

OLD COLONY MANAGEMENT SYSTEMS 2011 ANNUAL REPORT

- PAVEMENT
- SAFETY
- CONGESTION
- LAND USE



OLD COLONY PLANNING COUNCIL

70 SCHOOL STREET

BROCKTON, MA 02301

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Old Colony Management Systems 2011 Annual Report

Congestion – Land Use – Pavement - Safety

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Old Colony Planning Council

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Old Colony Management Systems 2011 Year-End Report

Contents

1.0	Executive Summary.....	1
2.0	The Congestion Management Process	3
2.1	Old Colony Congestion Management Process (CMP)	4
2.2	Old Colony Congestion Management Process (CMP) Facilities	9
2.2.1	Roadways	9
2.2.2	Intersections	9
2.2.3	Transit	10
2.3	2011 Old Colony Congestion Management Process (CMP) Performance	12
2.3.1	Roadways	12
2.3.2	Intersections	12
2.3.3	Transit	13
2.4	2011 Old Colony CMP Initiatives.....	20
2.4.1	2011 Major Bottleneck In-Depth Analysis and Action Plan.....	20
2.4.2	2011 Old Colony Commuter Origins Study.....	20
2.4.3	Traffic Signal Improvement Program.....	21
2.5	Conclusions.....	22
2.6	Recommendations	23
2.6.1	Roadways	25
2.6.2	Interchanges	26
2.6.3	Intersections	27
2.6.4	Transit	28
3.0	The Land Use Management System	30
3.1	Old Colony Land Use Monitoring	30
3.2	The Land Use Management Process	30
3.3	Development in the Region.....	31
3.4	Regional Development.....	31



3.5	Abington	35
3.5.1	Town Summary	35
3.5.2	Current Development	35
3.5.3	Potential Development Area	35
3.6	Avon.....	37
3.6.1	Town Summary	37
3.6.2	Current Development	37
3.6.3	Potential Development Areas.....	37
3.7	Bridgewater	39
3.7.1	Town Summary	39
3.7.2	Current Development	39
3.7.3	Potential Development Area	39
3.8	Brockton	42
3.8.1	City Summary	42
3.8.2	Current Development	42
3.8.3	Potential Development Areas.....	42
3.9	East Bridgewater	45
3.9.1	Town Summary	45
3.9.2	Current Development	45
3.9.3	Potential Development Area	45
3.10	Easton.....	47
3.10.1	Town Summary	47
3.10.2	Current Development	47
3.10.3	Potential Development Areas.....	47
3.11	Halifax.....	50
3.11.1	Town Summary	50
3.11.2	Current Development	50
3.11.3	Potential Development Area	50
3.12	Hanson.....	52



3.12.1	Town Summary	52
3.12.2	Current Development	52
3.12.3	Potential Development Areas	52
3.13	Kingston.....	54
3.13.1	Town Summary	54
3.13.2	Current Development	54
3.13.3	Potential Development Area	54
3.14	Pembroke	56
3.14.1	Town Summary	56
3.14.2	Current Development	56
3.14.3	Potential Development Area	57
3.15	Plymouth	59
3.15.1	Town Summary	59
3.15.2	Current Development	59
3.15.3	Potential Development Area	60
3.16	Plympton	62
3.16.1	Town Summary	62
3.16.2	Current Development	62
3.16.3	Potential Development Areas.....	62
3.17	Stoughton.....	64
3.17.1	Town Summary	64
3.17.2	Current Development	64
3.17.3	Potential Development Areas.....	64
3.18	West Bridgewater.....	66
3.18.1	Town Summary	66
3.18.2	Current Development	66
3.18.3	Potential Development Areas.....	66
3.19	Whitman.....	68
3.19.1	Town Summary	68



3.19.2 Current Development 68

3.19.3 Potential Development Area 69

4.0 The Pavement Management System..... 71

5.0 The Safety Management System 80

5.1 Summary of Safety Management System..... 80

5.2 Corridor Studies and Regional Studies..... 80

5.2.1 The Bicycle and Pedestrian Connectivity and Livability Study, Phase 1 81

5.2.2 Major Bottleneck In-Depth Analysis and Action Plan (East Bridgewater Center; Route 106 Corridor, West Bridgewater; and Samoset Street at Route 3, Plymouth)..... 81

5.3 Crash Data Management 83

5.4 Local Technical Assistance Projects 90

5.5 Road Safety Audits 92

5.6 Bridges..... 92

5.7 Safe Routes to School..... 96

5.8 Recent Implementation of Safety Improvements Region-Wide..... 97

6.0 Conclusion..... 99

6.1 Goals and Performance Measures 99

6.2 Contact Information..... 101

Appendix A: Annual Average Daily Traffic on State Numbered Routes (Map) 102

Appendix B: Congestion on Regional Roadway Network (Map) 103

Appendix C: Existing and Historical Traffic Congestion By Highway (Table) 104

Appendix D: Inventory of Existing Traffic Signals (Table) 112

Appendix E: Commuter Rail Parking Lot Utilization (Table) 120

Appendix F: Park-and-Ride Parking Lot Utilization (Table)..... 121

Appendix G: Intersection Levels of Service (Table) 122

Appendix H: List of Mapped Developments by Community 126

Appendix I: Chapter 23 Section 500.207 of the US Code of Federal Regulations: Pavement Management System Components (April 1994) 180

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions 181



1.0 Executive Summary

This 2011 Old Colony Management Systems Annual Report provides a summary of activities and products prepared by Old Colony Planning Council during the 2011 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. The report summarizes development in the region as a whole and as well as by community.

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

Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore, the regulations require an effective CMP that provides information on enhancing performance and identifies effective congestion reducing strategies that meet the needs of the particular region.

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).

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)*

The Congestion Management Process (CMP) 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; 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 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

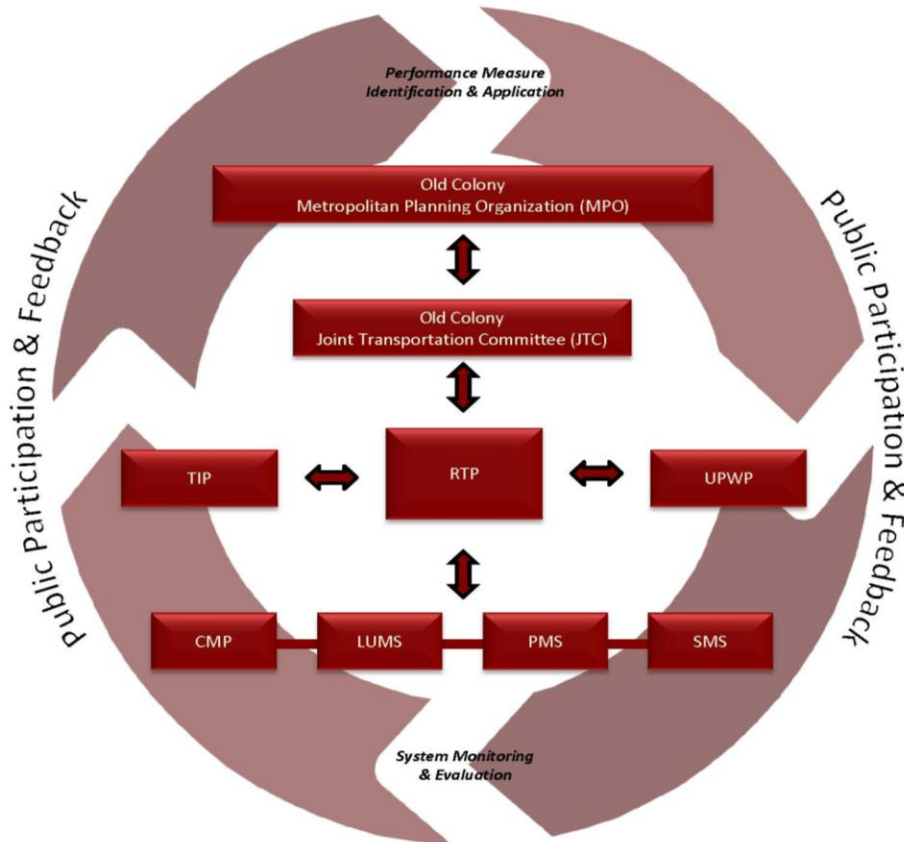
The following objectives adopted by OCPC to fulfill the Old Colony CMP requirements were developed under the direction of the Old Colony Metropolitan Planning Organization (MPO) and Old Colony Joint Transportation Committee (JTC).

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

Figure 2.1 illustrates the integration of the Old Colony Management Systems, and specifically, the Old Colony

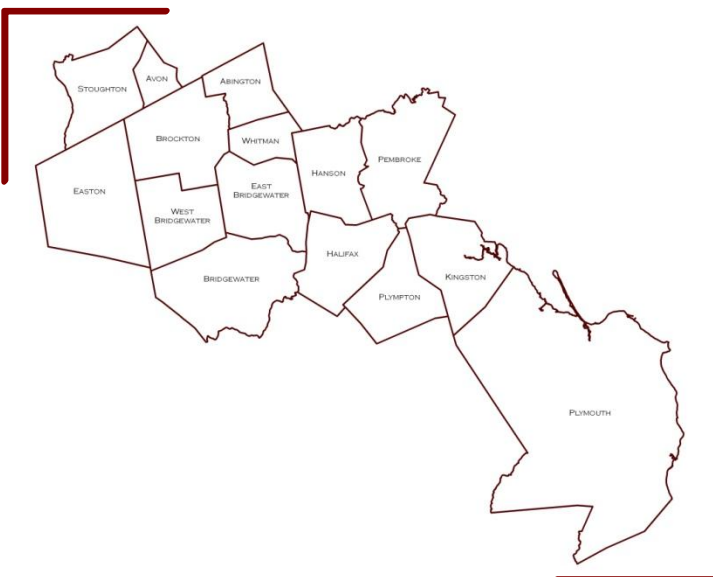
Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion; reviewing and endorsing plans by local communities that make up the MPO, the JTC; and for revising monitoring strategies and overall plans to account for a dynamic 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 (approximately 376 square miles) of the Old Colony Planning Council (OCPC) region in Southeastern Massachusetts including:



- Abington
- Avon
- Bridgewater
- Brockton
- East Bridgewater
- Easton
- Halifax
- Hanson
- Kingston
- Pembroke
- Plymouth
- Plympton
- Stoughton
- West Bridgewater
- Whitman



Step 3: System Definition

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). Section 2.2 of this report summarizes the Old Colony Congestion Management Process system and the respective facilities.

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 $\geq .80$
- Intersections with a Level of Service of “D” or Below
- MBTA Commuter Rail Station Parking Lots with Utilization Rates of $\geq 85\%$
- Park & Ride Parking Lots with Utilization Rates of $\geq 85\%$

Step 4: Develop and Use Performance Measures

OCPC has developed the following CMP performance measures grouped in several categories through the Old Colony Metropolitan Planning Organization (MPO) and Joint Transportation Committee (JTC):

1. Accessibility

- Customer Satisfaction
- Transit Facilities Parking Lot Utilization
- Transit Usage – Buses & Trains

2. Environmental Protection & Quality of Life

- Customer Satisfaction
- Bicycle & Pedestrian Infrastructure Conditions
- Land Use Conditions

3. Mobility

- Customer Satisfaction
- Roadway Speeds
- Extent of Congestion – Spatial
- Throughput – Vehicle
- Recurring Delay
- Travel Time – Link

4. Safety

- Customer Satisfaction
- High Crash Locations

5. System Preservation

- Customer Satisfaction
- Bridge Conditions
- Pavement Conditions



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
- MBTA Commuter Rail Station Parking Lot Utilization Counts
- Park & Ride Parking Lot Utilization Counts

Triennial Collection and Analysis

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

Other Collection and Analysis

- Bicycle Level-of-Service (Intersection & Roadway)
- Pedestrian Level of Service (Intersection & Roadway)

System Performance Monitoring Program

Surveys

Customer satisfaction is an essential component of the Old Colony Congestion Management Process. Customers can be the general public, operators, state agencies, federal agencies, and others. Regardless of their purpose or function, it is important to measure their experience to understand where problems in the system are located as well as which potential improvements can be utilized. OCPC continues to use online surveying to measure the effectiveness of the system, identify problem areas, and to listen to potential improvements.

Annual Report

In order to monitor the CMP performance, OCPC completes a Yearly Performance Evaluation in the Old Colony Management Systems Report, which includes the results of the Congestion Management Process activities completed in a given year. 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.

Figure 2.2: Data Collection Program at work





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. Specific examples of CMP implementation programs can be found in this report in the 2011 Old Colony CMP Initiatives section.

Step 8: Monitor Strategy Effectiveness

Congestion is often described in terms of capacity. The capacity of a facility refers to the ability of a facility to process traffic during times of peak demand. Congestion occurs when the facility’s capacity is insufficient to meet the traffic demand.

As such, OCPC monitors the CMP strategy effectiveness in the following ways:

- Transportation Improvement Program (TIP) Project Tracking Program
- Data Collection and System Performance Monitoring Program
- Massachusetts Environmental Policy Act (MEPA) Office Project Review Program
- National Environmental Policy Act (NEPA) Project Review Program
- CMP Annual Report



2.2 Old Colony Congestion Management Process (CMP) Facilities

2.2.1 Roadways

The Old Colony CMP region contains over 1,700 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 the Appendix of this report.



**System
Definition**

Specifically, the Old Colony CMP region has 1,568.81 miles of urban roadways compared to 162.59 miles of rural roadways. Table 2.1 displays the characteristics of the centerline miles within the Old Colony CMP region.

Table 2.1: Old Colony CMP Region Centerline Miles by Functional Classification

Designation	Interstate	Arterial	Collector	Local	Total
Urban	1.30	322.70	197.94	1,046.87	1,568.81
Rural	0.00	4.17	29.15	129.28	162.59
Total	1.30	326.87	227.09	1,176.14	1,731.40

Source: MassDOT 2011 Road Inventory Year-End Report

2.2.2 Intersections

The Old Colony CMP region contains over 6,000 intersections which provide a variety of functionality and movement. Intersections are categorized by their functionality; ranging from “major” (arterial meeting arterial) to “minor” (local meeting local). This categorization helps determine data collection intervals, level of analysis, and improvement application.



Figure 2.3: Washington Street (Route 138) & Central Street Intersection, Stoughton

The Old Colony 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.



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), Pilgrim Highway (Route 3), and Route 44 limited access highway corridors.

Brockton Area Transit Authority (BAT)

BAT provides local transit service in Abington, Avon, Bridgewater, Brockton, Easton, 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 2.4: 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.

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 4,817,014 (2010 census) in 176 cities and towns with an area of 3,249 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 light rail (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:

- Providence/Stoughton Line
- Middleborough/Lakeville Line
- Kingston/Plymouth Line



Figure 2.5: MBTA Commuter Rail Locomotive

In total, there are sixteen (16) commuter rail stations within the Old Colony CMP region which are surveyed on a regular basis to determine utilization.



Park & Ride Facilities

The Old Colony CMP region includes several major limited access highways for interstate travel and inter-regional access. These highways include Route 24, Route 3, and Route 44 and therefore, are an important component of the CMP System Performance Monitoring Program.

Route 24 Corridor

Route 24 (AmVets Memorial Highway) extends from Interstate 195 in Fall River north to Interstate 93 (commonly referred to as Route 128) in Randolph. Route 24 is currently 40 miles in length; has 21 interchanges; and at its busiest point, carries just over 120,000 vehicles per day.

In the Old Colony CMP region, there are two (2) Park & Ride Facilities located on the Route 24 Corridor, which include the following:

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

Route 3 Corridor

Route 3 (Pilgrims Highway) extends from Cape Cod north to Interstate 93 in Boston. Route 3 is currently 56 miles in length; has 26 interchanges; and at its busiest point, carries over 130,000 vehicles per day.

In the Old Colony CMP region, there are five (5) Park & Ride Facilities located on the Route 3 Corridor, which include the following:

- 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 5 (Long Pond Road)
- Bourne – Route 3, Exit 1B (Route 6)

Route 44 Corridor

United States Route 44 (limited access highway portion) extends from the Middleborough Rotary to Route 3 in Plymouth. US Route 44 is currently 15.5 miles in length; has 4 highway interchanges; and at its busiest point, carries over 32,000 vehicles per day.

In the Old Colony CMP region, there is one (1) Park & Ride Facility located on the Route 44 Corridor, which includes the following:

- Plymouth – Route 44, Commerce Way Exit



2.3 2011 Old Colony Congestion Management Process (CMP) Performance

2.3.1 Roadways

In 2011, OCPC staff collected a total of one hundred and twenty-five (125) 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.



**Performance
Monitoring**

This traffic data collection program provides the CMP with Average Annual Daily Traffic; Vehicle Speeds; Percentages of Heavy Vehicles; and Volume to Capacity Ratios on major highways in the Old Colony CMP region. These outputs are important to the Old Colony CMP as they help determine where the heaviest traffic exists as well as which facilities are at or near capacity.

Volume-to-Capacity Ratio (V/C Ratio)

The volume to capacity ratio, which is based on the relationship between a facility's theoretical capacities to the actual volumes utilizing the system, is an important performance measure utilized in the congestion management process. The capacity of a road or facility can be thought of as its ability to process traffic, measured in both the physical space available and in time, or the speed in which vehicles can travel (how quickly, measured in time, the vehicle traverses the facility). Therefore, the higher the volume to capacity (V/C) ratio, the more congestion exists. A V/C ratio of 0.80 or above is used as a threshold for screening congested facilities.

2.3.2 Intersections

In 2011, 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.

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. The TMC counts provide OCPC staff with the ability to perform intersection Level-of-Service (LOS) analyses, which summarizes the operation of the specific facility.



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.

The Old Colony CMP Intersection LOS Table in the Appendix displays the results of 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.

In order to track the progress of the Old Colony CMP, intersections listed in the Old Colony Intersection LOS table are grouped into the following four categories:

- Projects Under Construction are listed in ***bold & italics***;
- Projects Under Design Stage are listed in **bold**;
- Project Initiation or Needs Form Stage are listed in *italics*;
- Projects that have no action are listed in normal text

As intersections are improved, they are re-analyzed to measure the effectiveness of the improvement. In addition, new intersections which demonstrated a LOS of “D” or below are continually added to the list; recounted; and re-analyzed on a regular schedule (based on functionality rating) to determine trends and identify potential improvements.

2.3.3 Transit

Brockton Area Transit

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 2011 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 a slight decrease from 10,730 per average weekday in FY 2010 to 10,692 in FY 2011. Table 2.2 shows the trends in ridership based on average daily ridership between FY 2007 and FY 2011.

Table 2.2: Brockton Area Transit (BAT) Average Daily Ridership

FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
9,819	9,813	10,363	10,730	10,692

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 OCPC annual data collection routine includes two 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 the Spring (April) and Fall (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 Old Colony CMP uses the guidance provided in the ITE publication, *Transportation Planning Handbook*, which 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 the Spring and Fall of 2011, OCPC staff counted the number of parked vehicles at all MBTA 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 MBTA Commuter Rail Station 2011 Parking Lot Utilization

Location	Total Spaces	April Vehicles Parked	October Vehicles Parked	April Total Utilization	October Total Utilization
<u>Providence/Stoughton Line</u>					
Canton Junction	764	507	565	66.4%	74.0%
Canton Center	215	138	148	64.2%	68.8%
Stoughton	333	218	251	65.5%	75.4%
<u>Middleborough/Lakeville Line</u>					
Holbrook/Randolph	369	183	209	50.0%	56.6%
Montello (Brockton)	347	139	113	40.1%	32.6%
Downtown (Brockton)	267	203	183	76.0%	68.5%
Campello (Brockton)	535	120	145	22.4%	27.1%
Bridgewater	504	246	266	48.8%	52.8%
Middleborough/Lakeville	769	408	468	53.1%	60.9%
<u>Kingston/Plymouth Line</u>					
South Weymouth	543	282	267	51.9%	49.2%
Abington	405	230	231	56.8%	57.0%
Whitman	208	124	123	59.6%	59.1%
Hanson	482	210	257	44.0%	53.3%
Halifax	402	175	214	43.5%	53.2%
Kingston	1,039	321	343	39.0%	33.0%
Plymouth	96	3	2	3.1%	2.1%
<u>Total Providence/Stoughton Line</u>	1,312	863	964	65.8%	73.5%
<u>Total Middleborough/Lakeville Line</u>	2,791	1,299	1,384	46.5%	50.0%
<u>Total Kingston/Plymouth Line</u>	3,175	1,345	1,437	42.4%	45.3%
<u>Total All Stations</u>	7,278	3,507	3,785	48.2%	52.0%

According to the Old Colony CMP, a MBTA 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, parking lot utilization rates were the highest on the Providence/Stoughton Line and lowest on the Kingston/Plymouth Line.

Figure 2.6: Old Colony CMP MBTA Commuter Rail Parking Lot Utilizations (2007-2011)

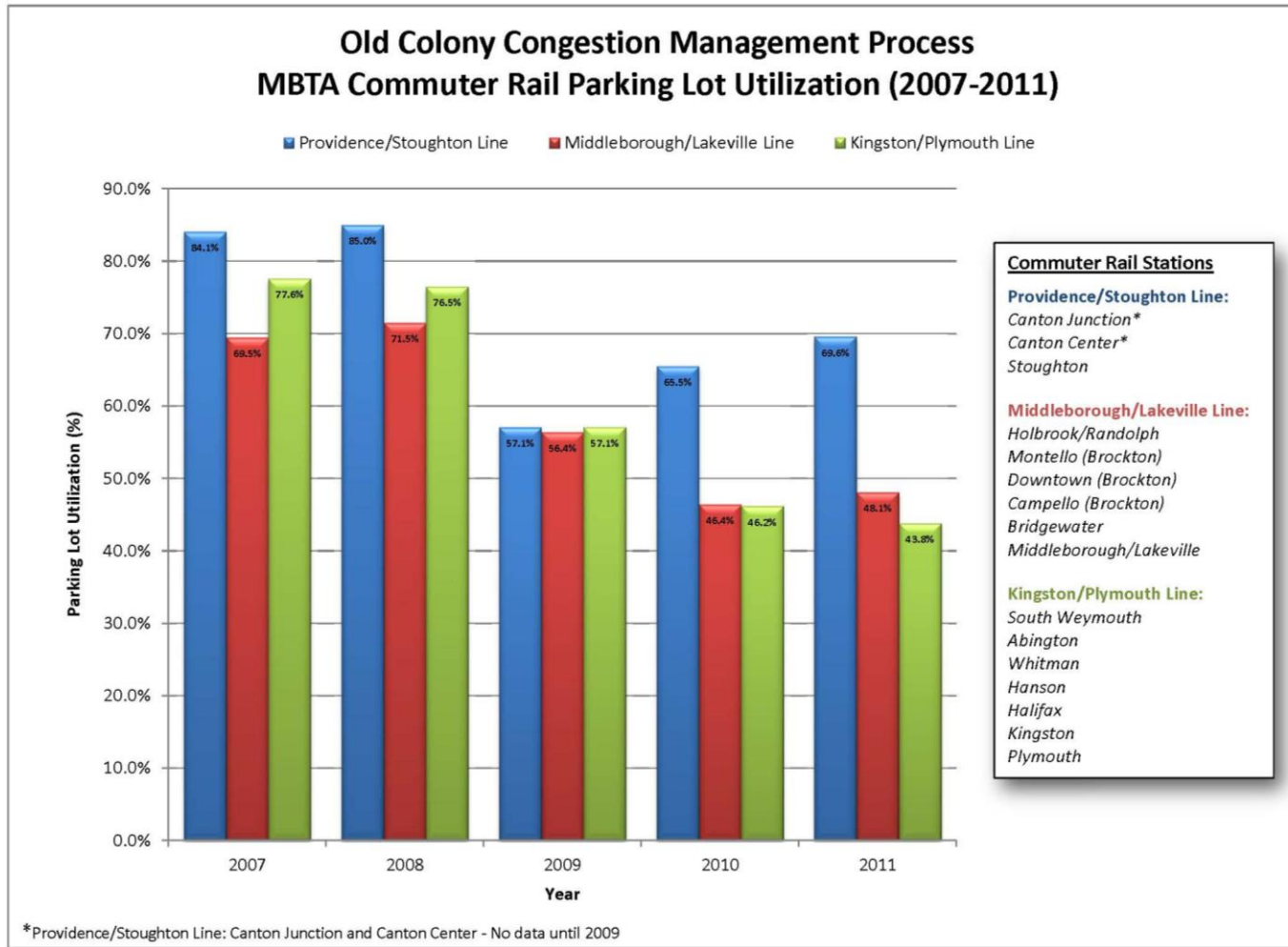


Figure 2.7 illustrates average utilization rates of the three (3) MBTA Commuter Rail Lines Station Parking Lots in the Old Colony CMP region. Over the past five years, all of the surveyed lines have seen reductions in the parking lot utilization rates: however, this trend could be due to increased numbers of carpooling, ridesharing, or drop-offs. Nevertheless, OCPC will continue to survey these lines to ensure that capacity meets demand.



Park & Ride Facilities

The OCPC annual data collection routine includes two visits per year to Park & Ride facilities along the AmVets Memorial Highway (Route 24), Pilgrims Highway (Route 3), and Route 44 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 the Spring (April) and the Fall (October) of each year, during the mid-week period, and between the hours of 10:00 AM and 2:00 PM.

The Old Colony CMP uses the guidance provided in the ITE publication, *Transportation Planning Handbook*, which 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.

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.

In the Spring and Fall of 2011, 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 2011 Parking Lot Utilization

Location	Total Spaces	April	October	April	October
		Vehicles Parked	Vehicles Parked	Total Utilization	Total Utilization
<u>Route 24 Corridor</u>					
West Bridgewater - Route 24 @ Route 106	185	169	139	91.4%	75.1%
Bridgewater - Route 24 @ Route 104	60	43	35	71.7%	58.3%
<u>Route 3 Corridor</u>					
Rockland - Route 3 @ Route 228	440	328	356	74.6%	80.9%
Pembroke - Route 3 @ Route 139	62	0	5	0.0%	8.1%
Kingston - Route 3 @ Route 3A & 53	80	37	52	46.3%	65.0%
Plymouth - Route 3 @ Long Pond Road	200	193	207	96.5%	103.5%
Bourne - Route 3 @ Route 6 (Sagamore)	377	310	350	82.2%	92.8%
<u>Route 44 Corridor</u>					
Plymouth - Route 44 @ Commerce Way	520	11	24	2.1%	4.6%
<u>Total Route 24 Corridor</u>	245	212	174	86.5%	71.0%
<u>Total Route 3 Corridor</u>	1,159	868	970	74.9%	83.7%
<u>Total Route 44 Corridor</u>	520	11	24	2.1%	4.6%
<u>Total All Lots</u>	1,924	1,091	1,168	56.7%	60.7%

Overall, the utilization rates at the park & ride lots on the Route 24 Corridor and the Route 3 Corridor were very similar, ranging from approximately 71-86 % in the Spring and Fall 2011. The one difference between the two corridors is that the Route 24 Corridor only has capacity for only 245 vehicles, while the Route 3 Corridor has a capacity for 1,159 vehicles. A reasonable conclusion considering this data is that commuters on the Route 3 Corridor clearly value the commuter bus services provided. In addition, historical trends show that the lots which have commuter services (i.e. – commuter bus) typically have a much higher utilization rate than those without said service. For example, the Plymouth Route 3 @ Long Pond Road lot is generally at or over capacity (Plymouth & Brockton Commuter Bus Service) while the Plymouth Commerce Way Park & Ride Lot typically has only 1-2% utilization (no bus service).

Figure 2.7: Old Colony CMP Park & Ride Lot Utilizations (2006-2011)

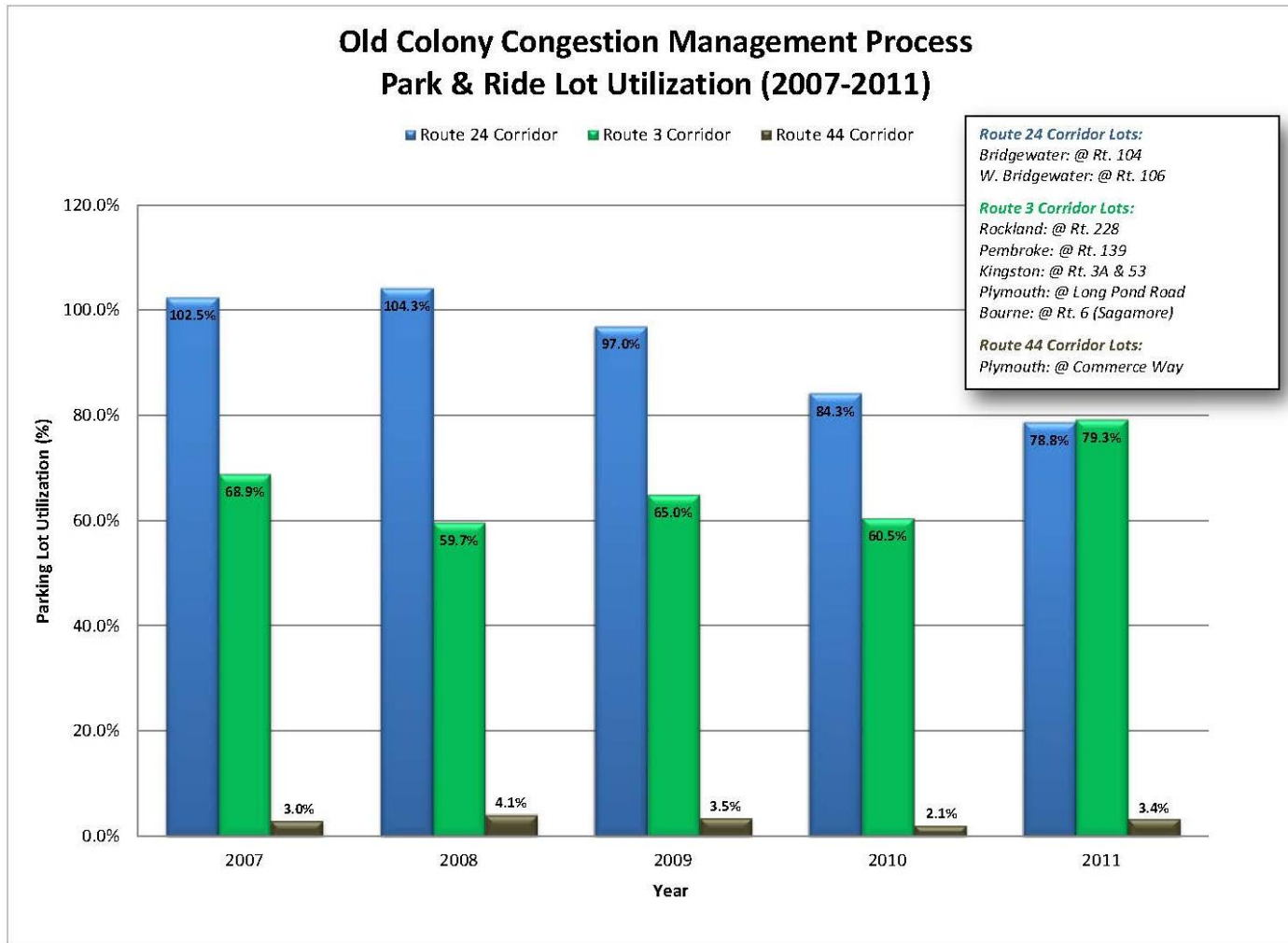


Figure 2.7 illustrates average utilization rates of the eight (8) Park & Ride Facilities in the Old Colony CMP region. Over the past five years, all of the surveyed lots have generally maintained utilization rates mostly due to the fact that transit services are available at the majority of the facilities. Nevertheless, OCPC will continue to survey these lots to ensure that capacity meets demand



2.4 2011 Old Colony CMP Initiatives

In 2011, OCPC embarked on several initiatives aimed at identifying issues at congested locations, determining the causes of congestion; developing alternative strategies to mitigate congestion; evaluating the different potential mitigation strategies; proposing alternative strategies that best address the causes and impacts of congestion; and tracing and evaluating the impact of previously implemented congestion management strategies.



Implementation

2.4.1 2011 Major Bottleneck In-Depth Analysis and Action Plan

A bottleneck is a condition that restricts the free movement of traffic creating a point of congestion during specific periods, usually the peak commuter periods. Bottlenecks have a number of different causes including operational influences (traffic signals and the physical design and alignment of intersections); the narrowing of a highway corridor and lane drops, weaving conditions, sun glare, steep grades, or crashes and incidents on a roadway.

In 2011, OCPC continued the work completed on the 2010 Major Bottleneck Identification Study, which identified numerous major bottlenecks along limited access highways, on major arterials, and in town centers in the OCPC region. The 2011 Major Bottleneck In-Depth Analysis and Action Plan identified the locations of congestion, the causes of congestion, and recommended improvements (short, medium, and long term) to alleviate the bottleneck conditions in each of the following three facilities:

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

Moving forward, the recommendations included in the 2011 Major Bottleneck In-Depth Analysis and Action Plan can be used by the respective town; state agency; or developer, whom is interested in mitigating the existing bottleneck conditions.

2.4.2 2011 Old Colony Commuter Origins Study

The Old Colony Commuter Origins Study is a triennial project aimed at identifying the commuter origins for the MBTA Old Colony Commuter Rail Lines and Park & Ride lots within the Old Colony CMP region. The purpose of this study 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 over 4,500 vehicle license plate numbers, 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 and illustrated a spatial distribution of commuters utilizing each parking lot.

The results of the 2011 Old Colony Commuter Origins Study are illustrated below:

- 4,591 License Plates Recorded
 - MBTA Commuter Rail Stations (3,501 plates)
 - 3,027 geocoded (87.9%)
 - Park & Ride Lots (1,090 plates)
 - 961 geocoded (91.9%)

Further analysis uncovered that 65% of the license plates recorded at the Commuter Rail Stations originated within 5 miles of the station, while only 35% of the plates recorded at the Park & Ride Lots originated within the 5 mile buffer. Clearly, the behavior of Commuter Rail and Park & Ride users are different when analyzing the distance both are willing to travel in order to utilize the provided commuter option. Additional analysis and conclusions can be found in the 2011 Old Colony Commuter Origins Study.

2.4.3 Traffic Signal Improvement Program

The Traffic Signal Improvement Program is an initiative of the Congestion Management Process aimed at improving traffic signal systems throughout the Old Colony region. Improvements can consist of, but not be limited to: signal timing optimization; phasing adjustments; coordination; etc. Over the years, improvements in signal technology, including signal coordination and timing, have helped reduce delays and improve traffic flow at intersections, especially during peak periods.

As such, the Old Colony CMP has identified numerous locations throughout the region that would benefit from traffic signal improvements and continues to work with host municipalities to identify opportunities and funding to allow for the said improvements. In addition, OCPC continues to include recommending the upgrading of signal systems and techniques in its plans and recommendations for long range studies and local technical assistance studies



2.5 Conclusions

The Old Colony Region's transportation system is an essential asset that contributes greatly to the economic well-being of the region as well as to the quality of life for the region's residents; therefore, maintaining and improving the system by utilizing resources in the most efficient, effective, and safe manner possible, is a major goal.



Strategy
Effectiveness

The Old Colony Congestion Management Process (CMP) 2011 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 2011 calendar year; and includes conclusions and recommendations for roadway and transit facilities within the Old Colony region.

The 2011 Old Colony Congestion Management Process (CMP) included the following:

- 175 Automatic Traffic Recorder (ATR) Counts
- 125 Manual Intersection Turning Movement Counts (TMC)
- MBTA Commuter Rail Station Parking Lot Utilization Counts
- Park & Ride Parking Lot Utilization Counts
- 2011 Major Bottleneck In-Depth Analysis and Action Plan
- 2011 Old Colony Commuter Origins Study
- Traffic Signal Improvement Program

Generally, 2011 demonstrated a decrease in congestion in some facilities while noting increases in other facilities. Factors such as the economic recession experienced during 2009 and 2010 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 the MBTA 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.

2.6 Recommendations

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

- 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.

Highway planning has traditionally focused on relieving bottlenecks and congestion in order to maximize traffic flow efficiency; however, commercial and retail activities have become significant within certain highway segments. In addition, a lack of control, placement, spacing, and width of curb cuts that provide access to adjacent properties has become prevalent throughout most of the arterial corridors within the OCPC communities. These conditions have led to situations in which traffic flow and safety have been compromised. The commercial and retail centers that have proliferated along important arterials and collectors are auto dependent, mainly single-use zoned, and extensive in development (spread out over large areas).



Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) are applications of advanced technology in the field of



Figure 2.20: MBTA Park Mobile Program

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.

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.

Roundabouts

Roundabouts reduce crashes and injuries at intersections significantly over conventional stop controlled and traffic signal controlled intersections. Studies cited in the FHWA's publication [Roundabouts: An Informational Guide](#), have shown that roundabouts can provide a 71 percent



reduction in personal injury crashes and a 32 percent reduction in crashes with property damage only over conventional intersections. These studies have shown that roundabouts can provide a 51 percent reduction in overall crashes over conventional intersections.

The roundabout option for an at-grade intersection offers a number of advantages including:

- Safety – The severity of a crash is determined by the speed of the vehicles. Roundabouts greatly improve safety at intersections because they require traffic to slow down to 20 miles per hour. Crashes are less likely to result in injury or fatality due to collisions in the 20 miles per hour range. Roundabouts reduce the number of conflict points from 32 to 8 over a conventional 4-way intersection.
- Operational Efficiency – Roundabouts process peak hour traffic as efficiently as traffic signals and offer high capacity and minimal delays for all modes including trucks.
- Aesthetics and Geometric Flexibility – Roundabouts offer better aesthetics than conventional traffic signals. The designs can vary in shape and size to conform to right-of-way constraints.

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

2.6.1 Roadways

Amvets Memorial Highway (Route 24) Interstate Standards Upgrade

Upgrading Route 24 to interstate standards has been an issue in the region for over a decade. In 1998, MassDOT completed a study to examine the geometric improvements necessary, along with the estimated costs, associated with upgrading Route 24 to interstate highway standards. Route 24 was constructed in the 1950s to the design standards of that time, although some reconstruction has occurred since then to improve deficiencies. According to the MassDOT study, Route 24 does not meet design standards of an interstate highway, and these design deficiencies are associated with acceleration and deceleration lanes on ramp exits and entrances. There are also deficiencies associated with shoulder width and vertical clearance requirements. The study stated that improving Route 24 to interstate standards involves widening shoulders for safety, replacing overpass bridges to accommodate higher vertical clearances, and reconstructing ramp entrances and exists to higher acceleration and deceleration design standards. Since the time of the 1998 report, Route 24 has experienced high commercial and residential growth along the secondary arterials and collectors that provide access to this limited access highway. This has led to current conditions that have resulted in congestion and high traffic volumes at the Route 24 interchanges.

