehab | $140,800 | 73 | Fair |
| Abington | Washington Street | 3643 | 1954 | Collector | STP | No Repair | $0 | 88 | Good |
| Abington | Washington Street | 5597 | 4066 | Collector | STP | No Repair | $0 | 87 | Good |
| Avon | AmVets Memorial Highway | 0 | 7603 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Avon | AmVets Memorial Highway | 7603 | 4963 | Arterial | NHS | No Repair | $0 | 100 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Avon | Bodwell Street | 0 | 1373 | Collector | STP | Routine Maint | $22,655 | 90 | Good |
| Avon | Bodwell Street | 1373 | 6019 | Collector | STP | Routine Maint | $96,304 | 90 | Good |
| Avon | Central Street | 0 | 4118 | Collector | STP | Routine Maint | $72,065 | 87 | Good |
| Avon | Central Street | 0 | 53 | Collector | | Routine Maint | $928 | 87 | Good |
| Avon | Central Street | 4118 | 1848 | Collector | STP | Routine Maint | $23,100 | 87 | Good |
| Avon | Central Street | 5966 | 634 | Collector | STP | Routine Maint | $7,925 | 87 | Good |
| Avon | East High Street | 0 | 2429 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | East High Street | 2429 | 898 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | East Main Street | 0 | 2482 | Arterial | STP | Routine Maint | $62,050 | 90 | Good |
| Avon | East Main Street | 2482 | 1003 | Arterial | STP | Routine Maint | $25,075 | 90 | Good |
| Avon | East Main Street | 3485 | 211 | Arterial | STP | Routine Maint | $5,275 | 90 | Good |
| Avon | East Main Street | 3696 | 1426 | Collector | STP | Routine Maint | $24,242 | 86 | Good |
| Avon | East Main Street | 5122 | 634 | Collector | STP | Routine Maint | $11,729 | 86 | Good |
| Avon | East Main Street | 5755 | 1320 | Collector | STP | Routine Maint | $25,080 | 86 | Good |
| Avon | East Spring Street | 0 | 2640 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | Harrison Boulevard | 0 | 528 | Collector | STP | No Repair | $0 | 94 | Good |
| Avon | Harrison Boulevard | 528 | 1637 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Avon | Harrison Boulevard | 2165 | 3802 | Collector | STP | No Repair | $0 | 94 | Good |
| Avon | Main Street | 0 | 264 | Arterial | STP | Prevent Maint | $17,600 | 75 | Fair |
| Avon | Memorial Drive | 0 | 1162 | Arterial | STP | Rehab | $206,578 | 76 | Fair |
| Avon | Memorial Drive | 1162 | 1056 | Arterial | STP | Prevent Maint | $70,400 | 76 | Fair |
| Avon | Memorial Drive | 2218 | 581 | Arterial | STP | Prevent Maint | $38,733 | 76 | Fair |
| Avon | New Pond Street | 0 | 4066 | Collector | STP | No Repair | $0 | 94 | Good |
| Avon | North Main Street | 0 | 1584 | Arterial | STP | Rehab | $281,600 | 74 | Fair |
| Avon | Page Street | 0 | 1373 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Avon | Page Street | 1373 | 2376 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Avon | Page Street | 3749 | 1795 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Avon | Page Street | 5544 | 1742 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Avon | Pond Street | 0 | 2640 | Collector | STP | Rehab | $225,280 | 67 | Fair |
| Avon | Pond Street | 2640 | 1320 | Collector | STP | Rehab | $112,640 | 67 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Avon | South Street | 0 | 2957 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | South Street | 2957 | 2534 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | South Street | 5491 | 1531 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Avon | West High Street | 0 | 2112 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Avon | West Main Street | 0 | 7286 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Avon | West Main Street | 3590 | 3854 | Collector | | Prevent Maint | $184,992 | 84 | Fair |
| Bridgewater | AmVets Memorial Highway | 0 | 9134 | Arterial | NHS | Rehab | $3,215,168 | 76 | Fair |
| Bridgewater | AmVets Memorial Highway | 9134 | 6758 | Arterial | NHS | No Repair | $0 | 94 | Good |
| Bridgewater | Bedford Street | 0 | 528 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Bridgewater | Bedford Street | 528 | 1901 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Bridgewater | Bedford Street | 2429 | 1795 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Bridgewater | Bedford Street | 4224 | 14995 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Bridgewater | Broad Street | 0 | 1373 | Arterial | NHS | No Repair | $0 | 98 | Excellent |
| Bridgewater | Broad Street | 1373 | 2587 | Arterial | NHS | Routine Maint | $64,675 | 81 | Fair |
| Bridgewater | Broad Street | 3960 | 3221 | Arterial | NHS | Routine Maint | $57,978 | 82 | Fair |
| Bridgewater | Center Street | 0 | 1267 | Collector | STP | No Repair | $0 | 88 | Good |
| Bridgewater | Center Street | 1267 | 2059 | Collector | STP | No Repair | $0 | 88 | Good |
| Bridgewater | Center Street | 3326 | 1531 | Collector | STP | No Repair | $0 | 88 | Good |
| Bridgewater | Central Square | 0 | 634 | Collector | NHS | No Repair | $0 | 99 | Excellent |
| Bridgewater | Central Square | 634 | 686 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Bridgewater | East Street | 0 | 6178 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Bridgewater | Elm Street | 0 | 8554 | Collector | STP | Rehab | $699,527 | 66 | Fair |
| Bridgewater | Flagg Street | 0 | 5491 | Collector | STP | Rehab | $527,136 | 69 | Fair |
| Bridgewater | Green Street | 0 | 1637 | Collector | STP | Reconstruct | $230,817 | 60 | Poor |
| Bridgewater | Grove Street | 0 | 1056 | Collector | STP | Reconstruct | $198,528 | 37 | Poor |
| Bridgewater | Grove Street | 1056 | 475 | Collector | STP | Reconstruct | $69,456 | 49 | Poor |
| Bridgewater | Hayward Street | 0 | 1056 | Collector | STP | Reconstruct | $132,352 | 52 | Poor |
| Bridgewater | Hayward Street | 1056 | 3538 | Collector | STP | Rehab | $301,909 | 57 | Poor |
| Bridgewater | Hayward Street | 4594 | 898 | Collector | STP | Rehab | $73,436 | 57 | Poor |
| Bridgewater | High Street | 0 | 1584 | Collector | STP | No Repair | $0 | 95 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Bridgewater | High Street | 5227 | 2376 | Collector | STP | Prevent Maint | $79,200 | 80 | Fair |
| Bridgewater | High Street | 7603 | 10771 | Collector | STP | Prevent Maint | $344,672 | 78 | Fair |
| Bridgewater | Interstate 495 | 0 | 1584 | Arterial | NHS | Routine Maint | $78,408 | 89 | Good |
| Bridgewater | Interstate 495 | 1584 | 5280 | Arterial | NHS | Routine Maint | $261,360 | 89 | Good |
| Bridgewater | Main Street | 0 | 2112 | Arterial | NHS | No Repair | $0 | 88 | Good |
| Bridgewater | Main Street | 2112 | 686 | Arterial | NHS | No Repair | $0 | 88 | Good |
| Bridgewater | Main Street | 2798 | 2746 | Arterial | NHS | No Repair | $0 | 85 | Good |
| Bridgewater | Main Street | 5544 | 1056 | Arterial | NHS | No Repair | $0 | 85 | Good |
| Bridgewater | Mill Street | 0 | 1690 | Collector | STP | Rehab | $150,222 | 74 | Fair |
| Bridgewater | North Street | 0 | 7867 | Collector | STP | Reconstruct | $903,831 | 37 | Poor |
| Bridgewater | Pleasant Street | 0 | 3274 | Collector | STP | No Repair | $0 | 86 | Good |
| Bridgewater | Pleasant Street | 3274 | 3379 | Collector | STP | No Repair | $0 | 88 | Good |
| Bridgewater | Pleasant Street | 6653 | 4066 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Bridgewater | Pleasant Street | 10718 | 2059 | Collector | STP | Routine Maint | $30,885 | 90 | Good |
| Bridgewater | Pleasant Street | 12778 | 3062 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Bridgewater | Pleasant Street | 15840 | 2218 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Bridgewater | Pleasant Street | 18058 | 158 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Bridgewater | Pleasant Street | 18216 | 3274 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Bridgewater | Plymouth Street | 0 | 1109 | Collector | STP | Reconstruct | $173,743 | 48 | Poor |
| Bridgewater | Plymouth Street | 1109 | 581 | Collector | STP | Reconstruct | $91,023 | 48 | Poor |
| Bridgewater | Plymouth Street | 1690 | 2270 | Collector | STP | No Repair | $0 | 89 | Good |
| Bridgewater | Plymouth Street | 3960 | 950 | Collector | STP | No Repair | $0 | 89 | Good |
| Bridgewater | Plymouth Street | 4910 | 1690 | Collector | STP | No Repair | $0 | 89 | Good |
| Bridgewater | Plymouth Street | 6600 | 7603 | Collector | STP | Routine Maint | $159,663 | 84 | Fair |
| Bridgewater | Pond Street | 0 | 4330 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Bridgewater | Roberts Road | 0 | 1373 | Collector | STP | No Repair | $0 | 92 | Good |
| Bridgewater | South Street | 0 | 1109 | Collector | STP | Reconstruct | $208,492 | 53 | Poor |
| Bridgewater | South Street | 1109 | 1901 | Collector | STP | Prevent Maint | $76,040 | 77 | Fair |
| Bridgewater | South Street | 3010 | 1848 | Collector | STP | Routine Maint | $24,024 | 89 | Good |
| Bridgewater | South Street | 4858 | 16526 | Collector | STP | Reconstruct | $2,157,561 | 53 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Bridgewater | Spruce Street | 0 | 4805 | Collector | STP | No Repair | $0 | 94 | Good |
| Bridgewater | Summer Street | 0 | 845 | Collector | STP | Reconstruct | $141,209 | 48 | Poor |
| Bridgewater | Summer Street | 1742 | 317 | Collector | STP | Rehab | $29,305 | 69 | Fair |
| Bridgewater | Summer Street | 2059 | 1531 | Collector | STP | Rehab | $141,532 | 69 | Fair |
| Bridgewater | Summer Street | 3590 | 792 | Collector | STP | Rehab | $67,584 | 69 | Fair |
| Bridgewater | Summer Street | 4382 | 1320 | Collector | STP | Rehab | $112,640 | 69 | Fair |
| Bridgewater | Summer Street | 5702 | 2481 | Collector | STP | Reconstruct | $388,690 | 52 | Poor |
| Bridgewater | Summer Street | 8184 | 369 | Collector | STP | Reconstruct | $50,102 | 51 | Poor |
| Bridgewater | Titicut Street | 0 | 7709 | Collector | STP | Reconstruct | $1,006,453 | 28 | Poor |
| Bridgewater | Vernon Street | 1267 | 528 | Collector | STP | No Repair | $0 | 85 | Good |
| Bridgewater | Vernon Street | 1795 | 6389 | Collector | STP | Routine Maint | $79,863 | 84 | Fair |
| Bridgewater | Vernon Street | 8184 | 8237 | Collector | STP | Prevent Maint | $263,584 | 84 | Fair |
| Bridgewater | Wall Street | 0 | 1109 | Collector | STP | Rehab | $90,692 | 54 | Poor |
| Bridgewater | Wall Street | 0 | 634 | Collector | STP | Rehab | $42,830 | 54 | Poor |
| Bridgewater | Wall Street | 634 | 1373 | Collector | STP | Rehab | $117,163 | 54 | Poor |
| Bridgewater | Winter Street | 0 | 2112 | Collector | STP | Rehab | $187,733 | 75 | Fair |
| Brockton | Alger Street | 0 | 1267 | Collector | STP | Prevent Maint | $68,223 | 53 | Poor |
| Brockton | Ames Street | 581 | 1742 | Collector | STP | Reconstruct | $254,719 | 47 | Poor |
| Brockton | Ames Street | 2323 | 1478 | Collector | STP | Reconstruct | $216,116 | 47 | Poor |
| Brockton | AmVets Memorial Highway | 0 | 5069 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Brockton | AmVets Memorial Highway | 5069 | 1267 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Brockton | AmVets Memorial Highway | 6336 | 7339 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Brockton | AmVets Memorial Highway | 13675 | 3379 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Brockton | AmVets Memorial Highway | 17054 | 2746 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Brockton | Ash Street | 528 | 1584 | Collector | STP | Reconstruct | $314,336 | 34 | Poor |
| Brockton | Ash Street | 2112 | 2851 | Collector | STP | Reconstruct | $476,434 | 34 | Poor |
| Brockton | Ash Street | 4963 | 1214 | Collector | STP | Reconstruct | $187,023 | 34 | Poor |
| Brockton | Ash Street | 6178 | 1320 | Collector | STP | Reconstruct | $186,120 | 34 | Poor |
| Brockton | Ash Street | 7498 | 370 | Collector | STP | Reconstruct | $52,170 | 34 | Poor |
| Brockton | Ash Street | 7867 | 1795 | Collector | STP | Reconstruct | $253,095 | 34 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Ash Street | 9662 | 898 | Collector | STP | Reconstruct | $121,928 | 34 | Poor |
| Brockton | Ash Street | 10560 | 528 | Collector | STP | Reconstruct | $95,128 | 34 | Poor |
| Brockton | Ash Street | 11088 | 528 | Collector | STP | Reconstruct | $95,128 | 34 | Poor |
| Brockton | Ash Street | 11616 | 1373 | Collector | STP | Reconstruct | $250,954 | 34 | Poor |
| Brockton | Augusta Avenue | 0 | 317 | Collector | STP | Reconstruct | $52,974 | 57 | Poor |
| Brockton | Augusta Avenue | 317 | 370 | Collector | STP | Reconstruct | $61,831 | 57 | Poor |
| Brockton | Augusta Avenue | 686 | 158 | Collector | STP | Reconstruct | $26,404 | 57 | Poor |
| Brockton | Battles Street | 422 | 950 | Collector | STP | Rehab | $97,956 | 65 | Fair |
| Brockton | Battles Street | 1373 | 2746 | Collector | STP | Rehab | $273,380 | 62 | Poor |
| Brockton | Battles Street | 4118 | 422 | Collector | STP | Reconstruct | $61,706 | 41 | Poor |
| Brockton | Battles Street | 4541 | 370 | Collector | STP | Reconstruct | $54,102 | 41 | Poor |
| Brockton | Battles Street | 4910 | 686 | Collector | STP | Reconstruct | $100,308 | 41 | Poor |
| Brockton | Belair Street | 0 | 1848 | Collector | STP | Reconstruct | $260,568 | 21 | Poor |
| Brockton | Belair Street | 1848 | 792 | Collector | STP | Reconstruct | $111,672 | 22 | Poor |
| Brockton | Belair Street | 2640 | 1742 | Collector | STP | Reconstruct | $282,010 | 22 | Poor |
| Brockton | Belmont Avenue | 0 | 739 | Collector | STP | Reconstruct | $111,917 | 21 | Poor |
| Brockton | Belmont Avenue | 739 | 370 | Collector | STP | Reconstruct | $56,034 | 21 | Poor |