Pilgrim Highway (Route 3) Capacity Enhancement and Improvements

The widening of Route 3 to a six lane cross section from Hingham to Route 44 continues to be a priority for the Old Colony Planning Council, as it has been for a number of years. The relocation project for Route 44 was opened to traffic in 2005. The addition of this east west limited access facility (from Route 3 in Plymouth to Middleboro) represents a major capital investment in



Kingston and Plymouth with Route 3, between exits 6 and 7 widened to six lanes in order to accommodate the Route 44 relocation project. A large amount of traffic flows between the two highways. Recent large-scale residential development in southern Plymouth will also have a major impact on traffic commuting to and from Boston via Route 3. The Wareham Road mixed use development (River Run project) will add 1,285 housing units to Plymouth. It is expected that major development will impact traffic on Route 3, along with extensive commercial development on Commerce Way at the new Route 44 junction with Route 3 in Plymouth.

2.6.2 Interchanges

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.



Update: Studied in the 2011 Major Bottleneck In-Depth Analysis and Action Plan

Recommendation: Implement Recommendations Presented in 2011 Major Bottleneck In-Depth Analysis and Action Plan

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.



Update: Improvement Scheduled in FY 2012 (MassDOT Project #602606)

Recommendation: Continue to Monitor Facility after Improvement



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.



Update: *Studied in the 2011 Major Bottleneck In-Depth Analysis and Action Plan*

Recommendation: *Implement Recommendations Presented in 2011 Major Bottleneck In-Depth Analysis and Action Plan*

2.6.3 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.



Update: *To be studied in the 2012 Major Bottleneck Analysis Study*

Recommendation: *Continue to Monitor Facility, Study Further, and Implement Improvements*

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.



Update: *Studied in the 2011 Major Bottleneck In-Depth Analysis and Action Plan*

Recommendation: *Implement Recommendations Presented in 2011 Major Bottleneck In-Depth Analysis and Action Plan*



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

2.6.4 Transit

MBTA Commuter Rail Stations

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 Future Transit Service

AmVets Memorial Highway (Route 24) & West Center Street (Route 106) Park & Ride Facility

According to the Old Colony CMP Data Collection Program, this park & ride facility continues to be popular with commuters. The proximity to AmVets Memorial Highway (Route 24) allows for easy access and the recent expansion allows for more capacity, bicycle usage, and pedestrian safety.

Recommendation: Continue to Monitor Facility and Consider Enhanced 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

Route 44 & Commerce Way Park & Ride Facility

According to the Old Colony CMP Data Collection Program, this park & ride facility is not utilized to its full potential. The proximity to Route 44 and Pilgrim Highway (Route 3) allows for easy access; however, the lack of transit services makes this facility less popular.

Recommendation: Continue to Monitor Facility and Consider Future Transit Service



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 economic downturn. The Old Colony Land Use Management System (LUMS) is used to track changes in land use across the Old Colony region. In coordination with local municipal officials and OCPC research, staff members have identified a multitude of projects within the region that have major impacts on the region's land use.

The projects identified in the LUMS are categorized two ways- one is by their status-proposed, under construction or completed, the other way is by their class-commercial, educational, industrial, institutional, medical, municipal, recreational or residential. With the accompanying maps, one can identify areas where development is occurring in each community of the region.

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 both new and existing developments in order to examine the 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 Management Process

In order to compile and monitor information on developments in the area, Old Colony created a land use database that is centrally located on the agency server, which is easily accessed by staff members. The database currently includes more than 1,339 development projects.

The development of the land use database has been achieved through coordinating the responsibilities of Old Colony staff. Old Colony 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 3.5 to 3.19). 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.

3.4 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 2011 the first phase of construction of the East-West Parkway that will connect Weymouth Street in Rockland with Shea Memorial Drive on Southfield property has begun and is scheduled to be completed in September 2012. Once completed, East-West Parkway will connect Route 18 to Route 3.

Construction has been completed on the first residential units in Southfield. The first residents moved in this past July and as of December 2011, a total of 10 units have been occupied. Additionally, a 226 unit apartment complex is also under construction with initial occupancy expected in March 2012.

South Shore Tri-Town Development Corporation recently signed a Purchase and Sales Agreement with the U.S. Navy for \$25 million for the remaining land on the former base.

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:

As of December 2011, the developer has completed the construction of River Run Way, which is the main road into the community and the spine road which connects Bourne Road to Wareham Road. No other infrastructure has been completed as of yet.



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:

In March 2011 The U.S. Army Corps of Engineers released the Draft Environmental Impact Statement (DEIS) for the South Coast Rail project, and the Massachusetts Department of Transportation (MassDOT) adopted the Corps' document as the state-required Draft Environmental Impact Report (DEIR). In the document, MassDOT identified the Stoughton Alternative as its preferred route for providing the best transportation, environmental and smart growth benefits. The Corps will not determine the permissible route until later in the process.

The Corps and MassDOT will continue to coordinate their efforts on the project to produce a combined Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) which is scheduled to be released in 2012.



3.5 Abington



3.5.1 Town Summary

The town of Abington is located within the “Greater Brockton Region” and is approximately 22 miles southeast of Boston. It is bordered by Holbrook and Weymouth to the north, Rockland to the east, Whitman to the south, and Brockton to the west. Abington covers an area of 10.18 square miles. Over the past decade the town of Abington has grown rapidly, increasing its population from 14,605 in 2000 to 15,985 in 2010, a rate of 9.45%, which was the highest rate of growth of any community in the Old Colony region. Abington is primarily a residential community with predominant land uses in town being forest (36.3%), residential (34.4%) and wetlands and water (15.8%).

3.5.2 Current Development

Route 18 Corridor

The Bedford Street (Route 18) corridor extends from the Weymouth city line to Ashland Street in the southern part of Abington. This corridor is a heavily traveled road in Abington and is represented by a mix of commercial and residential uses. The recent construction of a Lowe’s home improvement store, apartment complex and two new retail/commercial plazas join an already highly visible commercial area that boasts numerous restaurants, a supermarket, lumber and garden center, as well as number of other businesses and professional offices.

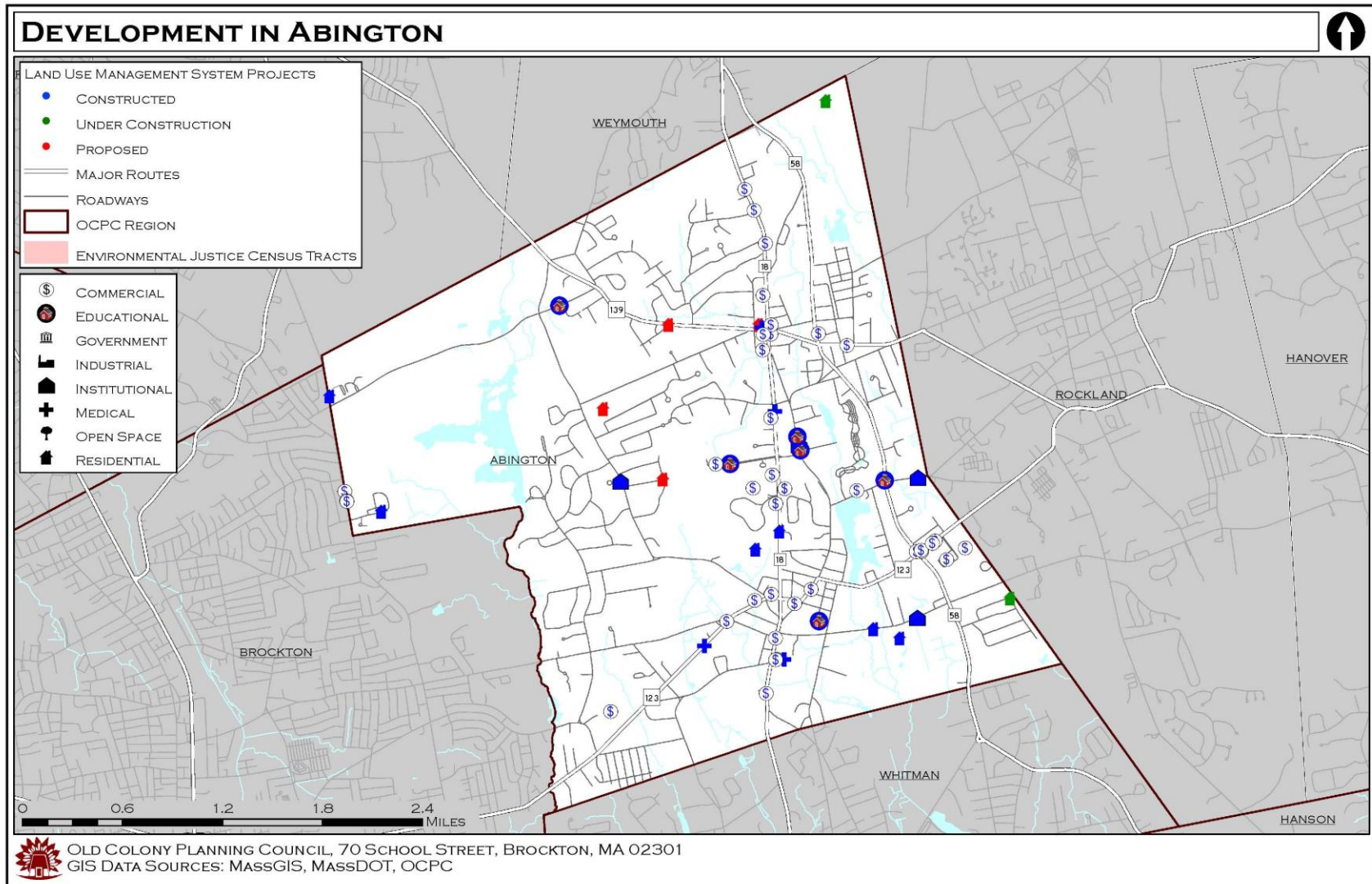
3.5.3 Potential Development Area

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

The redevelopment of the former South Weymouth Naval Air Station is a mixed-use, Smart Growth redevelopment of a Brownfield site located in the towns of Abington, Rockland, and Weymouth. The project consists of 2,855 dwelling units of a mixed type, the development of 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 that will be built in phases over a period of approximately fourteen years.

As of December 2011, construction has commenced on Phase 1 of the new East-West Southfield Parkway as well as on the construction of a number of new homes in Southfield’s very first residential village, Southfield Highlands, with the first residents having moved in this past year.

Figure 3.1: Development In Abington





3.6 Avon

3.6.1 Town Summary

The town of Avon is located within the “Greater Brockton Region” and is approximately—miles south of Boston. It is bordered by Randolph to the north, Holbrook to the east, Brockton to the south, and Stoughton to the west. Avon has an area of 4.5 square miles, which makes it the smallest town in the region. Over the past decade the Town of Avon’s population decreased from 4,443 in 2000 to 4,356 in 2010. Avon is primarily a residential town, but has the largest percentage of commercial and industrial land amongst all other communities in the Old Colony region. The three largest land uses in Avon are forest (37.2%), residential (22.6%) and commercial and industrial (15.6%).

3.6.2 Current Development

Merchants Park/Avon Industrial Park

West of the interchange of Route 24 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 and has a myriad of warehousing, trucking, and industrial uses.

3.6.3 Potential Development Areas

Open Land West of Central Street

This area south of Russell Road and Old Pond Street is currently zoned Residential-B and could be developed as additional housing.

Upper Page Street

This area is currently zoned Residential-B and additional housing could be developed in this area.

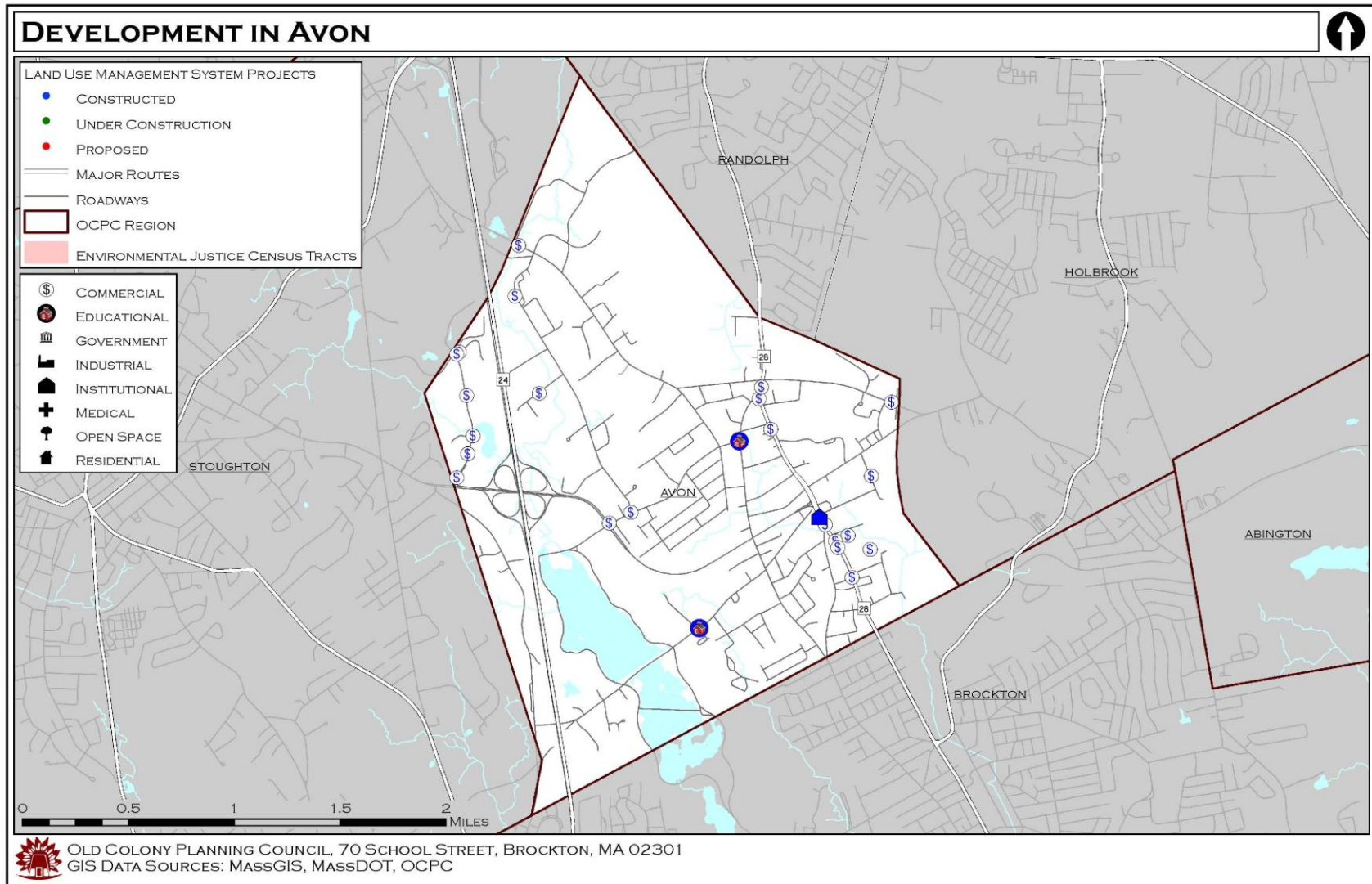
Southeast Quadrant of the Route 24 Interchange

This vacant potentially developable area of about 10 acres has great access, as it is adjacent to Route 24. In the past development proposals for the site have included a Pace Outlet store and an outdoor amphitheater.

Route 28 Corridor

The Route 28 Corridor is the major north-south route in Avon. Development along the corridor is important, as it could give the town additional revenue and possibly revitalize business in Avon’s traditional town center.

Figure 3.2: Development In Avon





3.7 Bridgewater

3.7.1 Town Summary

The town of Bridgewater is located within the “Greater Brockton Region” of the Old Colony region and is approximately 8 miles south of Brockton and 28 miles south of Boston. It is bordered by East Bridgewater and West Bridgewater to the north, Halifax to the east, Middleborough to the south, and Raynham to the west. Bridgewater covers an area of 28.35 square miles. Over the past two decades the town of Bridgewater has grown rapidly, increasing its population 18.52% from 1990 to 2000 and another 5.47% from 2000 to 2010, when its population rose from 25,185 to 26,563. The population density in Bridgewater is 936 people per square mile.

Bridgewater is primarily a residential community with the predominant land uses in town being forest (35.7%), wetlands and water (24.4%), and residential (20.2%). Bridgewater unlike other many other communities in the Old Colony region is home to two major state institutions- Bridgewater State University and the Massachusetts Correctional Institution-Bridgewater.

3.7.2 Current Development

Downtown Bridgewater

Downtown Bridgewater is located in the northern part of Bridgewater at the confluence of Bedford Street (Route 18), Main Street (Route 28) and Plymouth Street (Route 104). The historic downtown consists of a variety of development, including government offices, restaurants, shops and offices, and in the immediate surrounding area is the 116,000 square foot Campus Plaza and the 270 acre Bridgewater State University, that has an enrollment of more than 11,000 students.

While this area is currently well-developed, redevelopment opportunities in this area do exist, such as the Spring Street parking lot, which is currently being used for college commuter parking. A number of old industrial buildings on nearby Hale Street are also potential candidates for redevelopment. The downtown area also has some retail/commercial space available for infill development and an enhanced mixed-use and TOD potential could be realized with better pedestrian access, connecting to the nearby college population.

3.7.3 Potential Development Area

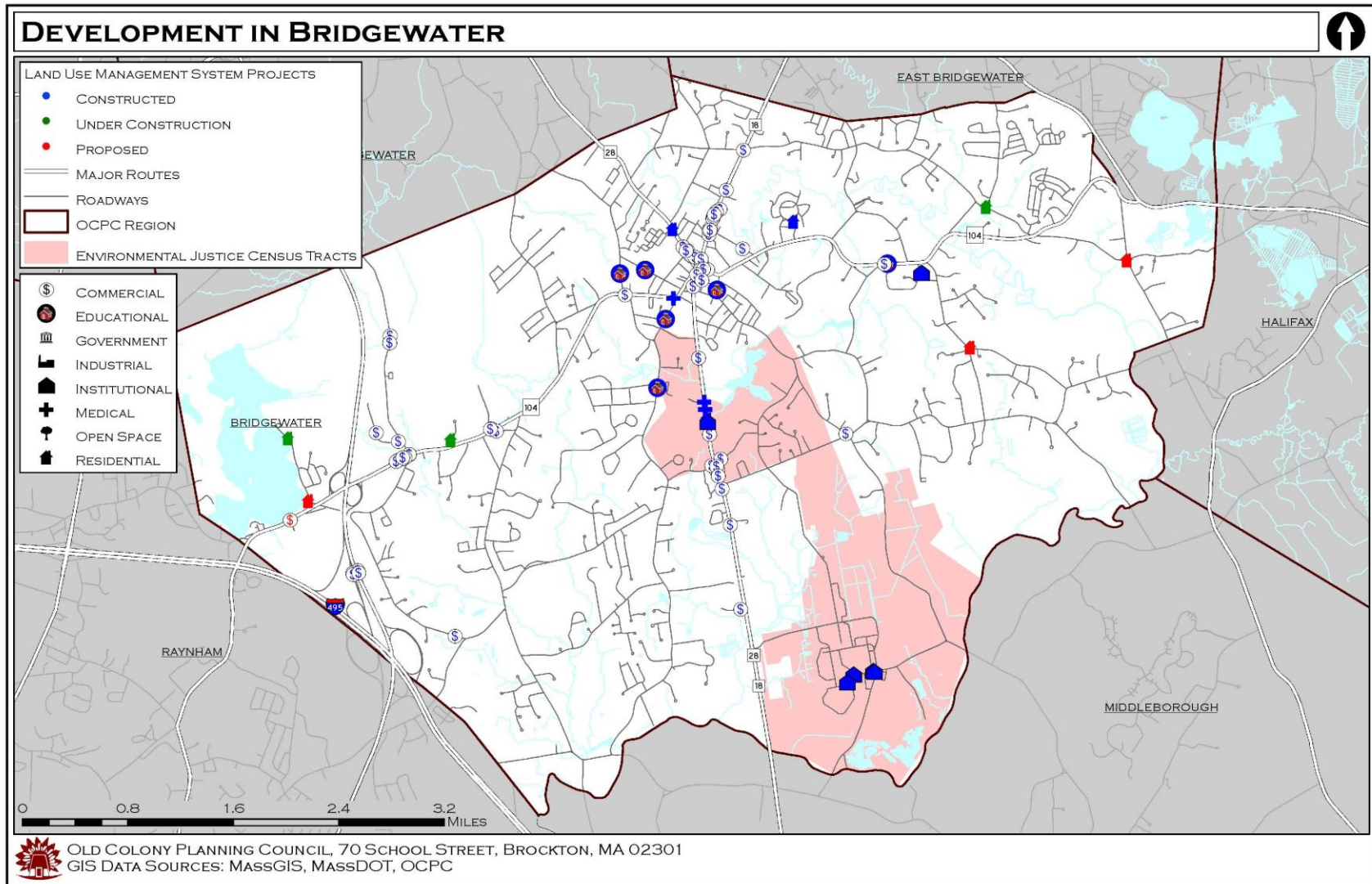
Route 104 Interchange at Exit 15 off Route 24

The area east of the Route 104 (Pleasant Street) interchange at Exit 15 off of Route 24 has experienced an increasing amount of development over the past five years, anchored by the construction of the 132,000 square foot Home Depot, as well as the construction of an adjacent commercial/retail plaza. Further potential for development exists in this immediate area along Elm Street, where the Bridgewater Industrial Park is located as well as a number of properties for sale, waiting to be purchased and developed.



On the western side of the interchange, the potential for development is also high. Currently only the Lakeshore Center, an office building, occupies the vast amount of land opposite Lake Nippenicket along Route 104. Over the past 30 years there have been numerous proposals to further develop the area, but as of yet nothing has materialized.

Figure 3.3: Development In Bridgewater





3.8 Brockton

3.8.1 City Summary

The City of Brockton is the only city in the Old Colony region and largest in terms of population. Located—miles south of Boston, Brockton is bordered by Avon, Holbrook and Stoughton to the north, Abington and Whitman to the east, East Bridgewater and West Bridgewater to the south and Easton to the west. Brockton has an area of 21.48 square miles and is the densest community in the region. Over the past decade the City of Brockton has experienced a slight decline in population from 94,304 in 2000 to 93,810 in 2010. Brockton’s large population lends itself to it having a large percentage of its land use being dedicated to housing. That said the predominant land uses in Brockton are residential (46.5%), forest (20.4%) and commercial and industrial (12.3%).



3.8.2 Current Development

Belmont Street

Belmont Street is a location where there are a number of retail/grocery stores; Stop & Shop, Shaw’s, and Staples to name a few. These major trip generators lead to high traffic flow, which in turn leads to accidents. In the past two years there has been accidents involving pedestrians. One resulted in injuries and another resulted in the death of a pedestrian.

Manley Street

One of the largest commercial developments in Brockton occurred during the past year when the Bernardi Auto Group opened two new dealerships on the former Northern Isles site on Manley Street, which had been vacant for years. Bernardi opened two auto dealerships on this site; a 50,000 square foot Bernardi Honda dealership and a 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, and the nearby Paul Clark Volkswagen on Liberty Street these five dealerships create Brockton’s own “auto mile.”

3.8.3 Potential Development Areas

Fairfield Farms Chapter 43D Site

This 21 acre site off of Oak Street is listed as a high priority site for the City of Brockton. It has quick access to Routes 24, 27, 28 and 123. The plant itself has been demolished except for a large freezer building.

Vacant Land Adjacent to Walmart on Oak Street

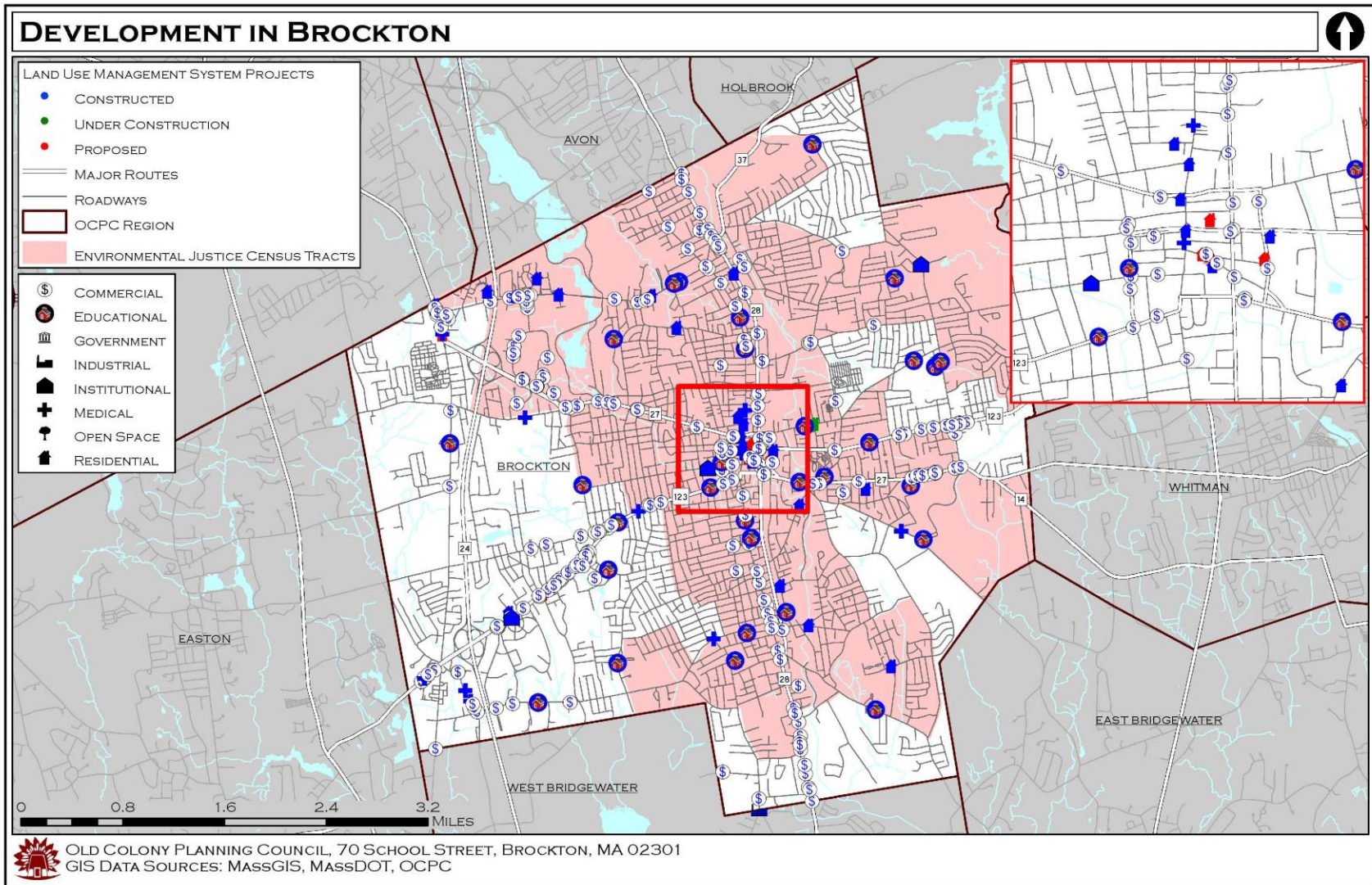
It would be in the best interest of the city to encourage the development of this piece of open land and continue to cluster business around Route 24 and Oak Street.



Brockton Fairgrounds

This land has been vacant for the past century, as it hosts the annual Brockton Fair for two weeks in late June and early July as well as other miscellaneous events throughout the year. This area could be developed for a more intensive use as it has great access, as it is located on Route 123 and is only one mile from Route 24.

Figure 3.4: Development In Brockton





3.9 East Bridgewater

3.9.1 Town Summary

The town of East Bridgewater is located within the “Greater Brockton Region” of the Old Colony region and is approximately 25 miles southeast of Boston. It is bordered by Brockton and Whitman to the north, the Halifax and Hanson to the east, Bridgewater to the south, and West Bridgewater to the west. East Bridgewater covers an area of 17.53 square miles. Over the past two decades this heavily residential community has grown at a moderate rate, increasing its population from 12,974 in 2000 to 13,794 in 2010, an increase of 6.32%. East Bridgewater is primarily a residential community with the predominant land uses in town being forest (40.9%), residential (23.3%), wetlands and water (20.5%).



3.9.2 Current Development

Route 18 Corridor

East Bridgewater’s commercial development is concentrated along the north-south Route 18 corridor. The heavily travelled Route 18 corridor is home to a variety of uses, including industrial/warehouse activity and new large medical facility in the north and retail and commercial development in and around the center of town.

East Bridgewater High School

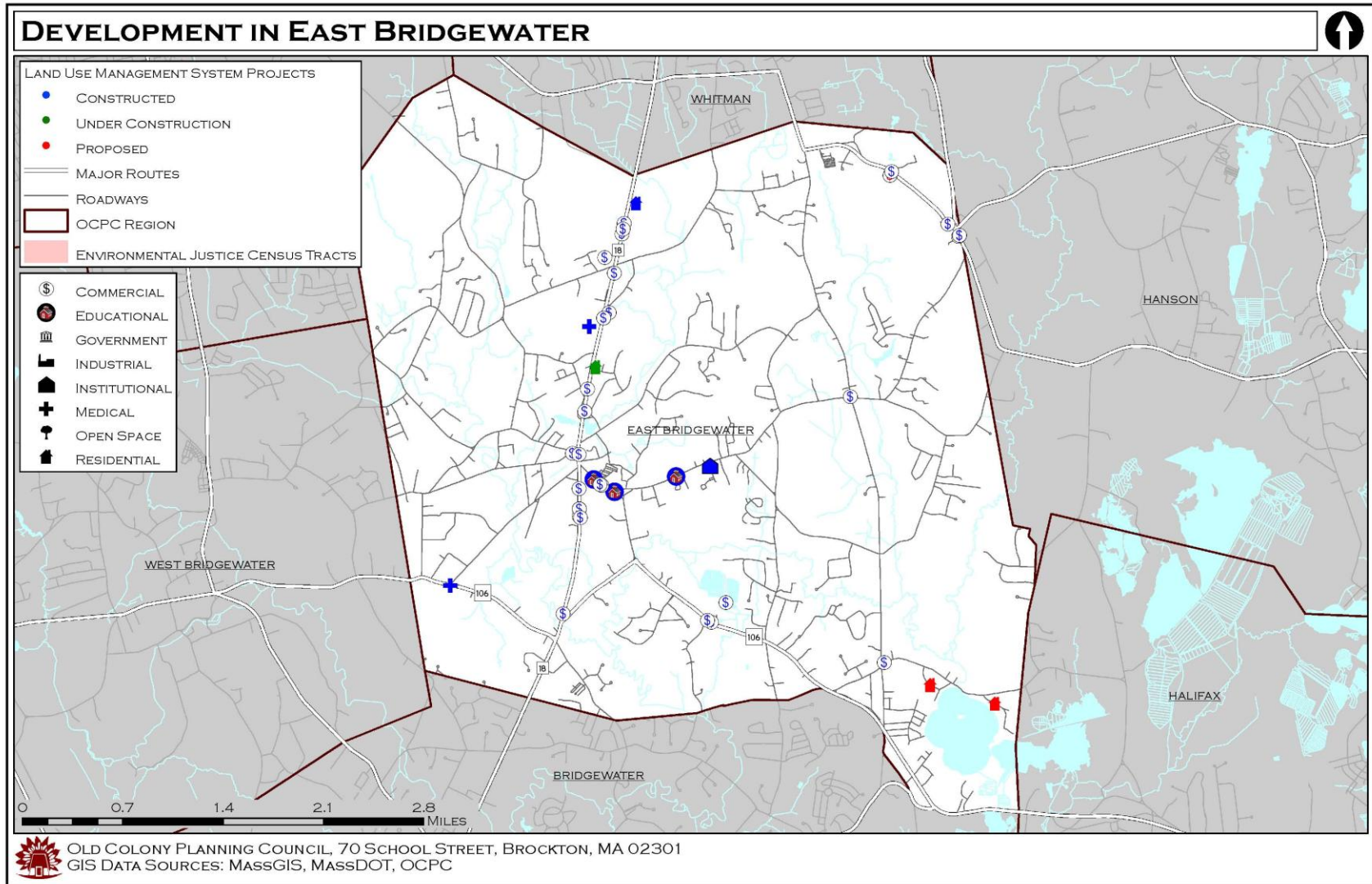
Construction has recently begun on the new 213,544 square foot East Bridgewater High School located off of Plymouth Street. The new high school will serve grades 7-12 and feature an 800 seat auditorium and a gymnasium that can hold 2,500 people. The new East Bridgewater High School is expected to be completed in the summer of 2013, with the first students arriving in the fall of 2013.

3.9.3 Potential Development Area

Former Eastern States Steel Site

This site on Union and Cook Streets has been cleared and cleaned up for limited use. It remains a high priority site for industrial or heavy commercial (rather than retail) use. In addition to the 4.22 acre site, there is a 1.15 acre parcel bridge to the west on the railroad right-of-way. The town is currently evaluating their options on this property.

Figure 3.5: Development In East Bridgewater





3.10 Easton

3.10.1 Town Summary

The Town of Easton is located within the western part of the “Greater Brockton Region” and is—miles south of Boston. It is bordered by Stoughton and Sharon to the north, Brockton and West Bridgewater to the east, Raynham, Taunton and Norton to the south and Mansfield to the west. Easton is the second largest towns in the region in size and covers 29.44 square miles. Over the past decade Easton grew a modest 3.6%, as its population rose from— in 2000 to 23,112 in 2010. While Easton’s population has grown over the past three decades, the town has taken measures to protect the amount of forests and open land in town, which is reflected in the towns two largest land uses-forest (44.6%) and wetlands and water (23.1%).



3.10.2 Current Development

Intersection of Routes 106 & 123

Highlands Plaza was recently constructed 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.

3.10.3 Potential Development Areas

Roche Bros. Plaza

The Roche Bros. Plaza in North Easton on the Stoughton town line contains a grocery store, retail shops and medical office buildings. A new commuter rail station is proposed for the site, should the Stoughton alignment be selected as the preferred alternative for the South Coast Rail Project, which could bring some potential for transit-oriented development (TOD) in this immediate area.

Easton Village

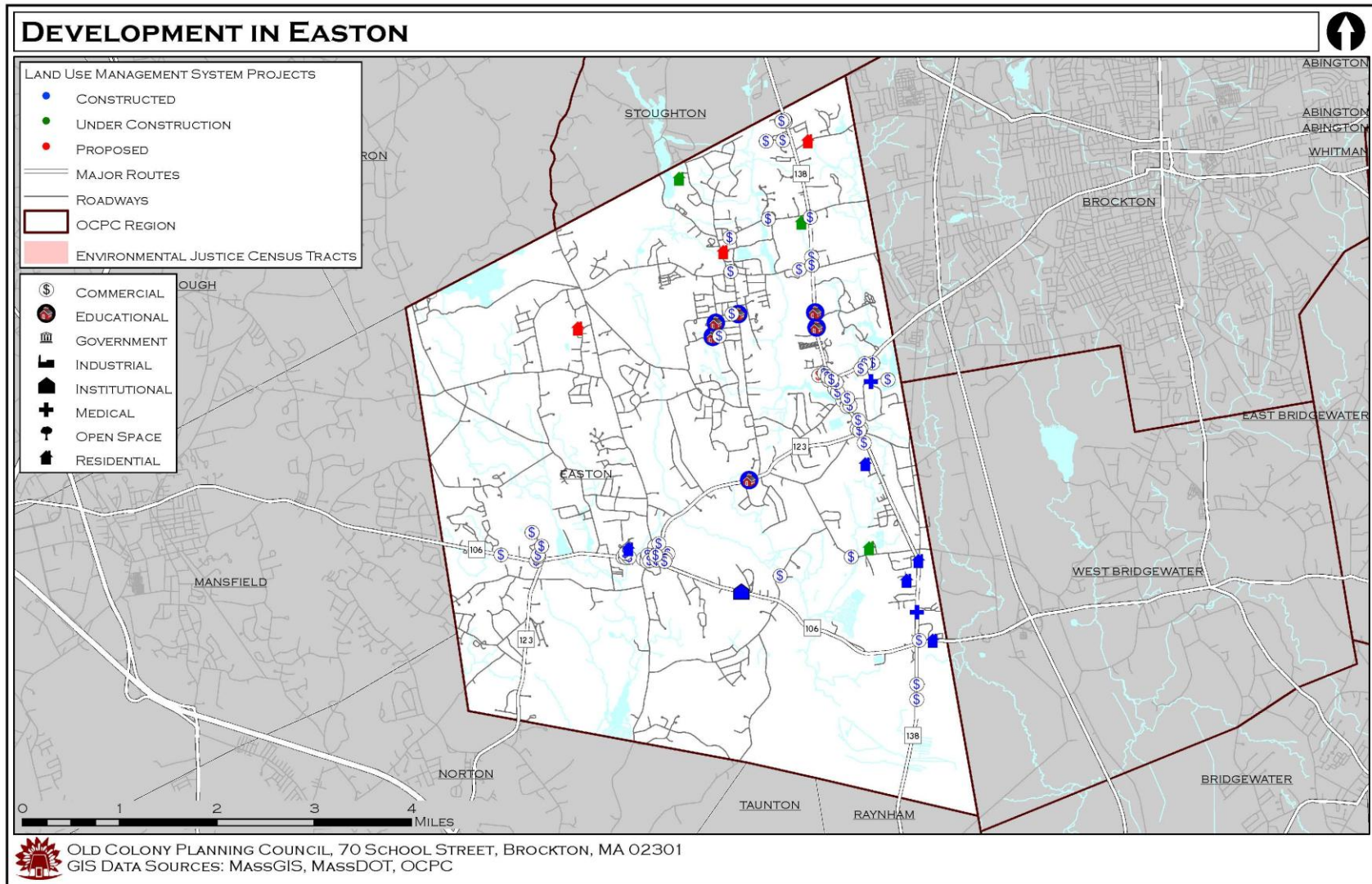
This small village center is primarily residential and is home to many historic and architecturally significant properties. A commuter rail station is proposed for the village, should the Stoughton alignment be selected as the preferred alternative for the South Coast Rail Project. The Ames Shovel Shop property is also located, which currently being Opportunities exist for historic preservation and context-sensitive mixed-use developments. This area has a high septic failure rate, and provision of waste water treatment would help to unlock development potential in this area.



Queset Commons

Queset Commons is a proposed mixed-use 40R district located at the intersection of Routes 123 and 138. In this general area construction has already been completed on the 99 unit Queset on the Pond apartment complex as well as the Stoneforge Tavern. The Queset Commons project was in its early stages of development when the economy stalled, but the project remains active and will most likely pick up steam when the economy turns around.

Figure 3.6: Development In Easton





3.11 Halifax

3.11.1 Town Summary

Halifax is located within the “Lakes Region” of the Old Colony region and is approximately 13 miles southeast of Brockton and 24 miles south of Boston. It is bordered by Hanson and Pembroke to the north, Plympton to the east, Middleboro to the south, and Bridgewater and East Bridgewater to the west. Halifax covers an area of 17.38 square miles. As one of the least populated communities in the Old Colony region, Halifax has experienced very minor increases in its population over the past decades, as the population rose only 0.24% during this past decade according to the 2010 U.S. Census from 7,500 in 2000 to 7,518 in 2010.



While Halifax is a moderately developed town it still maintains a rural quality it has had since its founding more than 275 years ago. The predominant land uses in town are wetlands and water (35.9%), forest (27.7%), and agriculture (16.6%).

3.11.2 Current Development

Halifax Industrial Park

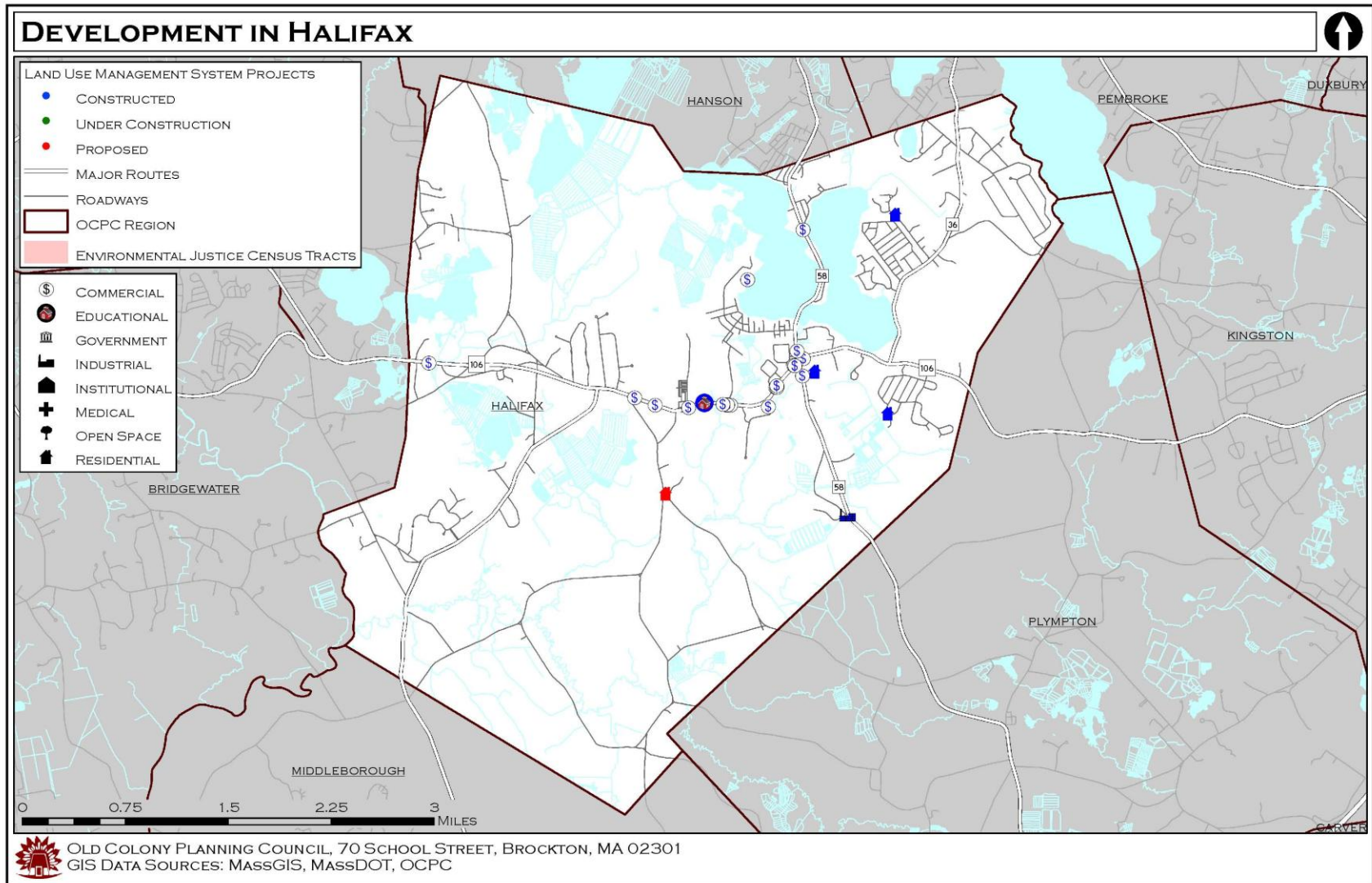
The Halifax Industrial Park is located on Route 106 near the East Bridgewater town line and features a variety of commercial and industrial uses.

3.11.3 Potential Development Area

Commercially Zoned Land Around Routes 58 & 106

The intersection of Routes 58 and 106 is located in the center of Halifax and essentially functions as the town’s commercial center. The commercial area is anchored by a Walmart and Stop & Shop, both of which have been constructed within the past 15 years. In addition to these two larger stores, there are four retail/commercial plazas with varying degrees of vacancy and several freestanding businesses in the area as well as the Halifax Country Club. This area is zoned “Commercial-Business,” which allows most retail, service and office uses as-of-right and requires special permits for wholesaling, automotive uses, drive-through businesses, veterinary uses, light industrial uses, transportation uses, public utility uses and miscellaneous residential dwellings.

Figure 3.7: Development In Halifax





3.12 Hanson

3.12.1 Town Summary

The town of Hanson is located within the “Lakes Region” of the Old Colony region and is approximately 8 miles east of Brockton and 22 miles southeast of Boston. It is bordered by Hanover and Rockland to the north, Pembroke to the east, Halifax to the south, and East Bridgewater and Whitman to the west. Hanson covers an area of 15.73 square miles. Over the past two decades the town of Hanson has grown at a moderate rate, increasing its population 6.52% from 1990 to 2000 and another 7.52% from 2000 to 2010, when its population rose from 9,495 to 10,209. The population density in Hanson is 649 people per square mile. Hanson is primarily a residential community with the predominant land uses in town being forest (41.2%), wetlands and water (26.2%), and residential (21.4%).

3.12.2 Current Development

Intersection of County Road (Route 14) and Liberty Street (Route 58)

The intersection of County Road (Route 14) and Liberty Street (Route 58) can be considered the center and the commercial hub of Hanson. Anchored by the only major retail center in Hanson—the 95,000 square foot Shaw’s Plaza, this area is also home to a variety of other small shops and businesses as well as the Town Hall and Fire Department.

3.12.3 Potential Development Areas

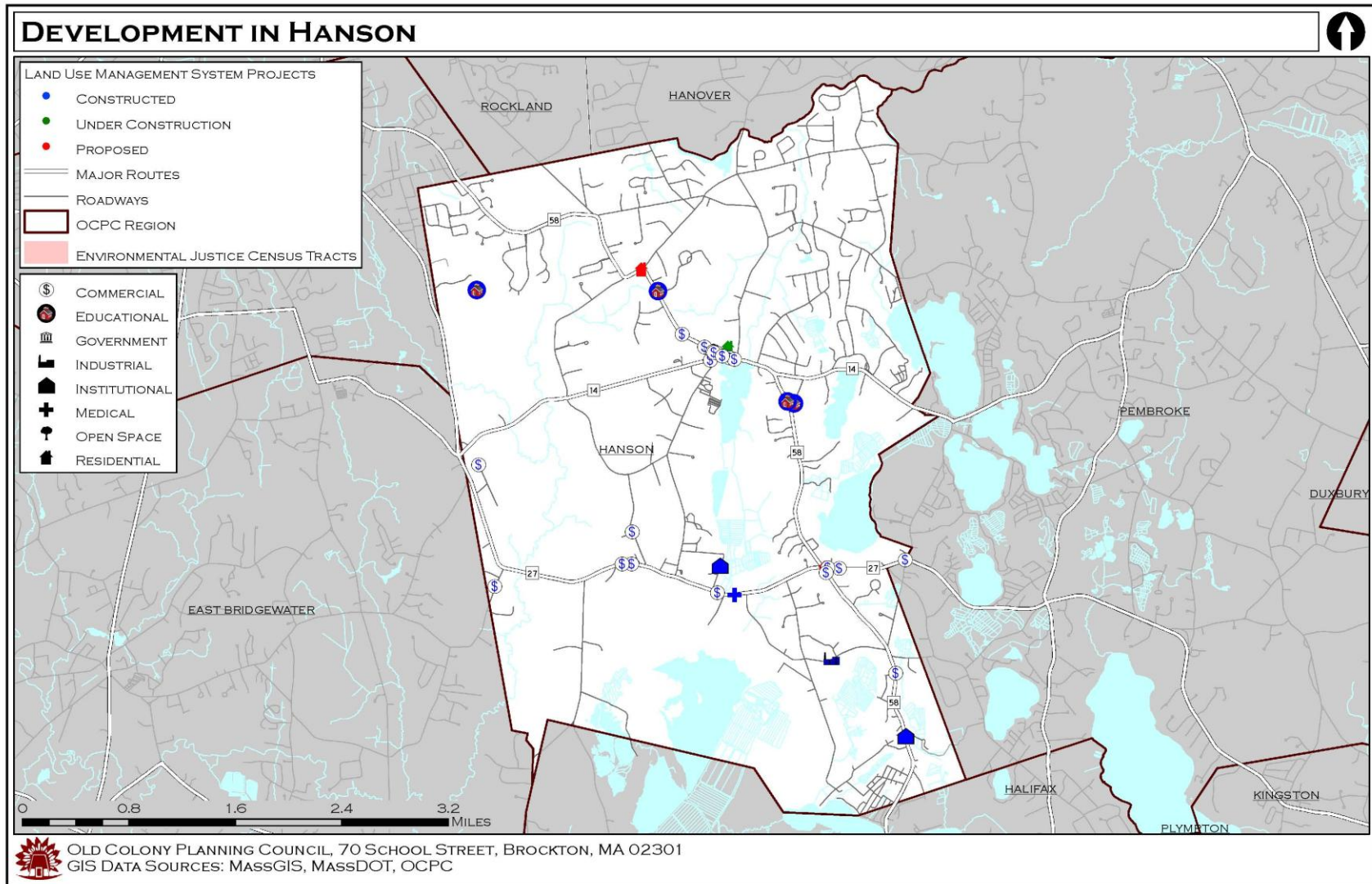
South Hanson Station Area

The South Hanson Station area is located on Main Street (Route 27) adjacent to the Hanson MBTA Commuter Rail Station. The area was the former home of the Ocean Spray Cranberry cooperative. In the years following the restoration of the Old Colony Commuter Line, the area has seen some new businesses locate to the area, but the potential remains to restore South Hanson’s prominence by building on the potential offered by the restored rail service, potentially reusable buildings and the surrounding developable land. In recent years, there has also been an effort to develop the area as a Transit-Oriented Development (TOD) site to assist in bringing additional housing and commercial activity to the area.

Former Plymouth County Hospital

The former Plymouth County Hospital sits on a 56 acre town-owned site in the heart of Hanson. The hospital has been abandoned since it was closed in 1992. In 1999, the town bought the property from Plymouth County, in the hopes of attracting a developer to build elderly housing on the site. Although there have been a few redevelopment proposals since the town has purchased the land, nothing yet has come to fruition. Since the hospital has been closed, it has been subject to vandalism as well as a fire that left many of the original structures severely damaged.

Figure 3.8: Development In Hanson





3.13 Kingston

3.13.1 Town Summary

The town of Kingston is located within the “South Coastal Region” of the Old Colony region and is approximately 20 miles southeast of Brockton and 33 miles southeast of Boston. It is bordered by Duxbury and Pembroke to the north, the Atlantic Ocean to the east, Carver and Plymouth to the south, and Plympton to the west. Kingston covers an area of 19 square miles. As one of the faster growing communities in the Old Colony region, Kingston experienced a 30.24% increases in its population from 1990 to 2000, and jumped another 7.21% from 2000 to 2010, as its population grew from 11,780 to 12,629. Kingston’s suburban qualities and its presence on Massachusetts Bay make it an attractive community for many residents. The predominant land uses in town are forests (46.1%), residential (20.7%) and wetlands and water (16.1%).

3.13.2 Current Development

Junction of Routes 3A and 53

At the junction of Routes 3A and 53 there are a number of retail stores, restaurants and shops situated within three nearby commercial plazas-the 62,000 square foot R.K. Plaza, the 97,000 square foot Summerhill Plaza, and the Kingsbury Plaza.

Route 3A Corridor

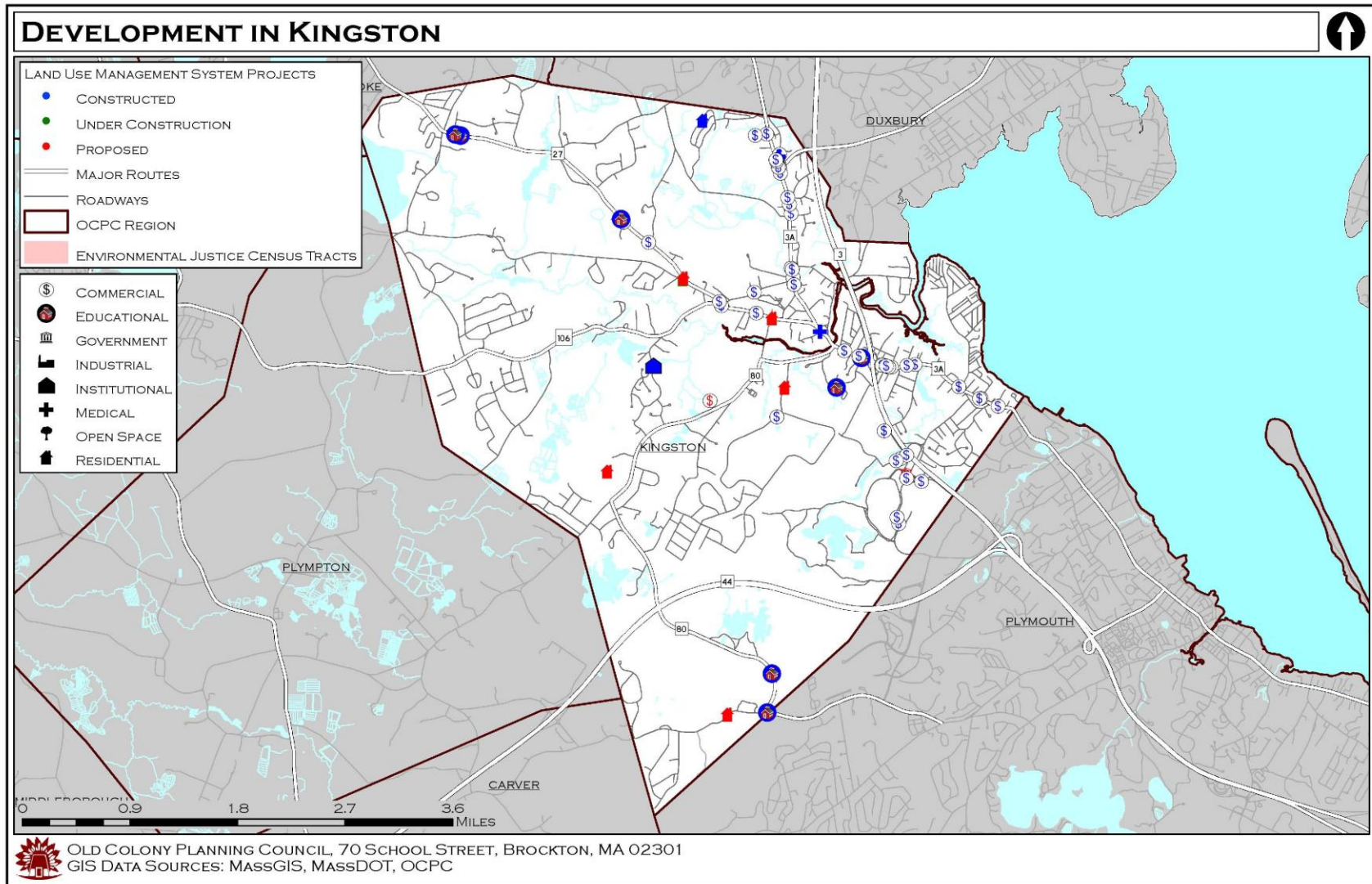
The area from the junction of Routes 3 and 3A at Exit 9 to the Plymouth town line in the eastern section of town is developed in the form of classic strip development, and includes a number of businesses, restaurants and shops as well as an auto service mall.

3.13.3 Potential Development Area

Independence Mall/Gallen Road Area

The Independence Mall/Gallen Road area is located near the Exit 8 interchange just off of Route 3. The Independence Mall is a one story structure that covers over 800,000 square feet and features over 80 stores, a 14 screen cinema and a large food court area. With the recent downturn the economy, some stores have closed and there remains retail space available within the Mall. As identified, the site has excellent transportation access, with its close proximity to Route 3 as well as being serviced as a stop on the Liberty Link of the Greater Attleboro Taunton Regional Transit Authority (GATRA).

Figure 3.9: Development In Kingston





3.14 Pembroke

3.14.1 Town Summary

The town of Pembroke is located within the “Lakes Region” of the Old Colony region and is approximately 14 miles east of Brockton and 26 miles south of Boston. It is bordered by Hanover and Norwell to the north, Duxbury and Marshfield to the east, Halifax, Kingston and Plympton to the south, and Hanson to the west. Pembroke covers an area of 23.54 square miles. As one of the least populated communities in the Old Colony region in the beginning of the twentieth century, Pembroke’s population has grown more than 1,000% from 1930 to 2000 as the town transitioned from an agricultural community into a suburb of Boston and Brockton. According to 2010 U.S. Census Pembroke’s population continued to increase from 16,927 in 2000 to 17,837 in 2010, an increase of 5.38%. The population density in Pembroke is 757 people per square mile.

While Pembroke’s population has increased dramatically over the years, the town still has a large amount of undeveloped space, as the predominant land uses in town are forests (40.9%), wetlands and water (21.3%) and residential (21.3%).

3.14.2 Current Development

Pembroke Center

Pembroke Center serves as the traditional downtown area for the town of Pembroke. The Center is located from Route 14 at Grove Street to the Town Hall and Route 36 from Mountain Street to the Town Hall. At the northern end of the Center, the town hall, police department and library are located in the Center’s Historic District. The southern end of the Center is commercial, anchored by the recently renovated Pembroke Shopping Plaza, which includes a smaller village- oriented supermarket. Pembroke’s traditional town center has the charm of a traditional New England downtown with modern-day shopping conveniences.

Route 139 at Route 3

This area of Pembroke can be considered the commercial hub of the town, anchored by the North River Shopping Plaza and two industrial parks, the 96 acre Corporate Park and 118 acre Pembroke Business Park. These three developments are located almost adjacent to each and all are located less than ½ mile from Exit 12 off of Route 3. More recent development that has occurred in this area includes the construction of the 195 unit Alexan Pembroke Woods apartment complex.

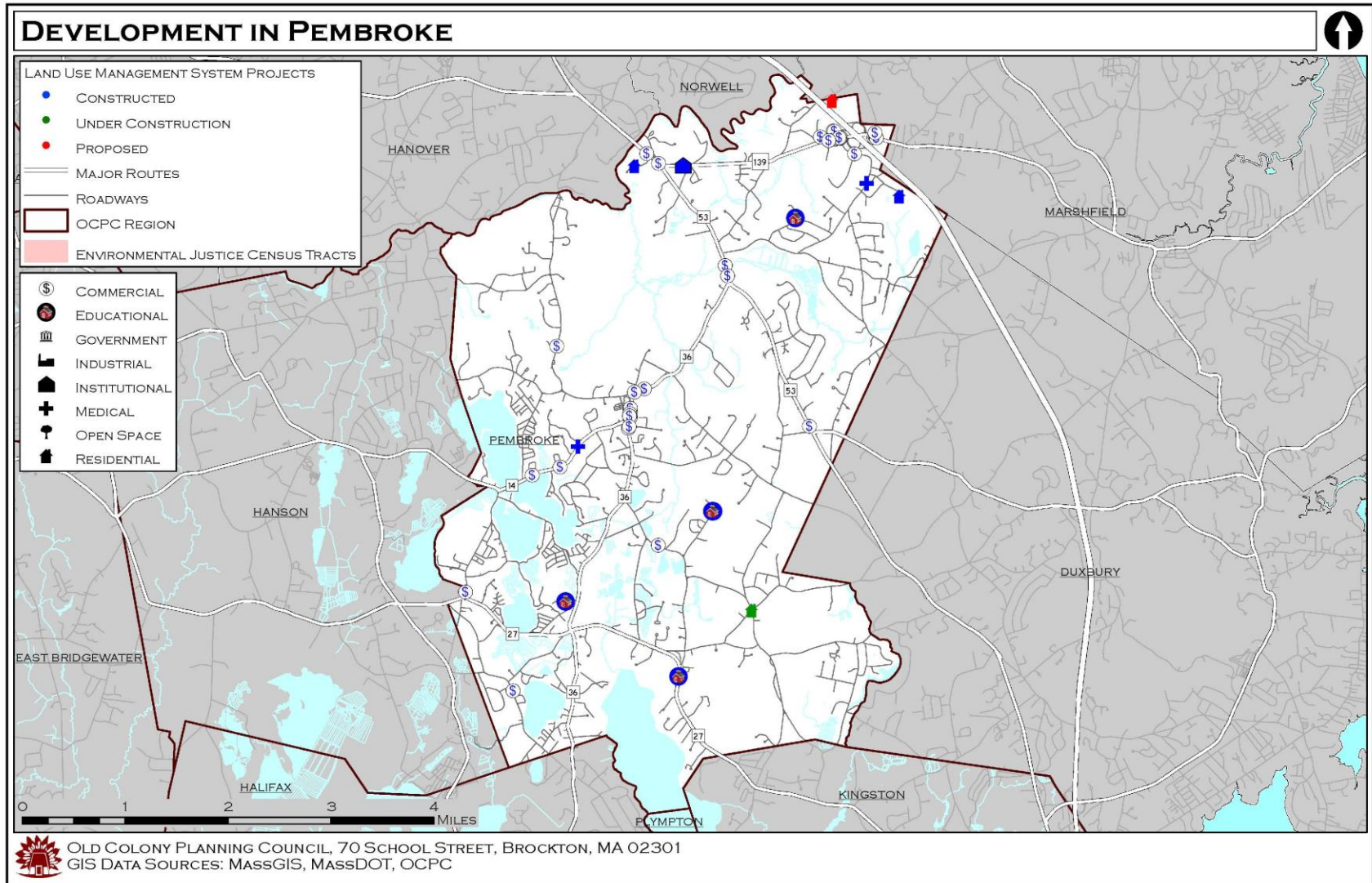


3.14.3 Potential Development Area

Routes 14/53 from Briggs Cemetery to the Duxbury Town Line

The area from Briggs Cemetery to the Duxbury town line along Washington Street (Routes 14/53) is a corridor that consists of a mixed use of commercial enterprises and residences, including a number of newer townhouse/condominium complexes located just off Washington Street. The far northern end of the corridor is also zoned as a historic district. Commercial enterprises along the corridor include a number of auto repair facilities, industrial buildings and a few retail establishments, but the potential exists for additional infill development as well as more intensive uses if the town wishes to pursue such uses.

Figure 3.10: Development In Pembroke





3.15 Plymouth

3.15.1 Town Summary

The town of Plymouth is located within the “South Coastal Region” of the Old Colony region and is approximately 24 miles southeast of Brockton and 40 miles southeast of Boston. It is bordered by Kingston to the north, the Atlantic Ocean to the east, Bourne and Wareham to the south, and Carver to the west. Plymouth covers an area of 102.77 square miles and is the largest community in terms of overall size in the state. Plymouth is also one of the fastest growing towns in the state due to its large land size and has experienced large increases in its population over the past forty years. According to 2010 U.S. Census the population of Plymouth was 56,468, up from 51,701 in 2000, an increase of 9.22% and more than a 300% increase from its population of 18,606 in 1970. Despite the recent increases in population and commercial growth, Plymouth still has a lot of undeveloped land, some which is protected (like the Myles Standish State Forest) and some of which is not. This large amount of undeveloped is reflected in the predominant land use in town being forest (63.3%), followed by residential (13.3%) and wetlands and water (8.7%).

3.15.2 Current Development

Colony Place

Colony Place is an 865,000 square foot outdoor lifestyle center located just off Route 44 near Route 3. Opened in 2006 Colony Place consists of more than 50 stores and restaurants ranging from large national retailers to smaller specialty shops.

River Run

Currently under construction is the 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.

Cordage Commerce Center

The Cordage Commerce Center located on Route 3A was the home of the former Plymouth Cordage Company who was once the largest rope and twine manufacturer in the world. The site has been since redeveloped and is currently a 55 acre waterfront office campus that is serviced by two forms of public transportation. A number of companies currently utilize this space, but there remains room for additional firms. As part of the ongoing development of the site there has been a proposal to build 675 residential units along Plymouth’s waterfront as well as plans to expand the existing 54-slip marina.

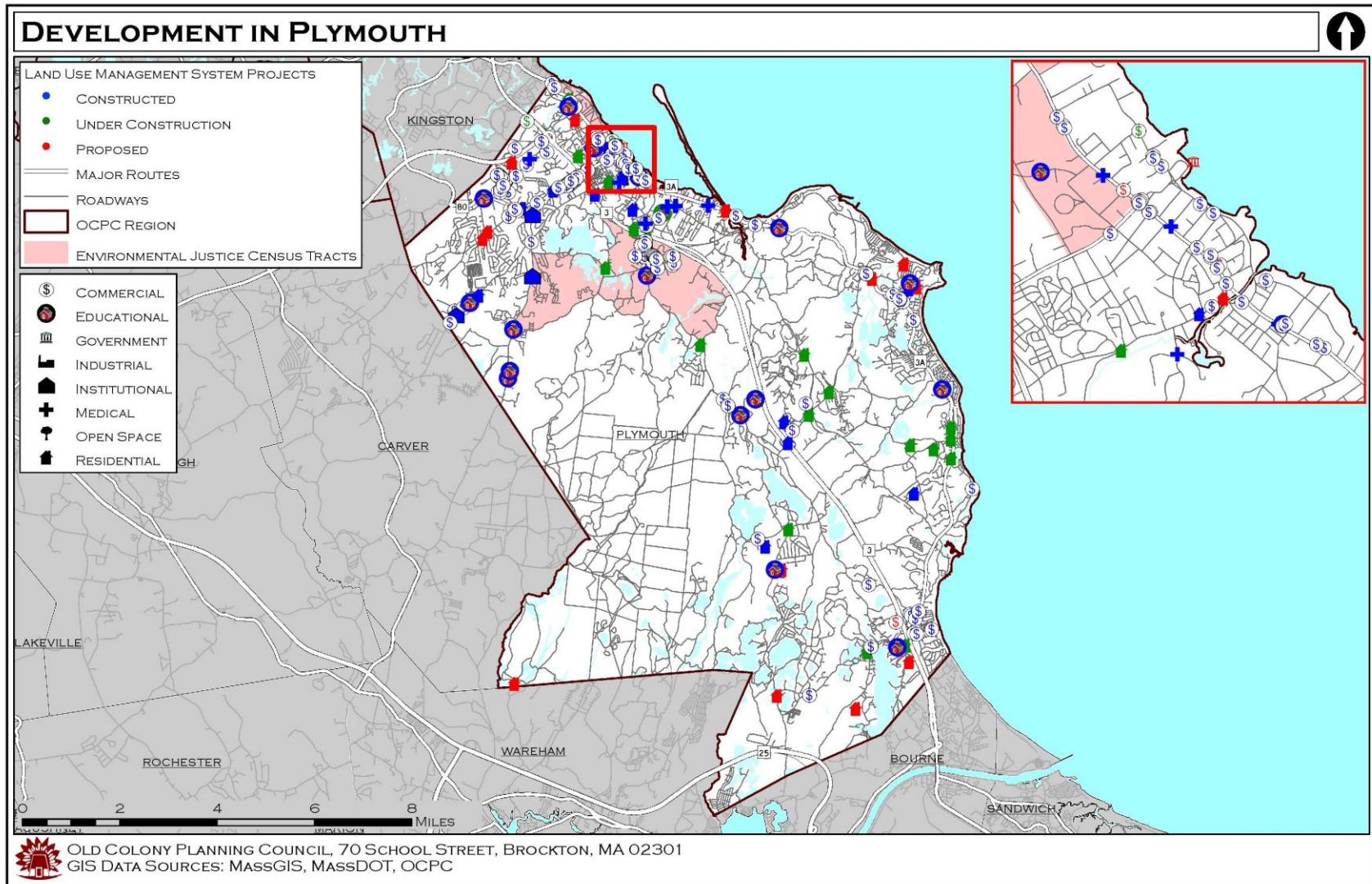


3.15.3 Potential Development Area

“1,000 Acres” off Bourne Road

The state’s finance and development authority, Mass Development has said that approximately one half of the “1,000 Acres” site of town owned land is developable. Large scale development at the site is currently limited due to significant title issues and the need for significant infrastructure improvements. Current development in the area is largely residential at this time. Any development of this area would have to take into account the impacts on the existing residential development in the area.

Figure 3.11: Development In Plymouth





3.16 Plympton



3.16.1 Town Summary

The town of Plympton is located within the “Lakes Region” of the Old Colony region and is approximately 17 miles southeast of Brockton and 34 miles southeast of Boston. It is bordered by Pembroke to the north, Kingston to the east, Carver and Middleboro to the south, and Halifax to the west. Plympton covers an area of 15.10 square miles. As the least populated of all the communities in the Old Colony region, Plympton has experienced a limited increase in its population over the years. According to the 2010 U.S. Census, Plympton’s population was 2,820, up from 2,637 in 2000, an increase of 6.94%.

Plympton has continues to maintain the rural quality it has had since its founding some 300 years ago, which is reflected in the predominant land uses in town being forests (41.1%), wetlands and water (30.1%) and agriculture (12.8%). Some of the factors contributing to its rural character and lack of development can be attributed to its lack of buildable land – the topography and soils in Plympton restrict growth with almost one third of Plympton having wetland areas, high water tables or soils too tight for private subsurface sewage disposal systems.

3.16.2 Current Development

Sysco

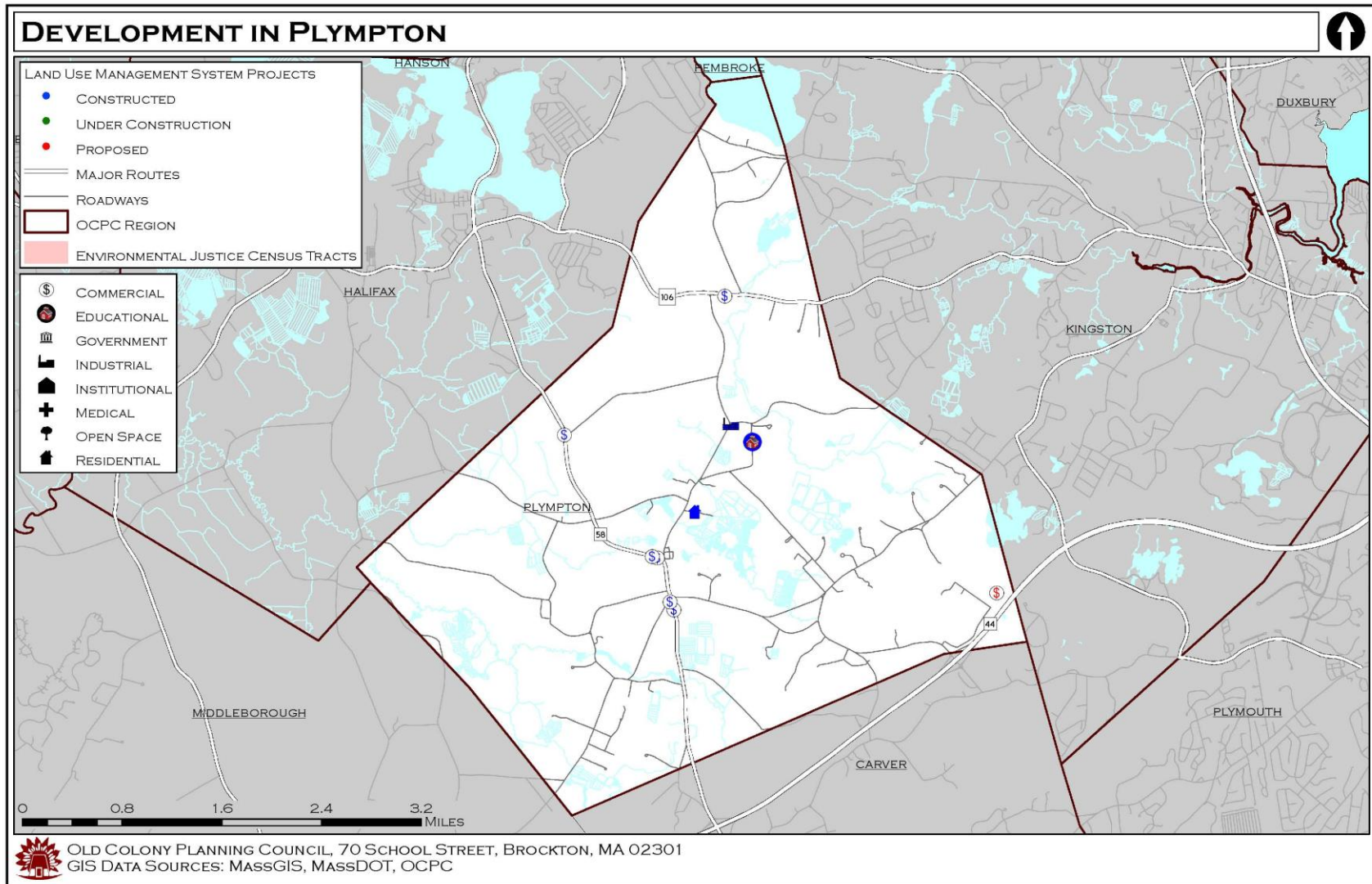
In 2010 food service distributor Sysco purchased a 133 acre parcel in Plympton just off Route 44 at the Spring Street interchange. In June 2011 Sysco broke ground on the construction of a new 650,000 square foot warehouse that will be responsible for distributing food service products throughout southern New England. The distribution center will employ approximately 900 people and be completed sometime in July 2012.

3.16.3 Potential Development Areas

Downtown Plympton

Plympton’s limited commercial development is centered in the downtown area along Route 58, particularly from the intersection of Main Street and Palmer Road to the intersection of Main Street and Mayflower Road. This area currently houses the town hall, police station, fire station, library as well as a gas station, restaurant, convenience store and a few small shops.

Figure 3.12: Development In Plympton





3.17 Stoughton

3.17.1 Town Summary

The Town of Stoughton is located within the “Greater Brockton Region” and is approximately—miles south of Boston. It is bordered by Canton to the north, Avon and Randolph to the east, Brockton and Easton to the south and Sharon to the west. Stoughton covers an area of 16.39 square miles. Over the past decade Stoughton’s population decreased from 27,149 in 2000 to 26,962 in 2010. The predominant land uses in Stoughton are forest (41.1%), residential (31.4%) and wetlands and water (12.3%).

3.17.2 Current Development

Shoppes at Paige Pointe

The Town of Stoughton has seen a variety of development in the past few years, but one of the larger ones was the development of the 196,000 square foot Shoppes at Paige Pointe shopping center. Tenants include a 144,000 square foot Target Department store and TGI Friday’s restaurant among others.

3.17.3 Potential Development Areas

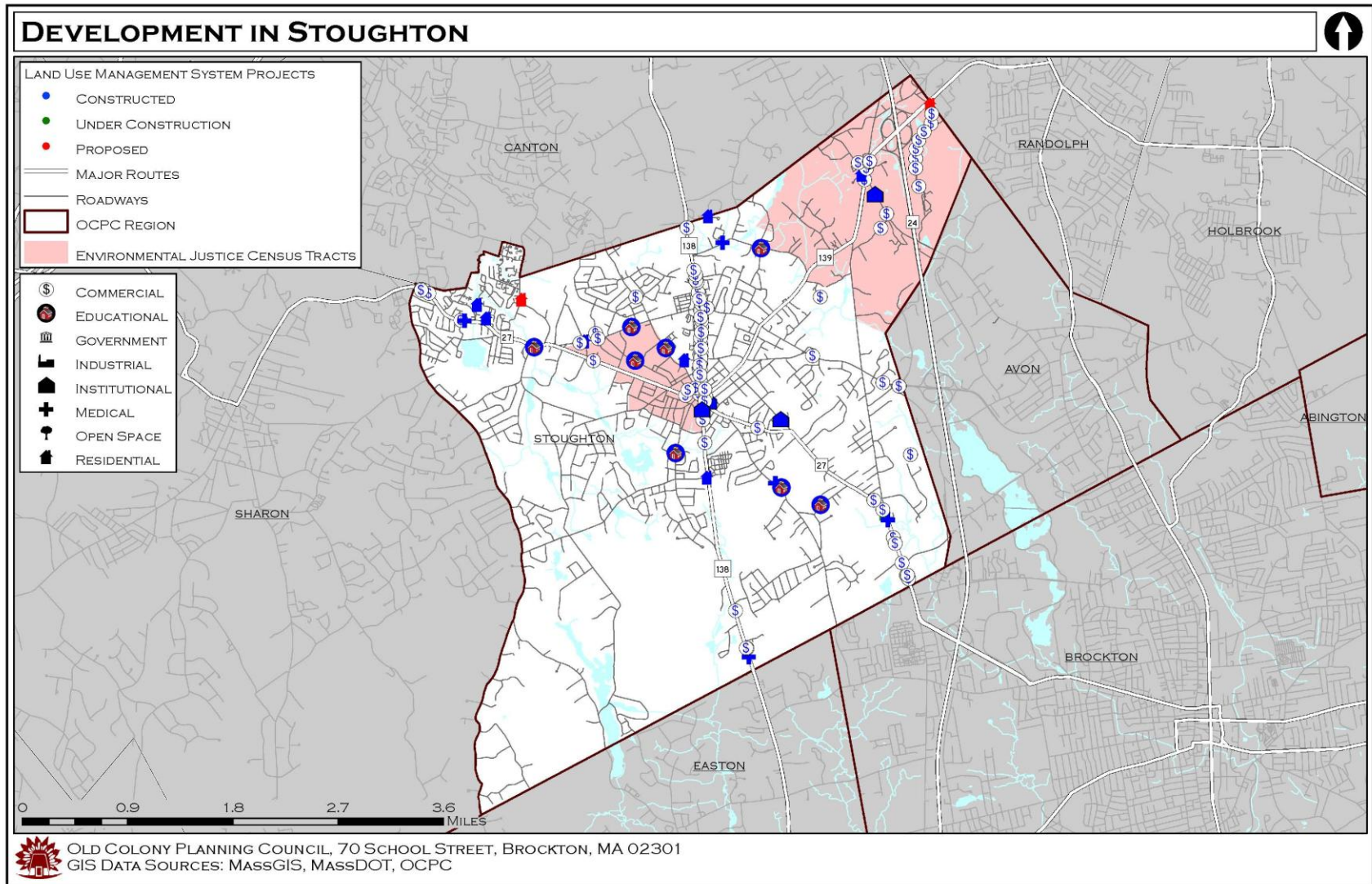
Downtown Stoughton

Downtown Stoughton is the historic center of Stoughton and currently serves a number of commercial and retail businesses, and is served by a commuter rail station. Significant redevelopment opportunities around the station exist, but the large amount of traffic and lack of parking remain as impediments to redevelopment.