| Brockton | Belmont Avenue | 1109 | 422 | Collector | STP | Reconstruct | $63,910 | 21 | Poor |
| Brockton | Belmont Avenue | 1531 | 581 | Collector | STP | Reconstruct | $87,989 | 21 | Poor |
| Brockton | Belmont Avenue | 2112 | 475 | Collector | STP | Reconstruct | $71,936 | 21 | Poor |
| Brockton | Belmont Avenue | 2587 | 686 | Collector | STP | Reconstruct | $121,803 | 21 | Poor |
| Brockton | Belmont Avenue | 3274 | 422 | Collector | STP | Reconstruct | $74,928 | 21 | Poor |
| Brockton | Belmont Street | 0 | 6019 | Arterial | NHS | Prevent Maint | $272,861 | 79 | Fair |
| Brockton | Belmont Street | 6019 | 898 | Arterial | NHS | Reconstruct | $234,478 | 49 | Poor |
| Brockton | Belmont Street | 6917 | 634 | Arterial | NHS | Rehab | $112,711 | 61 | Poor |
| Brockton | Belmont Street | 7550 | 581 | Arterial | NHS | Rehab | $103,289 | 61 | Poor |
| Brockton | Belmont Street | 8131 | 2746 | Arterial | NHS | Rehab | $468,651 | 61 | Poor |
| Brockton | Belmont Street | 10877 | 2006 | Arterial | NHS | Rehab | $399,417 | 60 | Poor |
| Brockton | Belmont Street | 12883 | 845 | Arterial | NHS | Prevent Maint | $60,840 | 76 | Fair |
| Brockton | Belmont Street | 13728 | 1214 | Arterial | NHS | Prevent Maint | $80,933 | 76 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Belmont Street | 14942 | 1690 | Arterial | NHS | Routine Maint | $38,025 | 86 | Good |
| Brockton | Bigney Avenue | 0 | 686 | Collector | STP | Prevent Maint | $31,099 | 77 | Fair |
| Brockton | Bigney Avenue | 686 | 739 | Collector | STP | Prevent Maint | $25,619 | 77 | Fair |
| Brockton | Boundary Avenue | 0 | 370 | Collector | STP | Rehab | $24,996 | 67 | Fair |
| Brockton | Boundary Avenue | 370 | 422 | Collector | STP | Rehab | $39,012 | 67 | Fair |
| Brockton | Boundary Street | 0 | 2376 | Collector | STP | Routine Maint | $33,264 | 87 | Good |
| Brockton | Bouve Avenue | 0 | 581 | Collector | STP | Routine Maint | $12,201 | 89 | Good |
| Brockton | Bouve Avenue | 581 | 1531 | Collector | STP | Reconstruct | $335,799 | 31 | Poor |
| Brockton | Brookside Avenue | 0 | 634 | Collector | STP | Reconstruct | $92,705 | 42 | Poor |
| Brockton | Brookside Avenue | 634 | 1584 | Collector | STP | Reconstruct | $223,344 | 42 | Poor |
| Brockton | Cary Street | 0 | 1320 | Collector | STP | Rehab | $131,413 | 75 | Fair |
| Brockton | Centre Street | 0 | 2798 | Arterial | NHS | Rehab | $378,041 | 68 | Fair |
| Brockton | Centre Street | 2798 | 1478 | Arterial | NHS | Rehab | $178,674 | 68 | Fair |
| Brockton | Centre Street | 4277 | 4013 | Arterial | NHS | Rehab | $485,127 | 68 | Fair |
| Brockton | Centre Street | 8290 | 1373 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Brockton | Centre Street | 9662 | 845 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Brockton | Centre Street | 10507 | 898 | Arterial | NHS | Rehab | $204,345 | 77 | Fair |
| Brockton | Centre Street | 11405 | 370 | Arterial | NHS | Rehab | $44,729 | 77 | Fair |
| Brockton | Centre Street | 11774 | 686 | Arterial | NHS | Prevent Maint | $31,099 | 77 | Fair |
| Brockton | Church Street | 0 | 634 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Brockton | City Hall Square | 0 | 211 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Brockton | Clifton Avenue | 0 | 898 | Collector | STP | Rehab | $89,401 | 82 | Fair |
| Brockton | Clifton Avenue | 898 | 1214 | Collector | STP | Rehab | $120,860 | 82 | Fair |
| Brockton | Commercial Street | 0 | 1742 | Collector | NHS | Reconstruct | $400,273 | 57 | Poor |
| Brockton | Copeland Street | 0 | 3221 | Collector | STP | Rehab | $458,098 | 68 | Fair |
| Brockton | Copeland Street | 3221 | 1320 | Collector | STP | Rehab | $187,733 | 68 | Fair |
| Brockton | Copeland Street | 4541 | 1267 | Collector | STP | Rehab | $162,176 | 68 | Fair |
| Brockton | Copeland Street | 5808 | 1214 | Collector | STP | Rehab | $151,076 | 68 | Fair |
| Brockton | Court Street | 0 | 634 | Arterial | NHS | Reconstruct | $148,990 | 25 | Poor |
| Brockton | Court Street | 634 | 1003 | Collector | NHS | Reconstruct | $178,088 | 25 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Court Street | 1637 | 53 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 1690 | 898 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 2587 | 475 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 3062 | 1109 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 4171 | 528 | Collector | STP | Reconstruct | $99,264 | 30 | Poor |
| Brockton | Court Street | 4699 | 950 | Collector | STP | Reconstruct | $178,600 | 30 | Poor |
| Brockton | Court Street | 5650 | 1267 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 6917 | 1742 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 8659 | 634 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Court Street | 9293 | 4224 | Collector | STP | Reconstruct | $573,525 | 47 | Poor |
| Brockton | Crescent Street | 0 | 792 | Arterial | NHS | Rehab | $118,272 | 69 | Fair |
| Brockton | Crescent Street | 792 | 528 | Arterial | NHS | Rehab | $63,829 | 69 | Fair |
| Brockton | Crescent Street | 1320 | 317 | Arterial | NHS | Rehab | $73,262 | 69 | Fair |
| Brockton | Crescent Street | 1637 | 1267 | Arterial | NHS | Rehab | $202,720 | 69 | Fair |
| Brockton | Crescent Street | 2904 | 211 | Arterial | NHS | Rehab | $26,258 | 69 | Fair |
| Brockton | Crescent Street | 3115 | 106 | Arterial | NHS | Rehab | $18,844 | 69 | Fair |
| Brockton | Crescent Street | 3221 | 1584 | Arterial | NHS | Rehab | $281,600 | 69 | Fair |
| Brockton | Crescent Street | 4805 | 317 | Arterial | NHS | Rehab | $39,449 | 69 | Fair |
| Brockton | Crescent Street | 5122 | 264 | Arterial | NHS | Rehab | $32,853 | 69 | Fair |
| Brockton | Crescent Street | 5386 | 1637 | Arterial | NHS | Rehab | $203,716 | 69 | Fair |
| Brockton | Crescent Street | 7022 | 2112 | Arterial | NHS | Rehab | $300,373 | 69 | Fair |
| Brockton | Crescent Street | 9134 | 1690 | Arterial | NHS | Rehab | $240,356 | 64 | Poor |
| Brockton | Crescent Street | 10824 | 1478 | Arterial | NHS | Rehab | $210,204 | 64 | Poor |
| Brockton | Donald Street | 0 | 475 | Collector | STP | Routine Maint | $6,056 | 90 | Good |
| Brockton | East Ashland Street | 0 | 2429 | Collector | STP | Routine Maint | $32,792 | 86 | Good |
| Brockton | East Ashland Street | 2429 | 1426 | Collector | STP | Routine Maint | $18,538 | 86 | Good |
| Brockton | East Ashland Street | 3854 | 3802 | Collector | STP | Reconstruct | $575,792 | 44 | Poor |
| Brockton | East Ashland Street | 7656 | 2165 | Collector | STP | Reconstruct | $395,714 | 50 | Poor |
| Brockton | East Ashland Street | 9821 | 1690 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | East Ashland Street | 11510 | 475 | Collector | STP | No Repair | $0 | 95 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | East Battles Street | 0 | 158 | Collector | STP | Reconstruct | $21,453 | 43 | Poor |
| Brockton | East Chestnut Street | 0 | 370 | Collector | STP | Reconstruct | $50,238 | 37 | Poor |
| Brockton | East Elm Street | 0 | 300 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Brockton | East Main Street | 0 | 686 | Collector | STP | Rehab | $73,173 | 65 | Fair |
| Brockton | East Main Street | 686 | 581 | Collector | STP | Rehab | $66,105 | 62 | Poor |
| Brockton | East Street | 0 | 7392 | Collector | STP | Reconstruct | $926,464 | 10 | Poor |
| Brockton | East Street | 7392 | 1478 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | East Street | 8870 | 1214 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Field Street | 0 | 686 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Field Street | 686 | 581 | Collector | STP | Reconstruct | $103,160 | 48 | Poor |
| Brockton | Field Street | 1267 | 1267 | Collector | STP | Reconstruct | $224,963 | 48 | Poor |
| Brockton | Field Street | 2534 | 1426 | Collector | STP | Reconstruct | $238,300 | 48 | Poor |
| Brockton | Forest Avenue | 0 | 5016 | Collector | STP | Reconstruct | $890,619 | 34 | Poor |
| Brockton | Forest Avenue | 5016 | 739 | Collector | STP | Reconstruct | $131,214 | 34 | Poor |
| Brockton | Forest Avenue | 5755 | 1162 | Collector | STP | Reconstruct | $206,320 | 34 | Poor |
| Brockton | Forest Avenue | 6917 | 317 | Collector | STP | Reconstruct | $56,285 | 34 | Poor |
| Brockton | Franklin Street | 0 | 686 | Collector | STP | Rehab | $54,880 | 61 | Poor |
| Brockton | Garfield Street | 0 | 370 | Collector | STP | Reconstruct | $50,238 | 28 | Poor |
| Brockton | Green Street | 2640 | 845 | Collector | STP | Rehab | $84,124 | 62 | Poor |
| Brockton | Grove Street | 0 | 2957 | Collector | STP | Reconstruct | $416,937 | 32 | Poor |
| Brockton | Grove Street | 2957 | 634 | Collector | STP | Reconstruct | $112,570 | 53 | Poor |
| Brockton | Grove Street | 3590 | 528 | Collector | STP | Reconstruct | $77,205 | 31 | Poor |
| Brockton | Hayward Avenue | 0 | 1426 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Brockton | Hayward Avenue | 1426 | 528 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Brockton | High Street | 0 | 845 | Collector | STP | Reconstruct | $114,732 | 57 | Poor |
| Brockton | Hovenden Avenue | 0 | 2218 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Brockton | Hovenden Avenue | 2218 | 370 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Brockton | Hovenden Avenue | 2587 | 475 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Brockton | Hovenden Avenue | 3062 | 3062 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Brockton | Howard Street | 0 | 3432 | Arterial | STP | Prevent Maint | $164,736 | 78 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Howard Street | 3432 | 1637 | Arterial | STP | Rehab | $174,613 | 78 | Fair |
| Brockton | Howard Street | 5069 | 422 | Arterial | STP | No Repair | $0 | 94 | Good |
| Brockton | Howard Street | 5491 | 1162 | Collector | STP | Reconstruct | $212,388 | 62 | Poor |
| Brockton | Intervale Street | 0 | 898 | Collector | STP | Reconstruct | $187,582 | 53 | Poor |
| Brockton | Intervale Street | 898 | 370 | Collector | STP | Reconstruct | $77,289 | 53 | Poor |
| Brockton | Intervale Street | 1267 | 475 | Collector | STP | Reconstruct | $99,222 | 53 | Poor |
| Brockton | Legion Parkway | 0 | 845 | Arterial | NHS | Prevent Maint | $111,540 | 74 | Fair |
| Brockton | Liberty Street | 0 | 3062 | Collector | STP | Reconstruct | $383,771 | 32 | Poor |
| Brockton | Lincoln Street | 158 | 370 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Brockton | Linwood Street | 0 | 2165 | Collector | STP | Reconstruct | $226,122 | 34 | Poor |
| Brockton | Linwood Street | 2165 | 2746 | Collector | STP | Reconstruct | $286,804 | 34 | Poor |
| Brockton | Linwood Street | 4910 | 475 | Collector | STP | Reconstruct | $66,975 | 34 | Poor |
| Brockton | Linwood Street | 5386 | 528 | Collector | STP | Reconstruct | $74,448 | 34 | Poor |
| Brockton | Longwood Avenue | 0 | 845 | Collector | STP | No Repair | $0 | 93 | Good |
| Brockton | Longwood Avenue | 845 | 845 | Collector | STP | No Repair | $0 | 93 | Good |
| Brockton | Longwood Avenue | 1690 | 475 | Collector | STP | No Repair | $0 | 93 | Good |
| Brockton | Lorraine Avenue | 0 | 475 | Collector | STP | Prevent Maint | $20,267 | 77 | Fair |
| Brockton | Lyman Street | 0 | 1690 | Collector | STP | Reconstruct | $264,767 | 58 | Poor |
| Brockton | Lyman Street | 1690 | 581 | Collector | STP | Rehab | $92,960 | 61 | Poor |
| Brockton | Main Street | 0 | 1584 | Arterial | STP | Routine Maint | $32,472 | 90 | Good |
| Brockton | Main Street | 1584 | 2006 | Arterial | STP | Routine Maint | $32,096 | 90 | Good |
| Brockton | Main Street | 3590 | 158 | Arterial | STP | Routine Maint | $2,923 | 85 | Good |
| Brockton | Main Street | 3749 | 1795 | Arterial | STP | Routine Maint | $33,208 | 85 | Good |
| Brockton | Main Street | 5544 | 686 | Arterial | STP | Routine Maint | $13,034 | 85 | Good |
| Brockton | Main Street | 6230 | 264 | Arterial | STP | Rehab | $38,485 | 78 | Fair |
| Brockton | Main Street | 6494 | 6072 | Collector | STP | Reconstruct | $1,300,083 | 54 | Poor |
| Brockton | Main Street | 12566 | 1373 | Collector | STP | Reconstruct | $265,294 | 46 | Poor |
| Brockton | Main Street | 13939 | 264 | Arterial | NHS | Prevent Maint | $15,488 | 75 | Fair |
| Brockton | Main Street | 14203 | 1584 | Arterial | STP | Prevent Maint | $92,928 | 72 | Fair |
| Brockton | Manley Street | 0 | 2640 | Collector | STP | Reconstruct | $441,173 | 39 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Manley Street | 2640 | 898 | Collector | STP | Reconstruct | $154,755 | 39 | Poor |
| Brockton | Manomet Street | 0 | 422 | Collector | STP | Reconstruct | $66,113 | 31 | Poor |
| Brockton | Manomet Street | 422 | 317 | Collector | STP | Reconstruct | $49,663 | 31 | Poor |
| Brockton | Manomet Street | 739 | 264 | Collector | STP | Reconstruct | $41,360 | 31 | Poor |
| Brockton | Manomet Street | 1003 | 264 | Collector | STP | Reconstruct | $41,360 | 31 | Poor |
| Brockton | Manomet Street | 1267 | 422 | Collector | STP | Reconstruct | $66,113 | 31 | Poor |
| Brockton | Manomet Street | 1690 | 950 | Collector | STP | Reconstruct | $148,833 | 31 | Poor |
| Brockton | Market Street | 1320 | 106 | Collector | STP | No Repair | $0 | 94 | Good |
| Brockton | Menlo Street | 1954 | 317 | Collector | STP | No Repair | $0 | 94 | Good |
| Brockton | Mill Street | 581 | 739 | Collector | STP | Reconstruct | $77,184 | 51 | Poor |