North Stoughton

To further develop this area of Stoughton, it would be beneficial to develop a coordinated plan for future development and circulation, including developing a connection from Page Street to Stockwell Drive, as well as redeveloping underutilized sites.

Figure 3.13: Development In Stoughton





3.18 West Bridgewater



3.18.1 Town Summary

The town of West Bridgewater is located within the “Greater Brockton Region” of the Old Colony Region and is approximately—miles south of Boston. It is bordered by Brockton to the north, East Bridgewater to the east, Bridgewater and Raynham to the south and Easton to the west. West Bridgewater covers an area of 15.75 square miles. The population in the town has grown modestly over the years and increased—% from 2000 to 2010 as the population grew from 6,634 to 6,916. The southern part of West Bridgewater is covered by the sprawling Hockomock Swamp, which limits development in that area of town. Due to the presence of the Hockomock Swamp the predominant land use in town is wetland and water (34.7%), followed by forest (28.7%) and finally residential (15%).

3.18.2 Current Development

Route 106 at the Route 24 Interchange

There has been a large amount of growth on Route 106 near the Route 24 Interchange at Exit 16 over the past years as multiple businesses have been constructed there, including a home improvement superstore, restaurant, bank and two retail/commercial plazas.

Route 106 Corridor from Route 24 Interchange to Route 28

A great deal of development has occurred along this corridor in recent years, as an apartment complex, two retail/commercial plazas and a gas station have been constructed. Most recently ground broke on the construction of a supermarket.

Intersection of Routes 28 & 106

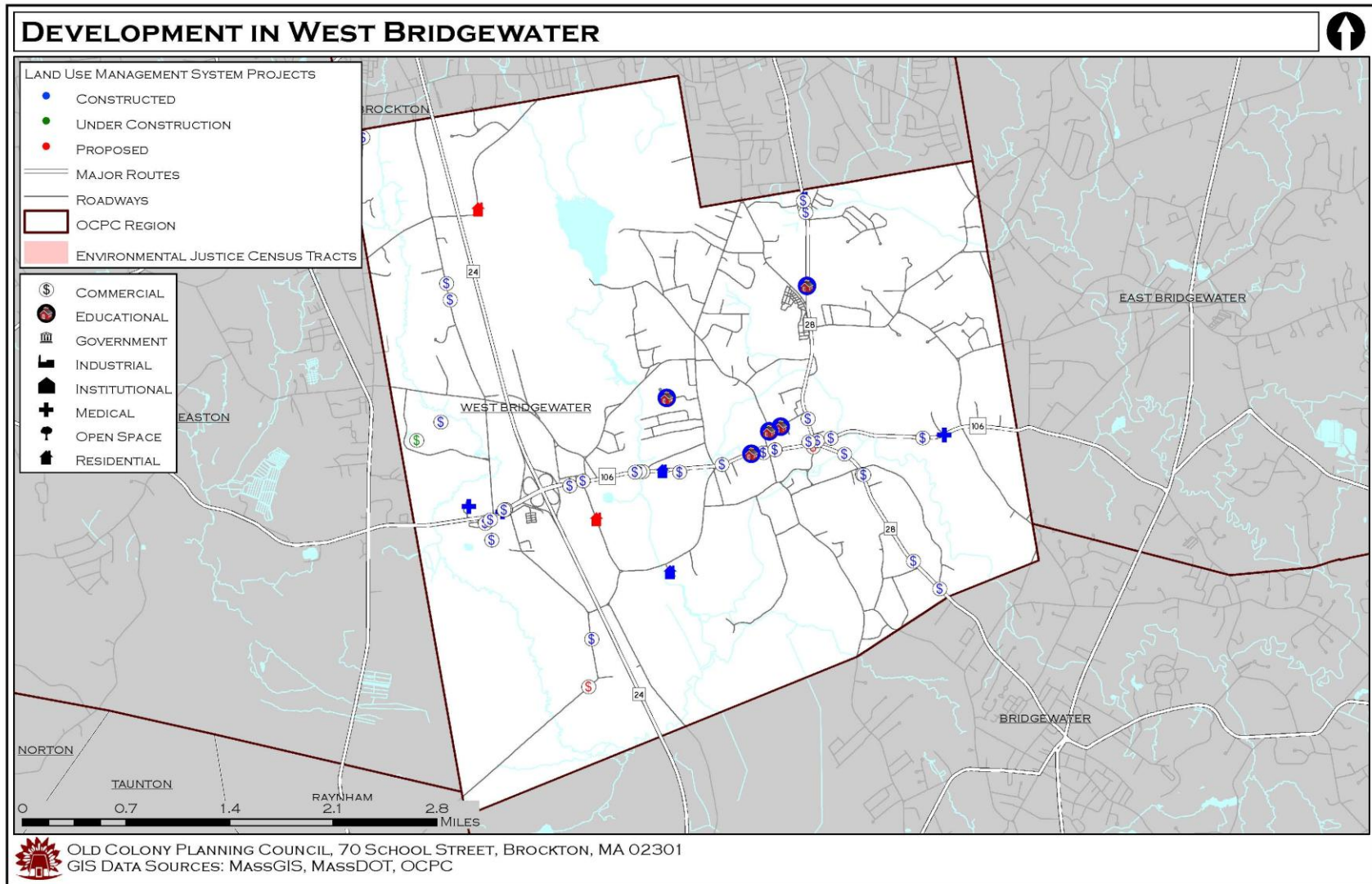
Development at the intersection of Routes 28 and 106 in the past few years has seen the construction of a new Cumberland Farms gas station and convenience store as well as a retail/commercial plaza. Recently, CVS Pharmacy proposed plans to construct a 13,000 square foot pharmacy at the intersection at the corner of West Center and River Streets.

3.18.3 Potential Development Areas

Southwest Quadrant of the Intersection at Lincoln Street and West Center Street

This area is currently used as farm land, but there has been a proposal to develop this 72.8 acre space into a 380,000 square foot lifestyle shopping center that would be called the Village at West Bridgewater. While nothing has been developed to date, an upturn in the economy could renew interest in this project and site.

Figure 3.14: Development In West Bridgewater





3.19 Whitman

3.19.1 Town Summary

The town of Whitman is located within the “Greater Brockton” region of the Old Colony region and is 21 miles south of Boston. It is bordered by Abington to the north, Rockland and Hanson to the east, East Bridgewater to the south, and Brockton to the west. Whitman covers an area of 6.96 square miles and as the second smallest town in area of size in the Old Colony region, Whitman’s population has increased moderately over the years due to the limited amount of developable land remaining in town. According to 2010 U.S. Census the population in Whitman increased slightly from 13,882 in 2000 to 14,489 in 2010, an increase of 4.37%. The population density in Whitman is 2,081 people per square mile.

The predominant land uses in Whitman are residential (36.4%), forest (28.5%) and wetlands and water (20.2%). The large percentage of residential land can be attributed to the town approaching build out, as it currently has a large population for its small land area. The large percentage of commercial and industrial land can be attributed an increase in commercial development over the past ten years, especially along the Route 18 corridor.

3.19.2 Current Development

Whitman Center

Whitman Center is a traditional town center located at the intersection of Temple Street, South Street (Route 27) and Washington Street that houses a variety of retail, professional and government offices. The recent redevelopment of the nearby Commonwealth Shoe Factory into more than 120 loft-style apartments has also aided in the redevelopment of Whitman’s downtown area and has provided an influx of new residents who are within walking distance of the downtown area.

Intersection of Routes 18 & 27

There is a heavy concentration of commercial development at the intersections of Bedford Street (Route 18) and Temple Street (Route 27). Businesses in and around the intersection include a supermarket, retail/commercial plaza, car dealership, gas station, as well as a number of restaurants and other small businesses.

Intersection of Routes 14 & 18

Commercial development around the intersection of Auburn Street (Route 14) and Bedford Street (Route 18) has grown dramatically over the past 10 years, with the introduction of three fast food restaurants, two drugstores, and a supermarket. More recently the Saftler’s fabric store on the southeast corner of this intersection recently went out of business and was demolished, but the site will soon be reportedly occupied by a bank as well as by other commercial uses.

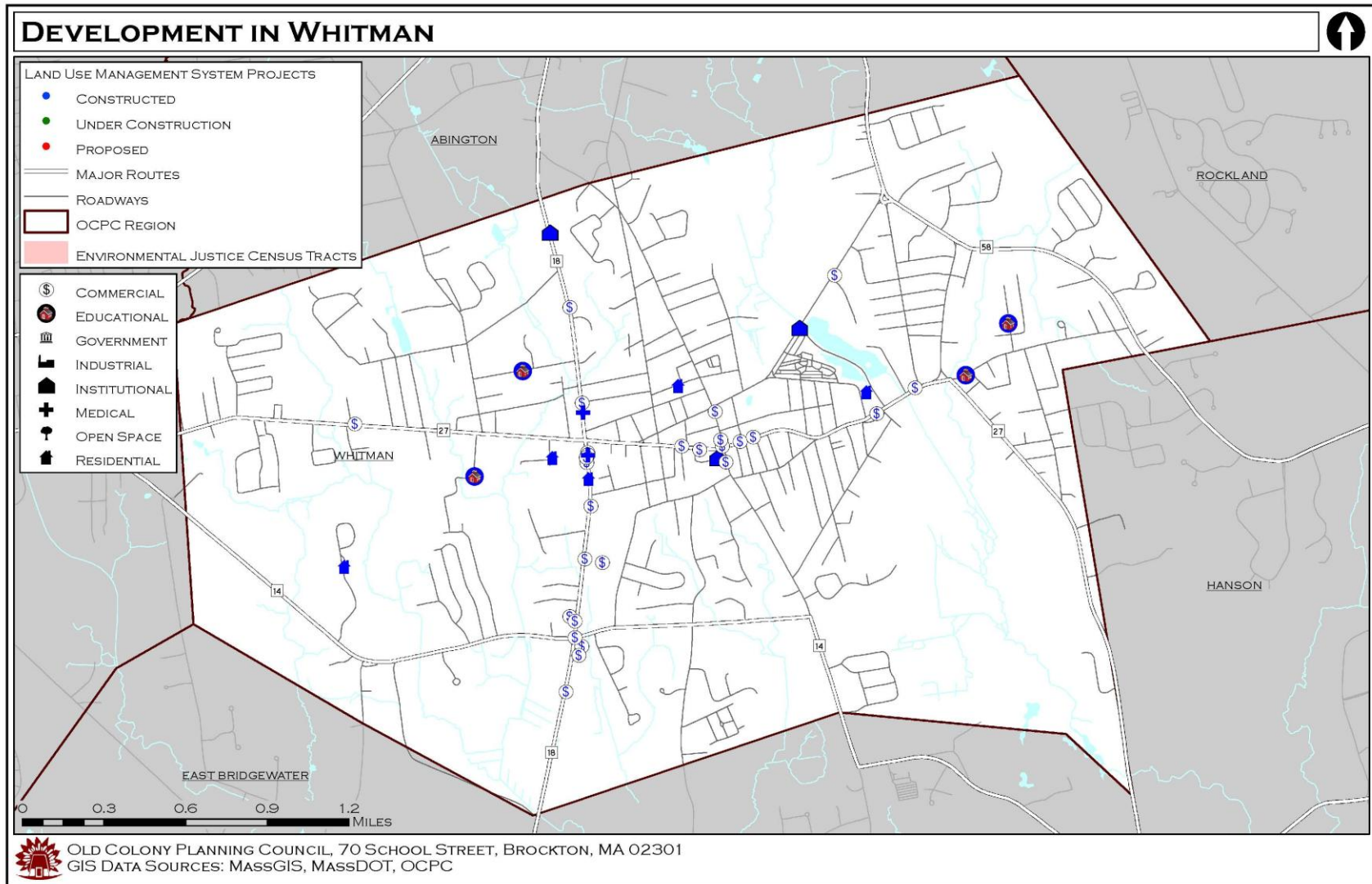


3.19.3 Potential Development Area

Intersection of Raynor & South Avenues

This is an area of industrial and commercial activity. The former anchor of this commercial/industrial area was the Regal Shoe Factory. The factory and the surrounding undeveloped land are currently under-utilized, and house only a few small businesses. Before expansion or redevelopment of this site can occur however, there are environmental concerns about the site and the nearby Shumatuscacant River relating to the old shoe factory that need to be addressed first.

Figure 3.15: Development In Whitman





4.0 The Pavement Management System

OCPC continues to refine and update its pavement management system in keeping with the management system process principles of objectives-driven, performance-based planning. OCPC developed a region-wide Pavement Management System (PMS) for federal-aid eligible roads in conformance with federal guidelines initiated by the Inter-Modal Surface Transportation Efficiency Act of 1991 (ISTEA), the precursor to TEA-21 and SAFETEA-LU. This PMS was developed in cooperation with the Massachusetts Department of Transportation (MassDOT) and other Massachusetts regional planning agencies. Guidelines subsequent to SAFETEA-LU did not require a PMS; however, OCPC has continued its region-wide pavement management effort over the years for federal aid eligible roads to ensure that resources are allocated in the most effective, efficient, and equitable manner. The federal aid eligible roads fall into two main funding categories; the Surface Transportation Program (STP) and the National Highway System (NHS).

The PMS software utilized by OCPC includes a pavement deterioration curve that demonstrates the rate of deterioration of pavement and the implications for cost of maintenance. The software calculates Pavement Condition Index (PCI) scores for the surveyed road segments. The PCI assigned to each road or road segment are based on the condition surveys conducted in the field by OCPC staff. The field 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 the pavement management 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).

OCPC recently completed field inspections for all federal eligible roads in 2010; thereby updating the conditions and recommended improvements entered in the PMS. This data is updated every four years and supplemented on an ongoing basis, as pavement reconstruction and resurfacing projects are completed on federal aid roads through the OCPC Transportation Improvement Program (TIP). A complete update of the condition of federal eligible roads was not done in 2011; however, the data base was updated to reflect the completion of pavement projects within the year. The repairs recommended by the PMI, based on the road condition, include five general default repair strategies. 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.

Table 4-1 summarizes the surface conditions and estimated repair costs for roads based on road classification for 2011 based on updates to the system. Table 4-2 shows the summary of conditions and estimated repair costs for roads based on classification for the year 2010.

Table 4-1 – 2011 Road Surface Condition and Estimated Repair Costs OCPC Federal Aid Roads

	Condition	Road Mileage	Percent Mileage	Estimated Repair Cost	Percentage of Cost
Arterials	Excellent	44	32%	\$0	0%
	Good	39	29%	\$3,675,479	10%
	Fair	35	26%	\$17,421,819	46%
	Poor	18	13%	\$16,631,366	44%
	Total	136	100%	\$37,728,664	100%
Collectors	Excellent	67	15%	\$0	0%
	Good	99	22%	\$2,018,509	1%
	Fair	136	30%	\$48,297,794	32%
	Poor	152	33%	\$102,659,663	67%
	Total	454	100%	\$152,975,966	100%
All Federal-Aid Eligible Roadways	Excellent	110	19%	\$0	0%
	Good	138	23%	\$5,693,988	3%
	Fair	172	29%	\$65,719,613	34%
	Poor	170	29%	\$119,291,029	63%
	Total	590	100%	\$190,704,630	100%



Table 4-2 – 2010 Road Surface Condition and Estimated Repair Costs OCPC 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%

A comparison of Table 4-1 and 4-2 shows that the overall estimated repair cost has decreased slightly with improvements made in the arterials category. The estimated cost for repairs to arterials has decreased the most between 2010 and 2010, while the estimated cost to repair of collectors has decreased slightly. The amount of mileage in the Poor and Fair categories has decreased while the mileage in the Excellent category increased in 2011 over 2010.

Table 4-3 summarizes the 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 for 2011 and Table 4-4 shows the estimated repair costs for federal aid eligible roads by jurisdiction for 2010.

Table 4-3 – 2011 Estimated Costs by Funding Category

Funding Category	Mileage	Estimated Repair Cost
NHS	117	\$30,970,254
STP	473	\$159,734,376
TOTAL	590	\$190,704,630



Table 4-4 - 2010 Estimated Costs by Funding Category

Funding Category	Mileage	Estimated Repair Cost
NHS	117	\$46,992,682
STP	473	\$152,925,728
TOTAL	590	\$199,918,410

Table 4-3 and 4-4 show that improvements were made on the NHS funded roads. Most of the federal aid eligible roads are on the STP system, which shows the most need (an estimated repair cost of \$159,925,728 compared to NHS with \$30,970,254).

Table 4-5 and 4-6 show the estimated costs by jurisdiction for federal aid eligible roads for 2011 and 2010. A comparison of the two tables shows that the estimated cost for repair of local roads has increased while the estimated cost for roads under state jurisdiction has decreased.

Table 4-5 – 2011 Estimated Costs by Jurisdiction

Jurisdiction	Mileage	Estimated Repair Cost
State	122	\$34,536,198
Local	468	\$156,168,432
TOTAL	590	\$190,704,630

Table 4-6 - 2010 Estimated Costs by Jurisdiction

Jurisdiction	Mileage	Estimated Repair Cost
State	122	\$41,454,029
Local	468	\$158,464,381
TOTAL	590	\$199,918,410

Figures 4-1 and 4-2 show the pavement conditions in the region and the recommended improvements in the region, along with the Environmental Justice Areas in the region.

Road surface maintenance and repair is an ongoing process. The OCPC 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 OCPC Transportation Improvement Program (TIP) and other funding sources. Table 4-7 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.

Figure 4-1 Pavement Conditions in the Region.

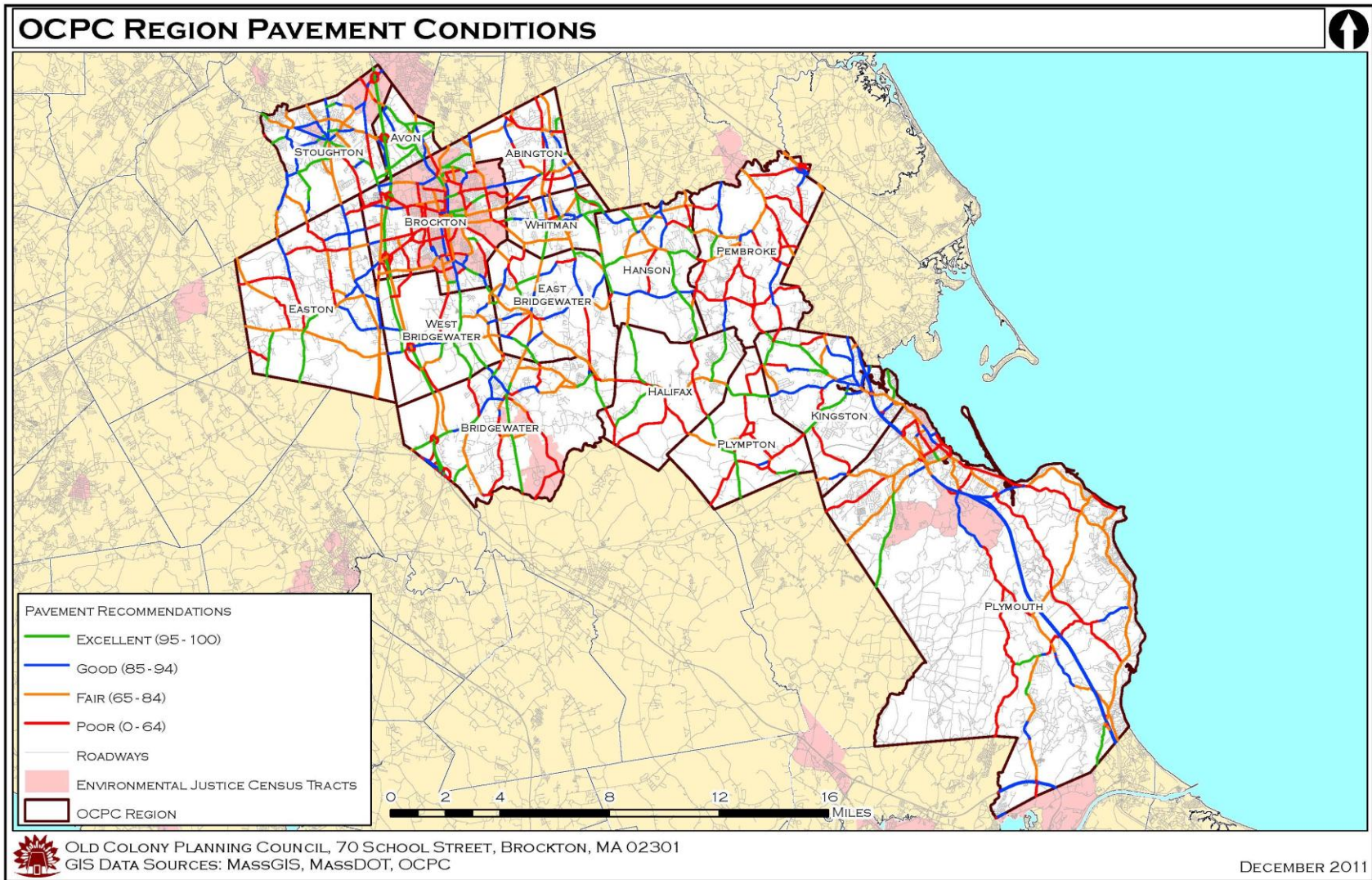


Figure 4-2 Recommended Pavement Improvements

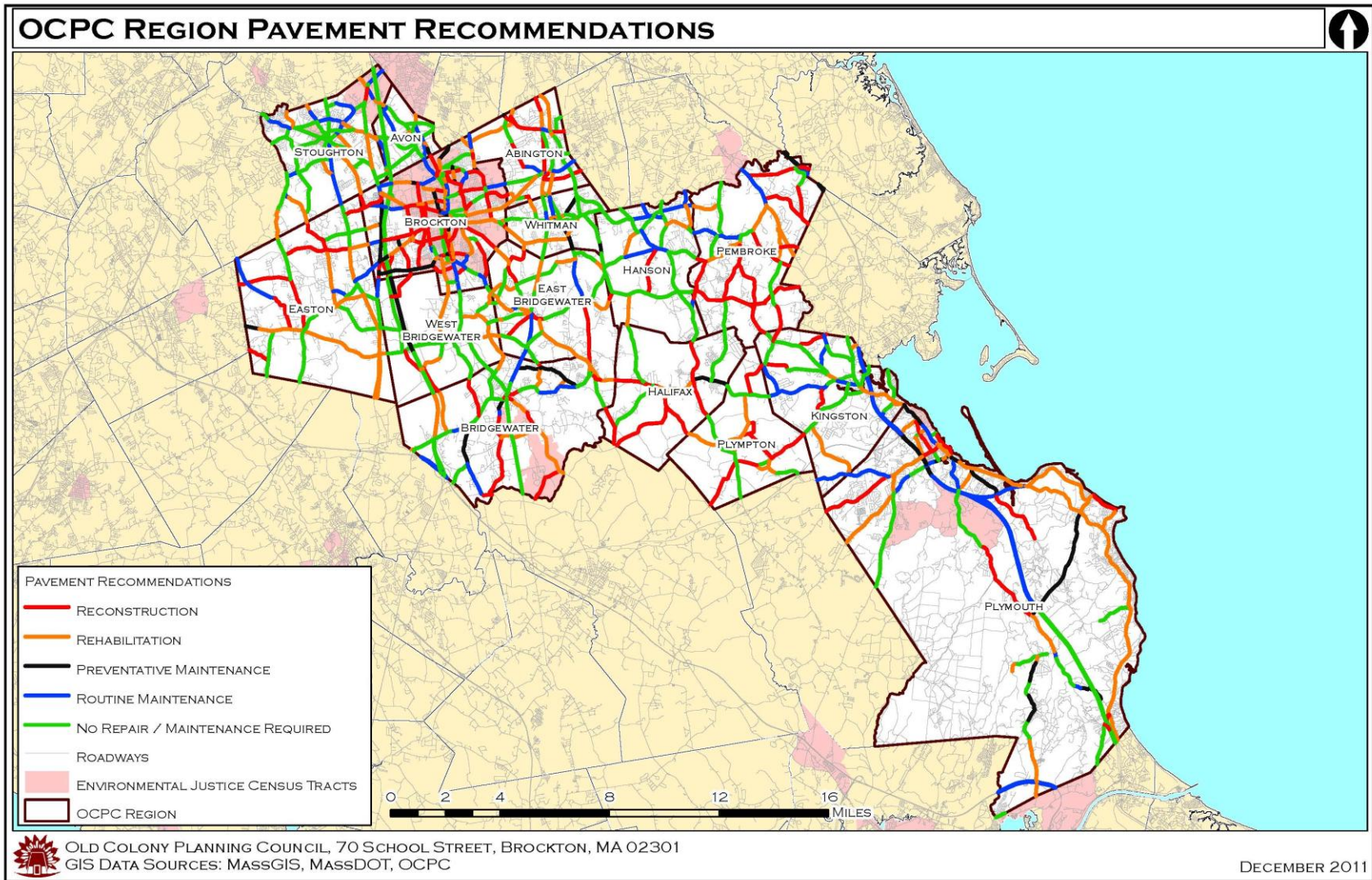




Table 4-7 Pavement Projects in the OCPC Region

Community	Description	Type of Project	Status
Abington/Weymouth	Widen and Reconstruct Route 18 Route 139 to Highland Place	Reconstruction	2012
Abington/Whitman	Route 18 capacity enhancement from Route 139 to Route 14	Widening	To be determined
Avon	West Main Street reconstruction (Harrison Boulevard to Route 28)	Reconstruction	To be determined
Bridgewater	High Street reconstruction from Hayward Street to Bridge Street	Reconstruction	To be determined
Bridgewater	Mill Street reconstruction from Plymouth Street to High Street	Reconstruction	To be determined
Bridgewater	Summer Street reconstruction from Grove Street to Flagg Street	Reconstruction	To be determined
Brockton	Resurfacing and Related Work on Route 27 (Pleasant Street and Crescent Street)	Resurfacing and Related Work	STP funded 2012
Brockton	Resurfacing and Related Work on West Elm Street	Resurfacing and Related Work	2014 25% design
Brockton	Reconstruction of Court Street, Main Street to North Cary Street	Reconstruction	To be determined
Brockton	Field Street, Montello to Winter	Resurface	To be determined
Brockton	Reconstruct Forest Ave, Warren to Belmont	Reconstruction	To be determined
Brockton	Perkins Ave, Summer to Main	Resurface	To be determined
Brockton	Route 123 Centre Street, Montello to North Cary	Resurface	To be determined
Brockton	Main Street reconstruction from White Avenue to Hayward Avenue	Reconstruction	To be determined



Table 4-7 Pavement Projects in the OCPC Region (continued)

Community	Description	Type of Project	Status
Brockton	North Main Street reconstruction from Prospect to Court Way	Reconstruction	To be determined
Brockton	Reconstruction of Court Street from Main Street to North Cary Street	Reconstruction	To be determined
Brockton	Route 28 reconstruction from East Ashland Street to Plain Street	Reconstruction	To be determined
Brockton to Raynham	Route 24 NHS Preservation Resurfacing and related work	Resurface	Under Construction
East Bridgewater	Route 106 reconstruction Whitman Street to Halifax Town Line	Reconstruction	To be determined
Easton	Central Street resurfacing from Washington to Depot	Resurface	To be determined
Easton	Route 106 Foundry Street from Bay Road to Morse Road	Resurfacing	To be determined
Easton	Route 123 Depot Street from Foxridge Road to Route 138	Reconstruction and Resurfacing	To be determined
Easton	Route 106 – Eastman Street Mansfield Town Line to Route 123	Resurfacing	To be determined
Easton	Route 106 – Foundry Street Eastman Street to Bay Road	Resurfacing	To be determined
Halifax	Route 106 reconstruction (Route 105 to Bridgewater line)	Reconstruction	To be determined
Halifax	Rehabilitation of Monponsett Street Route 58 from Plympton Town Line to Lingan Street	Rehabilitation and reconstruction	To be determined
Kingston	Reconstruction on Route 106 Main Street/Wapping Road	Reconstruction	To be determined
Pembroke	Reconstruction Route 14 from Hanson town line to Route 53	Reconstruction	25 percent Design
Pembroke	Route 36 from Route 27 to Route 14 Resurfacing and related work	Resurfacing	To be determined



Table 4-7 Pavement Projects in the OCPC Region

Community	Description	Type of Project	Status
Plymouth	Taylor Ave Reconstruction White Horse Road to Manomet Point Road	Reconstruction	To be determined
Plymouth	Route 44 (Samoset Street) from Route 3 to Water Street	Reconstruction	2013 25% design
Plymouth	Cherry Street reconstruction from Industrial Park Road to Commerce Way	Reconstruction	To be determined
Plymouth	Federal Furnace Road reconstruction from Carver Town Line to South Meadow Road	Reconstruction	To be determined
Plymouth	Long Pond Road reconstruction (Drew Road to Clark Road)	Reconstruction	To be determined
Plymouth	Water Street reconstruction (Route 3A to Nelson Street)	Reconstruction	To be determined
Stoughton	Bay Road reconstruction	Reconstruction	To be determined
Stoughton	Reconstruct Route 138, Canton Town Line to 300 feet north of Thomas Street	Reconstruction	To be determined
Stoughton	Turnpike and Central Street resurfacing	Resurfacing	To be determined
West Bridgewater	Reconstruct Route 106 from Route 28 to Easton Line	Reconstruction	Funding to be determined



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. As a continual 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 2011, Old Colony Planning Council conducted the following Corridor and Regional transportation studies:

- Bicycle and Pedestrian Connectivity and Livability Study, Phase 1
 - *Region-Wide*
- Major Bottleneck In-Depth Analysis and Action Plan
 - *East Bridgewater Center, Route 106 Corridor West Bridgewater, Samoset Street Plymouth*



5.2.1 The Bicycle and Pedestrian Connectivity and Livability Study, Phase 1

A major component of Phase 1 of the Bicycle and Pedestrian Connectivity and Livability Study was calculating the Bicycle Level of Service and Pedestrian Level of Service of routes throughout the region that were identified by OCPC Staff, Stakeholders, and the public as important connections in the community for bicycle and pedestrian travel. Unlike level of service measurements for vehicular travel which are a measure of delay, Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) are measures of the level of ease of use and safety of a facility perceived by the typical bicyclist or pedestrian. The BLOS and PLOS methodologies use a combination of traffic data (volume, speed, heavy vehicle percentages, etc) and physical infrastructure measurements (sidewalk and shoulder widths, buffer widths, lane geometries, crosswalks, pedestrian controls, etc)

5.2.2 Major Bottleneck In-Depth Analysis and Action Plan (East Bridgewater Center; Route 106 Corridor, West Bridgewater; and Samoset Street at Route 3, Plymouth)

The 2011 Major Bottleneck In-Depth Analysis and Action Plan examined traffic flow conditions in East Bridgewater Center (Route 18 at Union, Central, and Spring Streets), along the Route 106 Corridor (between Route 28 and Route 24) in West Bridgewater, and on Samoset Street (between Pilgrim Hill Road and Route 3) in Plymouth. While the primary focus of the Study was to identify causation of bottleneck conditions and propose mitigation in these areas, safety issues were identified as well through examination of crash histories and public input. Recommendations presented in the Study included those aimed at improving safety. Tables 5-1, 5-2, and 5-3 contain a list of safety-specific recommendations identified in the 2011 Major Bottleneck In-Depth Analysis and Action Plan.



Table 5-1: Recommended Safety Improvements for East Bridgewater Center, from 2011 Bottleneck Study

Location	Recommendation
Route 18 at Central Street and Spring Street	Add protected turn phases, to reduce conflicts; Add crosswalks and pedestrian actuation to traffic signals
Route 18 at Union Street and West Union Street	Signalize intersection
Route 18	Add sidewalks on northbound side; Install Rapid Rectangular Flashing Beacons (RRFBs) to mid-block crossings; Improve lighting

Table 5-2: Recommended Safety Improvements for Route 106 Corridor (West Bridgewater), from 2011 Bottleneck Study

Location	Recommendation
Route 106 (Entire Corridor)	Widen to provide consistent 12-foot travel lanes and 5-foot shoulders in each direction
Route 106 at Lincoln Street and Crescent Street	Reconstruct to combine the two adjacent intersections into a conventional four-way intersection
Route 106 at Howard Street	Signalize intersection, including pedestrian amenities

Table 5-3: Recommended Safety Improvements for Samoset Street (Plymouth), from 2011 Bottleneck Study

Samoset Street (Corridor-Wide)	Add raised center median
Samoset Street at Algonquin Terrace	Signalize Intersection, including crosswalks and pedestrian actuation



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 5-4 contains the 100 most hazardous intersections in the Old Colony region, based on crashes that occurred over a three-year period from 2007 through 2009. Figure 5-1 displays the locations of these intersections on a map of the region.

Table 5-5 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 5-4: Top 100 Most Hazardous Intersections, 2007-2009

Rank	Community	Roadway Intersection	Total Crashes	Average # of Crashes	Traffic Control	Property Damage Only	Total Non-fatal Injuries	Total Fatal Injuries	EPDO Weighted Score	Notes
1	Brockton	Pleasant Street (Route 27) & West Street / Westgate Drive	71	23.67	Signal	34	62	0	344	Reconstructed 2011 (TIP #604431)
2	Brockton	Belmont Street (Route 123) & Manley Street	51	17.00	Signal	25	51	0	280	RSA Conducted 2011 / TIP 2011 (#602606)
3	Brockton	West Elm Street & Ash Street	59	19.67	Stop Sign	35	44	0	255	RSA Conducted 2010 / TIP 2014 (#601644)
4	Brockton	Pleasant Street (Route 27) & Ash Street	43	14.33	Stop Sign	20	40	0	220	TIP - 2012 (#600365)
5	Brockton	North Montello Street (Route 28) & Livingston Road / Field Street	34	11.33	Stop Sign	13	40	0	213	Route 28 Corridor Study
6	Brockton	Centre Street (Route 123) & Legion Parkway (Route 123) / Main Street	46	15.33	Signal	27	36	0	207	RSA Conducted 2010
7	Brockton	West Elm Street & Newbury Street	45	15.00	Stop Sign	21	37	0	206	TIP - 2014 (#601644)
8	Brockton	Oak Street & Campanelli Industrial Drive	45	15.00	Signal	23	36	0	203	
9	Brockton	Centre Street (Route 123) & Plymouth Street	33	11.00	Beacon	16	36	0	196	
10	Brockton	Centre Street (Route 123) & Cary Street / Lyman Street	34	11.33	Signal	14	36	0	194	
11	Brockton	Belmont Street (Route 123) & West Street	37	12.33	Signal	21	32	0	181	
12	Stoughton	Washington Street (Route 138) & Central Street	87	29.00	Signal	71	21	0	176	
13	Brockton	Belmont Street (Route 123) & Manomet Street / Belmont Avenue	28	9.33	Stop Sign	12	30	1	172	
14	Brockton	Forest Avenue & Manomet Street / Bouve Avenue	36	12.00	Signal	15	31	0	170	
15	Brockton	Pleasant Street (Route 27) & Augusta Avenue / Belmont Avenue	27	9.00	Stop Sign	10	32	0	170	TIP - 2012 (#600365)
16	Abington	Bedford Street (Route 18) & Randolph Street (Route 139) / North Avenue (Route 139)	83	27.67	Signal	66	19	0	161	RSA Conducted 2011
17	Brockton	West Elm Street & Belmont Avenue	26	8.67	Stop Sign	11	30	0	161	TIP - 2014 (#601644)
18	Brockton	North Main Street & Howard Street / Oak Street / Wilmington Street	53	17.67	Signal	34	25	0	159	RSA Completed 2010
19	Brockton	North Pearl Street (Route 27) & Oak Street	39	13.00	Signal	19	28	0	159	
20	Brockton	Main Street & Nilsson Street / East Nilsson Street	32	10.67	Stop Sign	13	29	0	158	
21	Brockton	Warren Avenue & Forest Avenue	28	9.33	Signal	13	29	0	158	
22	Abington	Bedford Street (Route 18) & Brockton Avenue (Route 123)	44	14.67	Signal	29	25	0	154	Route 18 Corridor Study
23	Brockton	Pleasant Street (Route 27) & Warren Avenue / North Warren Avenue	35	11.67	Signal	21	26	0	151	TIP - 2012 (#600365)
24	Avon	New Pond Street & Edward S Harrison Boulevard / Pond Street / Old Pond Street	33	11.00	Signal	18	26	0	148	
25	Brockton	Spring Street & Glenwood Street	19	6.33	Stop Sign	8	26	0	138	
26	Brockton	Belmont Street (Route 123) & Pearl Street	49	16.33	Signal	36	20	0	136	Reconstructed 1999 (TIP #600004)
27	Brockton	West Elm Street & Warren Avenue (Route 123)	32	10.67	Signal	16	24	0	136	TIP - 2014 (#601644)
28	Stoughton	Canton Street (Route 27) & School Street	33	11.00	Stop Sign	21	21	1	136	RSA Completed 2009
29	Brockton	North Montello Street (Route 28) & East Ashland Street	28	9.33	Signal	14	24	0	134	Route 28 Corridor Study
30	Brockton	Court Street (Route 27) & Montello Street (Route 28) / Pleasant Street (Route 27) / North Montello Street (Route 28)	53	17.67	Signal	37	19	0	132	RSA Completed 2010
31	Brockton	Crescent Street (Route 27) & Lyman Street	31	10.33	Signal	17	23	0	132	Route 27 Corridor Study
32	Easton	Turnpike Street & Purchase Street	29	9.67	Beacon	17	23	0	132	
33	Brockton	Warren Avenue & Winthrop Street	21	7.00	Stop Sign	10	24	0	130	
34	Brockton	Centre Street (Route 123) & Commercial Street	46	15.33	Signal	34	19	0	129	
35	Brockton	North Montello Street (Route 28) & Ames Street	30	10.00	Signal	14	23	0	129	Route 28 Corridor Study

Table 5-4: Top 100 Most Hazardous Intersections, 2007-2009 (continued)

Rank	Community	Roadway Intersection	Total Crashes	Average # of Crashes	Traffic Control	Property Damage Only	Total Non-fatal Injuries	Total Fatal Injuries	EPDO Weighted Score	Notes
36	Pembroke	Washington Street (Route 53) & Schoosett Street (Route 139) / Columbia Road (Route 53)	48	16.00	Signal	29	20	0	129	Route 139 Corridor Study
37	West Bridgewater	North & South Main Street (Route 28) & East & West Center Street (Route 106) / River Street	44	14.67	Signal	28	20	0	128	TIP - 2013 (#603456)
38	Whitman	Washington Street & Park Avenue / West Street	27	9.00	Stop Sign	15	22	0	125	
39	Brockton	Oak Street & Reservoir Street	33	11.00	Signal	19	21	0	124	
40	Easton	Depot Street (Route 123) & Washington Street (Route 138)	35	11.67	Signal	23	20	0	123	Easton State Numbered Routes Study
41	Abington	Brockton Avenue (Route 123) & Mill Street / Green Street	23	7.67	Stop Sign	12	22	0	122	
42	Brockton	Main Street & Perkins Avenue & South Street	21	7.00	Signal	11	22	0	121	
43	Brockton	North Main Street & East & West Ashland Street	36	12.00	Signal	21	20	0	121	
44	Whitman	Auburn Street (Route 14) & Bedford Street (Route 18)	43	14.33	Signal	31	18	0	121	Route 18 Corridor Study
45	Brockton	Main Street (Route 28) & Sargent's Way	19	6.33	Signal	5	23	0	120	Route 28 Corridor Study
46	Brockton	Belmont Street (Route 123) & Linwood Street / Lorraine Avenue	38	12.67	Stop Sign	24	19	0	119	RSA Completed 2009 / TIP - 2014 (#606036)
47	Brockton	North Montello Street (Route 28) & East Battles Street	27	9.00	Stop Sign	14	21	0	119	Route 28 Corridor Study
48	Brockton	North Cary Street & East Ashland Street	29	9.67	Signal	18	20	0	118	
49	Brockton	West Elm Street & Moraine Street	23	7.67	Stop Sign	10	21	0	115	TIP - 2014 (#601644)
50	East Bridgewater	Bedford Street (Route 18) & West Street (Route 106) / East Street	48	16.00	Signal	35	16	0	115	Route 18 Corridor Study
51	Brockton	Reynolds Highway (Route 27) & Westgate Drive / Christys Drive	37	12.33	Signal	24	18	0	114	
52	Stoughton	Plain Street & West Street	13	4.33	Stop Sign	8	21	0	113	
53	Brockton	Court Street & Cary Street & North Cary Street / Provost Street	22	7.33	Signal	11	20	0	111	
54	Brockton	Warren Avenue & Bartlett Street / Father Kenney Way	23	7.67	Stop Sign	15	19	0	110	
55	Easton	Foundry Street (Route 106) & Depot Street (Route 123) / Bay Road	43	14.33	Signal	34	15	0	109	Under Construction
56	Easton	Foundry Street (Route 106) & Turnpike Street (Route 138)	35	11.67	Signal	24	17	0	109	RSA Completed 2009 / TIP - 2014 (#606071)
57	Whitman	Franklin Street (Route 27) & South Avenue (Route 27) / Pleasant Street	26	8.67	Stop Sign	14	19	0	109	Route 27 Corridor Study
58	Brockton	North Quincy Street & Boundary Avenue / Chestnut Street	18	6.00	Stop Sign	7	20	0	107	
59	Brockton	North Pearl Street (Route 27) & Reynolds Highway (Route 27)	32	10.67	Signal	20	17	0	105	Route 27 Corridor Study
60	Abington	Plymouth Street (Route 58) & Center Avenue (Route 123)	31	10.33	Signal	19	17	0	104	Route 58 Corridor Study
61	Plymouth	State Road (Route 3A) & Herring Pond Road	27	9.00	Stop Sign	14	18	0	104	Route 3A Corridor Study
62	Brockton	Oak Street & Battles Street	18	6.00	Signal	8	19	0	103	
63	Plymouth	Samoset Street (Route 44) & Standish Avenue / Chestnut Street	21	7.00	Beacon	13	18	0	103	TIP - 2013 (#600426)
64	Whitman	Bedford Street (Route 18) & Temple Street (Route 27)	51	17.00	Signal	43	12	0	103	Route 18 Corridor Study
65	Brockton	Centre Street (Route 123) & Quincy Street	32	10.67	Signal	21	16	0	101	RSA Completed 2010
66	Abington	Hancock Street & Chestnut Street	32	10.67	Stop Sign	20	14	1	100	
67	Brockton	Montello Street (Route 28) & Centre Street (Route 123)	30	10.00	Signal	10	18	0	100	Route 28 Corridor Study
68	Brockton	Oak Street & Madrid Square Entrance	14	4.67	Stop Sign	5	19	0	100	
69	Brockton	Lawrence Street & Perkins Street / Commercial Yard	24	8.00	Stop Sign	13	17	0	98	
70	Stoughton	Lindelof Avenue (Route 139) & Technology Center Drive / Kay Way	23	7.67	Signal	12	17	0	97	Route 139 Corridor Study

Table 5-4: Top 100 Most Hazardous Intersections, 2007-2009 (continued)

Rank	Community	Roadway Intersection	Total Crashes	Average # of Crashes	Traffic Control	Property Damage Only	Total Non-fatal Injuries	Total Fatal Injuries	EPDO Weighted Score	Notes
71	Brockton	Oak Street & Belair Street	21	7.00	Signal	11	17	0	96	
72	Stoughton	School Street & Pearl Street	41	13.67	Stop Sign	31	13	0	96	
73	Brockton	Warren Avenue & Harvard Street	15	5.00	Stop Sign	5	18	0	95	
74	Brockton	West Chestnut Street & Ash Street	13	4.33	Stop Sign	5	18	0	95	
75	Bridgewater	Bedford Street (Route 18/28) & Grove Street	21	7.00	Stop Sign	13	16	0	93	Route 18 Corridor Study
76	Brockton	Montello Street (Route 28) & Grove Street	21	7.00	Signal	13	16	0	93	Route 28 Corridor Study
77	Brockton	East Ashland Street & Mulberry Street	13	4.33	Stop Sign	4	17	0	89	
78	East Bridgewater	Bedford Street (Route 18) & Highland Street / Harvard Street	30	10.00	Signal	19	14	0	89	Route 18 Corridor Study
79	Stoughton	Washington Street (Route 138) & York Street	28	9.33	Stop Sign	19	14	0	89	
80	Brockton	North Main Street & Field Street	7	2.33	Stop Sign	3	17	0	88	
81	Brockton	North Montello Street (Route 28) & Harrison Avenue	7	2.33	Stop Sign	2	17	0	87	Route 28 Corridor Study
82	East Bridgewater	Plymouth Street (Route 106) & Washington Street / Old Plymouth Street	20	6.67	Stop Sign	12	15	0	87	RSA Completed 2010
83	Brockton	Grove Street & Curve Street / Clinton Street	15	5.00	Stop Sign	6	16	0	86	
84	Brockton	Montello Street (Route 28) & Crescent Street (Route 123)	14	4.67	Signal	6	16	0	86	Route 28 Corridor Study
85	Brockton	Montello Street (Route 28) & East Nilsson Street	21	7.00	Stop Sign	6	16	0	86	Route 28 Corridor Study
86	Stoughton	Pleasant Street (Route 139) & Lincoln Street	23	7.67	Stop Sign	15	14	0	85	Route 139 Corridor Study
87	Brockton	Forest Avenue & Grafton Street	16	5.33	Stop Sign	9	15	0	84	
88	Avon	East Main Street (Route 28) & Harrison Boulevard	33	11.00	Signal	28	11	0	83	Route 28 Corridor Study
89	Avon	North Main Street (Route 28) & East & West High Street	31	10.33	Signal	23	12	0	83	Route 28 Corridor Study
90	Brockton	North Montello Street (Route 28) & Howard Street (Route 37) / Albion Street	29	9.67	Signal	18	13	0	83	Reconstructed 2004 (TIP #602557)
91	Brockton	North Quincy Street & East Ashland Street	27	9.00	Signal	18	13	0	83	
92	Brockton	Pearl Street & Pleasant Street	20	6.67	Signal	13	14	0	83	
93	Brockton	Pearl Street & Torrey Street	22	7.33	Signal	13	14	0	83	
94	Brockton	Pleasant Street (Route 27) & Belair Street / Moraine Street	21	7.00	Signal	13	14	0	83	Reconstructed 2008 (TIP #604595)
95	Stoughton	Central Street & Pearl Street	36	12.00	Signal	27	11	0	82	
96	East Bridgewater	Bedford Street (Route 18) & Central Street / Spring Street / Maple Avenue	36	12.00	Signal	26	11	0	81	2011 Major Bottleneck Study
97	East Bridgewater	Oak Street (Route 14) & Franklin Street (Route 27) / West Washington Street (Route 14)	31	10.33	Signal	21	12	0	81	Reconstructed 2005 (TIP #600397)
98	Brockton	Ash Street & Forest Avenue	24	8.00	Signal	14	13	0	79	
99	Brockton	Belmont Street (Route 123) & Torrey Avenue	16	5.33	Stop Sign	9	14	0	79	RSA Completed 2010
100	Stoughton	Turnpike Street (Route 139) & Page Street	30	10.00	Signal	19	12	0	79	Reconstructed 2009

Figure 5-1: Location of Top 100 Most Hazardous Intersections, 2007-2009

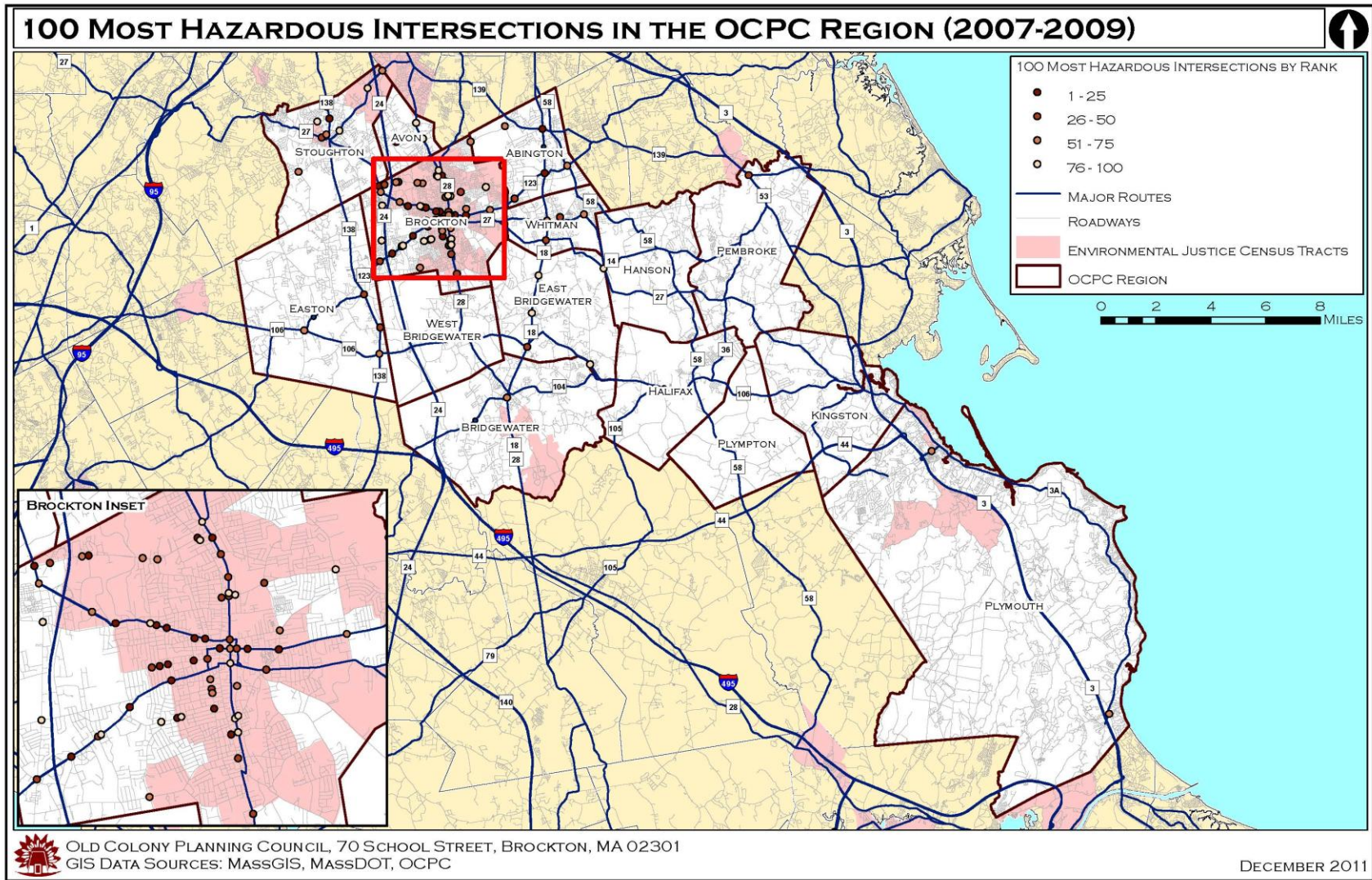
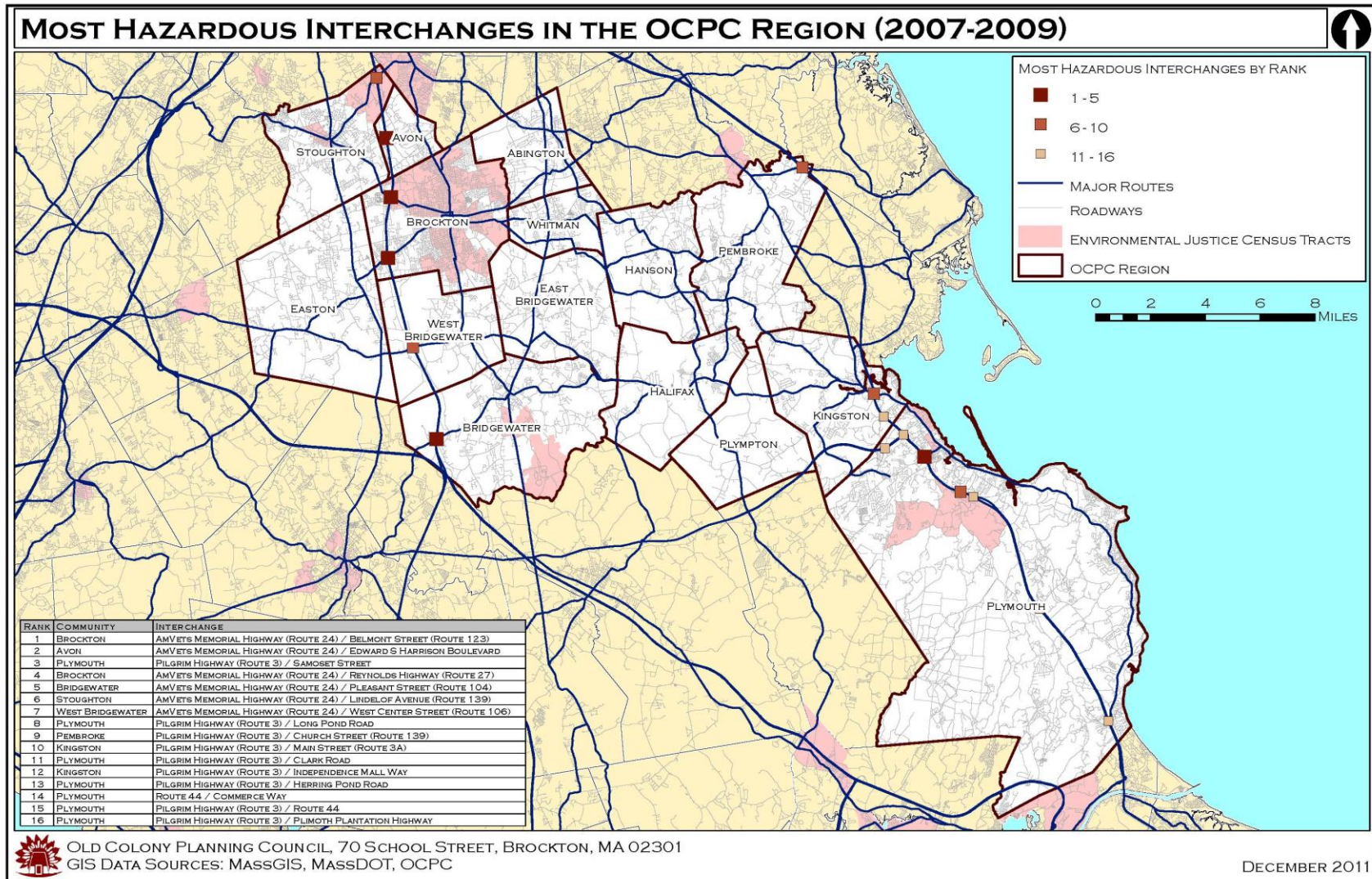


Table 5-5: Most Hazardous Highway Interchanges Old Colony Region, 2007-2009

Rank	Community	Interchange	Total Crashes	Average # Of Crashes	Traffic Control	Property Damage Only	Injuries	Fatalities	EDPO Weighted Score	Notes
1	Brockton	AmVets Memorial Highway (Route 24) / Belmont Street (Route 123)	179	59.67	Yield	84	95	0	559	
2	Avon	AmVets Memorial Highway (Route 24) / Edward S Harrison Boulevard	121	40.33	Yield	30	90	1	490	
3	Plymouth	Pilgrim Highway (Route 3) / Samoset Street	156	52.00	Signal/Yield	101	74	0	471	2011 Major Bottleneck Analysis Study
4	Brockton	AmVets Memorial Highway (Route 24) / Reynolds Highway (Route 27)	128	42.67	Yield	55	73	0	420	Route 27 Corridor Study
5	Bridgewater	AmVets Memorial Highway (Route 24) / Pleasant Street (Route 104)	120	40.00	Signal	51	68	1	401	Signalized 2008
6	Stoughton	AmVets Memorial Highway (Route 24) / Lindelof Avenue (Route 139)	152	50.67	Yield	93	57	2	398	Route 139 Corridor Study
7	West Bridgewater	AmVets Memorial Highway (Route 24) / West Center Street (Route 106)	117	39.00	Yield	78	55	1	363	
8	Plymouth	Pilgrim Highway (Route 3) / Long Pond Road	118	39.33	Signal	78	50	0	328	
9	Pembroke	Pilgrim Highway (Route 3) / Church Street (Route 139)	128	42.67	Signal	93	39	0	288	
10	Kingston	Pilgrim Highway (Route 3) / Main Street (Route 3A)	90	30.00	Signal/Yield	59	30	1	219	Route 3A Corridor Study
11	Plymouth	Pilgrim Highway (Route 3) / Clark Road	72	24.00	Yield	36	36	0	216	
12	Kingston	Pilgrim Highway (Route 3) / Independence Mall Way	66	22.00	Signal	43	23	0	158	
13	Plymouth	Pilgrim Highway (Route 3) / Herring Pond Road	56	18.67	Yield	40	16	0	120	Proposed Signalization
14	Plymouth	Route 44 / Commerce Way	35	11.67	Signal	22	13	0	87	Signalized 2009
15	Plymouth	Pilgrim Highway (Route 3) / Route 44	28	9.33	Yield	23	5	0	48	
16	Plymouth	Pilgrim Highway (Route 3) / Plimoth Plantation Highway	26	8.67	Yield	23	3	0	38	

Figure 5-2: Location of Most Hazardous Highway Interchanges, 2007-2009





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,

In 2011, two of the Local Highway Planning Technical Assistance studies completed by Old Colony Planning Council were related to safety-specific requests. Table 5-6 lists these studies and the recommended safety improvements identified through them.

Table 5-6: Local Highway Technical Assistance Projects, 2011

Community	Location / Nature of Request	Recommended Safety Improvements
Abington	Groveland Street Traffic Study	Implement a consistent legally established speed limit throughout corridor; Conduct Road Safety Audit at discretion of Town to further study crash history; Construct sidewalks and paved shoulders; Continued regular and strict enforcement of speed limit and other traffic laws by police department
Pembroke	Intersection of Congress Street(Route 14) at Taylor Street	Improve sight distances by clearing roadside vegetation and other objects; upgrade size and retro-reflectivity of STOP signs; Install flashing warning beacon; Use of flashing LED lights on borders of STOP and STOP AHEAD signage; Improved street striping Continued regular and strict enforcement of speed limit and other traffic laws by police department



5.5 Road Safety Audits

Old Colony Planning Council began conducting Road Safety Audits (RSAs) in 2008. Since then, Old Colony Planning Council has completed several RSA's throughout the region, in conjunction with MassDOT through the Highway Safety Improvement Program (HSIP), as well as through the Local Highway Technical Assistance Program. As of December of 2010, the following Road Safety Audits have been completed:

- Thatcher Street, Brockton and East Bridgewater
- Belmont Street (Route 123) at Linwood Street and Lorraine Avenue, Brockton
- Belmont Street (Route 123) at Torrey Avenue, Brockton
- Centre Street (Route 123) at Quincy Street, Brockton
- Main Street (Brockton Housing Authority), Brockton
- Main Street at Legion Parkway, Brockton
- North Main Street at Oak Street and Howard Street, Brockton
- North Montello Street (Route 28) at Court Street, Brockton
- West Elm Street at Ash Street, Brockton
- Plymouth Street (Route 106) at Washington Street, East Bridgewater
- Foundry Street (Route 106) at Depot Street (Route 123) and Bay Road, Easton
- Foundry Street (Route 106) at Prospect Street, Easton
- Foundry Street (Route 106) at Washington Street (Route 138), Easton
- Washington Street (Route 138) at Union Street, Easton
- Washington Street (Route 138) at Elm Street, Easton
- Holmes Street (Route 36) at Oak Street, Halifax
- Plymouth Street (Route 106) Walkability Safety Audit, Halifax
- Landing Road, Kingston
- Canton Street (Route 27) at School Street, Stoughton
- Route 24, between I-93 (Randolph) and I-495 (Bridgewater)

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 5-7 contains a list of structurally deficient and functionally obsolete bridges in the Old Colony Region, and identifies any existing construction or plans for replacement. As of 2011, there were 7 bridges classified as “structurally deficient” and 42 bridges classified as “functionally obsolete” in the Old Colony Region. Bridge replacement projects are currently underway for two of these structurally deficient bridges, and one is programmed for replacement in 2012.

Table 5-7: Structurally Deficient and Functionally Obsolete Bridges, Region wide

Town	Under	Owner	Functional Class	Year Built	Year Rebuilt	AASHTO Rating	Deficiency	Status
Abington	Central Street over Shumatuscasant River	Town	Urban Collector	1956		64.7	Functionally Obsolete	
Bridgewater	Summer Street over Taunton River	Town	Urban Minor Arterial	1924		25.7	Structurally Deficient	Under Construction
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	Vernon Street over Taunton River	Town	Urban Local	1956		74.8	Functionally Obsolete	
Brockton	White Avenue over Salisbury Brook	City	Urban Local	1915		47.4	Structurally Deficient	Under Construction
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		65.3	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	Route 24 over West Chestnut Street	MassDOT	Freeway/Expressway	1954		75.9	Functionally Obsolete	
East Bridgewater	Bedford Street (Route 18) over Matfield River	MassDOT	Urban Arterial	1880	1930	73.3	Functionally Obsolete	
East Bridgewater	Pleasant Street over Salisbury River	Town	Urban Minor Arterial	1921		77.5	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		72.1	Functionally Obsolete	
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		76.4	Functionally Obsolete	

Table 5-7: Structurally Deficient and Functionally Obsolete Bridges, Region wide (Continued)

Town	Under	Owner	Functional Class	Year Built	Year Rebuilt	AASHTO Rating	Deficiency	Status
Hanson	Main Street (Route 27) over Poor Meadow Brook	MassDOT	Urban Arterial	1850	1937	49.9	Functionally Obsolete	
Hanson	State Street over Indian Head River	Town	Urban Collector	1995		77.6	Functionally Obsolete	
Kingston	Elm Street over Jones River	Town	Urban Collector	1988		66.3	Structurally Deficient	Design - Planned for 2012
Kingston	Route 3 over Jones River	MassDOT	Freeway/Expressway	1955	1978	73	Structurally Deficient	
Kingston	Grove Street over MBTA	MassDOT	Urban Collector	1992		58.2	Structurally Deficient	
Kingston	Pembroke Street (Route 27) over MBTA Railroad	MassDOT	Urban Arterial	1958		77.8	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 Billington Street	MassDOT	Freeway/Expressway	1958	1978	55.9	Structurally Deficient	
Plymouth	Route 3 Southbound over Billington Street	MassDOT	Freeway/Expressway	1950	1978	55.7	Structurally Deficient	
Plymouth	Route 3 Northbound over Cherry Street	MassDOT	Freeway/Expressway	1958	1978	57.2	Functionally Obsolete	
Plymouth	Route 3 Northbound over Herring Pond Road	MassDOT	Freeway/Expressway	1957	1978	65.5	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	64.5	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		75.5	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		78.2	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.



Partnership and participation in the Massachusetts Safe Routes To School program by schools in the Old Colony Planning Council region increased 35 percent in 2011, from 17 active schools in December 2010 to 23 active schools in December 2011. 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 Center School
Brockton	Brookfield Elementary School Davis K-8 School Downey Elementary Hancock Elementary School John F. Kennedy School Raymond 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 Joseph R. Dawe Elementary School
West Bridgewater	Howard School Rose L. MacDonald School Spring Street School

5.8 Recent Implementation of Safety Improvements Region-Wide

Brockton – Reconstruction of Pleasant Street (Route 27) at West Street and Reynolds Highway

The intersection of Pleasant Street (Route 27) at West Street and Reynolds Highway was recently reconstructed to combine two adjacent intersections (Pleasant Street at Reynolds Highway, and Pleasant Street at West Street) into a single intersection, while relocating an entrance to the Westgate Mall from Pleasant Street to Reynolds Highway. The project consisted of significant geometric improvements, new traffic signals, and improvements for pedestrian access. The intersection ranked as the most hazardous intersection in the Old Colony region



and second most hazardous intersection in the State based on MassDOT crash records from 2007 through 2009.

Brockton – Reconstruction of Main Street (Route 28) at Plain Street and Keith Avenue

Reconstruction of the intersection of Main Street (Route 28) at Plain Street and Keith Avenue began in 2011 and is expected to be completed in early 2012. The project consisted of geometric improvements, new traffic signals, and improvements for pedestrian access.



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).

6.1 Goals and Performance Measures

The policies and practices contained within the four management systems are consistent with goals and objectives that have been developed and identified in the Old Colony Regional Transportation Plan. The following tables (6.1 through 6.4) identify how the transportation planning process performance will be measured, including the metrics that will be applied for performance measures.

Table 6.1: Goals and Performance Measures for Congestion Management and Improving Regional Mobility

OUTCOMES	METRICS	PROPOSED PERFORMANCE MEASURES
Maintain and preserve transit infrastructure	- Transit providers reports	- By 2035, replace 20% of exiting bus fleet with hybrid buses -By 2035, reduce average age of transit fleet by 20%
Improve roadway network efficiency, access management and capacity	- Highway delay / LOS - Congestion / LOS - V/C Ratio	- By 2035, 50% of identified bottlenecks in the Old Colony region will receive local planning technical assistance - By 2035, reduce highway delay and congestion by 20%
Increase bicycle and pedestrian infrastructure networks and amenities in the region	- Pedestrian Compatibility Index (pedestrian level of service) -Bicycle Compatibility Index (bicycle level of service)	- By 2015, determine bicycle and pedestrian short and long term infrastructure projects. - By 2020, complete 40% of short-term infrastructure projects identified in the 2011 Bicycle Connectivity Study - By 2035, implementing 50% of the identified long-term bicycle and pedestrian projects



Table 6.1, Continued: Goals and Performance Measures for Congestion Management and Improving Regional Mobility

Improve human service coordination, mobility, and accessibility for elderly, youth and disabled populations	<ul style="list-style-type: none"> - “New Freedom” Federal Transit Authority projects in the Old Colony Region - Environmental Justice Study 	<ul style="list-style-type: none"> - By 2035, increase the number of “New Freedom” projects in the Old Colony Region by 20% compared to 2010 - By 2035, increase paratransit ridership by 10% compared to 2010
Improve transit system efficiency and capacity	<ul style="list-style-type: none"> - Transit time ratio - BAT, GATRA and MBTA Ridership data 	<ul style="list-style-type: none"> - By 2035, increase in bus ridership in the Old Colony region by 10%. - By 2035, increase passenger miles at critical congestion locations by 20%
Increase access to convenient and affordable transportation choices	<ul style="list-style-type: none"> -Transit services in non-urbanized areas -Transit seat-miles in environmental justice areas 	<ul style="list-style-type: none"> - By 2035, increase transit services in suburban areas - By 2035, increase transit seat-miles in environmental justice areas
Improve transit and vehicular options and reliability	<ul style="list-style-type: none"> - Commuter rail ridership by station - Number of additional bus routes - Number of Additional commuter rail routes - Number of shared car services 	<ul style="list-style-type: none"> -By 2035, the commuter rail ridership will increase at the projected trends’ pace - By 2035, 70% of the Old Colony region will have fixed route transit services -By 2035, shared car services (e.g. zip car) will be introduced in the Old Colony region’s intermodal centers, downtowns, and disperse in areas of demand service

Table 6.2: Goals and Performance Measures for Land Use Management

OUTCOMES	METRICS	PROPOSED PERFORMANCE MEASURES
Increased multimodal transportation centers (Transit Oriented Development) that serve business, residential, and mixed-use developments	<ul style="list-style-type: none"> - Support the development of TODs in Kingston, Plymouth, Bridgewater, Hanson, and Easton Commuter Rail stations 	<ul style="list-style-type: none"> - By 2035, Kingston, Plymouth, Halifax, Hanson, Whitman, and Easton Commuter Rail stations will be TOD designated

Table 6.3: Goals and Performance Measures for Pavement Management

OUTCOMES	METRICS	PROPOSED PERFORMANCE MEASURES
Maintain and preserve highway and bridge infrastructures	<ul style="list-style-type: none"> - Pavement Management Inventory and bridge standard condition evaluation (PONTIS model) 	<ul style="list-style-type: none"> - By 2035, increase the percent of roads, highways, and bridges with condition performance standards rated good by 10%. By 2035, stabilize, and reduce the percentage of roads rated as fair and poor



Table 6.4: Goals and Performance Measures for Safety Management

OUTCOMES	METRICS	PROPOSED PERFORMANCE MEASURES
Reduce transportation-related fatalities	-Annual crash data report -Road safety audits	- Reduce the number of transportation-related fatalities in the Old Colony region by 40 percent in 2035 compared to 2008.
Reduce transportation-related injuries	-Annual crash data report -Road safety audits	- Reduce the number of transportation-related accidents in the Old Colony region by 20 percent in 2035 compared to 2008.

6.2 Contact Information

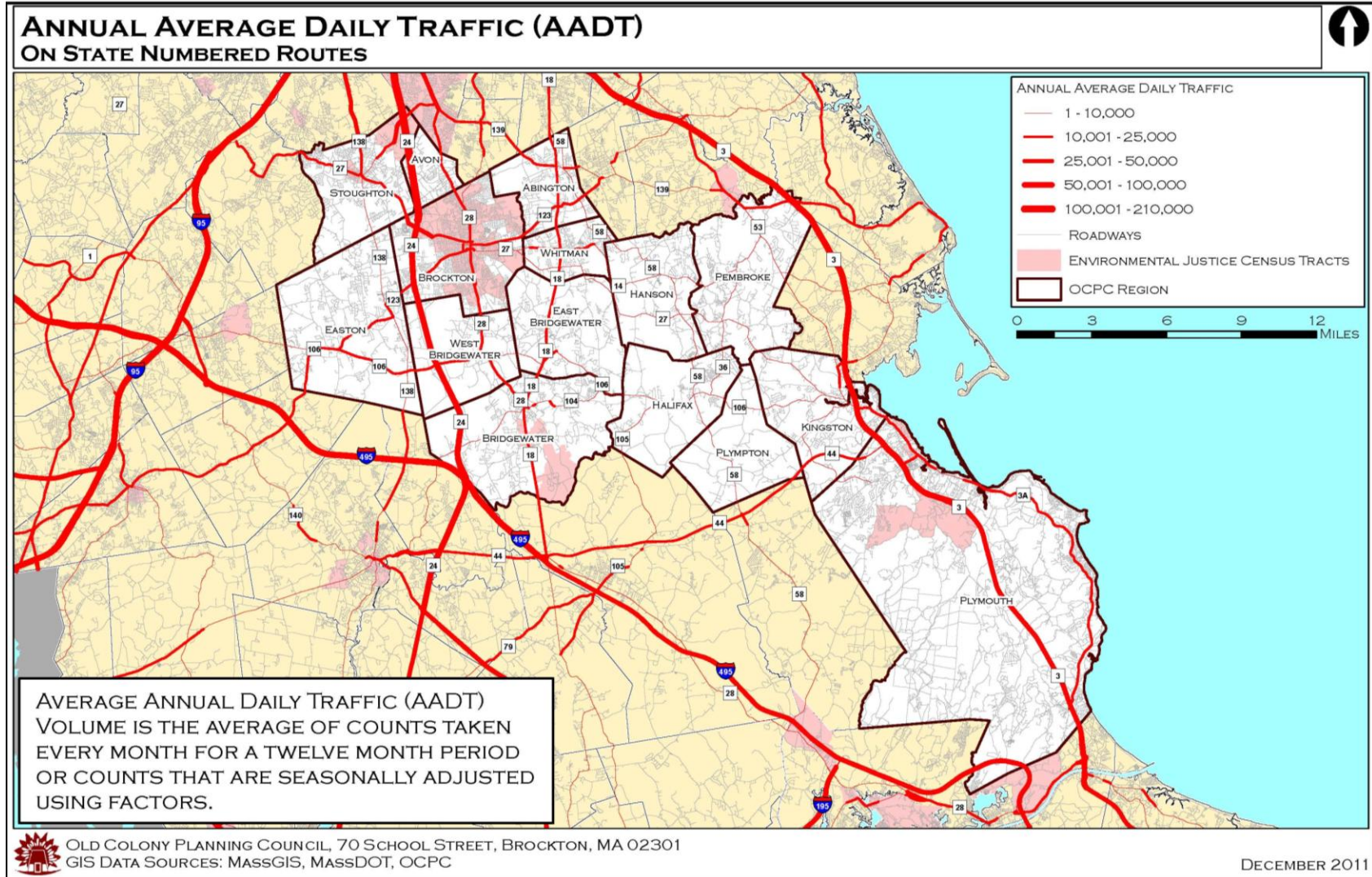
For more information of the Congestion Management Process (CMP), please contact Jed Cornock at jcornock@ocpcrpa.org or (508) 583-1833 x215.

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

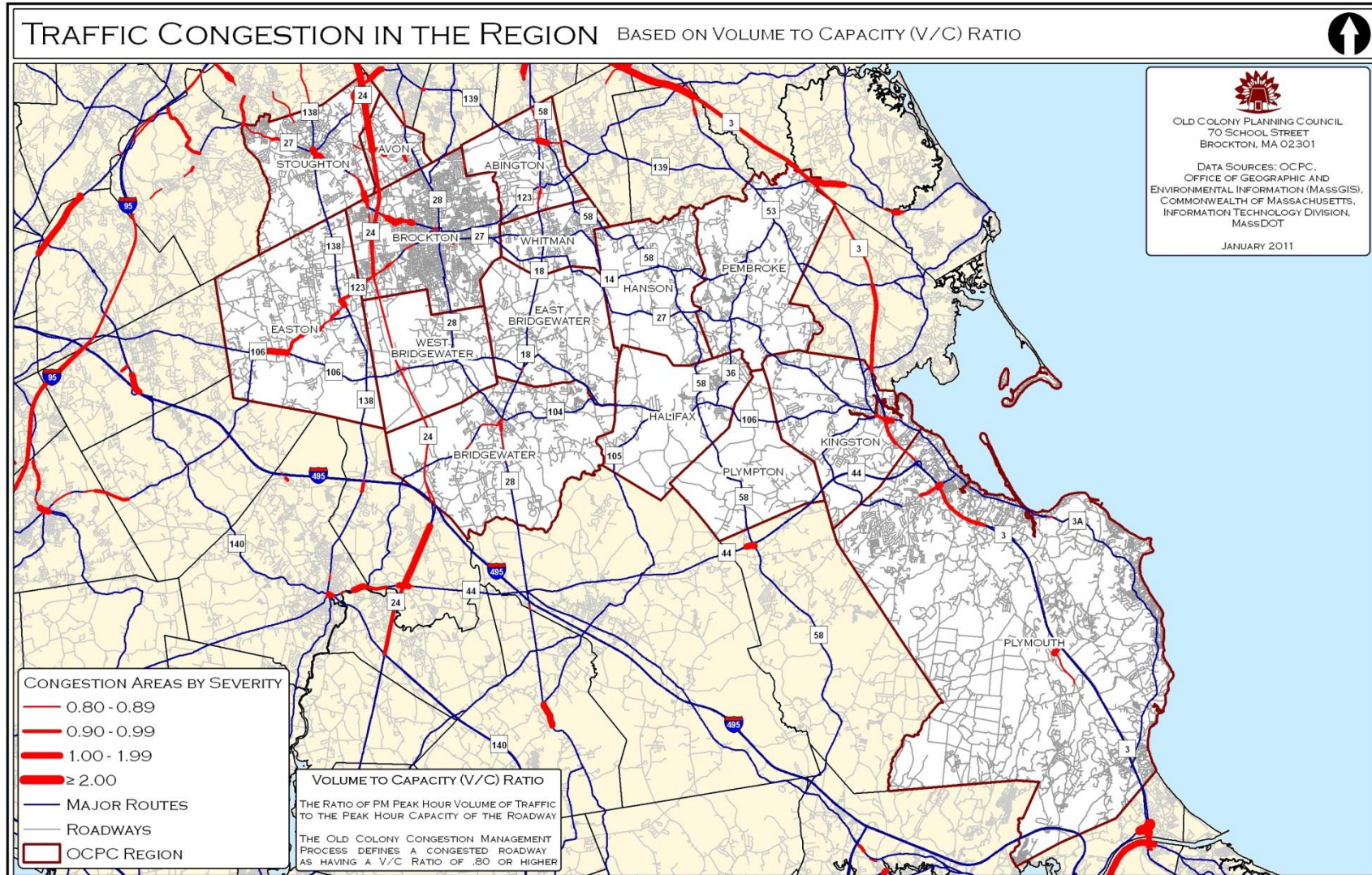
For more information of the Pavement Management System (PMS), please contact Ray Guarino at rguarino@ocpcrpa.org or (508) 583-1833 x212.