| Brockton | Montello Street | 0 | 6019 | Arterial | STP | Rehab | $642,027 | 76 | Fair |
| Brockton | Montello Street | 6019 | 158 | Arterial | STP | Prevent Maint | $6,320 | 76 | Fair |
| Brockton | Montello Street | 6178 | 1584 | Arterial | STP | Prevent Maint | $63,360 | 76 | Fair |
| Brockton | Montello Street | 7762 | 950 | Arterial | STP | Prevent Maint | $43,067 | 76 | Fair |
| Brockton | Montello Street | 8712 | 739 | Arterial | STP | Prevent Maint | $35,472 | 76 | Fair |
| Brockton | North Ash Street | 0 | 581 | Collector | STP | Rehab | $70,236 | 75 | Fair |
| Brockton | North Cary Street | 0 | 1003 | Collector | STP | Reconstruct | $183,326 | 23 | Poor |
| Brockton | North Cary Street | 1003 | 1320 | Collector | STP | Reconstruct | $241,267 | 21 | Poor |
| Brockton | North Cary Street | 2323 | 1109 | Collector | STP | Reconstruct | $196,909 | 21 | Poor |
| Brockton | North Cary Street | 3432 | 1531 | Collector | STP | Reconstruct | $271,838 | 21 | Poor |
| Brockton | North Cary Street | 4963 | 845 | Collector | STP | Routine Maint | $13,520 | 89 | Good |
| Brockton | North Cary Street | 5808 | 1373 | Collector | STP | Routine Maint | $21,968 | 89 | Good |
| Brockton | North Cary Street | 7181 | 528 | Collector | STP | Routine Maint | $7,128 | 89 | Good |
| Brockton | North Cary Street | 7709 | 2376 | Collector | STP | Reconstruct | $297,792 | 30 | Poor |
| Brockton | North Main Street | 0 | 1848 | Collector | STP | Routine Maint | $36,960 | 90 | Good |
| Brockton | North Main Street | 1848 | 1531 | Collector | STP | Routine Maint | $30,620 | 90 | Good |
| Brockton | North Main Street | 3379 | 792 | Collector | STP | Routine Maint | $15,840 | 90 | Good |
| Brockton | North Main Street | 4171 | 528 | Collector | STP | No Repair | $0 | 94 | Good |
| Brockton | North Main Street | 4699 | 2165 | Collector | STP | No Repair | $0 | 94 | Good |
| Brockton | North Main Street | 7973 | 3802 | Collector | STP | Rehab | $540,729 | 61 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | North Montello Street | 0 | 1795 | Arterial | STP | Rehab | $229,760 | 60 | Poor |
| Brockton | North Montello Street | 1795 | 422 | Arterial | STP | Routine Maint | $6,330 | 90 | Good |
| Brockton | North Montello Street | 2218 | 739 | Arterial | STP | Routine Maint | $11,085 | 90 | Good |
| Brockton | North Montello Street | 2957 | 1901 | Arterial | STP | Routine Maint | $28,515 | 90 | Good |
| Brockton | North Montello Street | 4858 | 1109 | Arterial | STP | Routine Maint | $19,408 | 89 | Good |
| Brockton | North Montello Street | 5966 | 2429 | Arterial | STP | Rehab | $302,276 | 82 | Fair |
| Brockton | North Montello Street | 8395 | 158 | Arterial | STP | Reconstruct | $47,856 | 55 | Poor |
| Brockton | North Montello Street | 8554 | 1320 | Arterial | STP | Reconstruct | $330,880 | 55 | Poor |
| Brockton | North Montello Street | 9874 | 1848 | Arterial | STP | Reconstruct | $463,232 | 55 | Poor |
| Brockton | North Pearl Street | 0 | 1742 | Arterial | NHS | Routine Maint | $38,324 | 89 | Good |
| Brockton | North Pearl Street | 1742 | 422 | Collector | STP | Routine Maint | $9,706 | 89 | Good |
| Brockton | North Pearl Street | 2165 | 1003 | Collector | STP | Reconstruct | $183,326 | 57 | Poor |
| Brockton | North Pearl Street | 3168 | 264 | Collector | STP | Prevent Maint | $12,672 | 82 | Fair |
| Brockton | North Pearl Street | 3432 | 950 | Collector | STP | Prevent Maint | $44,333 | 83 | Fair |
| Brockton | North Quincy Street | 0 | 2429 | Collector | STP | Prevent Maint | $119,831 | 83 | Fair |
| Brockton | North Quincy Street | 2429 | 792 | Collector | STP | Prevent Maint | $39,072 | 83 | Fair |
| Brockton | North Quincy Street | 3221 | 1320 | Collector | STP | Prevent Maint | $65,120 | 83 | Fair |
| Brockton | North Quincy Street | 4541 | 2059 | Collector | STP | Rehab | $270,873 | 83 | Fair |
| Brockton | North Quincy Street | 6600 | 950 | Collector | STP | Prevent Maint | $48,133 | 83 | Fair |
| Brockton | North Quincy Street | 7550 | 3538 | Collector | STP | Prevent Maint | $174,541 | 83 | Fair |
| Brockton | North Quincy Street | 11088 | 1214 | Collector | STP | Reconstruct | $234,572 | 42 | Poor |
| Brockton | North Warren Avenue | 0 | 1109 | Collector | STP | Prevent Maint | $39,924 | 74 | Fair |
| Brockton | North Warren Avenue | 1109 | 2059 | Collector | STP | Prevent Maint | $74,124 | 74 | Fair |
| Brockton | North Warren Avenue | 3168 | 1267 | Collector | STP | Prevent Maint | $45,612 | 74 | Fair |
| Brockton | Oak Street | 0 | 898 | Collector | STP | Routine Maint | $12,572 | 89 | Good |
| Brockton | Oak Street | 898 | 475 | Collector | STP | Routine Maint | $8,075 | 89 | Good |
| Brockton | Oak Street | 1373 | 211 | Collector | STP | Routine Maint | $3,587 | 89 | Good |
| Brockton | Oak Street | 1584 | 3115 | Collector | STP | Routine Maint | $59,185 | 89 | Good |
| Brockton | Oak Street | 4699 | 950 | Collector | STP | Prevent Maint | $50,667 | 75 | Fair |
| Brockton | Oak Street | 5650 | 3485 | Collector | STP | Rehab | $619,556 | 68 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Oak Street | 9134 | 317 | Collector | STP | Routine Maint | $6,023 | 89 | Good |
| Brockton | Oak Street | 9451 | 1320 | Collector | STP | Routine Maint | $23,760 | 89 | Good |
| Brockton | Oak Street Ext | 0 | 1003 | Collector | STP | Rehab | $124,818 | 83 | Fair |
| Brockton | Otto Street | 0 | 264 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Brockton | Pearl Street | 0 | 1214 | Collector | STP | Reconstruct | $228,232 | 59 | Poor |
| Brockton | Pearl Street | 1214 | 475 | Arterial | STP | Prevent Maint | $22,800 | 74 | Fair |
| Brockton | Pearl Street | 1690 | 1901 | Arterial | STP | Reconstruct | $277,968 | 46 | Poor |
| Brockton | Pearl Street | 3590 | 2376 | Collector | STP | Prevent Maint | $114,048 | 75 | Fair |
| Brockton | Pearl Street | 5966 | 6653 | Collector | STP | Prevent Maint | $337,085 | 75 | Fair |
| Brockton | Pearl Street | 12619 | 1795 | Collector | STP | Prevent Maint | $86,160 | 75 | Fair |
| Brockton | Perkins Avenue | 0 | 2112 | Collector | STP | Reconstruct | $386,027 | 50 | Poor |
| Brockton | Perkins Avenue | 2112 | 1109 | Collector | STP | Reconstruct | $191,118 | 50 | Poor |
| Brockton | Pine Street | 0 | 950 | Collector | STP | Reconstruct | $138,911 | 46 | Poor |
| Brockton | Plain Street | 0 | 264 | Arterial | STP | No Repair | $0 | 93 | Good |
| Brockton | Plain Street | 264 | 317 | Collector | STP | No Repair | $0 | 93 | Good |
| Brockton | Plain Street | 581 | 581 | Collector | STP | Routine Maint | $11,620 | 86 | Good |
| Brockton | Plain Street | 1162 | 1056 | Collector | STP | Routine Maint | $21,120 | 87 | Good |
| Brockton | Plain Street | 2218 | 370 | Collector | STP | Routine Maint | $7,400 | 86 | Good |
| Brockton | Plain Street | 2587 | 528 | Collector | STP | Routine Maint | $10,560 | 86 | Good |
| Brockton | Plain Street | 3115 | 3168 | Collector | STP | No Repair | $0 | 94 | Good |
| Brockton | Plain Street | 6283 | 2851 | Collector | STP | Routine Maint | $47,042 | 90 | Good |
| Brockton | Pleasant Street | 0 | 686 | Collector | STP | Routine Maint | $16,464 | 89 | Good |
| Brockton | Pleasant Street | 0 | 422 | Collector | STP | Routine Maint | $5,697 | 85 | Good |
| Brockton | Pleasant Street | 422 | 3590 | Collector | STP | Routine Maint | $48,465 | 85 | Good |
| Brockton | Pleasant Street | 686 | 158 | Collector | STP | Routine Maint | $3,555 | 89 | Good |
| Brockton | Pleasant Street | 845 | 317 | Collector | STP | Routine Maint | $7,133 | 89 | Good |
| Brockton | Pleasant Street | 1162 | 475 | Collector | STP | Routine Maint | $9,975 | 89 | Good |
| Brockton | Pleasant Street | 1637 | 634 | Collector | STP | Routine Maint | $11,095 | 89 | Good |
| Brockton | Pleasant Street | 2270 | 1478 | Collector | STP | Routine Maint | $23,648 | 89 | Good |
| Brockton | Pleasant Street | 3749 | 211 | Collector | STP | Routine Maint | $3,693 | 89 | Good |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Pleasant Street | 3960 | 792 | Collector | STP | Reconstruct | $144,760 | 54 | Poor |
| Brockton | Pleasant Street | 4752 | 634 | Arterial | NHS | Reconstruct | $165,544 | 54 | Poor |
| Brockton | Pleasant Street | 5386 | 475 | Arterial | NHS | Reconstruct | $86,819 | 54 | Poor |
| Brockton | Pleasant Street | 5861 | 739 | Arterial | NHS | Reconstruct | $135,073 | 54 | Poor |
| Brockton | Pleasant Street | 6600 | 1426 | Arterial | NHS | Reconstruct | $253,194 | 54 | Poor |
| Brockton | Pleasant Street | 8026 | 3485 | Arterial | NHS | Reconstruct | $618,781 | 54 | Poor |
| Brockton | Pleasant Street | 11510 | 950 | Arterial | NHS | Routine Maint | $19,000 | 90 | Good |
| Brockton | Plymouth Street | 0 | 2112 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Brockton | Prospect Street | 0 | 792 | Collector | STP | Reconstruct | $124,080 | 34 | Poor |
| Brockton | Prospect Street | 792 | 950 | Collector | STP | Reconstruct | $148,833 | 34 | Poor |
| Brockton | Prospect Street | 1742 | 898 | Collector | STP | Rehab | $89,401 | 65 | Fair |
| Brockton | Prospect Street | 2640 | 422 | Collector | STP | Rehab | $42,012 | 65 | Fair |
| Brockton | Prospect Street | 3062 | 211 | Collector | STP | Rehab | $26,258 | 65 | Fair |
| Brockton | Prospect Street | 3274 | 528 | Collector | STP | Rehab | $63,829 | 65 | Fair |
| Brockton | Prospect Street | 3802 | 422 | Collector | STP | Rehab | $45,013 | 70 | Fair |
| Brockton | Prospect Street | 4224 | 158 | Collector | STP | Rehab | $16,853 | 65 | Fair |
| Brockton | Prospect Street | 4382 | 634 | Collector | STP | Rehab | $54,101 | 65 | Fair |
| Brockton | Prospect Street | 5016 | 686 | Collector | STP | Rehab | $60,978 | 65 | Fair |
| Brockton | Prospect Street | 5702 | 317 | Collector | STP | Rehab | $34,940 | 65 | Fair |
| Brockton | Quincy Street | 0 | 1848 | Collector | STP | Reconstruct | $270,219 | 52 | Poor |
| Brockton | Quincy Street | 1848 | 3115 | Collector | STP | Reconstruct | $601,887 | 52 | Poor |
| Brockton | Reynolds Highway | 0 | 1584 | Arterial | NHS | Rehab | $394,240 | 63 | Poor |
| Brockton | Reynolds Highway | 1584 | 4171 | Arterial | NHS | Rehab | $1,038,116 | 63 | Poor |
| Brockton | Sargents Way | 0 | 845 | Collector | STP | Reconstruct | $185,337 | 53 | Poor |
| Brockton | Sargents Way | 845 | 422 | Collector | STP | Reconstruct | $92,559 | 53 | Poor |
| Brockton | Sargents Way | 1267 | 845 | Collector | STP | Reconstruct | $185,337 | 53 | Poor |
| Brockton | Sawtell Avenue | 0 | 370 | Collector | STP | Prevent Maint | $16,773 | 83 | Fair |
| Brockton | Sawtell Avenue | 370 | 317 | Collector | STP | Rehab | $38,322 | 83 | Fair |
| Brockton | Sawtell Avenue | 686 | 317 | Collector | STP | Rehab | $38,322 | 83 | Fair |
| Brockton | Sawtell Avenue | 1003 | 1214 | Collector | STP | Rehab | $146,759 | 83 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Sawtell Avenue | 2218 | 1003 | Collector | STP | Prevent Maint | $45,469 | 83 | Fair |
| Brockton | School Street | 0 | 422 | Collector | NHS | Rehab | $66,020 | 68 | Fair |
| Brockton | School Street | 422 | 264 | Collector | STP | Reconstruct | $60,661 | 34 | Poor |
| Brockton | School Street | 686 | 317 | Collector | STP | Reconstruct | $46,352 | 28 | Poor |
| Brockton | School Street | 1003 | 422 | Collector | STP | Prevent Maint | $15,755 | 75 | Fair |
| Brockton | School Street | 1426 | 370 | Collector | STP | Prevent Maint | $15,787 | 81 | Fair |
| Brockton | South Street | 0 | 1003 | Collector | STP | Reconstruct | $146,661 | 48 | Poor |
| Brockton | Southworth Street | 0 | 2218 | Collector | STP | Reconstruct | $416,984 | 53 | Poor |
| Brockton | Southworth Street | 2218 | 475 | Collector | STP | Reconstruct | $64,494 | 51 | Poor |
| Brockton | Spring Street | 0 | 2376 | Collector | STP | Reconstruct | $347,424 | 61 | Poor |
| Brockton | Spring Street | 0 | 422 | Collector | STP | Reconstruct | $61,706 | 51 | Poor |
| Brockton | Spring Street | 0 | 1109 | Collector | STP | Reconstruct | $202,701 | 43 | Poor |
| Brockton | Summer Street | 686 | 1690 | Collector | STP | Routine Maint | $20,280 | 89 | Good |
| Brockton | Summer Street | 2376 | 370 | Collector | STP | Rehab | $34,204 | 74 | Fair |
| Brockton | Summer Street | 2746 | 1320 | Collector | STP | Rehab | $122,027 | 74 | Fair |
| Brockton | Summer Street | 4066 | 2746 | Collector | STP | Rehab | $273,380 | 74 | Fair |
| Brockton | Summer Street | 6811 | 1162 | Collector | STP | Rehab | $111,552 | 74 | Fair |
| Brockton | Summer Street | 7973 | 581 | Collector | STP | Rehab | $55,776 | 74 | Fair |
| Brockton | Summer Street | 8554 | 634 | Collector | STP | Rehab | $60,864 | 74 | Fair |
| Brockton | Summer Street | 9187 | 370 | Collector | STP | Prevent Maint | $25,653 | 74 | Fair |
| Brockton | Summer Street | 9557 | 158 | Collector | STP | Prevent Maint | $10,955 | 74 | Fair |
| Brockton | Summer Street | 9715 | 370 | Collector | STP | Reconstruct | $100,476 | 53 | Poor |
| Brockton | Sumner Street | 0 | 792 | Collector | STP | Reconstruct | $124,080 | 44 | Poor |
| Brockton | Sumner Street | 792 | 2059 | Collector | STP | Reconstruct | $290,319 | 44 | Poor |
| Brockton | Thatcher Street | 0 | 739 | Collector | STP | Reconstruct | $123,495 | 29 | Poor |
| Brockton | Thatcher Street | 739 | 264 | Collector | STP | Reconstruct | $44,117 | 29 | Poor |
| Brockton | Thatcher Street | 1003 | 264 | Collector | STP | Reconstruct | $44,117 | 29 | Poor |
| Brockton | Thatcher Street | 1267 | 317 | Collector | STP | Reconstruct | $52,974 | 29 | Poor |