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

Appendix A: Annual Average Daily Traffic on State Numbered Routes (Map)



Appendix B: Congestion on Regional Roadway Network (Map)





Appendix C: Existing and Historical Traffic Congestion By Highway (Table)

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
3	BRAINTREE	PILGRIM HWY (RT 3)	N OF UNION ST	1996	MassDOT	130,000	1.22
3	BRAINTREE	PILGRIM HWY (RT 3)	N OF UNION ST	1997	MassDOT	133,600	1.25
3	BRAINTREE	PILGRIM HWY (RT 3)	N OF UNION ST	1998	MassDOT	128,234	1.20
3	BRAINTREE	PILGRIM HWY (RT 3)	N OF UNION ST	1999	MassDOT	132,600	1.24
3	BRAINTREE	PILGRIM HWY (RT 3)	N OF UNION ST	2003	MassDOT	128,800	1.21
3	DUXBURY	PILGRIM HWY (RT 3)	N OF TREMONT ST (RT 3A)	1994	MassDOT	60,000	0.84
3	DUXBURY	PILGRIM HWY (RT 3)	N OF TREMONT ST (RT 3A)	2003	MassDOT	65,700	0.92
3	DUXBURY	PILGRIM HWY (RT 3)	N OF TREMONT ST (RT 3A)	2005	MassDOT	68,000	0.96
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	1996	MassDOT	81,900	1.15
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	1998	MassDOT	99,100	1.39
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2001	MassDOT	83,900	1.18
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2003	MassDOT	97,000	1.36
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2004	MassDOT	103,800	1.46
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2006	MassDOT	95,174	1.34
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2007	MassDOT	94,584	1.33
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2008	MassDOT	91,424	1.29
3	HINGHAM	PILGRIM HWY (RT 3)	S OF DERBY ST	2009	MassDOT	89,300	1.26
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	1995	MassDOT	59,000	0.83
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	1996	MassDOT	57,900	0.81
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2001	MassDOT	62,400	0.88
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2003	MassDOT	60,200	0.85
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2004	MassDOT	65,300	0.92
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2005	MassDOT	63,100	0.89
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2006	MassDOT	63,312	0.89
3	KINGSTON	PILGRIM HWY (RT 3)	AT DUXBURY T/L	2007	MassDOT	66,300	0.93
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	1988	MassDOT	58,666	0.82
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	1991	MassDOT	57,000	0.80



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	1992	MassDOT	67,000	0.94
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	2000	MassDOT	69,300	0.97
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	2003	MassDOT	61,700	0.87
3	KINGSTON	PILGRIM HWY (RT 3)	AT PLYMOUTH T/L	2006	MassDOT	62,322	0.88
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	1998	MassDOT	67,200	0.94
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	2001	MassDOT	74,300	1.04
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	2003	MassDOT	70,500	0.99
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	2004	MassDOT	71,200	1.00
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	2006	MassDOT	71,679	1.01
3	KINGSTON	PILGRIM HWY (RT 3)	N OF SMITHS LN	2007	MassDOT	66,600	0.94
3	NORWELL	PILGRIM HWY (RT 3)	S OF HIGH ST	1998	MassDOT	85,500	1.20
3	NORWELL	PILGRIM HWY (RT 3)	S OF HIGH ST	1999	MassDOT	75,100	1.06
3	NORWELL	PILGRIM HWY (RT 3)	S OF HIGH ST	2001	MassDOT	76,000	1.07
3	NORWELL	PILGRIM HWY (RT 3)	S OF HIGH ST	2003	MassDOT	81,600	1.15
3	NORWELL	PILGRIM HWY (RT 3)	S OF HIGH ST	2004	MassDOT	91,000	1.28
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1987	MassDOT	61,530	0.87
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1988	MassDOT	65,133	0.92
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1989	MassDOT	64,319	0.90
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1990	MassDOT	63,917	0.90
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1991	MassDOT	63,843	0.90
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1992	MassDOT	65,033	0.91
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1993	MassDOT	66,843	0.94
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1994	MassDOT	67,736	0.95
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1995	MassDOT	68,115	0.96
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1996	MassDOT	68,396	0.96
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1997	MassDOT	70,865	1.00
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1998	MassDOT	72,452	1.02



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	1999	MassDOT	73,923	1.04
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2000	MassDOT	73,249	1.03
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2001	MassDOT	60,300	0.85
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2003	MassDOT	60,900	0.86
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2005	MassDOT	74,379	1.05
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2007	MassDOT	73,336	1.03
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2008	MassDOT	70,659	0.99
3	NORWELL	PILGRIM HWY (RT 3)	S OF RIVER ST	2009	MassDOT	71,450	1.00
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1989	MassDOT	59,930	0.84
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1992	MassDOT	59,000	0.83
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1992	OTHER	62,060	0.87
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1994	MassDOT	61,000	0.86
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1995	MassDOT	63,000	0.89
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	1998	MassDOT	65,200	0.92
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	2001	MassDOT	71,300	1.00
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	2003	MassDOT	62,300	0.88
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	2006	MassDOT	62,928	0.88
3	PEMBROKE	PILGRIM HWY (RT 3)	AT MARSHFIELD T/L	2007	MassDOT	57,000	0.80
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF LONG POND RD	2003	MassDOT	62,000	0.87
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF LONG POND RD	2004	MassDOT	57,100	0.80
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF SAMOSET ST (RT 44)	1999	MassDOT	63,800	0.90
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF SAMOSET ST (RT 44)	2003	MassDOT	59,700	0.84
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF SAMOSET ST (RT 44)	2005	MassDOT	63,400	0.89
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF SAMOSET ST (RT 44)	2006	MassDOT	63,613	0.89
3	PLYMOUTH	PILGRIM HWY (RT 3)	S OF SAMOSET ST (RT 44)	2008	MassDOT	64,500	0.91
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	1995	MassDOT	120,000	1.13
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	1996	MassDOT	116,300	1.09



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	1998	MassDOT	116,700	1.09
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	1999	MassDOT	97,200	0.91
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2000	MassDOT	137,419	1.29
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2001	MassDOT	137,188	1.29
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2002	MassDOT	139,386	1.31
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2004	MassDOT	138,392	1.30
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2005	MassDOT	134,629	1.26
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2006	MassDOT	135,967	1.27
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2007	MassDOT	113,633	1.07
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2008	MassDOT	129,116	1.21
3	WEYMOUTH	PILGRIM HWY (RT 3)	N OF MAIN ST (RT 18)	2009	MassDOT	139,494	1.31
3	WEYMOUTH	PILGRIM HWY (RT 3)	S OF MAIN ST (RT 18)	1995	MassDOT	106,000	1.49
3	WEYMOUTH	PILGRIM HWY (RT 3)	S OF MAIN ST (RT 18)	1997	MassDOT	98,000	1.38
3	WEYMOUTH	PILGRIM HWY (RT 3)	S OF MAIN ST (RT 18)	1998	MassDOT	104,200	1.47
3	WEYMOUTH	PILGRIM HWY (RT 3)	S OF MAIN ST (RT 18)	1999	MassDOT	104,700	1.47
3	WEYMOUTH	PILGRIM HWY (RT 3)	S OF MAIN ST (RT 18)	2003	MassDOT	98,200	1.38
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	1989	MassDOT	90,196	0.85
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	1994	MassDOT	89,000	0.83
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	1997	MassDOT	98,000	0.92
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	1998	MassDOT	93,200	0.87
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	2003	MassDOT	106,300	1.00
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	2004	MassDOT	97,100	0.91
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	2006	MassDOT	102,900	0.96
24	AVON	AMVETS MEM HWY (RT 24)	S OF NEW POND ST	2007	MassDOT	104,300	0.98
24	BRIDGEWATER	AMVETS MEM HWY (RT 24)	N OF INTERSTATE 495	2004	MassDOT	93,100	0.87
24	BRIDGEWATER	AMVETS MEM HWY (RT 24)	N OF INTERSTATE 495	2006	MassDOT	93,726	0.88
24	BRIDGEWATER	AMVETS MEM HWY (RT 24)	N OF INTERSTATE 495	2007	MassDOT	90,200	0.85



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
24	BROCKTON	AMVETS MEM HWY (RT 24)	AT W BRIDGEWATER T/L	2005	MassDOT	95,200	0.89
24	BROCKTON	AMVETS MEM HWY (RT 24)	AT W BRIDGEWATER T/L	2006	MassDOT	91,100	0.85
24	BROCKTON	AMVETS MEM HWY (RT 24)	AT W BRIDGEWATER T/L	2008	MassDOT	92,200	0.86
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	1991	MassDOT	87,000	0.82
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	1994	MassDOT	86,000	0.81
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	1996	MassDOT	86,700	0.81
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	2005	MassDOT	94,600	0.89
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	2006	MassDOT	94,918	0.89
24	BROCKTON	AMVETS MEM HWY (RT 24)	N OF BELMONT ST (RT 123)	2008	MassDOT	95,500	0.90
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1988	MassDOT	94,920	0.89
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1989	MassDOT	96,901	0.91
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1990	MassDOT	95,419	0.89
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1991	MassDOT	95,375	0.89
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1995	MassDOT	107,305	1.01
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1996	MassDOT	108,327	1.02
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1997	MassDOT	112,762	1.06
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	1998	MassDOT	116,060	1.09
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2001	MassDOT	125,316	1.17
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2002	MassDOT	129,024	1.21
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2003	MassDOT	126,995	1.19
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2004	MassDOT	135,450	1.27
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2005	MassDOT	127,086	1.19
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2006	MassDOT	128,877	1.21
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2007	MassDOT	128,101	1.20
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2008	MassDOT	123,273	1.16
24	RANDOLPH	AMVETS MEM HWY (RT 24)	N, S RAMPS OF ROUTE I-93	2009	MassDOT	125,470	1.76
24	RAYNHAM	AMVETS MEM HWY (RT 24)	N OF CAPE HWY (RT 44)	1998	MassDOT	59,259	0.83



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
24	RAYNHAM	AMVETS MEM HWY (RT 24)	N OF CAPE HWY (RT 44)	1999	MassDOT	61,872	0.87
24	RAYNHAM	AMVETS MEM HWY (RT 24)	N OF CAPE HWY (RT 44)	2000	MassDOT	59,415	0.84
24	RAYNHAM	AMVETS MEM HWY (RT 24)	N OF CAPE HWY (RT 44)	2003	MassDOT	68,400	0.96
24	RAYNHAM	AMVETS MEM HWY (RT 24)	N OF CAPE HWY (RT 44)	2004	MassDOT	74,300	1.04
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	1986	MassDOT	93,300	0.87
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	1989	MassDOT	91,826	0.86
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	1996	MassDOT	95,539	0.90
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	2004	MassDOT	105,400	0.99
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	2006	MassDOT	106,109	0.99
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	2007	MassDOT	114,300	1.07
24	STOUGHTON	AMVETS MEM HWY (RT 24)	S OF LINDELOF AVE (RT 139)	2008	MassDOT	111,610	1.05
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2001	MassDOT	63,457	0.89
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2002	MassDOT	65,478	0.92
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2004	MassDOT	68,048	0.96
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2005	MassDOT	68,109	0.96
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2007	MassDOT	66,274	0.93
24	TAUNTON	FALL RIVER EXPWY (RT 24)	N OF COUNTY ST (RT 140)	2008	MassDOT	63,991	0.90
24	W BRIDGEWATER	AMVETS MEM HWY (RT 24)	AT BRIDGEWATER T/L	2005	MassDOT	86,900	0.81
24	W BRIDGEWATER	AMVETS MEM HWY (RT 24)	AT BRIDGEWATER T/L	2006	MassDOT	87,192	0.82
24	W BRIDGEWATER	AMVETS MEM HWY (RT 24)	AT BRIDGEWATER T/L	2008	MassDOT	87,700	0.82
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	1998	MassDOT	204,557	1.44
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	1999	MassDOT	188,171	1.32
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	2001	MassDOT	208,199	1.46
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	2002	MassDOT	203,697	1.43
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	2003	MassDOT	219,598	1.54
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	2005	MassDOT	193,296	1.36
I-93	BRAINTREE	INTERSTATE 93	N OF GRANITE ST (RT 37)	2006	MassDOT	200,621	1.41

Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
I-93	CANTON	INTERSTATE 93	AT MILTON T/L	1999	MassDOT	167,180	1.18
I-93	CANTON	INTERSTATE 93	AT MILTON T/L	2000	MassDOT	168,490	1.18
I-93	CANTON	INTERSTATE 93	AT MILTON T/L	2001	MassDOT	159,425	1.12
I-93	CANTON	INTERSTATE 93	AT MILTON T/L	2002	MassDOT	161,561	1.14
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2003	MassDOT	163,600	1.15
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2004	MassDOT	151,100	1.06
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2005	MassDOT	152,200	1.07
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2006	MassDOT	167,300	1.18
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2007	MassDOT	161,200	1.13
I-93	CANTON	INTERSTATE 93	E OF INTERSTATE 95	2009	MassDOT	152,000	1.07
I-93	CANTON	INTERSTATE 93	W OF INTERSTATE 95	1998	MassDOT	157,608	1.11
I-93	CANTON	INTERSTATE 93	W OF INTERSTATE 95	1999	MassDOT	156,308	1.10
I-93	CANTON	INTERSTATE 93	W OF INTERSTATE 95	2004	MassDOT	134,684	0.95
I-93	QUINCY	INTERSTATE 93	N OF N MAIN ST (RT 28)	2004	MassDOT	184,900	1.30
I-93	QUINCY	INTERSTATE 93	N OF N MAIN ST (RT 28)	2006	MassDOT	181,900	1.28
I-93	QUINCY	INTERSTATE 93	N OF N MAIN ST (RT 28)	2007	MassDOT	181,400	1.28
I-93	QUINCY	INTERSTATE 93	N OF N MAIN ST (RT 28)	2008	MassDOT	209,400	1.47
I-93	QUINCY	INTERSTATE 93	N OF N MAIN ST (RT 28)	2009	MassDOT	154,616	1.09
I-93	QUINCY	INTERSTATE 93	S OF FURNACE BROOK PKWY	1999	MassDOT	196,036	1.38
I-93	QUINCY	INTERSTATE 93	S OF FURNACE BROOK PKWY	2000	MassDOT	199,661	1.40
I-93	QUINCY	INTERSTATE 93	S OF FURNACE BROOK PKWY	2001	MassDOT	197,288	1.39
I-93	QUINCY	INTERSTATE 93	S OF FURNACE BROOK PKWY	2002	MassDOT	201,075	1.41
I-93	QUINCY	INTERSTATE 93	S OF FURNACE BROOK PKWY	2003	MassDOT	198,827	1.40
I-93	RANDOLPH	INTERSTATE 93	E OF AMVETS MEM HWY (RT 24)	1998	MassDOT	191,096	1.34
I-93	RANDOLPH	INTERSTATE 93	E OF AMVETS MEM HWY (RT 24)	2006	MassDOT	184,400	1.30
I-93	RANDOLPH	INTERSTATE 93	W OF AMVETS MEM HWY (RT 24)	2003	MassDOT	156,900	1.47
I-93	RANDOLPH	INTERSTATE 93	W OF AMVETS MEM HWY (RT 24)	2005	MassDOT	167,300	1.57



Appendix C: Existing and Historical Traffic Congestion By Roadway (Table), Continued

Route	Community	Street	Location	Year	Source	ADT	V/C Ratio
I-93	RANDOLPH	INTERSTATE 93	W OF AMVETS MEM HWY (RT 24)	2006	MassDOT	148,900	1.40
I-93	RANDOLPH	INTERSTATE 93	W OF AMVETS MEM HWY (RT 24)	2007	MassDOT	161,700	1.52
I-95	CANTON	INTERSTATE 95	S OF INTERSTATE 93	1998	MassDOT	105,700	0.99
I-95	CANTON	INTERSTATE 95	S OF INTERSTATE 93	2001	MassDOT	88,700	0.83
I-95	CANTON	INTERSTATE 95	S OF INTERSTATE 93	2004	MassDOT	98,700	0.93
I-95	CANTON	INTERSTATE 95	S OF INTERSTATE 93	2006	MassDOT	94,300	0.88
I-95	FOXBOROUGH	INTERSTATE 95	N OF COMMERCIAL ST (RT 140)	2003	MassDOT	90,600	0.85
I-95	FOXBOROUGH	INTERSTATE 95	N OF COMMERCIAL ST (RT 140)	2004	MassDOT	91,000	0.83
I-95	FOXBOROUGH	INTERSTATE 95	N OF COMMERCIAL ST (RT 140)	2006	MassDOT	88,300	0.85
I-95	FOXBOROUGH	INTERSTATE 95	N OF COMMERCIAL ST (RT 140)	2007	MassDOT	90,800	0.87
I-95	FOXBOROUGH	INTERSTATE 95	N OF COMMERCIAL ST (RT 140)	2009	MassDOT	86,400	0.81
I-95	FOXBOROUGH	INTERSTATE 95	N OF INTERSTATE 495	2003	MassDOT	93,200	0.87
I-95	FOXBOROUGH	INTERSTATE 95	N OF INTERSTATE 495	2006	MassDOT	94,800	0.89
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	1998	MassDOT	98,200	0.92
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	2003	MassDOT	96,500	0.90
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	2004	MassDOT	101,500	0.98
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	2005	MassDOT	104,300	0.98
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	2006	MassDOT	96,000	0.90
I-95	NORWOOD	INTERSTATE 95	S OF NEPONSET ST	2007	MassDOT	93,900	0.88
106	W BRIDGEWATER	W CENTER ST (RT 106)	E OF AMVETS MEM HWY (RT 24)	2001	OCPC	34,631	0.85
139	STOUGHTON	TURNPIKE ST (RT 139)	W OF AMVETS MEM HWY (RT 24)	2008	MassDOT	29,800	0.84
I-495	RAYNHAM	INTERSTATE 495	S OF AMVETS MEM HWY (RT 24)	2002	MassDOT	58,398	0.82
I-495	RAYNHAM	INTERSTATE 495	S OF AMVETS MEM HWY (RT 24)	2003	MassDOT	57,731	0.81
I-495	RAYNHAM	INTERSTATE 495	S OF AMVETS MEM HWY (RT 24)	2004	MassDOT	58,917	0.83
I-495	RAYNHAM	INTERSTATE 495	S OF AMVETS MEM HWY (RT 24)	2007	MassDOT	59,802	0.84



Appendix D: Inventory of Existing Traffic Signals (Table)

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Abington	Bedford Street (Route 18)	Brockton Avenue (Route 123)		Full
Abington	Bedford Street (Route 18)	Fire Station		Emergency
Abington	Bedford Street (Route 18)	Lincoln Boulevard		Full
Abington	Bedford Street (Route 18)	Lowes		Full
Abington	Bedford Street (Route 18)	Randolph Street (Route 139)	North Avenue (Route 139)	Full
Abington	Plymouth Street (Route 58)	Central Street		Full
Abington	Plymouth Street (Route 58)	Summer Street		Full
Abington	Brockton Avenue (Route 123)	Groveland Street	Vernon Street	Full
Abington	Brockton Avenue (Route 123)	Wal-Mart		Full
Abington	Brockton Avenue (Route 123)	Washington Street	Thaxter Avenue	Full
Abington	Centre Avenue (Route 123)	Plymouth Street (Route 58)		Full
Abington	Centre Avenue (Route 123)	Stop and Shop		Full
Abington	Centre Avenue (Route 123)	Washington Street	Orange Street	Full
Abington	North Avenue (Route 139)	Adams Street (Route 58)		Full
Abington	Hancock Street	Chestnut Street		Flashing Beacon
Abington	Summer Street	Walnut Street		Flashing Beacon
Avon	East Main Street (Route 28)	E/W Spring Street		Flashing Beacon
Avon	East Main Street (Route 28)	Harrison Boulevard		Full
Avon	Main Street (Route 28)	West Main Street	Main Street	Full
Avon	North Main Street (Route 28)	E/W High Street	North Main Street	Full
Avon	Harrison Boulevard	Pond Street	Harrison Boulevard	Full
Avon	Harrison Boulevard	West Main Street		Full
Avon	Memorial Drive (Route 28)	Wal-Mart		Full
Avon	New Pond Street	Stockwell Drive	Dykeman Street	Full
Avon	Page Street	Bodwell Street	Bodwell Street Ext	Full
Bridgewater	Bedford Street (Route 18)	School Street		Emergency
Bridgewater	Bedford Street (Route 18)	Winter Street		Full
Bridgewater	Broad Street (Route 18)	Central Square		Full
Bridgewater	Broad Street (Route 18)	High Street		Flashing Beacon

Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Bridgewater	Broad Street (Route 18)	Spring Street		Full
Bridgewater	Main Street (Route 28)	High Street	Center Street	Full
Bridgewater	Pleasant Street (Route 104)	Center Street		Full
Bridgewater	Pleasant Street (Route 104)	Elm Street	Old Pleasant Street	Full
Bridgewater	Pleasant Street (Route 104)	Prospect Street		Full
Bridgewater	Pleasant Street (Route 104)	Route 24 Northbound Ramps		Full
Bridgewater	Pleasant Street (Route 104)	Route 24 Southbound Ramps		Full
Bridgewater	Pleasant Street (Route 104)	Vernon Street		Full
Bridgewater	Pleasant Street(Route 104)	Home Depot		Full
Bridgewater	Plymouth Street (Route 104)	Spring Street		Full
Bridgewater	Plymouth Street (Route 104)	Summer Street		Full
Bridgewater	South Street (Route 104)	Central Square		Emergency
Bridgewater	Center Street	High School		Controlled Full
Brockton	Crescent Street (Route 27)	Alger Street (Route 14)		Full
Brockton	Crescent Street (Route 27)	Commercial Street	Perkins Street	Full
Brockton	Crescent Street (Route 27)	East Plaza		Full
Brockton	Crescent Street (Route 27)	Lyman Street		Full
Brockton	Crescent Street (Route 27)	Main Street		Full
Brockton	Crescent Street (Route 27)	Montello Street (Route 28)		Full
Brockton	Crescent Street (Route 27)	Quincy Street		Full
Brockton	Crescent Street (Route 27)	Summer Street		Full
Brockton	Crescent Street (Route 27)	Wendell Street		Full
Brockton	Pleasant Street (Route 27)	Belair Street		Full
Brockton	Pleasant Street (Route 27)	Fire Station 1		Flashing Beacon
Brockton	Pleasant Street (Route 27)	Reynolds Hwy (Route 27)	West Street	Full
Brockton	Pleasant Street (Route 27)	Warren Avenue		Full
Brockton	Reynolds Memorial Hwy (Route 27)	North Pearl Street		Full
Brockton	Reynolds Memorial Hwy (Route 27)	Westgate Pavilion		Full
Brockton	Main Street (Route 28)	Brookside Avenue	BAT Bus Garage	Full

Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Brockton	Main Street (Route 28)	Maple Avenue		Full
Brockton	Main Street (Route 28)	Plain Street		Full
Brockton	Main Street (Route 28)	Sargents Way		Full
Brockton	Montello Street (Route 28)	Court Street		Full
Brockton	Montello Street (Route 28)	Grove Street		Full
Brockton	Montello Street (Route 28)	Lawrence Street		Full
Brockton	Montello Street (Route 28)	Perkins Avenue		Full
Brockton	Montello Street (Route 28)	School Street		Full
Brockton	North Montello Street (Route 28)	Ames Street		Full
Brockton	North Montello Street (Route 28)	East Ashland Street		Full
Brockton	North Montello Street (Route 28)	Elliot Street		Full
Brockton	North Montello Street (Route 28)	Howard Street		Full
Brockton	Belmont Street (Route 123)	Ash Street		Full
Brockton	Belmont Street (Route 123)	Forest Avenue	Shaws Plaza Ent	Full
Brockton	Belmont Street (Route 123)	Main Street		Full
Brockton	Belmont Street (Route 123)	Manley Street		Full
Brockton	Belmont Street (Route 123)	Pearl Street		Full
Brockton	Belmont Street (Route 123)	Stop and Shop		Full
Brockton	Belmont Street (Route 123)	Torrey Street		Full
Brockton	Belmont Street (Route 123)	VA Hospital Entrance		Full
Brockton	Belmont Street (Route 123)	Warren Avenue		Full
Brockton	Belmont Street (Route 123)	West Street		Full
Brockton	Belmont Street (Route 123)	West Street		Full
Brockton	Centre Street (Route 123)	Cary Street	Lyman Street	Full
Brockton	Centre Street (Route 123)	Commercial Street		Full
Brockton	Centre Street (Route 123)	Main Street		Full
Brockton	Centre Street (Route 123)	Montello Street (Route 28)		Full
Brockton	Centre Street (Route 123)	Plymouth Street		Flashing Beacon
Brockton	Centre Street (Route 123)	Quincy Street		Full



Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Brockton	Court Street	Cary Street	Provost Street	Full
Brockton	Court Street	Commercial Street		Full
Brockton	East Ashland Street	North Cary Street		Full
Brockton	Forest Avenue	Ash Street		Full
Brockton	Forest Avenue	Bouve Avenue		Full
Brockton	Main Street	Fire Station 2		Flashing Beacon
Brockton	Main Street	Perkins Avenue		Full
Brockton	Main Street	Pleasant Street (Route 27)		Full
Brockton	Main Street	School Street		Full
Brockton	Main Street	West Elm Street	VFW Parkway	Full
Brockton	North Main Street	East Ashland Street		Full
Brockton	North Main Street	Oak Street		Full
Brockton	North Main Street	Battles Street		Full
Brockton	North Main Street	Fire Station 3		Flashing Beacon
Brockton	North Pearl Street	Good Samaritan Hospital		Full
Brockton	North Pearl Street	Oak Street Extension		Full
Brockton	North Quincy Street	East Ashland Street		Full
Brockton	North Quincy Street	North Cary Street		Flashing Beacon
Brockton	North Warren Avenue	Prospect Street		Flashing Beacon
Brockton	Oak Street	Belair Street		Full
Brockton	Oak Street	Campanelli Drive	Chatham West Ent	Full
Brockton	Oak Street	DW Field Park		Full
Brockton	Oak Street	Madrid Square		Full
Brockton	Oak Street	Westgate Pavilion		Full
Brockton	Pearl Street	Pleasant Street		Full
Brockton	Pearl Street	Torrey Street		Full
Brockton	School Street	Commercial Street		Full
Brockton	Summer Street	Lyman Street	Grove Street	Full
Brockton	Warren Avenue	Forest Avenue		Full



Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Brockton	Warren Avenue	High Street		Full
Brockton	Warren Avenue	Legion Pkwy		Full
Brockton	Warren Avenue	West Elm Street		Full
Brockton	West Chestnut Street	Linwood Street		Flashing Beacon
Brockton	West Chestnut Street	Manley Street	Liberty Street	Full
Brockton	West Street	Torrey Street		Full
Brockton	West Street	West Elm Street		Full
East Bridgewater	Oak Street (Route 14)	Franklin St (Route 27)	W. Washington	Full
East Bridgewater	Bedford Street (Route 18)	Central Street		Full
East Bridgewater	Bedford Street (Route 18)	Highland Street		Full
East Bridgewater	Bedford Street (Route 18)	West Street (Route 106)		Full
East Bridgewater	Bedford Street (Route 18)	Whitman Street (Route 106)		Full
East Bridgewater	Washington Street	Central Street		Full
Easton	Foundry Street (Route 106)	Depot Street (Route 123)		Full
Easton	Foundry Street (Route 106)	Eastman Street (Route 123)		Full
Easton	Foundry Street (Route 106)	Turnpike Street (Route 138)		Full
Easton	Belmont Street (Route 123)	Stonehill College		Full
Easton	Turnpike Street (Route 138)	Purchase Street		Flashing Beacon
Easton	Washington Street (Route 138)	Belmont Street (Route 123)		Full
Easton	Washington Street (Route 138)	Central Street		Full
Easton	Washington Street (Route 138)	Depot Street (Route 123)		Full
Easton	Washington Street (Route 138)	Main Street		Full
Easton	Washington Street (Route 138)	Stonehill College		Full
Easton	Washington Street (Route 138)	Roche Brothers		Full
Halifax	Plymouth Street (Route 106)	Monponsett Street (Route 58)		Full
Halifax	Plymouth Street (Route 106)	Stop and Shop		Full
Halifax	Plymouth Street (Route 106)	Wal-Mart		Full
Hanson	West Washington Street (Route 14)	Holmes Street		Flashing Beacon
Hanson	Main Street (Route 27)	Indian Head Street (Route 58)		Full

Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Hanson	Liberty Street (Route 58)	County Road (Route 14)		Full
Hanson	Liberty Street (Route 58)	Winter Street		Full
Hanson	West Washington Street	Spring Street		Flashing Beacon
Kingston	Summer Street (Route 53)	Tremont Street (Route 3A)		Full
Kingston	Bishops Hwy (Route 80)	Parting Ways		Flashing Beacon
Kingston	Main Street (Route 106)	Pembroke Street (Route 27)	Evergreen Street	Full
Kingston	Main Street (Route 3A)	Brook Street (Route 80)		Full
Kingston	Main Street (Route 3A)	Hilltop Avenue		Full
Kingston	Elm Street	North of Jones River Crossing		Full
Kingston	Independence Mall Way	Cranberry Road		Full
Kingston	Smiths Lane	Independence Mall		Full
Kingston	Smiths Lane	Route 3 Northbound Ramps		Full
Pembroke	Center Street (Route 14)	High Street		Flashing Beacon
Pembroke	School Street (Route 27)	Mattakeeset Street		Flashing Beacon
Pembroke	School Street (Route 27)	Union/Mattakeeset Street		Full
Pembroke	Center Street (Route 36)	Elliot Avenue		Full
Pembroke	Center Street (Route 36)	Fire Station		Full
Pembroke	Center Street (Route 36)	Mattakeeset Street (Route 14)		Full
Pembroke	Center Street (Route 36)	School Street (Route 27)		Full
Pembroke	Washington Street (Route 53)	Barker Street (Route 14)		Full
Pembroke	Washington Street (Route 53)	Congress Street (Route 14)		Flashing Beacon
Pembroke	Washington Street (Route 53)	Schoosett Street (Route 139)		Full
Pembroke	Church Street (Route 139)	North River Plaza		Full
Pembroke	Church Street (Route 139)	Oak Street		Full
Pembroke	Church Street (Route 139)	Route 3 NB Ramp		Full
Pembroke	Church Street (Route 139)	Route 3 SB Ramp		Full
Pembroke	Church Street (Route 139)	Union Street		Full
Plymouth	Samoset Street (Route 44)	Court Street (Route 3A)		Full
Plymouth	Court Street (Route 3A)	Cherry Street		Full



Appendix D: Inventory of Existing Traffic Signals (Table), Continued


Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Plymouth	Main Street (Route 3A)	Leyden Street		Full
Plymouth	State Road (Route 3A)	White Horse Road	Beaver Damn Rd	Full
Plymouth	Warren Avenue (Route 3A)	Sandwich Street		Full
Plymouth	Carver Road	Plympton Rd (Route 80)		Full
Plymouth	Cherry Street	Standish Avenue		Full
Plymouth	Commerce Way	Enterprise Drive	Cherry Street	Full
Plymouth	Commerce Way	McAullife Way		Full
Plymouth	Commerce Way	Plympton Rd (Route 80)		Full
Plymouth	Commerce Way	Route 44 Eastbound Ramps		Full
Plymouth	Commerce Way	Route 44 Westbound Ramps		Full
Plymouth	Commerce Way	Wal-Mart Colony Place	Resnik	Full
Plymouth	Long Pond Road	Camelot Drive		Full
Plymouth	Long Pond Road	Home Depot		Full
Plymouth	Long Pond Road	Obery Street	South Street	Full
Plymouth	Long Pond Road	Route 3 NB Interchange		Full
Plymouth	Long Pond Road	Route 3 SB Interchange		Full
Plymouth	Long Pond Road	Shops at 5		Full
Plymouth	Rocky Hill Road	Edison Access		Full
Plymouth	Samoset Street	Carver Road	Seven Hills Road	Full
Plymouth	Samoset Street	Fire Station		Emergency Signal
Plymouth	Samoset Street	Pilgrim Hill Road		Full
Plymouth	Samoset Street	Route 3 NB Interchange	Westerly Road	Full
Plymouth	Samoset Street	Route 3 SB		Full
Plymouth	Samoset Street	Standish Avenue		Flashing Beacon
Plymouth	Summer Street	Pilgrim Hill Road		Full
Plympton	Main Street (Route 58)	Parsonage Road	Mayflower Road	Full
Plympton	Palmer Road (Route 58)	Center Street		Flashing Beacon
Plympton	Prospect Street	Winnetuxet Road		Flashing Beacon
Stoughton	Sharon Street (Route 27)	Bay Road		Full




Appendix D: Inventory of Existing Traffic Signals (Table), Continued

Community	Major Street	Minor Street #1	Minor Street #2	Traffic Control
Stoughton	Washington Street (Route 138)	Central Street		Full
Stoughton	Washington Street (Route 138)	Pleasant Street (Route 139)		Full
Stoughton	Washington Street (Route 138)	Porter Street	Pearl Street	Full
Stoughton	Washington Street (Route 138)	Stop and Shop		Full
Stoughton	Washington Street (Route 138)	Wyman Street		Full
Stoughton	Lindelof Avenue (Route 139)	Technology Center Drive	Kay Way	Full
Stoughton	Pleasant Street (Route 139)	Central Street		Full
Stoughton	Pleasant Street (Route 139)	Turnpike Street		Full
Stoughton	Turnpike Street (Route 139)	Hawes Way		Full
Stoughton	Turnpike Street (Route 139)	Page Street		Full
Stoughton	Central Street	Lincoln Street		Full
Stoughton	Central Street	Pearl Street		Full
Stoughton	Central Street	Turnpike Street		Full
Stoughton	Pearl Street	Ralph Mann Drive		Full
Stoughton	Pearl Street	School Street		Flashing Beacon
Stoughton	Plain Street	Morton Street		Flashing Beacon
Stoughton	Prospect Street	Park Street		Flashing Beacon
Stoughton	Turnpike Street	IKEA Way		Full
West Bridgewater	East Center Street (Route 106)	East Street		Flashing Beacon
West Bridgewater	West Center Street (Route 106)	Manley Street	Lowes	Full
West Bridgewater	West Center Street (Route 106)	North Elm Street	South Elm Street	Full
West Bridgewater	West Center Street (Route 106)	North Main Street (Route 28)	River Street	Full
West Bridgewater	West Center Street (Route 106)	Shaws Headquarters		Full
West Bridgewater	West Center Street (Route 106)	Retail Plaza	Dunkin Donuts	Flashing Beacon
Whitman	Auburn Street (Route 14)	Harvard Street		Flashing Beacon
Whitman	Auburn Street (Route 14)	Washington Street		Flashing Beacon
Whitman	Bedford Street (Route 18)	Auburn Street (Route 14)		Full
Whitman	Bedford Street (Route 18)	Stop and Shop		Full
Whitman	Bedford Street (Route 18)	Temple Street (Route 27)		Full
Whitman	Temple Street (Route 27)	Corthell Avenue		Full
Whitman	Temple Street (Route 27)	Washington Street	South Avenue (Route 27)	Flashing Beacon
Whitman	Washington Street	West Street	Park Avenue	Flashing Beacon

Appendix E: Commuter Rail Parking Lot Utilization (Table)

Location	Total Spaces	 Spaces																	
			Apr-01	May-02	May-04	Apr-05	Oct-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11
Providence/Stoughton Line																			
Canton Junction	764	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77.9%	70.2%	69.1%	66.4%	74.0%
Canton Center	215	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77.2%	43.7%	67.9%	64.2%	68.8%
Stoughton	333	10	N/A	110.2%	105.1%	110.5%	121.6%	112.6%	138.7%	121.6%	97.3%	102.1%	111.1%	102.1%	65.8%	68.5%	70.9%	65.5%	75.4%
Middleborough/Lakeville Line																			
Holbrook/Randolph	369	14	92.1%	88.6%	77.8%	78.9%	93.0%	80.5%	93.5%	81.6%	80.2%	83.2%	88.3%	62.1%	55.6%	52.8%	56.1%	49.6%	56.6%
Montello (Brockton)	347	12	95.4%	73.2%	67.4%	62.2%	72.0%	64.8%	71.2%	68.9%	66.3%	69.7%	70.3%	37.8%	36.9%	41.2%	37.2%	40.1%	32.6%
Downtown (Brockton)	267	6	52.8%	56.6%	39.0%	50.6%	50.2%	62.2%	63.3%	53.9%	53.9%	52.8%	53.9%	65.9%	60.3%	58.1%	65.2%	76.0%	68.5%
Campello (Brockton)	535	11	60.2%	53.6%	42.6%	45.8%	44.1%	45.4%	42.8%	45.2%	43.4%	45.2%	49.7%	33.3%	54.8%	24.5%	27.1%	22.4%	27.1%
Bridgewater	504	10	93.5%	90.5%	85.3%	69.6%	76.0%	87.3%	90.9%	87.1%	86.5%	75.4%	85.1%	58.3%	64.7%	49.8%	53.6%	48.8%	52.8%
Middleborough/Lakeville	769	14	98.0%	96.1%	77.4%	86.5%	86.3%	81.8%	90.2%	87.5%	83.9%	81.9%	93.8%	68.7%	92.3%	57.0%	57.1%	53.1%	60.9%
Kingston/Plymouth Line																			
South Weymouth	543	9	103.3%	94.1%	84.3%	97.8%	101.3%	100.6%	103.9%	96.5%	98.0%	80.1%	77.0%	73.5%	53.4%	68.9%	52.7%	51.9%	49.2%
Abington	405	9	104.4%	96.3%	89.1%	94.8%	99.3%	87.9%	103.2%	97.5%	95.1%	97.8%	99.8%	70.9%	59.8%	57.5%	57.5%	56.8%	57.0%
Whitman	208	7	86.1%	91.8%	85.1%	92.8%	107.7%	93.8%	95.7%	95.2%	95.2%	88.9%	88.9%	55.3%	60.1%	69.7%	57.2%	59.6%	59.1%
Hanson	482	8	88.4%	76.3%	75.3%	77.2%	79.9%	79.9%	80.3%	74.9%	76.6%	74.3%	79.9%	68.9%	61.4%	54.4%	55.2%	43.6%	53.3%
Halifax	402	10	98.8%	86.6%	74.9%	83.8%	77.1%	77.4%	87.1%	82.1%	85.3%	84.3%	81.1%	67.7%	59.0%	58.2%	56.2%	43.5%	53.2%
Kingston	1,039	25	90.1%	80.4%	63.5%	71.8%	74.7%	75.7%	73.5%	74.0%	58.8%	69.3%	71.0%	78.3%	39.0%	34.1%	31.2%	30.9%	33.0%
Plymouth	96	4	8.3%	8.3%	6.3%	1.0%	0.0%	0.0%	6.3%	3.1%	3.1%	1.0%	3.1%	1.0%	1.0%	0.0%	2.1%	3.1%	2.1%
Total Providence/Stoughton Line	1,312	25	N/A	48.1%	45.9%	48.2%	53.1%	49.1%	60.6%	53.1%	42.5%	44.6%	48.5%	44.6%	74.7%	65.4%	69.4%	65.8%	73.5%
Total Middleborough/Lakeville Line	2,791	67	84.5%	79.3%	67.3%	68.2%	72.0%	71.7%	76.7%	73.0%	71.0%	69.6%	76.3%	55.0%	65.3%	47.0%	48.9%	46.5%	49.6%
Total Kingston/Plymouth Line	3,175	72	92.3%	83.5%	73.3%	80.8%	83.4%	81.3%	84.7%	81.3%	76.9%	76.7%	77.4%	69.9%	50.3%	50.5%	45.9%	42.4%	45.3%
Total All Stations	7,278	164	72.7%	71.9%	62.6%	66.4%	69.6%	68.1%	72.7%	69.0%	65.2%	64.8%	68.1%	54.9%	60.4%	51.8%	51.3%	48.2%	52.0%

Appendix F: Park-and-Ride Parking Lot Utilization (Table)

Location	Total Spaces	 Spaces																
			Jun-01	May-04	Apr-05	Oct-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11
Route 24 Corridor																		
West Bridgewater - Route 24 @ Route 106	140	0	95.0%	89.3%	105.0%	104.3%	105.7%	112.1%	115.0%	110.7%	109.3%	105.7%	104.3%	102.1%	101.4%	87.9%	120.7%	99.3%
Bridgewater - Route 24 @ Route 104	60	0	60.0%	78.3%	70.0%	68.3%	83.3%	76.7%	61.7%	81.7%	96.7%	83.3%	48.3%	100.0%	68.3%	53.3%	71.7%	58.3%
Route 3 Corridor																		
Rockland - Route 3 @ Route 228	440	9	57.5%	64.3%	75.7%	63.0%	79.8%	70.5%	85.2%	76.6%	69.8%	77.5%	79.3%	66.4%	69.1%	43.9%	74.5%	80.9%
Pembroke - Route 3 @ Route 139	62	0	12.9%	N/A	0.0%	0.0%	4.8%	8.1%	9.7%	9.7%	4.8%	9.7%	24.2%	17.7%	8.1%	1.6%	0.0%	8.1%
Kingston - Route 3 @ Route 3A & 53	80	0	46.3%	110.0%	62.5%	91.3%	101.3%	88.8%	136.3%	101.3%	66.3%	73.8%	83.8%	88.8%	91.3%	58.8%	46.3%	65.0%
Plymouth - Route 3 @ Long Pond Road	200	8	N/A	52.5%	71.0%	69.0%	71.0%	61.0%	75.5%	73.0%	75.0%	80.0%	84.5%	92.0%	95.0%	93.5%	96.5%	103.5%
Bourne - Route 3 @ Route 6 (Sagamore)	377	8	103.2%	N/A	N/A	70.6%	89.9%	87.3%	N/A	N/A	N/A	86.2%	N/A	75.6%	77.2%	92.3%	82.2%	92.8%
Route 44 Corridor																		
Plymouth - Route 3 @ Route 44 & Commerce Way	520	6	N/A	0.2%	1.3%	0.0%	1.7%	2.5%	2.9%	3.1%	4.2%	4.0%	3.1%	4.0%	2.3%	2.1%	2.1%	4.6%
Total Route 24 Corridor	200	0	84.5%	86.0%	94.5%	93.5%	99.0%	101.5%	99.0%	102.0%	105.5%	99.0%	87.5%	101.5%	91.5%	77.5%	106.0%	87.0%
Total Route 3 Corridor	1,159	25	59.3%	41.1%	45.3%	65.1%	79.0%	72.2%	55.3%	49.2%	44.3%	76.9%	80.2%	72.7%	74.5%	67.0%	74.9%	83.7%
Total Route 44 Corridor	520	6	0.0%	0.2%	1.3%	0.0%	1.7%	2.5%	2.9%	3.1%	4.2%	4.0%	3.1%	4.0%	2.3%	2.1%	2.1%	4.6%
Total All Lots	1,879	31	45.6%	34.5%	38.4%	50.1%	59.8%	56.0%	45.4%	42.0%	39.7%	59.1%	59.7%	56.8%	56.3%	50.1%	58.1%	62.2%



Appendix G: Intersection Levels of Service (Table)

Community	Intersection	Control	AM LOS	PM LOS	Improvement Status
Abington	Adams Street (Route 58) & North Avenue (Route 139)	Signal	B	C	
Abington	Bedford Street (Route 18) & North Avenue (Route 139)/Randolph Street (Route 139)	Signal	D	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 Street	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 18/28) & 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 104) & Main Street (Route 28)/Summer Street (Route 104)	Signal	D	E	
Bridgewater	Broad Street (Route 18) & Campus Plaza	Stop Sign	E	F	
Bridgewater	Broad Street (Route 18) & Dunkin Donuts	Stop Sign	F	E	
Bridgewater	Broad Street (Route 18) & High Street	Stop Sign	F	F	Planned
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	Pleasant Street (Route 104) & Grove Street/Mt. Prospect Street	Stop Sign	F	F	
Bridgewater	Pleasant Street (Route 104) & South Street/Maple Street	Stop Sign	F	F	
Bridgewater	Plymouth Street (Route 104) & Burrill Avenue/BSU Spring Street Parking Lot	Stop Sign	F	F	
Bridgewater	Plymouth Street (Route 104) & Great Hill Drive/Hayward Street	Stop Sign	F	F	Planned
Bridgewater	Plymouth Street (Route 104) & Hale Street	Stop Sign	F	F	
Bridgewater	Plymouth Street (Route 104) & Hooper Street/Morris Avenue	Stop Sign	F	F	
Bridgewater	Plymouth Street (Route 104) & Meadow Lane/BSU Sports Complex Facility	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	
<i>Brockton</i>	<i>Crescent Street (Route 27) & Quincy Street/Massasoit Community College</i>	<i>Signal</i>	<i>F</i>	<i>F</i>	
Brockton	Main Street (Route 28) & Plain Street/Keith Avenue	Signal	B	D	Completed



Appendix G: Intersection Levels of Service (Table), Continued

Community	Intersection	Control	AM LOS	PM LOS	Improvement Status
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	<i>Completed</i>
Brockton	Reynolds Memorial Highway (Route 27) & Pleasant Street (Route 27)	Signal	C	E	<i>Completed</i>
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	
East Bridgewater	Bedford Street (Route 18) & Highland 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	
East Bridgewater	Plymouth Street (Route 106) & Washington Street	Stop Sign	C	F	
Easton	Belmont Street (Route 123) & Bristol Drive	Stop Sign	D	E	
Easton	Depot Street (Route 123) & Bay Road	Stop Sign	C	F	<i>Construction</i>
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)/Bay Road	Signal	E	F	<i>Construction</i>
Easton	Foundry Street (Route 106) & Poquanticut Avenue	Stop Sign	E	D	
Easton	Foundry Street (Route 106) & Prospect Street	Stop Sign	C	D	<i>Completed</i>
Easton	Foundry Street (Route 123) & Highland Street	Stop Sign	E	F	
Easton	Foundry Street (Route 123) & Old Foundry Street	Stop Sign	D	F	
Easton	Lincoln Street & Barrows Street	Stop Sign	C	E	
Easton	Main Street & Center Street/Lincoln Street	Stop Sign	F	F	
Easton	Main Street & Pond Street	Stop Sign	C	D	
Easton	Main Street & Sullivan Street	Stop Sign	C	D	
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	
Halifax	Thompson Street (Route 105) & Plymouth Street (Route 106)	Stop Sign	C	D	



Appendix G: Intersection Levels of Service (Table), Continued

Community	Intersection	Control	AM LOS	PM LOS	Improvement Status
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 106) & Elm Street	Stop Sign	C	D	
Kingston	Main Street (Route 3A) & Crescent Street/Foundry Lane	Stop Sign	C	D	
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)	Stop Sign	D	E	
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	Pilgrim Highway (Route 3) SB Off Ramp & Samoset Street WB	Stop Sign	C	F	
Plymouth	Pilgrim Highway (Route 3) SB Off Ramp & Samoset Street WB	Stop Sign	C	F	
Plymouth	Samoset Street & Algonquin Terrace	Stop Sign	F	F	
Plymouth	Samoset Street & Pilgrim Highway (Route 3) NB On Ramp/Westerly Road	Signal	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	<i>Construction</i>
Plymouth	State Road (Route 3A) & PowerHouse Road/Elliott 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	
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	

Appendix G: Intersection Levels of Service (Table), Continued

Community	Intersection	Control	AM LOS	PM LOS	Improvement Status
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	
Stoughton	Washington Street (Route 138) & Monk Street	Stop Sign	C	E	
West Bridgewater	West Center Street (Route 106) & Howard Street	Stop Sign	F	F	
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	Planned
West Bridgewater	West Center Street (Route 106) & Crescent Street	Stop Sign	F	F	
West Bridgewater	West Center Street (Route 106) & Howard Street	Stop Sign	F	F	
West Bridgewater	West Center Street (Route 106) & Lincoln Street	Stop Sign	D	F	
West Bridgewater	West Center Street (Route 106) & North Elm Street/South Elm Street	Signal	C	F	
West Bridgewater	West Center Street (Route 106) & Prospect Street	Stop Sign	E	D	
West Bridgewater	West Center Street (Route 106) & West Street	Stop Sign	F	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	



Appendix H: List of Mapped Developments by Community

Town	Facility	Address	Land Use	Status
Abington	121 Randolph St. (55+)	Randolph Street	Residential	P
Abington	7 Eleven	2 Brockton Avenue	Commercial	C
Abington	Abington Animal Hospital	19 Randolph Street	Medical	C
Abington	Abington Bank	6 Harrison Avenue	Commercial	C
Abington	Abington Commons	303 Summer Street	Residential	C
Abington	Abington Fire Department	1040 Bedford Street	Commercial	C
Abington	Abington Glen	500 North Quincy Street	Residential	C
Abington	Abington High School	201 Gliniewicz Way	Educational	C
Abington	Abington Police Department	215 Central Street	Commercial	C
Abington	Abington Post Office	24 Brockton Avenue	Municipal	C
Abington	Abington Post Office	16 Harrison Avenue	Municipal	C
Abington	Abington Public Library	600 Gliniewicz Way	Municipal	C
Abington	Abington Senior Center	441 Summer Street	Institutional	C
Abington	Abington Sunoco	907 Bedford Street	Commercial	C
Abington	Abington Town Hall	500 Gliniewicz Way	Commercial	C
Abington	Abington Woods	Thayer Street	Residential	C
Abington	Advanced Auto Parts	147 Brockton Avenue	Commercial	C
Abington	American Legion	1027 Washington Street	Institutional	C
Abington	Ames Nowell State Park	Linwood Street	Recreational	C
Abington	Bank of America	93 Brockton Avenue	Commercial	C
Abington	Beaver Brook Elementary School	1 Ralph Hamlin Lane	Educational	C
Abington	Borderland Service	171 North Quincy Street	Commercial	C
Abington	Cape Cod Lumber	403 Bedford Street	Commercial	C
Abington	Cedarwood Village	272 Bedford Street	Residential	C
Abington	Center School	65 Thaxter Avenue	Educational	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Abington	Century Estates	Dorsey Street	Residential	P
Abington	Colony House Nursing & Rehabilitation Center	277 Washington Street	Medical	C
Abington	Compass Medical	673 Bedford Street (Route 18)	Medical	C
Abington	Dairy Queen	335 Center Avenue	Commercial	C
Abington	Dunkin Donuts	259 Brockton Avenue	Commercial	C
Abington	Dunkin Donuts	937 Bedford Street	Commercial	C
Abington	Dunkin Donuts	336 Centre Avenue	Commercial	C
Abington	Dunkin Donuts	147 North Quincy Street	Commercial	C
Abington	Extra Space Self Storage	1430 Bedford Street	Commercial	C
Abington	Frolio Middle School	1071 Washington Street	Educational	C
Abington	Gables	612 Hampton Way	Residential	C
Abington	Harbor One Credit Union	660 Bedford Street	Commercial	C
Abington	Honey Dew Donuts	715 Plymouth Street	Commercial	C
Abington	Island Grove Park	Park Street	Recreational	C
Abington	Jean Carol Road Subdivision	Jean Carol Road	Residential	U
Abington	Knights of Columbus	254 Hancock Street	Institutional	C
Abington	Lowe's Home Store	400 Bedford Street	Commercial	C
Abington	Mayflower Street Subdivision	Mayflower Street	Residential	P
Abington	Meineke	271 Washington Street	Commercial	C
Abington	On The Run	906 Bedford Street	Commercial	C
Abington	Robert N. Karpp Building Materials	245 North Avenue	Commercial	C
Abington	Rockland Trust Company	381 Centre Avenue	Commercial	C
Abington	Route 18 Superstore	336 Washington Street	Commercial	C
Abington	Signature Health Care	360 Brockton Avenue (Route 123)	Medical	C
Abington	Southfield	Route 18	Residential	U

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Abington	Sovereign Bank	533 Washington Street	Commercial	C
Abington	St. Bridget's School	455 Plymouth Street	Educational	C
Abington	Stevens Farm Estates	Orchards Lane	Residential	P
Abington	Stop & Shop	375 Center Avenue	Commercial	C
Abington	Strawberry Valley Golf Course	164 Washington Street	Commercial	C
Abington	Sullivan Tire	1215 Bedford Road	Commercial	C
Abington	Sunoco	336 Centre Avenue	Commercial	C
Abington	Target	385 Center Avenue	Commercial	C
Abington	Tech Lube	380 Bedford Street	Commercial	C
Abington	Tedeschi	145 North Quincy Street	Commercial	C
Abington	Timber Lanes	460 Bedford Street (Route 18)	Commercial	C
Abington	Trucchis	858 Bedford Street	Commercial	C
Abington	VFW Post	30 Central Street	Institutional	C
Abington	Vin & Eddie's Ristorante	1400 Bedford Street	Commercial	C
Abington	Walmart	777 Brockton Avenue	Commercial	C
Abington	Wendy's	375 Centre Street	Commercial	C
Abington	Woodlands at Abington Commons	9 Woodlands Way	Residential	C
Abington	Woodsdale School	128 Chestnut Street	Educational	C
Avon	ABC Supply Company	59 Littlefield Street	Commercial	C
Avon	Avon Cooperative Bank	1 East Main Street	Commercial	C
Avon	Avon Fire Department	150 Main Street	Commercial	C
Avon	Avon Gas & Services	284 East Main Street	Commercial	C
Avon	Avon Industrial Park	Bodwell Street	Commercial	C
Avon	Avon Middle-High School	285 West Main Street	Educational	C
Avon	Avon Police Department	150 Main Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Avon	Avon Post Office	8 East Main Street	Municipal	C
Avon	Avon Public Library	280 West Main Street	Municipal	C
Avon	Avon Quality Storage	100 Ladge Drive	Commercial	C
Avon	Avon Town Hall	65 East Main Street	Commercial	C
Avon	Bank of America	299 Pond Street	Commercial	C
Avon	Brook Contractors Supply	270 East High Street	Commercial	C
Avon	Christmas Tree Shops	15 Stockwell Drive	Commercial	C
Avon	Costco	120 Stockwell Drive	Commercial	C
Avon	D'Angelo	600 Page Street	Commercial	C
Avon	Dunkin Donuts	20 Memorial Drive	Commercial	C
Avon	Dunkin Donuts	5 Stockwell Drive	Commercial	C
Avon	Dunkin Donuts	600 Page Street	Commercial	C
Avon	Generations Restaurant	81 Memorial Drive	Commercial	C
Avon	Home Depot	60 Stockwell Drive	Commercial	C
Avon	House Bank	31 Memorial Drive	Commercial	C
Avon	Jordan's Furniture	100 Stockwell Drive	Commercial	C
Avon	Kamco Supply Corporation	304 Bodwell Street	Commercial	C
Avon	Mercury Moving and Storage Systems	40 Strafello Drive	Commercial	C
Avon	Michael's	15 Stockwell Drive	Commercial	C
Avon	National Tire & Battery	20 Stockwell Drive	Commercial	C
Avon	Performance Arts Center/Amphitheater	Pond Street	Institutional	P
Avon	Petco	20 Stockwell Drive	Commercial	C
Avon	Ralph D. Butler Elementary School	1 Patrick Clark Drive	Educational	C
Avon	Staples	20 Stockwell Drive	Commercial	C
Avon	VFW Post	263 East Main Street (Route 28)	Institutional	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Avon	Walmart	Route 28	Commercial	C
Bridgewater	99 Restaurant	233 Broad Street	Commercial	C
Bridgewater	A & A Gasoline Inc.	1001 Bedford Street	Commercial	C
Bridgewater	Advanced Auto Parts	10 Central Square	Commercial	C
Bridgewater	Allied Auto Parts	325 Broad Street	Commercial	C
Bridgewater	BCL Premier Sports	Elm Street	Commercial	P
Bridgewater	Bridgewater Credit Union	75 Main Street	Commercial	C
Bridgewater	Bridgewater Fire Department	22 School Street	Commercial	C
Bridgewater	Bridgewater Fire Department	774 Plymouth Street	Commercial	C
Bridgewater	Bridgewater Fitness Center	620 Bedford Street (Route 18/28)	Commercial	C
Bridgewater	Bridgewater Ice Arena	20 Bedford Park	Commercial	C
Bridgewater	Bridgewater Industrial Park	Elm Street	Commercial	C
Bridgewater	Bridgewater Middle School	166 Mt. Prospect Street	Educational	C
Bridgewater	Bridgewater Nursing Home	16 Pleasant Street	Medical	C
Bridgewater	Bridgewater Police Department	220 Pleasant Street	Commercial	C
Bridgewater	Bridgewater Post Office	169 Broad Street	Municipal	C
Bridgewater	Bridgewater Public Library	15 South Street	Municipal	C
Bridgewater	Bridgewater Savings Bank	14 Main Street	Commercial	C
Bridgewater	Bridgewater Savings Bank	29 Bedford Street	Commercial	C
Bridgewater	Bridgewater Savings Bank	1400 Pleasant Street	Commercial	C
Bridgewater	Bridgewater State Hospital	20 Administration Road	Institutional	C
Bridgewater	Bridgewater State University	131 Summer Street	Educational	C
Bridgewater	Bridgewater Town Hall	64 Central Square	Commercial	C
Bridgewater	Bridgewater Veterinary Clinic	481 Bedford Street	Medical	C
Bridgewater	Bridgewater/Raynham High School	415 Center Street	Educational	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Bridgewater	Burger King	115 Broad Street	Commercial	C
Bridgewater	Burger King	Route 24 SB Service Area	Commercial	C
Bridgewater	Burger King	Route 24 NB Service Area	Commercial	C
Bridgewater	Burlington Coat Factory	460 Broad Street	Commercial	C
Bridgewater	Cassidy Place	Route 104	Residential	U
Bridgewater	Childes Bridge Farm	Cherry Street	Residential	P
Bridgewater	Citizens Bank	755 Bedford Street	Commercial	C
Bridgewater	College Town Mobil	861 Bedford Street	Commercial	C
Bridgewater	Community Bank	110 Main Street	Commercial	C
Bridgewater	Crispi's Italian Cuisine	136 Broad Street	Commercial	C
Bridgewater	Cumberland Farms	33 Main Street	Commercial	C
Bridgewater	CVS	9-19 Summer Street	Commercial	C
Bridgewater	D'Angelo	3 Broad Street	Commercial	C
Bridgewater	D'Angelo	1440 Pleasant Street	Commercial	C
Bridgewater	DB Lumber & Home Improvement	100 1st Street	Commercial	C
Bridgewater	Diamond Window & Doors Manufacturer	434 Elm Street	Commercial	C
Bridgewater	Dunkin Donuts	750 Bedford Street	Commercial	C
Bridgewater	Dunkin Donuts	171 Broad Street	Commercial	C
Bridgewater	Dunkin Donuts	955 Pleasant Street	Commercial	C
Bridgewater	Dunkin Donuts	Route 24 NB Service Area	Commercial	C
Bridgewater	Dunkin Donuts	Route 24 SB Service Area	Commercial	C
Bridgewater	Fitness Together	220 Winter Street	Commercial	C
Bridgewater	George H. Mitchell Elementary School	500 South Street	Educational	C
Bridgewater	Get In Shape For Women	180 Winter Street	Commercial	C
Bridgewater	Getty	724 Bedford Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Bridgewater	Harbor One Credit Union	295 Bedford Street	Commercial	C
Bridgewater	Home Depot	1453 Pleasant Street	Commercial	C
Bridgewater	Honey Dew Donuts	10 Summer Street	Commercial	C
Bridgewater	Honey Dew Donuts	1485 Pleasant Street	Commercial	C
Bridgewater	Irving	1385 Pleasant Street	Commercial	C
Bridgewater	Kingswood Park Village	180 Main Street	Residential	C
Bridgewater	Knights of Columbus	582 Bedford Street (Route 18)	Institutional	C
Bridgewater	Lakeshore Center	1 Lakeshore Center	Commercial	P
Bridgewater	Lakeside Estates	Lakeside Drive	Residential	P
Bridgewater	Lakewood Estates	Lakewood Drive	Residential	U
Bridgewater	Lucky Star Gas	28 Central Square	Commercial	C
Bridgewater	MacDonald Moving Services	434 Elm Street	Commercial	C
Bridgewater	Massachusetts Alcohol & Substance Abuse Center	2 Administration Road	Institutional	C
Bridgewater	Massachusetts Treatment Center	30 Administration Road	Institutional	C
Bridgewater	Master Tech Automotive	4 First Street	Commercial	C
Bridgewater	Mayflower Cooperative Bank	5 Scotland Boulevard	Commercial	C
Bridgewater	McDonald's	Campus Plaza	Commercial	C
Bridgewater	Mechanics Cooperative Bank	72 Main Street	Commercial	C
Bridgewater	Midas	198 Broad Street	Commercial	C
Bridgewater	NAPA	210 Broad Street	Commercial	C
Bridgewater	Old Colony Correctional Center	1 Administration Road	Institutional	C
Bridgewater	Olde Scotland Links	695 Pine Street	Commercial	C
Bridgewater	Papa Gino's	233 Broad Street	Commercial	C
Bridgewater	Pratt Town Meadows (55+)	Plymouth Street	Residential	P
Bridgewater	Rapid Refill	155 Broad Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Bridgewater	Rite-Aid	233 Broad Street	Commercial	C
Bridgewater	Roche Bros.	20 Broad Street	Commercial	C
Bridgewater	Rockland Trust Company	233 Broad Street	Commercial	C
Bridgewater	Scotland Industrial Park	Scotland Boulevard	Commercial	C
Bridgewater	Signature Health Care	545 Bedford Street (Route 18)	Medical	C
Bridgewater	South Shore Community Church	Elm Street	Institutional	P
Bridgewater	Southbrook Academy	792 Plymouth Street	Educational	C
Bridgewater	Sovereign Bank	20 Central Square	Commercial	C
Bridgewater	Stone Meadow (55+)	Plain Street	Residential	U
Bridgewater	Subway	233 Broad Street	Commercial	C
Bridgewater	Taco Bell/KFC	218 Broad Street	Commercial	C
Bridgewater	Tedeschi	785 Bedford Street	Commercial	C
Bridgewater	Tedeschi	169 Spring Street	Commercial	C
Bridgewater	The Pines	Route 18	Residential	C
Bridgewater	VFW Post	40 Orange Street	Institutional	C
Bridgewater	Walgreens	4 Central Square	Commercial	C
Bridgewater	Waterford Village	51 Meadow Lane	Residential	C
Bridgewater	Williams Intermediate School	200 South Street	Educational	C
Brockton	26 School St Condos	26 School Street	Residential	P
Brockton	7 Eleven	662 Belmont Street	Commercial	C
Brockton	7 Eleven	411 Pleasant Street	Commercial	C
Brockton	7 Eleven	65 Oak Street Ext.	Commercial	C
Brockton	A L Prime Mart	North Montello Street	Commercial	C
Brockton	A Plus Self Storage	18 Montello Street (Route 28)	Commercial	C
Brockton	AAMCO Transmissions	640 Oak Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	AC Moore	544 Westgate Drive	Commercial	C
Brockton	Advanced Auto Parts	718 Crescent Street	Commercial	C
Brockton	Advanced Auto Parts	966 Main Street	Commercial	C
Brockton	Advanced Auto Parts	609 Belmont Street	Commercial	C
Brockton	Allied Auto Parts	472 Main Street	Commercial	C
Brockton	American Legion	156 West Elm Street	Institutional	C
Brockton	Angelo School	472 North Main Street	Educational	C
Brockton	Arnone School	135 Belmont Street	Educational	C
Brockton	Ashfield Middle School	225 Coe Road	Educational	C
Brockton	Asiaf Rink	476 Forest Avenue	Commercial	C
Brockton	Auto Zone	651 Crescent Street	Commercial	C
Brockton	Auto Zone	740 Belmont Street	Commercial	C
Brockton	Auto Zone	1636 Main Street	Commercial	C
Brockton	Awon's Tire & Auto Center	530 North Main Street	Commercial	C
Brockton	B.A.R. Automotive	693 North Montello Street	Commercial	C
Brockton	B.B. Russell Alternative School	175 Warren Avenue	Educational	C
Brockton	Baker School	45 Quincy Street	Educational	C
Brockton	Bank of America	826 Belmont Street	Commercial	C
Brockton	Bank of America	695 Crescent Street	Commercial	C
Brockton	Barbour Corporate Facility	997 N. Montello Street	Commercial	C
Brockton	BAT Intermodal Centre	155 Court Street	Municipal	C
Brockton	Battles Farm Village	225 Battles Street	Residential	C
Brockton	Belmont West Apartments	45 Belmont Court	Residential	C
Brockton	Bernardi Honda/Hyundai Dealership	Manley Street	Commercial	U
Brockton	Bertucci's	1285 Belmont Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Boston Market	756 Belmont Street	Commercial	C
Brockton	Boys and Girls Club	223 Warren Avenue	Commercial	C
Brockton	Bridgewater Goddard Park Medical Association	110 Liberty Street	Medical	C
Brockton	Brockton Animal Hospital	386 Belmont Street	Medical	C
Brockton	Brockton Business Center	Liberty Street	Commercial	C
Brockton	Brockton Champion High School	175 Warren Avenue	Educational	C
Brockton	Brockton City Hall	45 School Street	Commercial	C
Brockton	Brockton Clean Energy	Oak Hill Way	Industrial	P
Brockton	Brockton Commons	55 City Hall Plaza	Residential	C
Brockton	Brockton Country Club	265 Samuel Avenue	Commercial	C
Brockton	Brockton Fire Department	42 Pleasant Street	Commercial	C
Brockton	Brockton Fire Department	945 Main Street	Commercial	C
Brockton	Brockton Fire Department	916 North Main Street	Commercial	C
Brockton	Brockton Fire Department	305 Crescent Street	Commercial	C
Brockton	Brockton Fire Department	560 West Street	Commercial	C
Brockton	Brockton Fire Department	605 North Cary Street	Commercial	C
Brockton	Brockton High School	470 Forest Avenue	Educational	C
Brockton	Brockton Neighborhood Health Center	Main Street	Medical	C
Brockton	Brockton Police Department	7 Commercial Street	Commercial	C
Brockton	Brockton Post Office	120 Commercial Street	Municipal	C
Brockton	Brockton Public Library-East Branch	54 Kingman Street	Municipal	C
Brockton	Brockton Public Library-Main Branch	304 Main Street	Municipal	C
Brockton	Brockton Public Library-West Branch	540 Forest Avenue	Municipal	C
Brockton	Brockton SDA Elementary School	243 Court Street	Educational	C
Brockton	Brockton Touchfree Car Wash	1015 Main Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Brockton Trial Court	215 Main Street	Municipal	C
Brockton	Brookfield School	135 Jon Drive	Educational	C
Brockton	Burger King	606 Belmont Street	Commercial	C
Brockton	Campanelli Industrial Park	Campanelli Industrial Drive	Commercial	C
Brockton	Campello Heights	Clinton Street	Residential	C
Brockton	Campello Station Post Office	1104 Main Street	Municipal	C
Brockton	Campanelli Stadium	Route 123	Commercial	C
Brockton	Canterbury Arms Apartments	349 North Pearl Street	Residential	C
Brockton	Cardinal Spellman High School	738 Court Street	Educational	C
Brockton	Champion City Recovery	138 Wilder Street	Commercial	C
Brockton	Champion Fuel	633 Warren Avenue	Commercial	C
Brockton	Champion Lincoln & Mazda	1724 South Main Street	Commercial	C
Brockton	Champions at Trinity Catholic Academy	37 Erie Avenue	Educational	C
Brockton	Champions at Trinity Catholic Academy	631 North Main Street	Educational	C
Brockton	Chateaux Westgate Condos	1 Oak Lane	Residential	C
Brockton	Chatham West Apartments	202 Chatham West Drive	Residential	C
Brockton	Christo's Restaurant	782 Crescent Street	Commercial	C
Brockton	Ciccheti Service Station	208 Pleasant Street	Commercial	C
Brockton	Citizens Bank	932 North Montello Street	Commercial	C
Brockton	Community Bank	1090 Main Street	Commercial	C
Brockton	Community Bank	276 Quincy Street	Commercial	C
Brockton	Community Bank	1265 Belmont Street	Commercial	C
Brockton	Copeland Toyota	970 West Chestnut Street	Commercial	C
Brockton	Corayer's Service Station	351 Belmont Street	Commercial	C
Brockton	Country Inn & Suites by Carlson	50 Christy Drive	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Crescent Credit Union	115 Commercial Street	Commercial	C
Brockton	Crescent Credit Union	715 Crescent Street	Commercial	C
Brockton	Crescent Credit Union	1219 Main Street	Commercial	C
Brockton	CSI Housing Coop.	572 Centre Street	Residential	P
Brockton	Cumberland Farms	1813 Main Street	Commercial	C
Brockton	CVS	1933 Main Street	Commercial	C
Brockton	CVS	230 East Ashland Avenue	Commercial	C
Brockton	CVS Pharmacy	316 North Pearl Street	Commercial	C
Brockton	CVS Pharmacy	240 Oak Street	Commercial	C
Brockton	CVS Pharmacy	355 Centre Street	Commercial	C
Brockton	CVS Pharmacy	Belmont & Torrey Street	Commercial	U
Brockton	D.W. Field Golf Course	331 Oak Street	Commercial	C
Brockton	D.W. Field Park	D.W. Field Parkway	Recreational	C
Brockton	Dairy Queen	344 Belmont Street	Commercial	C
Brockton	Dairy Queen	1138 North Main Street	Commercial	C
Brockton	D'Angelo	648 Pleasant Street	Commercial	C
Brockton	D'Angelo	739 Belmont Street	Commercial	C
Brockton	D'Angelo	1753 South Main Street	Commercial	C
Brockton	Davis Commons	165 Carl Avenue	Residential	C
Brockton	Davis K-8 School	380 Plain Street	Educational	C
Brockton	DeSantis Chevrolet	1555 South Main Street	Commercial	C
Brockton	Dick's Sporting Goods	435 Westgate Drive	Commercial	C
Brockton	Domino's	1085 Montello Street	Commercial	C
Brockton	Domino's	1289 Main Street	Commercial	C
Brockton	Douglas House	20 Haverhill Street	Residential	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Dovecrest Montessori Academy	460 Belmont Street	Educational	C
Brockton	Downey School	55 Electric Avenue	Educational	C
Brockton	Dunkin Donuts	304 Belmont Street	Commercial	C
Brockton	Dunkin Donuts	43 Torrey Street	Commercial	C
Brockton	Dunkin Donuts	37 Belmont Street	Commercial	C
Brockton	Dunkin Donuts	784 Belmont Street	Commercial	C
Brockton	Dunkin Donuts	587 Main Street	Commercial	C
Brockton	Dunkin Donuts	66 Montello Street	Commercial	C
Brockton	Dunkin Donuts	321 Crescent Street	Commercial	C
Brockton	Dunkin Donuts	748 North Main Street	Commercial	C
Brockton	Dunkin Donuts	532 Westgate Drive	Commercial	C
Brockton	Dunkin Donuts	245 East Ashland Street	Commercial	C
Brockton	Dunkin Donuts	1000 West Chestnut Street	Commercial	C
Brockton	Dunkin Donuts	317 North Pearl Street	Commercial	C
Brockton	Dunkin Donuts	1280 Belmont Street	Commercial	C
Brockton	Dunkin Donuts	1001 North Main Street	Commercial	C
Brockton	Dunkin Donuts	635 Crescent Street	Commercial	C
Brockton	Dunkin Donuts	634 Centre Street	Commercial	C
Brockton	Dunkin Donuts	1775 Main Street	Commercial	C
Brockton	East Middle School	464 Centre Street	Educational	C
Brockton	Eastern Bank	1300 Belmont Street	Commercial	C
Brockton	Elie Baking Co.	204 N. Montello Street	Commercial	C
Brockton	Elm Court Hotel	33 West Elm Street	Commercial	C
Brockton	Emerson Townhouses	Montello Street	Residential	C
Brockton	Extra Space Storage	885 Centre Street (Route 123)	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Fairway Oaks	9 Village Way	Residential	C
Brockton	Finish Line Automotive	839 Main Street	Commercial	C
Brockton	Firestone	126 Warren Avenue	Commercial	C
Brockton	Foxy Lady	265 Pearl Street	Commercial	C
Brockton	Georges Service Station	74 Warren Avenue	Commercial	C
Brockton	George's Service Station	74 Warren Avenue	Commercial	C
Brockton	Gilmore School	150 Clinton Street	Educational	C
Brockton	Goddard Alternative School	20 Union Street	Educational	C
Brockton	Good Samaritan Hospital Cancer Center	North Pearl Street	Medical	C
Brockton	Grossman's Bargain Outlet	587 Centre Street	Commercial	C
Brockton	Hancock School	125 Pearl Street	Educational	C
Brockton	Hap's Auto Service	790 West Chestnut Street	Commercial	C
Brockton	Harbor One Credit Union	68 Legion Parkway	Commercial	C
Brockton	Harbor One Credit Union	1601 Main Street	Commercial	C
Brockton	Harbor One Credit Union	770 Oak Street	Commercial	C
Brockton	Harbor One Credit Union	820 North Main Street	Commercial	C
Brockton	Hess	296 North Pearl Street	Commercial	C
Brockton	Home Depot	715 Crescent Street	Commercial	C
Brockton	Honey Dew Donuts	1906 Main Street	Commercial	C
Brockton	Honey Dew Donuts	680 Centre Street	Commercial	C
Brockton	Honey Dew Donuts	541 Pleasant Street	Commercial	C
Brockton	Huntington School	1121 Warren Avenue	Educational	C
Brockton	IHOP	540 Westgate Drive	Commercial	C
Brockton	Irving	300 Crescent Street	Commercial	C
Brockton	Irving	500 Pleasant Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Irving Gas Station	158 Montello Street	Commercial	C
Brockton	Kennedy School	900 Ash Street	Educational	C
Brockton	Kinnealy Foods	1100 Pearl Street	Commercial	C
Brockton	Kmart	2001 Main Street	Commercial	C
Brockton	Laham's Auto Service	770 Main Street	Commercial	C
Brockton	Liberty Bank	60 Crescent Street	Commercial	C
Brockton	Lincoln Lofts	Montello Street	Residential	P
Brockton	Lincoln St Parking Garage	Lincoln Street	Government	P
Brockton	Linwood Residential	Linwood Street	Residential	P
Brockton	Little Ceasar's	747 Belmont Street	Commercial	C
Brockton	Longworth Place	821 Centre Street	Residential	C
Brockton	Lot 2B Liberty Street	Liberty Street	Commercial	P
Brockton	Lowe's Home Store	135 Westgate Drive	Commercial	C
Brockton	Lukoil	409 Pleasant Street	Commercial	C
Brockton	Madrid Square Condos	685 Oak Street	Residential	C
Brockton	MainSpring Veteran's Housing	Spring Street	Residential	C
Brockton	Manthala George School	180 Colonel Bell Drive	Educational	C
Brockton	Mary E. Baker School	North Quincy Street	Educational	C
Brockton	Massasoit Community College	1 Massasoit Boulevard	Educational	C
Brockton	MassTire	753 Belmont Street	Commercial	C
Brockton	McDonald's	715 Belmont Street	Commercial	C
Brockton	McDonald's	334 North Pearl Street	Commercial	C
Brockton	McDonald's	908 North Montello Street	Commercial	C
Brockton	McDonald's	664 Crescent Street	Commercial	C
Brockton	Meineke	609 Oak Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Mike's Gas	212 Torrey Street	Commercial	C
Brockton	Mobil	1012 Belmont Street	Commercial	C
Brockton	Modern Auto Body	561 North Montello Street	Commercial	C
Brockton	Montello Station Post Office	200 Oak Street	Municipal	C
Brockton	Mutual Bank	656 Crescent Street	Commercial	C
Brockton	Mutual Oil Co.	863 Crescent Street	Commercial	C
Brockton	NAPA	566 Forest Street	Commercial	C
Brockton	Nissan 24	1016 Belmont Street	Commercial	C
Brockton	North Main Street Veterinary Clinic	116 North Main Street	Medical	C
Brockton	North Middle School	108 Oak Street	Educational	C
Brockton	Northeast Industrial Park	Spark Street	Commercial	C
Brockton	Oak Hill Industrial Park	Oak Hill Way	Commercial	C
Brockton	Ocean State Job Lot	85 Torrey Street	Commercial	C
Brockton	Office Building	130 Liberty Street	Commercial	C
Brockton	Old Colony Y-Childcare	850 West Chestnut Street	Educational	C
Brockton	Old Colony Y-Youth Division	465 Main Street	Educational	C
Brockton	On The Run	303 North Pearl Street	Commercial	C
Brockton	On-Deck Sports	88 Spark Street	Commercial	C
Brockton	Panera Bread	1301 Belmont Street	Commercial	C
Brockton	Papa Gino's	897 North Montello Street	Commercial	C
Brockton	Papa Gino's	675 Crescent Street	Commercial	C
Brockton	Papa Gino's	885 Belmont Street	Commercial	C
Brockton	Paradise Caribbean Restaurant	West Elm St. & Warren Ave.	Commercial	C
Brockton	Patriot Fuel Co.	54 North Cary Street	Commercial	C
Brockton	Paul Clark Volkswagen	122 Liberty Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Pearl Estates	Pearl Street	Residential	P
Brockton	Petro Save	64 North Montello Street	Commercial	C
Brockton	PetSmart	607 Belmont Street	Commercial	C
Brockton	Pine Estates	469 Pine Grove Drive	Residential	C
Brockton	Plouffe School	250 Crescent Street	Educational	C
Brockton	Prestige Car Wash	245 North Pearl Street	Commercial	C
Brockton	Prestige Gas	761 Warren Avenue	Commercial	C
Brockton	Price-Rite	21 Torrey Street	Commercial	C
Brockton	Public Storage	2030 Main Street	Commercial	C
Brockton	Quality Inn	1005 Belmont Street	Commercial	C
Brockton	Raymond K-8 School	125 Oak Street	Educational	C
Brockton	Regional Desalination Project	Elm Street	Industrial	C
Brockton	Registry of Motor Vehicles	490 Forest Avenue	Municipal	C
Brockton	Renaissance Village	Route 28	Residential	P
Brockton	Residence Inn by Marriott	124 Liberty Street	Commercial	C
Brockton	Rite-Aid	725 Centre Street	Commercial	C
Brockton	River Bank Inc.	484 Pleasant Street	Commercial	C
Brockton	Rockland Trust Company	34 School Street	Commercial	C
Brockton	Rockland Trust Company	100 Belmont Street	Commercial	C
Brockton	Rockland Trust Company	485 Belmont Street	Commercial	C
Brockton	Rockland Trust Company	836 North Main Street	Commercial	C
Brockton	Save-A-Lot	240 East Ashland Street	Commercial	C
Brockton	Self Storage	230 Oak Street	Commercial	C
Brockton	Shawmut Manor	25 Perry Avenue	Residential	C
Brockton	Shaws	641 Belmont Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Shaws	715 Crescent Street	Commercial	C
Brockton	Shell	620 Belmont Street	Commercial	C
Brockton	Shell	612 Oak Street	Commercial	C
Brockton	Shell	945 Belmont Street	Commercial	C
Brockton	Signature Health Care	1300 Belmont Street (Route 123)	Medical	C
Brockton	Signature Health Care	110 Liberty Street	Medical	C
Brockton	Signature Healthcare-Brockton Hospital	680 Centre Street	Commercial	C
Brockton	Skyview	Main Street	Residential	C
Brockton	SOCO 146	Court Street	Residential	U
Brockton	SOCO Lofts	Commercial Street	Residential	C
Brockton	South Middle School	105 Keith Avenue Ext.	Educational	C
Brockton	Sovereign Bank	25 Torrey Street	Commercial	C
Brockton	Speedee Oil Change	800 Crescent Street	Commercial	C
Brockton	St. Jean Auto Sales & Repair	225 North Montello Street	Commercial	C
Brockton	St. Joseph's Manor Nursing Home	215 Thatcher Street	Medical	C
Brockton	Staples	599 Belmont Street	Commercial	C
Brockton	Star Shine Car Wash I	444 Main Street	Commercial	C
Brockton	Star Shine Car Wash II	1075 North Montello Street	Commercial	C
Brockton	Starbucks	1285 Belmont Street	Commercial	C
Brockton	Stop & Shop	683 Belmont Street	Commercial	C
Brockton	Stop and Shop	Montello Street	Commercial	C
Brockton	Stop N' Gas	81 Warren Avenue	Commercial	C
Brockton	Storage Pros	145 Campanelli Drive	Commercial	C
Brockton	Subway	768 Belmont Street	Commercial	C
Brockton	Subway	768 Centre Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Suds Plus Car Wash	795 Centre Street	Commercial	C
Brockton	Sullivan Tire	1320 Belmont Street	Commercial	C
Brockton	Sunny's Car Wash	535 Westgate Drive	Commercial	C
Brockton	Sunoco	827 Belmont Street	Commercial	C
Brockton	Super 8 Motel	385 Westgate Drive	Commercial	C
Brockton	Taco Bell	675 Belmont Street	Commercial	C
Brockton	Taco Bell/KFC	875 North Montello Street	Commercial	C
Brockton	Tech Lube	881 North Montello Street	Commercial	C
Brockton	Tedeschi	304 Belmont Street	Commercial	C
Brockton	Tedeschi	563 Centre Street	Commercial	C
Brockton	Tedeschi	443 Crescent Street	Commercial	C
Brockton	Tedeschi	17 Pearl Street	Commercial	C
Brockton	Tedeschi	446 East Ashland Street	Commercial	C
Brockton	Texas Roadhouse	124 Westgate Drive	Commercial	C
Brockton	Thorney Lea Golf Club	159 Torrey Street	Commercial	C
Brockton	Times Building	Main Street	Residential	C
Brockton	Town Fair Tire	345 Westgate Drive	Commercial	C
Brockton	Toys-R-Us	105 Campanelli Industrial Drive	Commercial	C
Brockton	Transmission Physician Brockton	501 North Main Street	Commercial	C
Brockton	Trinity Village	283 Grove Street	Residential	C
Brockton	U-Haul Moving and Storage	661 North Main Street	Commercial	C
Brockton	V.A. Boston Healthcare System-Brockton Division	940 Belmont Street	Medical	C
Brockton	Valvoline Instant Oil Change	640 Oak Street	Commercial	C
Brockton	VFW Post	283 North Quincy Street	Institutional	C
Brockton	VFW Post	940 Belmont Street (Route 123)	Institutional	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Brockton	Village Rest Home	197 West Chestnut Street	Medical	C
Brockton	Vinny's Sunoco	210 East Ashland Street	Commercial	C
Brockton	Walgreens	880 N. Montello Street	Commercial	C
Brockton	Walgreens	25 Oak Street Extension	Commercial	C
Brockton	Walgreens	610 Pleasant Street	Commercial	C
Brockton	Walgreens	1101 Main Street	Commercial	C
Brockton	Walgreens	771 Centre Street	Commercial	C
Brockton	Walkover Commons	100 Perkins Avenue	Residential	C
Brockton	Walmart	700 Oak Street	Commercial	C
Brockton	Wave Federal Credit Union	100 East Ashland Street	Commercial	C
Brockton	Webster Bank	719 Belmont Street	Commercial	C
Brockton	Webster Bank	747 Centre Street	Commercial	C
Brockton	Webster Bank	220 Oak Street	Commercial	C
Brockton	Wendy's	1900 Main Street	Commercial	C
Brockton	Wendy's	660 Oak Street	Commercial	C
Brockton	West Acres Nursing Home	804 Pleasant Street	Medical	C
Brockton	West Middle School	271 West Street	Educational	C
Brockton	Westgate Hotel and Conference Center	405 Westgate Drive	Commercial	C
Brockton	Westgate Lanes	65 Westgate Drive	Commercial	C
Brockton	Westgate Mall	200 Westgate Drive	Commercial	C
Brockton	Westgate Tire & Auto	98 Westgate Drive	Commercial	C
Brockton	White Pines Golf Course	549 Copeland Street	Commercial	C
Brockton	Woodward's Auto Spring Shop	148 North Montello Street	Commercial	C
Brockton	YMCA	320 Main Street	Commercial	C
East Bridgewater	American Legion	22 Memorial Drive	Institutional	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
East Bridgewater	Central Elementary School	107 Central Street	Educational	C
East Bridgewater	CJW Realty Trust (Bog)	656 Rear Plymouth Street	Commercial	C
East Bridgewater	Compass Medical Center	1 Compass Way	Medical	C
East Bridgewater	Country Convenience Corporation	210 Pond Street	Commercial	C
East Bridgewater	Cumberland Farms	143 Bedford Street	Commercial	C
East Bridgewater	Cumberland Farms	1055 Washington Street	Commercial	C
East Bridgewater	CVS	225 Bedford Street	Commercial	C
East Bridgewater	Domino's	225 Bedford Street	Commercial	C
East Bridgewater	Dunkin Donuts	204 North Bedford Street	Commercial	C
East Bridgewater	Dunkin Donuts	650 Plymouth Street	Commercial	C
East Bridgewater	East Bridgewater 6	225 Bedford Street	Commercial	C
East Bridgewater	East Bridgewater Fire Department	268 Bedford Street	Commercial	C
East Bridgewater	East Bridgewater High School	11 Plymouth Street	Educational	C
East Bridgewater	East Bridgewater Police Department	153 Central Street	Commercial	C
East Bridgewater	East Bridgewater Post Office	63 West Union Street	Municipal	C
East Bridgewater	East Bridgewater Public Library	32 Union Street	Municipal	C
East Bridgewater	East Bridgewater Town Hall	175 Central Street	Commercial	C
East Bridgewater	Elmwood Post Office	734 Bedford Street	Municipal	C
East Bridgewater	Fast at M's	255 Bedford Street	Commercial	C
East Bridgewater	Gordon W. Mitchell Middle School	435 Central Street	Educational	C
East Bridgewater	Harmony Crossing (55+)	Wildwood Ave./Route 18	Residential	U
East Bridgewater	Hi Lo Gasoline	475 North Bedford Street	Commercial	C
East Bridgewater	Honey Dew Donuts	60 Franklin Street	Commercial	C
East Bridgewater	Honey Dew Donuts	475 North Bedford Street	Commercial	C
East Bridgewater	Lot 10A Oak Street	Oak Street	Commercial	P