| Brockton | Thatcher Street | 1584 | 1214 | Collector | STP | Reconstruct | $190,193 | 29 | Poor |
| Brockton | Thatcher Street | 2798 | 686 | Collector | STP | Reconstruct | $121,803 | 29 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | Thatcher Street | 3485 | 3749 | Collector | STP | Reconstruct | $665,656 | 29 | Poor |
| Brockton | Toby Road | 0 | 634 | Collector | STP | Reconstruct | $59,596 | 17 | Poor |
| Brockton | Torrey Street | 0 | 3062 | Collector | STP | Routine Maint | $50,523 | 90 | Good |
| Brockton | Torrey Street | 3062 | 106 | Collector | STP | Reconstruct | $22,142 | 52 | Poor |
| Brockton | Torrey Street | 3168 | 317 | Collector | STP | Reconstruct | $66,218 | 52 | Poor |
| Brockton | Torrey Street | 3485 | 106 | Collector | STP | Reconstruct | $22,142 | 52 | Poor |
| Brockton | Torrey Street | 3590 | 4963 | Collector | STP | Reconstruct | $881,208 | 52 | Poor |
| Brockton | Torrey Street | 8554 | 370 | Collector | STP | Reconstruct | $65,696 | 52 | Poor |
| Brockton | Torrey Street | 8923 | 686 | Collector | STP | Reconstruct | $128,968 | 52 | Poor |
| Brockton | Vfw Parkway | 0 | 317 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Brockton | Ward Street | 0 | 686 | Collector | STP | Prevent Maint | $23,781 | 78 | Fair |
| Brockton | Warren Avenue | 0 | 1320 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 1320 | 211 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 1531 | 792 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 2323 | 1320 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 3643 | 1056 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 4699 | 3010 | Collector | STP | No Repair | $0 | 92 | Good |
| Brockton | Warren Avenue | 7709 | 211 | Collector | NHS | Reconstruct | $37,464 | 55 | Poor |
| Brockton | Warren Avenue | 7920 | 528 | Arterial | NHS | Reconstruct | $93,749 | 55 | Poor |
| Brockton | Warren Avenue | 8448 | 634 | Arterial | NHS | Reconstruct | $102,638 | 55 | Poor |
| Brockton | Warren Avenue | 9082 | 739 | Arterial | STP | Reconstruct | $119,636 | 55 | Poor |
| Brockton | West Chestnut Street | 0 | 581 | Arterial | STP | Prevent Maint | $21,691 | 80 | Fair |
| Brockton | West Chestnut Street | 0 | 792 | Arterial | STP | Reconstruct | $150,964 | 55 | Poor |
| Brockton | West Chestnut Street | 581 | 422 | Arterial | STP | Prevent Maint | $15,755 | 80 | Fair |
| Brockton | West Chestnut Street | 1003 | 264 | Arterial | STP | Reconstruct | $38,603 | 52 | Poor |
| Brockton | West Chestnut Street | 1267 | 686 | Arterial | STP | Reconstruct | $100,308 | 52 | Poor |
| Brockton | West Chestnut Street | 1954 | 739 | Arterial | STP | Reconstruct | $108,058 | 52 | Poor |
| Brockton | West Chestnut Street | 2693 | 1162 | Arterial | STP | Rehab | $107,420 | 75 | Fair |
| Brockton | West Chestnut Street | 3854 | 792 | Arterial | STP | Prevent Maint | $27,456 | 75 | Fair |
| Brockton | West Chestnut Street | 4646 | 2746 | Arterial | STP | Prevent Maint | $95,195 | 75 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Brockton | West Chestnut Street | 7392 | 1162 | Arterial | STP | Prevent Maint | $55,776 | 75 | Fair |
| Brockton | West Chestnut Street | 8554 | 4224 | Arterial | STP | Prevent Maint | $202,752 | 75 | Fair |
| Brockton | West Chestnut Street | 12778 | 211 | Arterial | STP | Prevent Maint | $10,128 | 75 | Fair |
| Brockton | West Chestnut Street | 12989 | 106 | Arterial | STP | Prevent Maint | $5,088 | 75 | Fair |
| Brockton | West Chestnut Street | 13094 | 1954 | Arterial | STP | Prevent Maint | $88,581 | 75 | Fair |
| Brockton | West Elm Street | 0 | 2587 | Collector | STP | Reconstruct | $594,435 | 22 | Poor |
| Brockton | West Elm Street | 2587 | 3326 | Collector | STP | Reconstruct | $590,550 | 22 | Poor |
| Brockton | West Elm Street | 5914 | 792 | Collector | STP | Routine Maint | $10,692 | 85 | Good |
| Brockton | West Elm Street Ext | 317 | 1003 | Collector | STP | Prevent Maint | $29,421 | 60 | Poor |
| Brockton | West Elm Street Ext | 1320 | 1320 | Collector | STP | Rehab | $103,253 | 60 | Poor |
| Brockton | West Elm Street Ext | 2640 | 950 | Collector | STP | Rehab | $74,311 | 60 | Poor |
| Brockton | West Street | 0 | 686 | Collector | STP | Reconstruct | $128,968 | 32 | Poor |
| Brockton | West Street | 686 | 739 | Collector | STP | Rehab | $78,827 | 61 | Poor |
| Brockton | West Street | 1426 | 2270 | Collector | STP | Reconstruct | $474,178 | 61 | Poor |
| Brockton | West Street | 3696 | 158 | Collector | STP | Reconstruct | $29,704 | 61 | Poor |
| Brockton | West Street | 3854 | 1478 | Collector | STP | Reconstruct | $293,301 | 61 | Poor |
| Brockton | West Street | 5333 | 1901 | Collector | STP | Reconstruct | $397,098 | 61 | Poor |
| Brockton | Willey Street | 211 | 370 | Collector | STP | Reconstruct | $50,238 | 30 | Poor |
| Brockton | Winter Street | 0 | 2904 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Brockton | Winter Street | 2904 | 2323 | Collector | STP | No Repair | $0 | 95 | Excellent |
| East Bridgewater | Bedford Street | 0 | 2693 | Arterial | NHS | Routine Maint | $53,860 | 83 | Fair |
| East Bridgewater | Bedford Street | 2693 | 370 | Arterial | NHS | Routine Maint | $9,250 | 84 | Fair |
| East Bridgewater | Bedford Street | 3062 | 6072 | Arterial | NHS | Routine Maint | $109,296 | 78 | Fair |
| East Bridgewater | Bedford Street | 9134 | 1742 | Arterial | NHS | No Repair | $0 | 89 | Good |
| East Bridgewater | Bedford Street | 10877 | 2323 | Arterial | NHS | No Repair | $0 | 87 | Good |
| East Bridgewater | Bedford Street | 13200 | 6758 | Arterial | NHS | Rehab | $720,853 | 77 | Fair |
| East Bridgewater | Belmont Street | 0 | 6125 | Collector | STP | Rehab | $522,667 | 74 | Fair |
| East Bridgewater | Cedar Street | 0 | 5438 | Collector | STP | Rehab | $464,043 | 69 | Fair |
| East Bridgewater | Central Street | 0 | 1531 | Collector | STP | Reconstruct | $271,838 | 39 | Poor |
| East Bridgewater | Central Street | 1531 | 106 | Collector | STP | Reconstruct | $16,607 | 41 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| East Bridgewater | Central Street | 1637 | 1003 | Collector | STP | Reconstruct | $157,137 | 39 | Poor |
| East Bridgewater | Central Street | 2640 | 3485 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Central Street | 6125 | 211 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Central Street | 6336 | 211 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Central Street | 6547 | 1690 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Central Street | 8237 | 3221 | Collector | STP | No Repair | $0 | 89 | Good |
| East Bridgewater | Central Street | 11458 | 1214 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Central Street | 12672 | 6178 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | East Street | 0 | 792 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | East Street | 792 | 1056 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | East Street | 1848 | 581 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | East Street | 2429 | 1320 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Elm Street | 0 | 3802 | Collector | STP | Reconstruct | $456,662 | 50 | Poor |
| East Bridgewater | Elm Street | 3802 | 422 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Elm Street | 4224 | 3274 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Elm Street | 7498 | 1109 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Franklin Street | 0 | 3379 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Harvard Street | 2323 | 4277 | Collector | STP | No Repair | $0 | 88 | Good |
| East Bridgewater | Highland Street | 0 | 4330 | Collector | STP | No Repair | $0 | 95 | Excellent |
| East Bridgewater | Highland Street | 4330 | 475 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Matfield Street | 0 | 1109 | Collector | STP | No Repair | $0 | 94 | Good |
| East Bridgewater | North Central Street | 2323 | 2006 | Collector | STP | Routine Maint | $34,102 | 83 | Fair |
| East Bridgewater | North Central Street | 4330 | 1742 | Collector | STP | Rehab | $167,232 | 74 | Fair |
| East Bridgewater | North Central Street | 6072 | 792 | Collector | STP | Routine Maint | $15,840 | 84 | Fair |
| East Bridgewater | Oak Street | 0 | 4224 | Collector | STP | No Repair | $0 | 95 | Excellent |
| East Bridgewater | Oak Street | 4224 | 1056 | Collector | STP | Rehab | $101,376 | 75 | Fair |
| East Bridgewater | Oak Street | 5280 | 1478 | Collector | STP | Rehab | $152,398 | 75 | Fair |
| East Bridgewater | Old Plymouth Street | 1848 | 845 | Collector | STP | Reconstruct | $110,319 | 42 | Poor |
| East Bridgewater | Pine Street | 0 | 3590 | Collector | STP | Rehab | $293,582 | 58 | Poor |
| East Bridgewater | Pleasant Street | 0 | 5174 | Collector | STP | Rehab | $459,911 | 73 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| East Bridgewater | Plymouth Street | 0 | 14573 | Collector | STP | Rehab | $1,554,453 | 72 | Fair |
| East Bridgewater | Plymouth Street | 14573 | 3485 | Collector | STP | Rehab | $297,387 | 69 | Fair |
| East Bridgewater | Plymouth Street | 18058 | 2798 | Collector | STP | Rehab | $238,763 | 72 | Fair |
| East Bridgewater | Spring Street | 0 | 2640 | Collector | STP | Reconstruct | $358,453 | 36 | Poor |
| East Bridgewater | Spring Street | 2640 | 1531 | Collector | STP | Reconstruct | $199,881 | 37 | Poor |
| East Bridgewater | Spring Street | 4171 | 1109 | Collector | STP | Reconstruct | $156,369 | 37 | Poor |
| East Bridgewater | Spring Street | 5280 | 1214 | Collector | STP | Reconstruct | $164,834 | 37 | Poor |
| East Bridgewater | Summer Street | 0 | 6706 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | Summer Street | 6706 | 792 | Collector | STP | Rehab | $67,584 | 58 | Poor |
| East Bridgewater | Summer Street | 7498 | 1214 | Collector | STP | Reconstruct | $133,135 | 49 | Poor |
| East Bridgewater | Thatcher Street | 0 | 3854 | Collector | STP | Rehab | $424,796 | 67 | Fair |
| East Bridgewater | Union Street | 0 | 370 | Collector | STP | No Repair | $0 | 98 | Excellent |
| East Bridgewater | Washington Street | 0 | 1109 | Collector | STP | No Repair | $0 | 95 | Excellent |
| East Bridgewater | Washington Street | 1109 | 1003 | Collector | STP | No Repair | $0 | 99 | Excellent |
| East Bridgewater | Washington Street | 2112 | 8606 | Collector | STP | Routine Maint | $103,272 | 88 | Good |
| East Bridgewater | Washington Street | 10718 | 12566 | Collector | STP | Reconstruct | $1,968,673 | 50 | Poor |
| East Bridgewater | Washington Street | 23285 | 422 | Collector | STP | Rehab | $45,013 | 61 | Poor |
| East Bridgewater | West Street | 0 | 2957 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | West Street | 2957 | 3062 | Collector | STP | No Repair | $0 | 96 | Excellent |
| East Bridgewater | West Union Street | 0 | 1795 | Collector | STP | Rehab | $280,818 | 67 | Fair |
| East Bridgewater | West Union Street | 1795 | 3960 | Collector | STP | No Repair | $0 | 90 | Good |
| East Bridgewater | West Union Street | 5755 | 1056 | Collector | STP | Rehab | $90,112 | 76 | Fair |
| East Bridgewater | West Washington Street | 0 | 158 | Collector | STP | No Repair | $0 | 100 | Excellent |
| East Bridgewater | Whitman Street | 0 | 3643 | Collector | STP | No Repair | $0 | 88 | Good |
| East Bridgewater | Winter Street | 3696 | 4013 | Collector | STP | Reconstruct | $419,136 | 10 | Poor |
| Easton | Barrows Street | 0 | 211 | Collector | STP | Reconstruct | $33,057 | 46 | Poor |
| Easton | Bay Road | 0 | 3643 | Collector | STP | No Repair | $0 | 90 | Good |
| Easton | Bay Road | 3643 | 15365 | Collector | STP | Reconstruct | $1,925,747 | 55 | Poor |
| Easton | Bay Road | 19008 | 9979 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Easton | Belmont Street | 0 | 4330 | Arterial | NHS | Routine Maint | $97,425 | 87 | Good |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Easton | Canton Street | 0 | 1373 | Collector | STP | Reconstruct | $172,083 | 17 | Poor |
| Easton | Canton Street | 1373 | 1267 | Collector | STP | Reconstruct | $145,564 | 17 | Poor |
| Easton | Canton Street | 2640 | 2640 | Collector | STP | Reconstruct | $303,307 | 17 | Poor |
| Easton | Center Street | 0 | 1003 | Collector | STP | Rehab | $117,685 | 76 | Fair |
| Easton | Center Street | 1003 | 1267 | Collector | STP | Rehab | $128,389 | 76 | Fair |
| Easton | Center Street | 2270 | 1795 | Collector | STP | Rehab | $165,938 | 76 | Fair |
| Easton | Center Street | 4066 | 7128 | Collector | STP | Rehab | $633,600 | 60 | Poor |
| Easton | Central Street | 0 | 3696 | Collector | STP | No Repair | $0 | 90 | Good |
| Easton | Depot Street | 0 | 2746 | Collector | STP | No Repair | $0 | 93 | Good |
| Easton | Depot Street | 2746 | 6283 | Arterial | NHS | Rehab | $536,149 | 68 | Fair |
| Easton | Depot Street | 9029 | 3221 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Easton | Depot Street | 12250 | 4752 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Easton | Eastman Street | 0 | 1795 | Arterial | NHS | Rehab | $306,347 | 82 | Fair |
| Easton | Eastman Street | 1795 | 1848 | Arterial | NHS | Rehab | $302,251 | 83 | Fair |
| Easton | Eastman Street | 3643 | 1742 | Arterial | NHS | Prevent Maint | $109,165 | 82 | Fair |
| Easton | Elm Street | 0 | 3274 | Collector | STP | No Repair | $0 | 88 | Good |
| Easton | Elm Street | 3274 | 3221 | Collector | STP | No Repair | $0 | 88 | Good |
| Easton | Elm Street | 6494 | 1478 | Collector | STP | No Repair | $0 | 88 | Good |
| Easton | Elm Street | 7973 | 528 | Collector | STP | No Repair | $0 | 88 | Good |
| Easton | Foundry Street | 0 | 1637 | Arterial | NHS | Rehab | $180,434 | 71 | Fair |
| Easton | Foundry Street | 1637 | 5702 | Arterial | NHS | Rehab | $506,844 | 70 | Fair |
| Easton | Foundry Street | 7339 | 10349 | Arterial | NHS | Rehab | $1,030,300 | 70 | Fair |
| Easton | Foundry Street | 17688 | 2218 | Arterial | NHS | Rehab | $315,449 | 70 | Fair |
| Easton | Foundry Street | 19906 | 3802 | Arterial | NHS | Rehab | $351,474 | 70 | Fair |
| Easton | Foundry Street | 23707 | 8659 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Easton | Lincoln Street | 0 | 4594 | Collector | STP | Reconstruct | $527,800 | 36 | Poor |
| Easton | Lincoln Street | 4594 | 1109 | Collector | STP | Reconstruct | $144,786 | 36 | Poor |
| Easton | Lincoln Street | 5702 | 2693 | Collector | STP | Reconstruct | $365,650 | 36 | Poor |
| Easton | Lincoln Street | 8395 | 370 | Collector | STP | Reconstruct | $52,170 | 36 | Poor |
| Easton | Main Street | 0 | 1690 | Collector | STP | Reconstruct | $247,116 | 53 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Easton | Main Street | 1690 | 317 | Collector | STP | Reconstruct | $52,974 | 53 | Poor |
| Easton | Main Street | 2006 | 792 | Collector | STP | Reconstruct | $165,440 | 53 | Poor |
| Easton | Main Street | 2798 | 1056 | Collector | STP | Reconstruct | $170,955 | 53 | Poor |
| Easton | Main Street | 3854 | 1003 | Collector | STP | Reconstruct | $167,612 | 53 | Poor |
| Easton | Main Street | 4858 | 1584 | Collector | STP | Reconstruct | $297,792 | 53 | Poor |
| Easton | Main Street | 6442 | 3749 | Collector | STP | Rehab | $373,234 | 69 | Fair |
| Easton | Massapoag Avenue | 0 | 5016 | Collector | STP | Routine Maint | $68,970 | 83 | Fair |
| Easton | Massapoag Avenue | 5016 | 6389 | Collector | STP | Routine Maint | $86,252 | 83 | Fair |
| Easton | North Main Street | 0 | 158 | Collector | STP | Reconstruct | $26,404 | 53 | Poor |
| Easton | Norton Avenue | 0 | 4435 | Collector | STP | Reconstruct | $486,372 | 30 | Poor |
| Easton | Poquanticut Avenue | 0 | 7234 | Collector | STP | Reconstruct | $793,329 | 52 | Poor |
| Easton | Purchase Street | 0 | 898 | Collector | STP | No Repair | $0 | 85 | Good |
| Easton | Purchase Street | 898 | 3115 | Collector | STP | No Repair | $0 | 85 | Good |
| Easton | Purchase Street | 4013 | 4066 | Collector | STP | No Repair | $0 | 85 | Good |
| Easton | Purchase Street | 8078 | 3062 | Collector | STP | No Repair | $0 | 85 | Good |
| Easton | Rockland Street | 0 | 10243 | Collector | STP | Reconstruct | $1,497,754 | 50 | Poor |
| Easton | Short Street | 0 | 2904 | Collector | STP | Routine Maint | $36,300 | 83 | Fair |
| Easton | Turnpike Street | 0 | 6442 | Collector | STP | No Repair | $0 | 90 | Good |
| Easton | Turnpike Street | 6442 | 686 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Easton | Turnpike Street | 7128 | 12778 | Collector | STP | Rehab | $1,635,584 | 68 | Fair |
| Easton | Union Street | 0 | 3590 | Collector | STP | Reconstruct | $449,947 | 47 | Poor |
| Easton | Washington Street | 0 | 634 | Arterial | NHS | Rehab | $85,660 | 68 | Fair |
| Easton | Washington Street | 634 | 7075 | Arterial | NHS | Rehab | $955,911 | 68 | Fair |
| Easton | Washington Street | 7709 | 1056 | Collector | STP | No Repair | $0 | 87 | Good |
| Easton | Washington Street | 8765 | 2059 | Collector | STP | No Repair | $0 | 87 | Good |
| Easton | Washington Street | 10824 | 1214 | Collector | STP | Rehab | $189,924 | 68 | Fair |
| Easton | Washington Street | 12038 | 5280 | Collector | STP | Rehab | $638,293 | 68 | Fair |
| Easton | Washington Street | 17318 | 8976 | Collector | STP | No Repair | $0 | 88 | Good |
| Halifax | Carver Street | 0 | 2218 | Collector | LOCAL | Rehab | $189,269 | 70 | Fair |
| Halifax | Elm Street | | 11194 | Collector | LOCAL | No Repair | $0 | 99 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Halifax | Franklin Street | 0 | 7286 | Collector | LOCAL | Reconstruct | $837,080 | 22 | Poor |
| Halifax | Holmes Street | 0 | 10982 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Halifax | Monponsett Street | 0 | 2587 | Collector | STP | Reconstruct | $432,316 | 48 | Poor |
| Halifax | Monponsett Street | 2587 | 5966 | Collector | STP | Reconstruct | $996,985 | 43 | Poor |
| Halifax | Monponsett Street | 8554 | 7656 | Collector | STP | Reconstruct | $1,279,403 | 38 | Poor |
| Halifax | Old Plymouth Street | | 1848 | Collector | STP | No Repair | $0 | | |
| Halifax | Plymouth Street | 0 | 7128 | Collector | STP | Prevent Maint | $285,120 | 78 | Fair |
| Halifax | Plymouth Street | 7128 | 5016 | Collector | STP | Rehab | $552,875 | 71 | Fair |
| Halifax | Plymouth Street | 12144 | 2587 | Collector | STP | Rehab | $294,343 | 77 | Fair |
| Halifax | Plymouth Street | 14731 | 8659 | Collector | STP | Reconstruct | $1,537,454 | 44 | Poor |
| Halifax | River Street | 0 | 10560 | Collector | LOCAL | Reconstruct | $992,640 | 24 | Poor |
| Halifax | South Street | 5122 | 5280 | Collector | LOCAL | Reconstruct | $496,320 | 34 | Poor |
| Halifax | Thompson Street | 0 | 3221 | Collector | STP | Reconstruct | $470,982 | 62 | Poor |
| Halifax | Thompson Street | 3221 | 11405 | Collector | LOCAL | No Repair | $0 | 94 | Good |
| Halifax | Walnut Street | 0 | 4171 | Collector | STP | Reconstruct | $479,202 | 33 | Poor |
| Hanson | Brook Street | 0 | 4594 | Collector | STP | Rehab | $457,358 | 62 | Poor |
| Hanson | Brook Street | 4594 | 1478 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Hanson | County Road | 0 | 6283 | Collector | STP | Routine Maint | $106,811 | 82 | Fair |
| Hanson | East Washington Street | 0 | 3168 | Collector | STP | No Repair | $0 | 89 | Good |
| Hanson | East Washington Street | 3168 | 686 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Hanson | East Washington Street | 3854 | 1584 | Collector | STP | No Repair | $0 | 89 | Good |
| Hanson | East Washington Street | 5438 | 6547 | Collector | STP | Routine Maint | $75,291 | 80 | Fair |
| Hanson | Elm Street | 0 | 5914 | Collector | STP | Rehab | $462,606 | 65 | Fair |
| Hanson | Franklin Street | 0 | 4066 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Hanson | Franklin Street | 0 | 1637 | Arterial | NHS | Prevent Maint | $56,749 | 73 | Fair |
| Hanson | High Street | 0 | 9610 | Collector | STP | Reconstruct | $1,355,010 | 47 | Poor |
| Hanson | Indian Head Street | 0 | 8290 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Hanson | King Street | 0 | 581 | Collector | STP | Routine Maint | $6,391 | 82 | Fair |
| Hanson | King Street | 581 | 2746 | Collector | STP | Routine Maint | $30,206 | 82 | Fair |
| Hanson | Liberty Street | 0 | 4858 | Collector | STP | Routine Maint | $87,444 | 82 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Hanson | Liberty Street | 4858 | 2323 | Collector | STP | Routine Maint | $40,653 | 82 | Fair |
| Hanson | Main Street | 0 | 1426 | Arterial | NHS | Reconstruct | $156,385 | 53 | Poor |
| Hanson | Main Street | 1426 | 5966 | Arterial | NHS | No Repair | $0 | 88 | Good |
| Hanson | Main Street | 7392 | 10349 | Collector | STP | No Repair | $0 | 88 | Good |
| Hanson | Maquan Street | 0 | 6178 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Hanson | Monponsett Street | 0 | 10824 | Collector | STP | No Repair | $0 | 94 | Good |
| Hanson | Spring Street | 0 | 3010 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Hanson | Spring Street | 3010 | 2851 | Collector | STP | No Repair | $0 | 94 | Good |
| Hanson | State Street | 0 | 3010 | Collector | STP | Routine Maint | $37,625 | 84 | Fair |
| Hanson | State Street | 3010 | 4541 | Collector | STP | Rehab | $355,207 | 61 | Poor |
| Hanson | Union Street | 0 | 1901 | Collector | STP | Routine Maint | $21,862 | 82 | Fair |
| Hanson | West Washington Street | 0 | 845 | Collector | STP | No Repair | $0 | 90 | Good |
| Hanson | West Washington Street | 845 | 6389 | Collector | STP | Rehab | $499,762 | 77 | Fair |
| Hanson | West Washington Street | 7234 | 4858 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Hanson | Whitman Street | 0 | 2112 | Collector | STP | Routine Maint | $23,232 | 84 | Fair |
| Hanson | Whitman Street | 2112 | 4488 | Collector | STP | Routine Maint | $47,124 | 81 | Fair |
| Hanson | Whitman Street | 6600 | 1742 | Collector | STP | No Repair | $0 | 90 | Good |
| Hanson | Whitman Street | 8342 | 4805 | Collector | STP | No Repair | $0 | 88 | Good |
| Hanson | Winter Street | 0 | 3432 | Collector | STP | No Repair | $0 | 87 | Good |
| Hanson | Winter Street | 3432 | 1901 | Collector | STP | No Repair | $0 | 87 | Good |
| Hanson | Winter Street | 5333 | 4541 | Collector | STP | No Repair | $0 | 85 | Good |
| Kingston | Bishop Highway | 0 | 10560 | Collector | STP | Rehab | $1,013,760 | 63 | Poor |
| Kingston | Brook Street | 0 | 211 | Collector | STP | No Repair | $0 | 88 | Good |
| Kingston | Brook Street | 211 | 3221 | Collector | STP | No Repair | $0 | 88 | Good |
| Kingston | Brookdale Street | 0 | 1901 | Collector | STP | Routine Maint | $23,763 | 81 | Fair |
| Kingston | Brookdale Street | 1901 | 4541 | Collector | STP | Routine Maint | $45,410 | 81 | Fair |
| Kingston | Crescent Street | 0 | 1637 | Collector | STP | Rehab | $145,511 | 68 | Fair |
| Kingston | Elm Street | 0 | 1003 | Collector | STP | No Repair | $0 | 91 | Good |
| Kingston | Elm Street | 1003 | 898 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Kingston | Elm Street | 1901 | 2270 | Collector | STP | No Repair | $0 | 95 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Kingston | Elm Street | 4171 | 3907 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Kingston | Elm Street | 8078 | 3485 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Kingston | Elm Street | 11563 | 2429 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Kingston | Evergreen Street | 0 | 1584 | Collector | STP | No Repair | $0 | 89 | Good |
| Kingston | Evergreen Street | 1584 | 1690 | Collector | STP | No Repair | $0 | 89 | Good |
| Kingston | Grove Street | 264 | 422 | Collector | STP | Reconstruct | $59,502 | 55 | Poor |
| Kingston | Grove Street | 686 | 370 | Collector | STP | Reconstruct | $50,238 | 55 | Poor |
| Kingston | Grove Street | 1056 | 4118 | Collector | STP | Reconstruct | $602,143 | 55 | Poor |
| Kingston | Grove Street | 5174 | 3749 | Collector | | Rehab | $14,606 | 55 | Poor |
| Kingston | Grove Street | 5332 | 0 | Collector | | No Repair | $0 | 85 | Good |
| Kingston | Grove Street | 9768 | 3749 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Kingston | Holmes Avenue | 0 | 686 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Kingston | Howlands Lane | 0 | 739 | Collector | STP | No Repair | $0 | 96 | Excellent |
| Kingston | Howlands Lane | 739 | 1162 | Collector | STP | No Repair | $0 | 96 | Excellent |
| Kingston | Howlands Lane | 1901 | 3010 | Collector | STP | No Repair | $0 | 96 | Excellent |
| Kingston | Howlands Lane | 4910 | 528 | Collector | STP | No Repair | $0 | 96 | Excellent |
| Kingston | Independence Mall Way | 0 | 2640 | Collector | | Routine Maint | $16,500 | 90 | Good |
| Kingston | Indian Pond Road | 0 | 264 | Collector | STP | Rehab | $253,440 | 64 | Poor |
| Kingston | Lake Street | 264 | 4910 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Kingston | Landing Road | 0 | 2904 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Landing Road | 2904 | 370 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Landing Road | 3274 | 792 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Landing Road | 4172 | 900 | Collector | LOCAL | No Repair | $0 | 94 | Good |
| Kingston | Main Street | 0 | 6864 | Collector | STP | Rehab | $756,565 | 76 | Fair |
| Kingston | Main Street | 6864 | 3168 | Arterial | NHS | Rehab | $337,920 | 77 | Fair |
| Kingston | Main Street | 10032 | 4224 | Arterial | NHS | Routine Maint | $63,360 | 89 | Good |
| Kingston | Parks Street | 0 | 1320 | Collector | STP | No Repair | $0 | 89 | Good |
| Kingston | Parting Ways Road | 0 | 634 | Collector | STP | No Repair | | | Poor |
| Kingston | Parting Ways Road | 634 | 6019 | Collector | STP | No Repair | | | Poor |
| Kingston | Pembroke Street | 0 | 2059 | Arterial | NHS | Rehab | $219,627 | 67 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Kingston | Pembroke Street | 2059 | 1109 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 3168 | 739 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 3907 | 264 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 4171 | 211 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 4382 | 1373 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 5755 | 4382 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pembroke Street | 10138 | 7603 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Kingston | Pilgrim Highway | 0 | 6758 | Arterial | NHS | Routine Maint | $270,320 | 88 | Good |
| Kingston | Pilgrim Highway | 6758 | 3062 | Arterial | NHS | Routine Maint | $122,480 | 87 | Good |
| Kingston | Pilgrim Highway | 9821 | 6547 | Arterial | NHS | Routine Maint | $261,880 | 89 | Good |
| Kingston | Route 44 | 6864 | 9768 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Kingston | Route 44 | 16632 | 2956 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Kingston | Smiths Lane | 0 | 2798 | Collector | STP | No Repair | $0 | 89 | Good |
| Kingston | Smiths Lane | 2798 | 264 | Collector | STP | Routine Maint | $6,336 | 89 | Good |
| Kingston | Smiths Lane | 3062 | 581 | Collector | STP | Routine Maint | $12,201 | 89 | Good |
| Kingston | Smiths Lane | 3643 | 0 | Collector | | Routine Maint | $15,120 | 89 | Good |
| Kingston | Smiths Lane | 4363 | 600 | Collector | | Routine Maint | $8,100 | 89 | Good |
| Kingston | South Street | 0 | 5597 | Collector | STP | Reconstruct | $157,742 | 47 | Poor |
| Kingston | South Street | 1373 | 1373 | Collector | STP | Reconstruct | | | Poor |
| Kingston | South Street | 2746 | 2851 | Collector | STP | Reconstruct | | | Poor |
| Kingston | Station Street | 0 | 2376 | Collector | STP | Reconstruct | $359,832 | 49 | Poor |
| Kingston | Summer Street | 0 | 2270 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Summer Street | 2270 | 634 | Collector | STP | No Repair | $0 | 88 | Good |
| Kingston | Summer Street | 2904 | 2270 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Summer Street | 5174 | 2165 | Collector | STP | No Repair | $0 | 88 | Good |
| Kingston | Summer Street | 7339 | 2534 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Unnamed Road | 0 | 1478 | Collector | STP | Rehab | $262,756 | 81 | Fair |
| Kingston | Wapping Road | 0 | 2059 | Collector | STP | No Repair | $0 | 86 | Good |
| Kingston | Wapping Road | 2059 | 12672 | Collector | STP | Routine Maint | $215,424 | 86 | Good |
| Kingston | West Street | 0 | 6442 | Collector | LOCAL | Routine Maint | $57,978 | 78 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Kingston | Winter Street | 0 | 5808 | Collector | STP | Reconstruct | $818,928 | 53 | Poor |
| Kingston | Winthrop Street | 0 | 4330 | Collector | STP | No Repair | $0 | 89 | Good |
| Kingston | Winthrop Street | 4330 | 2165 | Collector | STP | No Repair | $0 | 89 | Good |
| Pembroke | Barker Street | 0 | 5702 | Collector | STP | Rehab | $547,392 | 73 | Fair |
| Pembroke | Center Street | 0 | 2165 | Collector | STP | No Repair | $0 | 89 | Good |
| Pembroke | Center Street | 2165 | 1478 | Collector | STP | No Repair | $0 | 89 | Good |
| Pembroke | Center Street | 3643 | 11986 | Collector | STP | Reconstruct | $1,627,432 | 52 | Poor |
| Pembroke | Center Street | 15629 | 5914 | Collector | STP | No Repair | $0 | 87 | Good |
| Pembroke | Church Street | 0 | 4224 | Arterial | NHS | Reconstruct | $838,229 | 29 | Poor |
| Pembroke | Church Street | 4224 | 1584 | Arterial | NHS | Reconstruct | $529,408 | 49 | Poor |
| Pembroke | Congress Street | 0 | 1531 | Collector | STP | Reconstruct | $159,904 | 32 | Poor |
| Pembroke | Congress Street | 1531 | 1795 | Collector | STP | Reconstruct | $206,226 | 32 | Poor |
| Pembroke | Dwelley Street | 0 | 5386 | Collector | STP | Rehab | $478,756 | 52 | Poor |
| Pembroke | Elm Street | 0 | 2112 | Collector | STP | Reconstruct | $264,704 | 40 | Poor |
| Pembroke | Elm Street | 2112 | 5702 | Collector | STP | Reconstruct | $655,096 | 40 | Poor |
| Pembroke | Forest Street | 0 | 9346 | Collector | STP | No Repair | $0 | 89 | Good |
| Pembroke | High Street-North | 0 | 10507 | Collector | STP | Reconstruct | $1,152,268 | 41 | Poor |
| Pembroke | Hobomock Street | 0 | 5597 | Collector | STP | Reconstruct | $759,948 | 51 | Poor |
| Pembroke | Lake Street | 0 | 4594 | Collector | STP | Reconstruct | $527,800 | 51 | Poor |
| Pembroke | Maquan Street | 0 | 1637 | Collector | STP | Reconstruct | $188,073 | 51 | Poor |
| Pembroke | Mattakeesett Street | 0 | 7973 | Collector | STP | Rehab | $737,060 | 72 | Fair |
| Pembroke | Mattakeesett Street | 7973 | 4910 | Collector | STP | Reconstruct | $641,028 | 46 | Poor |
| Pembroke | Oak Street | 0 | 3696 | Collector | STP | No Repair | $0 | 88 | Good |
| Pembroke | Oak Street | 3696 | 1426 | Collector | STP | No Repair | $0 | 88 | Good |
| Pembroke | Old Washington Street | 0 | 6230 | Collector | STP | Rehab | $531,627 | 62 | Poor |
| Pembroke | Oldham Street | 0 | 9926 | Collector | STP | Routine Maint | $129,038 | 81 | Fair |
| Pembroke | Pelham Street | 0 | 3062 | Collector | STP | Reconstruct | $383,771 | 35 | Poor |
| Pembroke | Plain Street | 0 | 3115 | Collector | STP | Reconstruct | $357,879 | 30 | Poor |
| Pembroke | Plain Street | 3115 | 1848 | Collector | STP | Reconstruct | $212,315 | 30 | Poor |
| Pembroke | Pleasant Street | 0 | 9504 | Collector | STP | Reconstruct | $1,141,536 | 58 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Pembroke | Route 3 | 0 | 2006 | Arterial | NHS | Routine Maint | $80,240 | 86 | Good |
| Pembroke | Route 3 | 0 | 1003 | Arterial | NHS | Prevent Maint | $106,987 | 76 | Fair |
| Pembroke | Route 3 | 0 | 1267 | Arterial | NHS | Prevent Maint | $135,147 | 76 | Fair |
| Pembroke | Route 3 | 2006 | 4646 | Arterial | NHS | Prevent Maint | $495,573 | 76 | Fair |
| Pembroke | School Street | 0 | 1742 | Arterial | NHS | Reconstruct | $291,108 | 53 | Poor |
| Pembroke | School Street | 1742 | 11616 | Arterial | NHS | Reconstruct | $1,819,840 | 53 | Poor |
| Pembroke | School Street | 13358 | 4752 | Arterial | NHS | Reconstruct | $744,480 | 53 | Poor |
| Pembroke | Schoosett Street | 0 | 6178 | Arterial | NHS | Reconstruct | $1,161,464 | 28 | Poor |
| Pembroke | Station Street | 0 | 1901 | Collector | STP | Reconstruct | $238,259 | 40 | Poor |
| Pembroke | Union Street | 0 | 2851 | Collector | STP | Reconstruct | $387,102 | 49 | Poor |
| Pembroke | Valley Street | 0 | 8026 | Collector | STP | Reconstruct | $880,185 | 44 | Poor |
| Pembroke | Wampatuck Street | 0 | 4805 | Collector | STP | No Repair | $0 | 94 | Good |
| Pembroke | Washington Street | 0 | 1901 | Collector | STP | Rehab | $202,773 | 68 | Fair |
| Pembroke | Washington Street | 1901 | 9134 | Collector | STP | Rehab | $974,293 | 64 | Poor |
| Pembroke | Washington Street | 11035 | 7075 | Collector | STP | Routine Maint | $106,125 | 79 | Fair |
| Pembroke | Washington Street | 18110 | 317 | Arterial | NHS | Rehab | $33,813 | 70 | Fair |
| Pembroke | Washington Street | 18427 | 1373 | Arterial | NHS | Rehab | $146,453 | 72 | Fair |
| Pembroke | West Elm Street | 0 | 10718 | Collector | STP | No Repair | $0 | 85 | Good |
| Plymouth | Beaver Dam Road | 0 | 16526 | Collector | STP | Routine Maint | $214,838 | 84 | Fair |
| Plymouth | Bourne Road | 1 | 1320 | Collector | STP | Prevent Maint | $38,720 | 73 | Fair |
| Plymouth | Bourne Road | 2 | 792 | Collector | STP | Prevent Maint | $23,232 | 73 | Fair |
| Plymouth | Bourne Road | 3 | 2904 | Collector | STP | Prevent Maint | $85,184 | 72 | Fair |
| Plymouth | Bourne Road | 4 | 3326 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Plymouth | Bourne Road | 5 | 3010 | Collector | STP | Prevent Maint | $88,293 | 73 | Fair |
| Plymouth | Bourne Road | 6 | 2482 | Collector | STP | Prevent Maint | $72,805 | 73 | Fair |
| Plymouth | Bourne Road | 7 | 1056 | Collector | STP | Routine Maint | $11,616 | 87 | Good |
| Plymouth | Bourne Road | 8 | 1584 | Collector | STP | Routine Maint | $17,424 | 89 | Good |
| Plymouth | Bourne Road | 9 | 1320 | Collector | STP | Routine Maint | $14,520 | 89 | Good |
| Plymouth | Bourne Road | 10 | 845 | Collector | STP | Routine Maint | $9,295 | 88 | Good |
| Plymouth | Bourne Road | 11 | 2060 | Collector | STP | Prevent Maint | $60,427 | 73 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | Bourne Road | 12 | 1584 | Collector | STP | Prevent Maint | $46,464 | 76 | Fair |
| Plymouth | Bourne Road | 13 | 4224 | Collector | STP | Rehab | $330,411 | 67 | Fair |
| Plymouth | Bourne Road | 14 | 3432 | Collector | STP | Rehab | $268,459 | 62 | Poor |
| Plymouth | Bourne Road | 15 | 2165 | Collector | STP | Prevent Maint | | | Poor |
| Plymouth | Carver Road | 0 | 13094 | Arterial | NHS | Reconstruct | $1,914,634 | 52 | Poor |
| Plymouth | Carver Road | 13094 | 2376 | Arterial | NHS | Rehab | $447,744 | 77 | Fair |
| Plymouth | Cherry Street | 0 | 2640 | Collector | STP | Rehab | $253,440 | 57 | Poor |
| Plymouth | Cherry Street | 2640 | 1109 | Collector | STP | Rehab | $130,123 | 57 | Poor |
| Plymouth | Cherry Street | 3749 | 950 | Collector | STP | Rehab | $138,489 | 57 | Poor |
| Plymouth | Cherry Street | | 898 | Collector | STP | Rehab | | 57 | Poor |
| Plymouth | Cherry Street | | 2218 | Collector | STP | Rehab | | 57 | Poor |
| Plymouth | Clark Road | 0 | 845 | Collector | LOCAL | Rehab | $72,107 | 74 | Fair |
| Plymouth | Clark Road | 845 | 2798 | Collector | LOCAL | Rehab | $298,453 | 74 | Fair |
| Plymouth | Clark Road | 3643 | 2798 | Collector | LOCAL | Rehab | $258,660 | 74 | Fair |
| Plymouth | Commerce Way | 1161 | 1161 | Collector | STP | Routine Maint | $20,904 | 83 | Fair |
| Plymouth | Commerce Way | | 1161 | Collector | STP | Routine Maint | | 83 | Fair |
| Plymouth | Commerce Way | | 2640 | Collector | STP | Routine Maint | | 83 | Fair |
| Plymouth | Commerce Way | | 1848 | Collector | STP | Routine Maint | | 83 | Fair |
| Plymouth | Connector Road | 0 | 317 | Collector | STP | Routine Maint | $5,231 | 86 | Good |
| Plymouth | Connector Road | 0 | 1742 | Collector | STP | Routine Maint | $26,130 | 86 | Good |
| Plymouth | Connector Road | 0 | 2798 | Collector | STP | Routine Maint | $57,359 | 86 | Good |
| Plymouth | Connector Road | 317 | 792 | Collector | STP | Routine Maint | $13,068 | 86 | Good |
| Plymouth | Connector Road | 1109 | 8606 | Collector | STP | Routine Maint | $202,241 | 86 | Good |
| Plymouth | Court Street | 0 | 739 | Collector | STP | Prevent Maint | $39,413 | 78 | Fair |
| Plymouth | Court Street | 739 | 1637 | Collector | STP | Prevent Maint | $82,941 | 78 | Fair |
| Plymouth | Court Street | 2376 | 2006 | Collector | STP | Prevent Maint | $96,288 | 76 | Fair |
| Plymouth | Court Street | 4382 | 1320 | Collector | STP | Prevent Maint | $61,600 | 76 | Fair |
| Plymouth | Court Street | 5702 | 1637 | Collector | STP | Routine Maint | $22,918 | 85 | Good |
| Plymouth | Court Street | 7339 | 898 | Collector | STP | Routine Maint | $13,919 | 85 | Good |
| Plymouth | Court Street | 8237 | 2165 | Collector | STP | Routine Maint | $40,053 | 85 | Good |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | Court Street | 10402 | 422 | Collector | STP | Rehab | $61,518 | 63 | Poor |
| Plymouth | Court Street | 10824 | 1848 | Collector | STP | Rehab | $262,827 | 63 | Poor |
| Plymouth | Federal Furnace Road | 0 | 4435 | Collector | STP | Routine Maint | $53,220 | 78 | Fair |
| Plymouth | Federal Furnace Road | 4435 | 18955 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Plymouth | Halfway Pond Road | 0 | 0 | Collector | LOCAL | No Repair | $0 | 90 | Good |
| Plymouth | Halfway Pond Road | 1690 | 6970 | Collector | LOCAL | No Repair | $0 | 100 | Excellent |
| Plymouth | Hall Street | 0 | 264 | Collector | STP | Rehab | $19,712 | 68 | Fair |
| Plymouth | Hall Street | 264 | 475 | Collector | STP | Rehab | $35,467 | 69 | Fair |
| Plymouth | Hall Street | 739 | 528 | Collector | STP | Rehab | $43,179 | 68 | Fair |
| Plymouth | Hedges Pond Road | 0 | 2798 | Collector | LOCAL | Routine Maint | $27,980 | 81 | Fair |
| Plymouth | Hedges Pond Road | 2798 | 1162 | Collector | LOCAL | Routine Maint | $11,620 | 81 | Fair |
| Plymouth | Hedges Pond Road | 3960 | 950 | Collector | LOCAL | Routine Maint | $11,400 | 81 | Fair |
| Plymouth | Hedges Pond Road | 4910 | 422 | Collector | LOCAL | Routine Maint | $5,064 | 81 | Fair |
| Plymouth | Hedges Pond Road | 5333 | 422 | Collector | LOCAL | Routine Maint | $5,064 | 81 | Fair |
| Plymouth | Hedges Pond Road | 5755 | 3590 | Collector | LOCAL | Routine Maint | $39,490 | 81 | Fair |
| Plymouth | Herring Pond Road | 0 | 3696 | Collector | LOCAL | No Repair | $0 | 100 | Excellent |
| Plymouth | Herring Pond Road | 3696 | 4171 | Collector | LOCAL | No Repair | $0 | 100 | Excellent |
| Plymouth | Herring Pond Road | 7867 | 370 | Collector | LOCAL | Reconstruct | $73,424 | 70 | Fair |
| Plymouth | Herring Pond Road | 8237 | 898 | Collector | STP | Reconstruct | $206,340 | 70 | Fair |
| Plymouth | Herring Pond Road | 9134 | 950 | Collector | STP | Reconstruct | $257,978 | 70 | Fair |
| Plymouth | Herring Pond Road | 10085 | 211 | Collector | STP | Reconstruct | $103,578 | 70 | Fair |
| Plymouth | Liberty Street | 0 | 2534 | Collector | STP | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 0 | 1320 | Collector | STP | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 53 | 53 | Collector | STP | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 634 | 634 | Collector | STP | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 1267 | 2693 | Collector | STP | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 3960 | 739 | Collector | LOCAL | No Repair | $0 | 93 | Good |
| Plymouth | Long Pond Road | 4699 | 9240 | Collector | LOCAL | Reconstruct | $1,254,587 | 47 | Poor |
| Plymouth | Long Pond Road | 13939 | 1584 | Collector | LOCAL | Reconstruct | $215,072 | 47 | Poor |
| Plymouth | Long Pond Road | 15523 | 14098 | Collector | LOCAL | Reconstruct | $1,840,572 | 47 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | Long Pond Road | 29621 | 1954 | Collector | LOCAL | Prevent Maint | $67,739 | 76 | Fair |
| Plymouth | Long Pond Road | 31574 | 8765 | Collector | LOCAL | Routine Maint | $118,328 | 89 | Good |
| Plymouth | Long Pond Road | 40339 | 686 | Collector | LOCAL | No Repair | $0 | 89 | Good |
| Plymouth | Main Street | 0 | 581 | Collector | STP | Rehab | $82,631 | 63 | Poor |
| Plymouth | Main Street | 581 | 528 | Collector | STP | Rehab | $75,093 | 63 | Poor |
| Plymouth | Manomet Point Road | 0 | 1742 | Collector | STP | Rehab | $148,651 | 69 | Fair |
| Plymouth | Manomet Point Road | 1742 | 3010 | Collector | STP | Rehab | $256,853 | 69 | Fair |
| Plymouth | Market Street | 422 | 211 | Collector | STP | #N/A | $7,596 | 67 | Fair |
| Plymouth | Nelson Street | 0 | 1267 | Collector | STP | No Repair | $0 | 89 | Good |
| Plymouth | North Park Avenue | 0 | 317 | Collector | STP | Rehab | $37,195 | 62 | Poor |
| Plymouth | Oak Street | 0 | 1426 | Collector | STP | No Repair | $0 | 97 | Excellent |
| Plymouth | Oak Street | 1426 | 686 | Collector | STP | No Repair | $0 | 97 | Excellent |
| Plymouth | Obery Street | 0 | 2957 | Collector | STP | Rehab | $304,900 | 61 | Poor |
| Plymouth | Obery Street | 2957 | 1320 | Collector | STP | Rehab | $126,720 | 61 | Poor |
| Plymouth | Plympton Road | 0 | 8184 | Collector | STP | Routine Maint | $122,760 | 81 | Fair |
| Plymouth | Red Brook Road | 0 | 1531 | Collector | STP | No Repair | $0 | 88 | Good |
| Plymouth | Rocky Hill Road | 0 | 16685 | Collector | STP | Rehab | $1,423,787 | 75 | Fair |
| Plymouth | Route 25 | 0 | 3802 | Arterial | NHS | Routine Maint | $188,199 | 87 | Good |
| Plymouth | Route 25 | 3802 | 8026 | Arterial | NHS | Routine Maint | $397,287 | 87 | Good |
| Plymouth | Route 3 | 0 | 9346 | Arterial | NHS | Prevent Maint | $996,907 | 81 | Fair |
| Plymouth | Route 3 | 9346 | 3802 | Arterial | NHS | Prevent Maint | $405,547 | 81 | Fair |
| Plymouth | Route 3 | 13147 | 9082 | Arterial | NHS | Routine Maint | $363,280 | 85 | Good |
| Plymouth | Route 3 | 22229 | 845 | Arterial | NHS | Routine Maint | $33,800 | 85 | Good |
| Plymouth | Route 3 | 23074 | 5702 | Arterial | NHS | Routine Maint | $228,080 | 85 | Good |
| Plymouth | Route 3 | 28776 | 18427 | Arterial | NHS | Routine Maint | $737,080 | 86 | Good |
| Plymouth | Route 3 | 47203 | 31363 | Arterial | NHS | No Repair | $0 | 93 | Good |
| Plymouth | Route 44 | 0 | 4488 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Plymouth | Route 44 | 4488 | 2376 | Arterial | NHS | No Repair | $0 | 97 | Excellent |
| Plymouth | Samoset Street | 0 | 739 | Collector | STP | Reconstruct | $127,354 | 46 | Poor |
| Plymouth | Samoset Street | 739 | 1003 | Collector | STP | Reconstruct | $162,375 | 46 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | Samoset Street | 1742 | 1742 | Collector | STP | Reconstruct | $363,884 | 46 | Poor |
| Plymouth | Samoset Street | 3485 | 845 | Arterial | NHS | Rehab | $198,293 | 72 | Fair |
| Plymouth | Samoset Street | 4330 | 6336 | Arterial | NHS | Rehab | $1,193,984 | 70 | Fair |
| Plymouth | Sandwich Road | 0 | 686 | Collector | STP | Prevent Maint | $31,099 | 72 | Fair |
| Plymouth | Sandwich Road | 686 | 370 | Collector | STP | Prevent Maint | $12,827 | 72 | Fair |
| Plymouth | Sandwich Road | 1056 | 792 | Collector | STP | Prevent Maint | $27,456 | 72 | Fair |
| Plymouth | Sandwich Road | 1848 | 1267 | Collector | STP | Prevent Maint | $43,923 | 72 | Fair |
| Plymouth | Sandwich Road | 3115 | 3326 | Collector | STP | Prevent Maint | $124,171 | 72 | Fair |
| Plymouth | Sandwich Road | 6442 | 634 | Collector | STP | Prevent Maint | $27,051 | 74 | Fair |
| Plymouth | Sandwich Road | 7075 | 686 | Collector | STP | Prevent Maint | $31,099 | 74 | Fair |
| Plymouth | Sandwich Road | 7762 | 792 | Collector | LOCAL | NA | $38,016 | | NA |
| Plymouth | Sandwich Road | 8554 | 3485 | Collector | LOCAL | NA | $363,989 | | NA |
| Plymouth | Sandwich Road | 12038 | 5122 | Collector | LOCAL | NA | $481,468 | | NA |
| Plymouth | Sandwich Road | 17160 | 7656 | Collector | LOCAL | NA | $639,701 | | NA |
| Plymouth | Sandwich Street | 0 | 264 | Collector | STP | Prevent Maint | $12,320 | 79 | Fair |
| Plymouth | Sandwich Street | 264 | 422 | Collector | STP | Rehab | $52,516 | 64 | Poor |
| Plymouth | Sandwich Street | 686 | 1478 | Collector | STP | Rehab | $236,480 | 64 | Poor |
| Plymouth | Sandwich Street | 2165 | 2904 | Collector | STP | Rehab | $309,760 | 64 | Poor |
| Plymouth | Seven Hills Road | 0 | 3538 | Collector | STP | Rehab | $239,012 | 65 | Fair |
| Plymouth | Ship Pond Road | 0 | 1742 | Collector | LOCAL | NA | $0 | | NA |
| Plymouth | Ship Pond Road | 1742 | 9979 | Collector | LOCAL | NA | $0 | | NA |
| Plymouth | Ship Pond Road | 17266 | 3643 | Collector | LOCAL | NA | $0 | | NA |
| Plymouth | South Meadow Road | 0 | 2746 | Collector | STP | Rehab | $234,325 | 68 | Fair |
| Plymouth | South Meadow Road | 2746 | 10560 | Collector | STP | Rehab | $1,051,307 | 68 | Fair |
| Plymouth | South Park Avenue | 0 | 317 | Collector | STP | Rehab | $31,559 | 61 | Poor |
| Plymouth | South Park Avenue | 317 | 528 | Collector | STP | Rehab | $52,565 | 61 | Poor |
| Plymouth | South Street | 0 | 2534 | Collector | STP | Routine Maint | $38,010 | 83 | Fair |
| Plymouth | South Street | 2534 | 2112 | Collector | STP | Routine Maint | $25,344 | 83 | Fair |
| Plymouth | South Street | 4646 | 1742 | Collector | STP | Routine Maint | $20,904 | 83 | Fair |
| Plymouth | Standish Avenue | 0 | 6811 | Collector | STP | Reconstruct | $1,173,762 | 50 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | State Road | 0 | 5227 | Collector | STP | Rehab | $446,037 | 68 | Fair |
| Plymouth | State Road | 5227 | 22282 | Collector | STP | Rehab | $1,901,397 | 67 | Fair |
| Plymouth | State Road | 27509 | 15101 | Collector | STP | Rehab | $1,288,619 | 65 | Fair |
| Plymouth | State Road | 42610 | 7814 | Collector | STP | Rehab | $666,795 | 65 | Fair |
| Plymouth | State Road | 50424 | 792 | Collector | STP | Rehab | $67,584 | 60 | Poor |
| Plymouth | State Road | 51216 | 5174 | Collector | STP | Rehab | $441,515 | 60 | Poor |
| Plymouth | State Road | 56390 | 5966 | Collector | STP | Rehab | $509,099 | 60 | Poor |
| Plymouth | State Road | 62357 | 475 | Collector | STP | Rehab | $54,044 | 60 | Poor |
| Plymouth | State Road | 62832 | 2112 | Collector | STP | Rehab | $240,299 | 60 | Poor |
| Plymouth | Summer Street | 0 | 4118 | Collector | STP | No Repair | $0 | 89 | Good |
| Plymouth | Summer Street | 4118 | 264 | Collector | STP | Routine Maint | $3,168 | 83 | Fair |
| Plymouth | Summer Street | 4382 | 264 | Collector | STP | Routine Maint | $3,168 | 83 | Fair |
| Plymouth | Summer Street | 4646 | 1742 | Collector | STP | Routine Maint | $20,904 | 83 | Fair |
| Plymouth | Summer Street | 6389 | 1214 | Collector | STP | Prevent Maint | $35,611 | 83 | Fair |
| Plymouth | Summer Street | 7603 | 1267 | Collector | STP | Rehab | $162,176 | 67 | Fair |
| Plymouth | Taylor Avenue | 0 | 1690 | Collector | STP | Reconstruct | $282,418 | 43 | Poor |
| Plymouth | Taylor Avenue | 1690 | 1373 | Collector | STP | Reconstruct | $229,444 | 43 | Poor |
| Plymouth | Taylor Avenue | 3062 | 2376 | Collector | STP | Reconstruct | $372,240 | 43 | Poor |
| Plymouth | Wareham Road | 0 | 1584 | Collector | STP | Reconstruct | $132,352 | 55 | Poor |
| Plymouth | Warren Avenue | 0 | 3432 | Collector | STP | Rehab | $366,080 | 61 | Poor |
| Plymouth | Warren Avenue | 3432 | 1267 | Collector | STP | Rehab | $135,147 | 61 | Poor |
| Plymouth | Warren Avenue | 4699 | 2218 | Collector | STP | Rehab | $236,587 | 61 | Poor |
| Plymouth | Warren Avenue | 6917 | 2587 | Collector | STP | Rehab | $275,947 | 61 | Poor |
| Plymouth | Warren Avenue | 9504 | 686 | Collector | STP | Rehab | $73,173 | 61 | Poor |
| Plymouth | Water Street | 0 | 1109 | Collector | STP | Reconstruct | $231,658 | 58 | Poor |
| Plymouth | Water Street | 1109 | 581 | Collector | STP | Reconstruct | $121,364 | 58 | Poor |
| Plymouth | Water Street | 1690 | 1373 | Collector | STP | Reconstruct | $286,804 | 58 | Poor |
| Plymouth | Water Street | 3062 | 686 | Collector | STP | Reconstruct | $143,298 | 58 | Poor |
| Plymouth | Water Street | 3749 | 528 | Collector | STP | Reconstruct | $110,293 | 58 | Poor |
| Plymouth | Water Street | 4277 | 739 | Collector | STP | Reconstruct | $154,369 | 58 | Poor |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Plymouth | Water Street | 5016 | 845 | Collector | STP | Reconstruct | $105,907 | 58 | Poor |
| Plymouth | Westerly Road | 2165 | 1584 | Collector | STP | Rehab | $123,904 | 77 | Fair |
| Plymouth | Westerly Road | 3749 | 475 | Collector | STP | Rehab | $37,156 | 77 | Fair |
| Plymouth | Westerly Road | 4224 | 4013 | Collector | STP | Rehab | $285,369 | 77 | Fair |
| Plymouth | White Horse Road | 0 | 1478 | Collector | STP | Rehab | $136,633 | 74 | Fair |
| Plymouth | White Horse Road | 1478 | 2746 | Collector | STP | Rehab | $214,798 | 74 | Fair |
| Plympton | Brook Street | 1531 | 3590 | Collector | LOCAL | Rehab | $344,640 | 63 | Poor |
| Plympton | Brook Street | 5122 | 634 | Collector | STP | Rehab | $63,118 | 66 | Fair |
| Plympton | Brook Street | 5755 | 7973 | Collector | STP | Reconstruct | $1,124,193 | 38 | Poor |
| Plympton | Center Street | 0 | 10718 | Collector | LOCAL | Rehab | $762,169 | 66 | Fair |
| Plympton | Colchester Street | 0 | 2693 | Collector | STP | No Repair | $0 | 87 | Good |
| Plympton | County Road | 0 | 9134 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Plympton | Crescent Street | 0 | 4013 | Collector | LOCAL | Reconstruct | $377,222 | 34 | Poor |
| Plympton | Lake Street | 0 | 7814 | Collector | LOCAL | Reconstruct | $816,129 | 49 | Poor |
| Plympton | Long Pond Road |  | 581 | Collector | STP | No Repair | $0 |  | Good |
| Plympton | Main Street | 0 | 8818 | Collector | LOCAL | No Repair | $0 | 100 | Excellent |
| Plympton | Main Street | 8818 | 12461 | Collector | LOCAL | Rehab | $1,063,339 | 55 | Poor |
| Plympton | Mayflower Street | 0 | 2693 | Collector | STP | Rehab | $172,352 | 63 | Poor |
| Plympton | Mayflower Street | 2693 | 4013 | Collector | STP | Reconstruct | $502,963 | 45 | Poor |
| Plympton | Palmer Road | 0 | 8554 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Plympton | Palmer Road | 8554 | 1162 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Plympton | Parsonage Road | 0 | 3960 | Collector | STP | Reconstruct | $496,320 | 43 | Poor |
| Plympton | Prospect Road | 0 | 5597 | Collector | STP | Reconstruct | $701,491 | 44 | Poor |
| Plympton | Ring Road | 0 | 898 | Collector | LOCAL | Reconstruct | $93,791 | 37 | Poor |
| Plympton | Route 44 | 19589 | 3802 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Plympton | Spring Street | 0 | 4118 | Collector | LOCAL | No Repair | $0 | 95 | Excellent |
| Plympton | Upland Road | 0 | 6547 | Collector | LOCAL | Reconstruct | $615,418 | 38 | Poor |
| Plympton | Winnetuxett Road | 3854 | 581 | Collector | STP | Reconstruct | $72,819 | 49 | Poor |
| Stoughton | AmVets Memorial Highway | 0 | 8448 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Stoughton | Ash Street | 0 | 2006 | Collector | STP | No Repair | $0 | 90 | Good |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Stoughton | Bay Road | 0 | 528 | Collector | STP | No Repair | $0 | 92 | Good |
| Stoughton | Bay Road | 528 | 158 | Collector | STP | No Repair | $0 | 92 | Good |
| Stoughton | Bay Road | 686 | 2957 | Collector | STP | No Repair | $0 | 92 | Good |
| Stoughton | Bay Road | 3643 | 3960 | Collector | STP | No Repair | $0 | 92 | Good |
| Stoughton | Bay Road | 7603 | 5280 | Collector | STP | Rehab | $375,467 | 74 | Fair |
| Stoughton | Canton Street | 0 | 1426 | Arterial | NHS | No Repair | $0 | 90 | Good |
| Stoughton | Canton Street | 1426 | 4805 | Arterial | NHS | No Repair | $0 | 85 | Good |
| Stoughton | Cedar Street | 0 | 422 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Stoughton | Cedar Street | 422 | 264 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Stoughton | Central Street | 317 | 528 | Collector | STP | Rehab | $60,075 | 67 | Fair |
| Stoughton | Central Street | 1267 | 2218 | Arterial | NHS | Routine Maint | $31,052 | 82 | Fair |
| Stoughton | Central Street | 3485 | 1056 | Arterial | NHS | Routine Maint | $14,784 | 82 | Fair |
| Stoughton | Central Street | 4541 | 2587 | Arterial | NHS | Routine Maint | $36,218 | 82 | Fair |
| Stoughton | Central Street | 7128 | 1795 | Collector | STP | No Repair | $0 | 85 | Good |
| Stoughton | Central Street | 8923 | 2534 | Collector | STP | No Repair | $0 | 85 | Good |
| Stoughton | Central Street | 11458 | 5227 | Collector | STP | Routine Maint | $94,086 | 82 | Fair |
| Stoughton | Central Street | 16685 | 2270 | Collector | STP | Rehab | $322,844 | 67 | Fair |
| Stoughton | Central Street | 18955 | 4277 | Collector | STP | Rehab | $608,284 | 74 | Fair |
| Stoughton | Central Street | 23232 | 792 | Collector | STP | Rehab | $67,584 | 77 | Fair |
| Stoughton | Chemung Street | 0 | 1954 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | Chemung Street | 1954 | 1214 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | Dykeman Way | 0 | 475 | Collector | STP | Rehab | $101,333 | 75 | Fair |
| Stoughton | Gay Street | 0 | 1901 | Collector | STP | Rehab | $175,737 | 74 | Fair |
| Stoughton | Highland Street | 0 | 1320 | Collector | STP | Routine Maint | $14,520 | 79 | Fair |
| Stoughton | Highland Street | 1320 | 6230 | Collector | STP | Rehab | $487,324 | 72 | Fair |
| Stoughton | Island Street | 0 | 3643 | Collector | STP | Rehab | $259,058 | 71 | Fair |
| Stoughton | Lincoln Street | 0 | 2059 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Stoughton | Lincoln Street | 2059 | 422 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | Lincoln Street | 2482 | 2270 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | Lindelof Avenue | 0 | 3485 | Arterial | STP | Routine Maint | $125,460 | 86 | Good |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Stoughton | Morton Street | 0 | 792 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | Morton Street | 792 | 528 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | Morton Street | 1320 | 2112 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | Morton Street | 3432 | 1848 | Collector | STP | Rehab | $164,267 | 77 | Fair |
| Stoughton | Morton Street | 5280 | 2059 | Collector | STP | Rehab | $146,418 | 77 | Fair |
| Stoughton | Page Street | 0 | 2587 | Collector | STP | Rehab | $183,964 | 62 | Poor |
| Stoughton | Page Street | 2587 | 2006 | Collector | STP | Routine Maint | $24,072 | 79 | Fair |
| Stoughton | Page Street | 4594 | 1320 | Collector | STP | Rehab | $150,187 | 59 | Poor |
| Stoughton | Page Street | 5914 | 370 | Collector | STP | Rehab | $42,098 | 73 | Fair |
| Stoughton | Page Street | 6283 | 1056 | Collector | STP | Rehab | $120,149 | 73 | Fair |
| Stoughton | Park Street | 0 | 1003 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Stoughton | Park Street | 1003 | 475 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Stoughton | Park Street | 1478 | 898 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Stoughton | Park Street | 2376 | 11352 | Arterial | NHS | No Repair | $0 | 97 | Excellent |
| Stoughton | Pearl Street | 0 | 686 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | Pearl Street | 686 | 3062 | Collector | STP | No Repair | $0 | 88 | Good |
| Stoughton | Pearl Street | 3749 | 2270 | Collector | STP | Routine Maint | $31,780 | 79 | Fair |
| Stoughton | Pearl Street | 6019 | 1584 | Collector | STP | Rehab | $157,696 | 73 | Fair |
| Stoughton | Pine Street | 0 | 1426 | Collector | STP | Routine Maint | $19,964 | 88 | Good |
| Stoughton | Pine Street | 1426 | 2482 | Collector | STP | Routine Maint | $33,507 | 81 | Fair |
| Stoughton | Plain Street | 0 | 1478 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Stoughton | Plain Street | 1478 | 3802 | Collector | STP | No Repair | $0 | 96 | Excellent |
| Stoughton | Plain Street | 5280 | 1690 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Stoughton | Plain Street | 6970 | 2270 | Collector | STP | Routine Maint | $31,780 | 89 | Good |
| Stoughton | Pleasant Street | 0 | 1373 | Arterial | STP | No Repair | $0 | 91 | Good |
| Stoughton | Pleasant Street | 1373 | 3432 | Arterial | STP | Routine Maint | $51,480 | 80 | Fair |
| Stoughton | Pleasant Street | 4805 | 2640 | Arterial | STP | Routine Maint | $44,880 | 81 | Fair |
| Stoughton | Pleasant Street | 7445 | 2429 | Arterial | STP | No Repair | $0 | 86 | Good |
| Stoughton | Porter Street | 0 | 581 | Arterial | NHS | No Repair | $0 | 89 | Good |
| Stoughton | Prospect Street | 0 | 2957 | Collector | STP | Rehab | $252,331 | 74 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Stoughton | Prospect Street | 2957 | 739 | Collector | STP | Rehab | $86,709 | 69 | Fair |
| Stoughton | School Street | 0 | 1584 | Collector | STP | No Repair | $0 | 99 | Excellent |
| Stoughton | School Street | 1584 | 1056 | Collector | STP | No Repair | $0 | 98 | Excellent |
| Stoughton | School Street | 2640 | 1056 | Collector | STP | No Repair | $0 | 87 | Good |
| Stoughton | School Street | 3696 | 4118 | Collector | STP | No Repair | $0 | 87 | Good |
| Stoughton | Sharon Street | 0 | 1426 | Arterial | NHS | No Repair | $0 | 98 | Excellent |
| Stoughton | South Street | 0 | 2376 | Collector | LOCAL | No Repair | $0 | 99 | Excellent |
| Stoughton | Sumner Street | 0 | 8237 | Collector | STP | Rehab | $1,171,484 | 55 | Poor |
| Stoughton | Sumner Street | 8237 | 2851 | Collector | STP | Rehab | $405,476 | 55 | Poor |
| Stoughton | Turnpike Street | 0 | 6442 | Collector | STP | Rehab | $641,337 | 64 | Poor |
| Stoughton | Turnpike Street | 6442 | 5861 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | Turnpike Street | 12302 | 2851 | Arterial | STP | Reconstruct | $446,657 | 50 | Poor |
| Stoughton | Turnpike Street | 15154 | 950 | Arterial | STP | No Repair | $0 | 92 | Good |
| Stoughton | Washington Street | 0 | 2640 | Collector | STP | Routine Maint | $52,800 | 82 | Fair |
| Stoughton | Washington Street | 2640 | 2957 | Collector | STP | Routine Maint | $59,140 | 82 | Fair |
| Stoughton | Washington Street | 5597 | 4805 | Collector | STP | Routine Maint | $96,100 | 82 | Fair |
| Stoughton | Washington Street | 10402 | 1056 | Collector | STP | Routine Maint | $21,120 | 82 | Fair |
| Stoughton | Washington Street | 11458 | 898 | Collector | STP | Routine Maint | $17,960 | 82 | Fair |
| Stoughton | Washington Street | 12355 | 528 | Arterial | NHS | No Repair | $0 | 89 | Good |
| Stoughton | Washington Street | 12883 | 1373 | Arterial | STP | No Repair | $0 | 89 | Good |
| Stoughton | Washington Street | 14256 | 3590 | Arterial | STP | No Repair | $0 | 89 | Good |
| Stoughton | Washington Street | 17846 | 1584 | Arterial | STP | No Repair | $0 | 89 | Good |
| Stoughton | Washington Street | 19430 | 950 | Arterial | STP | No Repair | $0 | 89 | Good |
| Stoughton | West Street | 0 | 2640 | Collector | STP | No Repair | $0 | 91 | Good |
| Stoughton | West Street | 2640 | 4752 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Stoughton | West Street | 7392 | 1742 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Stoughton | West Street | 9134 | 7814 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | West Street | 16949 | 1056 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | West Street | 18005 | 475 | Collector | STP | No Repair | $0 | 89 | Good |
| Stoughton | Wyman Street | 0 | 581 | Collector | STP | No Repair | $0 | 99 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Stoughton | York Street | 0 | 1003 | Collector | STP | No Repair | $0 | 94 | Good |
| Stoughton | York Street | 1003 | 950 | Collector | STP | No Repair | $0 | 94 | Good |
| West Bridgewater | Belmont Street | 0 | 2429 | Collector | STP | Rehab | $207,275 | 72 | Fair |
| West Bridgewater | Crescent Street | 0 | 792 | Collector | STP | No Repair | $0 | 98 | Excellent |
| West Bridgewater | East Center Street | 0 | 7445 | Collector | STP | Rehab | $847,076 | 70 | Fair |
| West Bridgewater | East Street | 0 | 3960 | Collector | STP | Rehab | $337,920 | 66 | Fair |
| West Bridgewater | East Street | 3960 | 5650 | Collector | STP | Rehab | $462,044 | 65 | Fair |
| West Bridgewater | Fall River X-Way | 0 | 8870 | Arterial | NHS | Prevent Maint | $1,170,840 | 78 | Fair |
| West Bridgewater | Fall River X-Way | 8870 | 14942 | Arterial | NHS | Prevent Maint | $1,972,344 | 79 | Fair |
| West Bridgewater | Howard Street | 2323 | 1056 | Collector | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Manley Street | 0 | 14203 | Collector | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Manley Street | 14203 | 317 | Collector | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Matfield Street | 0 | 950 | Collector | STP | No Repair | $0 | 95 | Excellent |
| West Bridgewater | Matfield Street | 950 | 211 | Collector | STP | No Repair | $0 | 95 | Excellent |
| West Bridgewater | Matfield Street | 1162 | 3115 | Collector | STP | No Repair | $0 | 89 | Good |
| West Bridgewater | Matfield Street | 4277 | 3379 | Collector | STP | Rehab | $288,341 | 77 | Fair |
| West Bridgewater | North Elm Street | 0 | 4066 | Collector | STP | Rehab | $448,164 | 62 | Poor |
| West Bridgewater | North Elm Street | 4066 | 5914 | Collector | STP | Rehab | $693,909 | 61 | Poor |
| West Bridgewater | North Main Street | 0 | 9293 | Arterial | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Plain Street | 0 | 1584 | Collector | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Pleasant Street | 0 | 4805 | Collector | STP | Reconstruct | $526,948 | 52 | Poor |
| West Bridgewater | River Street | 0 | 106 | Collector | STP | No Repair | $0 | 99 | Excellent |
| West Bridgewater | Scotland Street | 0 | 5227 | Collector | STP | Reconstruct | $600,524 | 36 | Poor |
| West Bridgewater | South Elm Street | 0 | 3274 | Collector | STP | No Repair | $0 | 95 | Excellent |
| West Bridgewater | South Elm Street | 3274 | 4171 | Collector | STP | Rehab | $326,265 | 74 | Fair |
| West Bridgewater | South Elm Street | 7445 | 317 | Collector | STP | No Repair | $0 | 85 | Good |
| West Bridgewater | South Elm Street | 7762 | 264 | Collector | STP | No Repair | $0 | 95 | Excellent |
| West Bridgewater | South Main Stree | 0 | 7550 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| West Bridgewater | South Street | 0 | 7339 | Collector | STP | No Repair | $0 | 93 | Good |
| West Bridgewater | Turnpike Street | 0 | 2798 | Collector | STP | Routine Maint | $33,576 | 80 | Fair |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| West Bridgewater | Union Street | 0 | 1690 | Collector | STP | No Repair | $0 | 89 | Good |
| West Bridgewater | Wall Street | 0 | 211 | Collector | STP | Rehab | $14,254 | 61 | Poor |
| West Bridgewater | Walnut Street | 0 | 5650 | Collector | STP | Reconstruct | $767,144 | 39 | Poor |
| West Bridgewater | Walnut Street | 5650 | 317 | Collector | STP | Reconstruct | $49,663 | 39 | Poor |
| West Bridgewater | West Center Street | 0 | 9187 | Arterial | NHS | No Repair | $0 | 89 | Good |
| West Bridgewater | West Center Street | 9187 | 792 | Arterial | NHS | No Repair | $0 | 86 | Good |
| West Bridgewater | West Center Street | 9979 | 1373 | Arterial | NHS | No Repair | $0 | 86 | Good |
| West Bridgewater | West Center Street | 11352 | 3538 | Arterial | NHS | No Repair | $0 | 98 | Excellent |
| West Bridgewater | West Street | 845 | 3485 | Collector | STP | Rehab | $371,733 | 62 | Poor |
| West Bridgewater | West Street | 4330 | 317 | Collector | STP | No Repair | $0 | 90 | Good |
| West Bridgewater | West Street | 4646 | 634 | Collector | STP | No Repair | $0 | 90 | Good |
| West Bridgewater | West Street | 5280 | 3538 | Collector | STP | No Repair | $0 | 90 | Good |
| Whitman | Auburn Street | 0 | 8501 | Collector | STP | Rehab | $1,148,580 | 71 | Fair |
| Whitman | Auburn Street | 8501 | 4646 | Collector | STP | Rehab | $627,726 | 73 | Fair |
| Whitman | Beaver Street | 0 | 1162 | Collector | STP | Rehab | $70,236 | 74 | Fair |
| Whitman | Bedford Street | 0 | 3221 | Arterial | NHS | No Repair | $0 | 85 | Good |
| Whitman | Bedford Street | 3221 | 1584 | Arterial | NHS | Routine Maint | $31,680 | 80 | Fair |
| Whitman | Bedford Street | 4805 | 3168 | Arterial | NHS | No Repair | $0 | 100 | Excellent |
| Whitman | Bedford Street | 7973 | 4277 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Whitman | Beulah Street | 1056 | 950 | Collector | STP | Routine Maint | $16,150 | 84 | Fair |
| Whitman | Beulah Street | 2006 | 3696 | Collector | STP | Routine Maint | $62,832 | 78 | Fair |
| Whitman | Broad Street | 0 | 1848 | Collector | STP | No Repair | $0 | 90 | Good |
| Whitman | Commercial Street | 0 | 1954 | Collector | STP | Rehab | $208,427 | 68 | Fair |
| Whitman | Commercial Street | 1954 | 1901 | Collector | STP | Rehab | $189,255 | 68 | Fair |
| Whitman | Essex Street | 0 | 4224 | Collector | STP | Prevent Maint | $191,488 | 72 | Fair |
| Whitman | Franklin Street | 0 | 264 | Collector | LOCAL | Rehab | $56,320 | 66 | Fair |
| Whitman | Franklin Street | 0 | 1109 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Whitman | Franklin Street | 264 | 3221 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Whitman | Franklin Street | 3485 | 3062 | Arterial | NHS | No Repair | $0 | 99 | Excellent |
| Whitman | High Street | 0 | 1584 | Collector | STP | No Repair | $0 | 95 | Excellent |

| CITY / TIOWN | STREET | SECTION | LENGTH (FEET) | ROAD CLASS | FUNDING | RECOMMEND REPAIR | ESTIMATED COST | PCI | CONDITION |
|---|---|---|---|---|---|---|---|---|---|
| Whitman | High Street | 1584 | 2270 | Collector | STP | Rehab | $209,849 | 68 | Fair |
| Whitman | Park Avenue | 0 | 2429 | Collector | STP | No Repair | $0 | 89 | Good |
| Whitman | Park Avenue | 2429 | 1214 | Collector | STP | Rehab | $138,126 | 75 | Fair |
| Whitman | Plymouth Street | 0 | 8078 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Whitman | Raynor Avenue | 0 | 1848 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Whitman | Raynor Avenue | 1848 | 1742 | Collector | STP | No Repair | $0 | 100 | Excellent |
| Whitman | South Avenue | 0 | 3432 | Collector | STP | No Repair | $0 | 95 | Excellent |
| Whitman | South Avenue | 3432 | 5016 | Arterial | NHS | No Repair | $0 | 87 | Good |
| Whitman | Temple Street | 0 | 1690 | Arterial | NHS | No Repair | $0 | 89 | Good |
| Whitman | Temple Street | 1690 | 7445 | Arterial | NHS | No Repair | $0 | 90 | Good |
| Whitman | Temple Street | 9134 | 1531 | Arterial | NHS | No Repair | $0 | 95 | Excellent |
| Whitman | Walnut Street | 0 | 634 | Collector | STP | Rehab | $54,101 | 65 | Fair |
| Whitman | Warren Avenue | 0 | 2482 | Collector | STP | Rehab | $229,447 | 62 | Poor |
| Whitman | Washington Street | 0 | 2746 | Collector | STP | No Repair | $0 | 86 | Good |
| Whitman | Washington Street | 2746 | 2323 | Collector | STP | No Repair | $0 | 90 | Good |
| Whitman | Washington Street | 5069 | 1373 | Collector | STP | No Repair | $0 | 94 | Good |
| Whitman | Washington Street | 6442 | 3221 | Collector | STP | Prevent Maint | $146,019 | 82 | Fair |
| Whitman | Washington Street | 9662 | 1954 | Collector | STP | Prevent Maint | $91,187 | 82 | Fair |
| Whitman | West Street | 0 | 1637 | Collector | STP | Rehab | $157,152 | 69 | Fair |