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
East Bridgewater	Mockingbird Restaurant & Martini Lounge	838 North Bedford Street	Commercial	C
East Bridgewater	More Playtime	798 North Bedford Street	Commercial	C
East Bridgewater	Mutual Bank	65 Franklin Street	Commercial	C
East Bridgewater	Mutual Gas Station	117 North Bedford Street	Commercial	C
East Bridgewater	North Bedford St Business Park	Route 18	Commercial	C
East Bridgewater	Ocean State Job Lot	225 Bedford Street	Commercial	C
East Bridgewater	Ousamequin Pines	Off Pond Street	Residential	P
East Bridgewater	Ridder Farm Golf Club	390 Oak Street	Commercial	C
East Bridgewater	Robbins Pond Park	Off Pond Street	Residential	P
East Bridgewater	South Shore Co-Op Bank	6 Central Street	Commercial	C
East Bridgewater	South Shore Savings Bank	225 Bedford Street	Commercial	C
East Bridgewater	Squeaky Clean Car Wash	832 North Bedford Street	Commercial	C
East Bridgewater	Storage Pros. Self Storage	503 North Bedford Street	Commercial	C
East Bridgewater	Sullivan Tire	671 North Bedford Street	Commercial	C
East Bridgewater	Tedeschi	52 Bedford Street	Commercial	C
East Bridgewater	Tri-Town Car Wash	659 Oak Street	Commercial	C
East Bridgewater	Viking Recreation Center	607 Bedford Street (Route 18)	Commercial	C
East Bridgewater	Wayside Farms	951 North Bedford Street	Residential	C
East Bridgewater	Westview Rest Home	446 West Street	Medical	C
East Bridgewater	YMCA	635 Plymouth Street (Route 106)	Commercial	C
Easton	7 Eleven	460 Turnpike Street	Commercial	C
Easton	7 Eleven	566 Washington Street	Commercial	C
Easton	99 Restaurant	99 Belmont Street	Commercial	C
Easton	Allied Auto Parts	9 Belmont Street	Commercial	C
Easton	Ames Free Library of Easton	53 Main Street	Municipal	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Easton	Ames Long Pond Beach	Highland Avenue	Recreational	C
Easton	Anytime Fitness	690 Depot Street (Route 123)	Commercial	C
Easton	Bank of America	692 Depot Street	Commercial	C
Easton	Bank of Easton	275 Washington Street	Commercial	C
Easton	Bank of Easton	12 Robert Drive	Commercial	C
Easton	Baystate Ford	703 Washington Street	Commercial	C
Easton	Borgeson's Corner Store	76 Main Street	Commercial	C
Easton	BP	675 Washington Street	Commercial	C
Easton	Borderland State Park	259 Massapoag Avenue	Recreational	C
Easton	Burger King	479 Foundry Street	Commercial	C
Easton	Center School	388 Depot Street	Educational	C
Easton	Cinnamon Ridge Estates	Nutmeg Lane	Residential	C
Easton	Citgo	Washington Street	Commercial	C
Easton	Citizen's Bank	690 Depot Street	Commercial	C
Easton	Compass Medical	21 Bristol Drive	Medical	C
Easton	Curves	574 Washington Street (Route 138)	Commercial	C
Easton	CVS	555 Washington Street	Commercial	C
Easton	CVS	2 Roche Bros. Way	Commercial	C
Easton	CVS Pharmacy	689 Depot Street	Commercial	C
Easton	D'Angelo	646 Washington Street	Commercial	C
Easton	Dunkin Donuts	606 Washington Street	Commercial	C
Easton	Dunkin Donuts	285 Washington Street	Commercial	C
Easton	Dunkin Donuts	25 Washington Street	Commercial	C
Easton	Dunkin Donuts	700 Depot Street	Commercial	C
Easton	Easton Business Center	Eastman Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Easton	Easton Country Club	265 Purchase Street	Commercial	C
Easton	Easton Crossing	11 Adam Street	Residential	C
Easton	Easton Day Rehabilitation	406 Turnpike Street	Medical	C
Easton	Easton Fire Department	85 Depot Street	Municipal	C
Easton	Easton Fire Department	48 Lothrop Street	Municipal	C
Easton	Easton Fire Department	413 Bay Road	Municipal	C
Easton	Easton Gas	200 Washington Street	Commercial	C
Easton	Easton Industrial Park	Belmont Street	Commercial	C
Easton	Easton Middle School	Columbus Avenue	Educational	C
Easton	Easton Mobile Home Park	305 Turnpike Street	Residential	C
Easton	Easton Police Department	46 Lothrop Street	Commercial	C
Easton	Easton Post Office	670 Depot Street	Municipal	C
Easton	Easton Town Hall	136 Elm Street	Commercial	C
Easton	Extra Space Storage	594 Turnpike Street	Commercial	C
Easton	F.L. Olmsted School	101 Lothrop Street	Educational	C
Easton	Fieldstone Estates	Fairfield Drive	Residential	P
Easton	Five Corner Petroleum Inc.	490 Foundry Street	Commercial	C
Easton	Gas Light Apartments	Gas Light Lane	Residential	C
Easton	Get In Shape For Women	285 Washington Street (Route 138)	Commercial	C
Easton	Godfrey Auto Inc.	612 Washington Street	Commercial	C
Easton	Golf Country	530 Turnpike Street	Commercial	C
Easton	H.H. Richardson School	101 Lothrop Street	Educational	C
Easton	Hannaford	25 Robert Drive	Commercial	C
Easton	Harvey Estates	Elderberry Drive	Residential	U
Easton	Honey Dew Donuts	2 Belmont Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Easton	Knights of Columbus	375 Foundry Street (Route 106)	Institutional	C
Easton	Koko Fit Club	15 Robert Drive	Commercial	C
Easton	Landsdowne Village Condos	41 Foundry Street	Residential	C
Easton	Loco Tapas & Wine Bar	520 Foundry Street	Commercial	C
Easton	Moreau Hall	360 Washington Street	Educational	C
Easton	North Easton Post Office	300 Main Street	Municipal	C
Easton	North Easton Savings Bank	547 Washington Street	Commercial	C
Easton	North Easton Savings Bank	20 Eastman Street	Commercial	C
Easton	North Easton Savings Bank	295 Main Street	Commercial	C
Easton	North Easton Savings Bank	679 Depot Street	Commercial	C
Easton	Oliver Ames High School	100 Lothrop Street	Educational	C
Easton	On The Run	491 Foundry Street	Commercial	C
Easton	One2One Body Scapes	519 Foundry Street (Route 106)	Commercial	C
Easton	Papa Gino's	594 Washington Street	Commercial	C
Easton	Parkview School	50 Spooner Street	Educational	C
Easton	Pharmasol	1 Norfolk Avenue	Commercial	C
Easton	Pine Oaks Golf Course	68 Prospect Street	Commercial	C
Easton	Puddingstone Estates	Puddingstone Lane	Residential	U
Easton	Queset Commons	7 Roosevelt Circle	Commercial	P
Easton	Raven Estates	Raven Drive	Residential	U
Easton	Rite Aid	690 Depot Street	Commercial	C
Easton	Roche Bros Supermarket	25 Washington Street	Commercial	C
Easton	Shaws	690 Depot Street	Commercial	C
Easton	Shoppes at Old Pond	519 Foundry Street	Commercial	C
Easton	Shovel Shop Square	North Easton Center	Residential	P



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Easton	South Easton Post Office	704 Washington Street	Municipal	C
Easton	Stoneforge Grill	10 Roosevelt Circle	Commercial	C
Easton	Stonehill College	320 Washington Street	Educational	C
Easton	Subway	519 Foundry Street	Commercial	C
Easton	Sunoco	720 Depot Street	Commercial	C
Easton	Target	41 Robert Drive	Commercial	C
Easton	TD Bank North	3 Roche Bros. Way	Commercial	C
Easton	Tedeschi	11 Columbus Avenue	Commercial	C
Easton	Tedeschi	285 Washington Street	Commercial	C
Easton	Tedeschi	665 Washington Street	Commercial	C
Easton	The UPS Store	20 Roche Bros Way	Commercial	C
Easton	Union Street Realty	23-25 Union Street	Residential	P
Easton	Walgreens	501 Foundry Street	Commercial	C
Easton	Webster Bank	73 Belmont Street	Commercial	C
Easton	Wendy's Restaurant	588 Washington Street	Commercial	C
Easton	Whelan Associates	31 Roche Bros. Way	Commercial	C
Easton	YMCA	25 Elm Street	Commercial	C
Halifax	Affordable Self Storage	934 Plymouth Street (Route 106)	Commercial	C
Halifax	Blackledge Farms	Franklin Street	Residential	P
Halifax	Compass Medical	430 Plymouth Street (Route 106)	Medical	C
Halifax	Country Club of Halifax	100 Country Club Drive	Commercial	C
Halifax	Cumberland Farms	292 Plymouth Street	Commercial	C
Halifax	Halifax Elementary School	464 Plymouth Street	Educational	C
Halifax	Halifax Fire Department	438 Plymouth Street	Commercial	C
Halifax	Halifax Industrial Park	Plymouth Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Halifax	Halifax Meadows	Lydon Lane	Residential	C
Halifax	Halifax Mobile Home Estates	50 Sycamore Drive	Residential	C
Halifax	Halifax Police Department	540 Plymouth Street	Commercial	C
Halifax	Halifax Post Office	551 Plymouth Street	Municipal	C
Halifax	Halifax Town Hall	499 Plymouth Street	Commercial	C
Halifax	Harmony Liquors II Plaza	284 Monponsett Street	Commercial	C
Halifax	Holmes Public Library	470 Plymouth Street	Municipal	C
Halifax	Mobil	576 Plymouth Street	Commercial	C
Halifax	Monponsett Inn Restaurant	550 Monponsett Street	Commercial	C
Halifax	Mutual Bank	336 Plymouth Street	Commercial	C
Halifax	Nice & Clean Car Wash	420 Plymouth Street	Commercial	C
Halifax	Rockland Trust Company	434 Plymouth Street	Commercial	C
Halifax	Silver Lake Fitness & Nutrition Center	430 Plymouth Street (Route 106)	Commercial	C
Halifax	Sovereign Bank	319 Monponsett Street	Commercial	C
Halifax	Stop & Shop	341 Plymouth Street	Commercial	C
Halifax	Subway	300 Plymouth Street	Commercial	C
Halifax	Tedeschi	337 Plymouth Street	Commercial	C
Halifax	Twin Lakes	452 Twin Lakes Drive	Residential	C
Halifax	Walmart	295 Plymouth Street	Commercial	C
Halifax	White Dog Cranberry	Palmer Mill Road	Industrial	C
Hanson	American Legion	92 Robinson Street	Institutional	C
Hanson	Bridgewater Savings Bank	620 County Road	Commercial	C
Hanson	Cranland Airport	777 Monponsett Street	Institutional	C
Hanson	Cumberland Farms	2 Main Street	Commercial	C
Hanson	CVS	471 Liberty Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Hanson	D&D Cranberry Bog	125 South Street	Industrial	C
Hanson	Depot Village	Main Street	Residential	P
Hanson	Domino's	270 Main Street	Commercial	C
Hanson	Dunkin Donuts	487 Liberty Street	Commercial	C
Hanson	Dunkin Donuts	318 Main Street	Commercial	C
Hanson	Dunkin Donuts	1120 Main Street	Commercial	C
Hanson	Ferry's Sunoco	527 Liberty Street	Commercial	C
Hanson	Hanson Commerce Center	Industrial Boulevard	Commercial	C
Hanson	Hanson Fire Department	505 Liberty Street	Commercial	C
Hanson	Hanson Fuel Co.	1158 Main Street	Commercial	C
Hanson	Hanson Middle School	111 Liberty Street	Educational	C
Hanson	Hanson Police Department	775 Main Street	Commercial	C
Hanson	Hanson Post Office	270 Main Street	Municipal	C
Hanson	Hanson Public Library	132 Maquan Street	Municipal	C
Hanson	Hanson Town Hall	542 Liberty Street	Commercial	C
Hanson	Indian Head School	720 Indian Head Street	Educational	C
Hanson	Maquan Elementary School	38 School Street	Educational	C
Hanson	McDonald's	318 Liberty Street	Commercial	C
Hanson	Monponsett Post Office	935 Monponsett Street	Municipal	C
Hanson	Mutual Bank	430 Liberty Street	Commercial	C
Hanson	Northeast Lumber Supply	91 Franklin Street	Commercial	C
Hanson	Quail Estates	East Washington Street	Residential	P
Hanson	Rainbow Camp of Massachusetts	526 Indian Head Street	Recreational	C
Hanson	Rockland Trust Company	470 Liberty Street	Commercial	C
Hanson	Shaws	476 Liberty Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Hanson	Station Street Industrial Park	Station Street	Commercial	C
Hanson	Stonebridge Commons (55+)	Winter/Liberty/County Street	Residential	U
Hanson	Super Petroleum Inc.	507 Monponsett Street	Commercial	C
Hanson	Tedeschi	12 Monponsett Street	Commercial	C
Hanson	VCA Hanson Animal Hospital	705 Main Street	Medical	C
Hanson	Whitman-Hanson Reg. High School	600 Franklin Street	Educational	C
Kingston	Alley Cat Lanes	7 Tarklin Road	Commercial	C
Kingston	Anytime Fitness	187 Summer Street (Route 53)	Commercial	C
Kingston	A-Plus Storage	42 Gallen Road	Commercial	C
Kingston	Auto Zone	187 Summer Street	Commercial	C
Kingston	Bank of America	185 Summer Street	Commercial	C
Kingston	Barrows Brook Village	Grove Street	Residential	U
Kingston	Bay View Motel	20 Main Street	Commercial	C
Kingston	Bearse Farm	Pembroke Street	Residential	P
Kingston	Burger King	137 Main Street	Commercial	C
Kingston	Citizens Bank	164 Summer Street	Commercial	C
Kingston	Country Club Estates (55+)	Country Club Way	Residential	P
Kingston	CVS Pharmacy	189 Summer Street	Commercial	C
Kingston	Dunkin Donuts	78 Summer Street	Commercial	C
Kingston	Dunkin Donuts	136 Main Street	Commercial	C
Kingston	Dunkin Donuts	1 Joseph Street	Commercial	C
Kingston	Dunkin Donuts	183 Summer Street	Commercial	C
Kingston	Dunkin Donuts	187 Summer Street	Commercial	C
Kingston	Dunkin Donuts	110 Independence Mall Road	Commercial	C
Kingston	Eastern Bank	108 Main Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Kingston	Extra Space Storage	5 Independence Road	Commercial	C
Kingston	Fountain Knoll Estates	Elm Street	Residential	P
Kingston	Goodrich Lumber	40 Independence Road	Commercial	C
Kingston	Gulf	183 Summer Street	Commercial	C
Kingston	Hannaford	182 Summer Street	Commercial	C
Kingston	Independence Mall	101 Independence Mall Way	Commercial	C
Kingston	Indian Pond Country Club	60 Country Club Way	Commercial	C
Kingston	Jiffy Lube	37 Main Street	Commercial	C
Kingston	Jones River Guest House	164 Main Street	Commercial	C
Kingston	Jones River Industrial Park	Wapping Road	Commercial	C
Kingston	Kentucky Fried Chicken	112 Main Street	Commercial	C
Kingston	Kingston Animal Hospital	192 Main Street	Medical	C
Kingston	Kingston Car Wash	1 Spring Lane	Commercial	C
Kingston	Kingston Elementary School	150 Main Street	Educational	C
Kingston	Kingston Fire Department	105 Pembroke Street	Commercial	C
Kingston	Kingston Intermediate School	65 Second Brook Street	Educational	C
Kingston	Kingston Mart	130 Main Street	Commercial	C
Kingston	Kingston Police Department	244 Main Street	Commercial	C
Kingston	Kingston Post Office	74 Summer Street	Municipal	C
Kingston	Kingston Public Library	6 Green Street	Municipal	C
Kingston	Kingston Town Hall	26 Evergreen Street	Commercial	C
Kingston	Knights of Columbus	91 South Street	Institutional	C
Kingston	Lowe's Home Store	32 William C. Gould Way	Commercial	C
Kingston	Marty's Buick & GMC	5 Independence Mall Way	Commercial	C
Kingston	McDonald's	178 Summer Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Kingston	Monro	37 Main Street	Commercial	C
Kingston	Nature's Edge	Elm Street	Commercial	P
Kingston	Ocean State Job Lot	182 Summer Street	Commercial	C
Kingston	Paisano's	6 Pembroke Street	Commercial	C
Kingston	Papa Gino's	182 Summer Street	Commercial	C
Kingston	Plymouth Bay Inn & Suites	149 Main Street	Commercial	C
Kingston	Regal Independence Mall 14	101 Independence Mall Way	Commercial	C
Kingston	Rockland Trust Company	184 Summer Street	Commercial	C
Kingston	Sacred Heart Elementary School	329 Bishops Highway	Educational	C
Kingston	Sacred Heart High School	399 Bishops Highway	Educational	C
Kingston	Shell	129 Main Street	Commercial	C
Kingston	Silver Lake Reg. Middle School	256 Pembroke Street	Educational	C
Kingston	Silver Lake Regional High School	260 Pembroke Street	Educational	C
Kingston	Solstice	63 Summer Street	Commercial	C
Kingston	South Shore Community Action Council	142 Pembroke Street	Educational	C
Kingston	South Shore Medical Center	5 Tarklin Road	Medical	C
Kingston	Sovereign Bank	157 Summer Street	Commercial	C
Kingston	Stop & Shop	160 Summer Street	Commercial	C
Kingston	Sullivan Bros. Lincoln & Nissan	1 Cranberry Road	Commercial	C
Kingston	Sullivan Bros. Toyota & Scion	5 Cranberry Road	Commercial	C
Kingston	Sullivan Tire	38 Main Street	Commercial	C
Kingston	Sunoco	63 Main Street	Commercial	C
Kingston	Tall Timbers	Elm Street	Residential	P
Kingston	Tedeschi	78 Summer Street	Commercial	C
Kingston	Texaco	48 Summer Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Kingston	The Bog Ice Skating Rink	188 Summer Street	Commercial	C
Kingston	The UPS Store	164 Summer Street (Route 53)	Commercial	C
Kingston	Town & Country Mobile Estates	43 Mountain Ash Drive	Residential	C
Kingston	Toys-R-Us	8 Gallen Road	Commercial	C
Kingston	Tree Farm Landing	Off Parting Ways Road	Residential	P
Kingston	Wastewater Treatment/Collection Facility	Cranberry Road	Government	P
Kingston	Weymouth Bank	83 Summer Street	Commercial	C
Pembroke	7 Eleven	125 Centre Street	Commercial	C
Pembroke	99 Restaurant	166 Church Street	Commercial	C
Pembroke	Alexan Pembroke Woods	1100 Pembroke Woods Drive	Residential	C
Pembroke	Allied Auto Parts	239 Mattakesett Street	Commercial	C
Pembroke	Bridgewater Savings Bank	115 Center Street	Commercial	C
Pembroke	British Beer Company	15 Columbia Road	Commercial	C
Pembroke	Bryantville Elementary School	29 Gurney Drive	Educational	C
Pembroke	Bryantville Post Office	13 School Street	Municipal	C
Pembroke	Burger King	235 Church Street	Commercial	C
Pembroke	Canoe Club	Route 53	Residential	C
Pembroke	Christmas Tree Shops	296 Old Oak Street	Commercial	C
Pembroke	Citizens Bank	125 Church Street	Commercial	C
Pembroke	Corporate Park	Oak Street	Commercial	C
Pembroke	Cumberland Farms	137 Center Street	Commercial	C
Pembroke	CVS	44 Mattakesett Street	Commercial	C
Pembroke	Dunkin Donuts	152 Center Street	Commercial	C
Pembroke	Dunkin Donuts	355 Washington Street	Commercial	C
Pembroke	Dunkin Donuts	155 Church Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Pembroke	F.B. Rich & Sons, Inc.	32 Riverside Drive	Commercial	C
Pembroke	Firehouse Gas	154 Center Street	Commercial	C
Pembroke	Friendly's	146 Church Street	Commercial	C
Pembroke	Frozen Ropes	340 Oak Street	Commercial	C
Pembroke	Gulf	226 Church Street	Commercial	C
Pembroke	Hobomock Arena	132 Hobomock Street	Commercial	C
Pembroke	Hobomock Elementary School	81 Learning Lane	Educational	C
Pembroke	Knights of Columbus	48 Schoosett Street (Route 139)	Institutional	C
Pembroke	Kohls	139 Church Street	Commercial	C
Pembroke	Koko FitClub	117 Old Church Street	Commercial	C
Pembroke	Longhorn Steakhouse	125 Church Street	Commercial	C
Pembroke	Lowe's Home Store	108 Old Church Street	Commercial	C
Pembroke	Mobil	145 Church Street	Commercial	C
Pembroke	North Pembroke Elementary School	72 Pilgrim Road	Educational	C
Pembroke	North Pembroke Post Office	288 Washington Street	Municipal	C
Pembroke	North River Village	Old Pembroke Road	Residential	P
Pembroke	Orta Restaurant	75 Washington Street	Commercial	C
Pembroke	Papa Gino's	150 Church Street	Commercial	C
Pembroke	Pembroke Animal Hospital	115 Mattakesett Street	Medical	C
Pembroke	Pembroke Business Center	Oak Street	Commercial	C
Pembroke	Pembroke Community Middle School	559 School Street	Educational	C
Pembroke	Pembroke Country Club	94 West Elm Street	Commercial	C
Pembroke	Pembroke Fire Department	380 Washington Street	Commercial	C
Pembroke	Pembroke Fire Department	172 Center Street	Commercial	C
Pembroke	Pembroke High School	80 Learning Lane	Educational	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Pembroke	Pembroke Hospital	199 Oak Street	Medical	C
Pembroke	Pembroke Police Department	80 Center Street	Commercial	C
Pembroke	Pembroke Post Office	3 Elliot Avenue	Municipal	C
Pembroke	Pembroke Public Library	142 Center Street	Municipal	C
Pembroke	Pembroke Town Hall	100 Center Street	Commercial	C
Pembroke	Rockland Trust Company	147 Center Street	Commercial	C
Pembroke	Sampson Lumber	181 Mattakeesett Street	Commercial	C
Pembroke	Shell	243 Church Street	Commercial	C
Pembroke	Sovereign Bank	175 Center Street	Commercial	C
Pembroke	Staples	125 Church Street	Commercial	C
Pembroke	Stop & Shop	125 Church Street	Commercial	C
Pembroke	Stor-It Mini Warehouses	330 Old Oak Street	Commercial	C
Pembroke	Sunoco	355 Washington Street	Commercial	C
Pembroke	Taylor Forest Products	765 Washington Street	Commercial	C
Pembroke	The Crossroads	Forest & Valley Street	Residential	U
Pembroke	The UPS Store	125 Church Street (Route 139)	Commercial	C
Plymouth	7 Eleven	324 Court Street	Commercial	C
Plymouth	7 Eleven	507 State Road	Commercial	C
Plymouth	99 Restaurant	21 Home Depot Drive	Commercial	C
Plymouth	AAA Self Storage Inc	28 Hedges Pond Road	Commercial	C
Plymouth	ADM Tihonet	Tihonet Road	Residential	P
Plymouth	Advanced Auto Parts	142 Samoset Street	Commercial	C
Plymouth	Airport Industrial Park	South Meadow Road	Commercial	C
Plymouth	Airport Mini Storage	10 Roberts Road	Commercial	C
Plymouth	Algonquin Heights	1 Algonquin Terrace	Residential	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	American Legion	199 Federal Furnace Road	Institutional	C
Plymouth	Anytime Fitness	138 Industrial Park Road	Commercial	C
Plymouth	Applewood Estates	Cedarville Valley Road	Residential	U
Plymouth	Atlantic Country Club	450 Little Sandy Pond Road	Commercial	C
Plymouth	Auto Fair Honda of Plymouth	9 Long Pond Road	Commercial	U
Plymouth	Avalon at the Pinehills	1 Avalon Way	Residential	C
Plymouth	Bank of America	181 Court Street	Commercial	C
Plymouth	Bank of America	113 Samoset Street	Commercial	C
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	Bed, Bath & Beyond	200 Colony Place	Commercial	C
Plymouth	Bertucci's	6 Plaza Way	Commercial	C
Plymouth	Best Buy	228 Colony Place	Commercial	C
Plymouth	Best Western	180 Court Street	Commercial	C
Plymouth	BJ's	105 Shops at 5 Way	Commercial	C
Plymouth	Blue Anchor Motel	7 Lincoln Street	Commercial	C
Plymouth	Blue Spruce Motel	710 State Road	Commercial	C
Plymouth	Bogview	State Road	Residential	U
Plymouth	Boys and Girls Club	9 Resnik Road	Commercial	C
Plymouth	Bramhall Estates	Jordan Road	Residential	U
Plymouth	British Beer Company	6 Middle Street	Commercial	P
Plymouth	Burger King	140 Samoset Street	Commercial	C
Plymouth	Camelot Industrial Park	Camelot Drive	Commercial	C
Plymouth	Camelot Self Storage	106 Camelot Drive	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Camp Child Settlement	Ship Pond Road	Residential	U
Plymouth	Carquest	120 Sandwich Street	Commercial	C
Plymouth	Cat Clinic of Plymouth	80 Sandwich Street	Medical	C
Plymouth	Cedar Hill Park	Hedges Pond Road	Commercial	U
Plymouth	Cedarville Commons	Route 3A	Commercial	P
Plymouth	Chili's	2 Plaza Way	Commercial	C
Plymouth	Chilton House Inc.	3 Chilton Street	Medical	C
Plymouth	Citgo	227 South Meadow Road	Commercial	C
Plymouth	Citizens Bank	127 Samoset Street	Commercial	C
Plymouth	Citizens Bank	20 North Park Avenue	Commercial	C
Plymouth	Clark Estates	Fairview Lane	Residential	U
Plymouth	Coachman Village	1 Pinehurst Drive	Residential	C
Plymouth	Cold Spring Elementary School	25 Alden Street	Educational	C
Plymouth	Colonial Ford	147 Samoset Street	Commercial	C
Plymouth	Comfort Inn	155 Samoset Street	Commercial	C
Plymouth	Commerce Park	Route 80 & 44	Commercial	P
Plymouth	Cooks Pond Industrial Park	Holman Road	Commercial	C
Plymouth	Cordage Park	Court Street	Commercial	P
Plymouth	Court Street Animal Hospital	136 Court Street	Medical	C
Plymouth	CVS	8 Pilgrim Hill Road	Commercial	C
Plymouth	CVS	517 State Road	Commercial	C
Plymouth	CVS	2253 State Road	Commercial	C
Plymouth	CVS Pharmacy	731 State Road	Commercial	C
Plymouth	D and D Distribution	Pilgrim Hill Rd	Commercial	P
Plymouth	D'Angelo	152 Samoset Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	D'Angelo	116 Colony Place	Commercial	C
Plymouth	Dick's Sporting Goods	205 Colony Place	Commercial	C
Plymouth	Domino's	5-15 Main Street	Commercial	C
Plymouth	DSW	180 Colony Place	Commercial	C
Plymouth	Duck Plain Road	Duck Plain Road	Residential	U
Plymouth	Dunkin Donuts	11 Long Pond Road	Commercial	C
Plymouth	Dunkin Donuts	160 South Street	Commercial	C
Plymouth	Dunkin Donuts	15 Sandwich Street	Commercial	C
Plymouth	Dunkin Donuts	105 Samoset Street	Commercial	C
Plymouth	Dunkin Donuts	134 Samoset Street	Commercial	C
Plymouth	Dunkin Donuts	265 South Meadow Road	Commercial	C
Plymouth	Dunkin Donuts	23 Commerce Way	Commercial	C
Plymouth	Dunkin Donuts	131 Commerce Way	Commercial	C
Plymouth	Dunkin Donuts	2300 State Road	Commercial	C
Plymouth	East Bay Grille	173 Water Street	Commercial	C
Plymouth	Eastern Bank	36 Main Street	Commercial	C
Plymouth	Eastern Bank	71 Carver Road	Commercial	C
Plymouth	Ellis Haven Campground	531 Federal Furnace Road	Recreational	C
Plymouth	Ellisville Harbor State Park	Route 3A	Recreational	C
Plymouth	Emeritus at Plymouth Beach	97 Warren Avenue	Medical	C
Plymouth	Empire Hyundai	356 Court Street	Commercial	C
Plymouth	Federal Furnace Elementary School	860 Federal Furnace Road	Educational	C
Plymouth	Friendly's	47 Long Pond Road	Commercial	C
Plymouth	Garden of Knowledge	40 State Road	Educational	C
Plymouth	Get In Shape For Women	74 Long Pond Road	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Golden Living Center	19 Obery Street	Medical	C
Plymouth	Governor Bradford Inn & Suites	98 Water Street	Commercial	C
Plymouth	Grace Estates	Long Pond Road	Residential	U
Plymouth	Groves at Summer Hill	3 Marc Drive	Residential	C
Plymouth	Gulf	102 Court Street	Commercial	C
Plymouth	Gulf	731 State Road	Commercial	C
Plymouth	Gunning Point	Lunns Way	Residential	P
Plymouth	Hampton Inn Plaza	10 Plaza Way	Commercial	C
Plymouth	Harbor One Credit Union	43 Commerce Way	Commercial	C
Plymouth	Harbor View	Hedge Road	Residential	U
Plymouth	Hedge Elementary School	258 Standish Avenue	Educational	C
Plymouth	Hedges Pond Road	Hedges Pond Road	Commercial	P
Plymouth	Herring Pond Preserve	Herring Pond Road	Residential	C
Plymouth	Hilton Garden Inn	4 Home Depot Drive	Commercial	C
Plymouth	Home Depot	39 Long Pond Road	Commercial	C
Plymouth	Home Depot Plaza	Valley Road	Commercial	C
Plymouth	Home Goods	65 Shops at 5 Way	Commercial	C
Plymouth	IHOP	10 Shops at 5 Way	Commercial	C
Plymouth	Indian Brook School	1181 State Road	Educational	C
Plymouth	Indian Head Resort Campground	1929 State Road	Recreational	C
Plymouth	Isaac's Restaurant	114 Water Street	Commercial	C
Plymouth	John A. Armstrong Memorial Rink	103 Long Pond Road	Commercial	C
Plymouth	John Carver Inn & Spa	25 Summer Street	Commercial	C
Plymouth	John Paul Estates	Cedarville	Residential	U
Plymouth	Jordan Hospital	275 Sandwich Street	Medical	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Kohls	68 Long Pond Road	Commercial	C
Plymouth	La-z-Boy Furniture Galleries	238 Colony Place	Commercial	C
Plymouth	Lighthouse Cove (55+)	Summer Street	Residential	P
Plymouth	Lighthouse Fitness	430 Court Street (Route 3A)	Commercial	C
Plymouth	Manomet Animal Hospital	38 Manomet Point Road	Medical	C
Plymouth	Manomet Car Wash	675 State Road	Commercial	C
Plymouth	Manomet Elementary School	70 Manomet Point Road	Educational	C
Plymouth	Manomet Post Office	12 Manomet Point Road	Municipal	C
Plymouth	Marshalls	127 Samoset Street	Commercial	C
Plymouth	Mayflower Bank	94 Court Street	Commercial	C
Plymouth	Mayflower Bank	57 Obery Street	Commercial	C
Plymouth	Mayflower Service Center	164 South Street	Commercial	C
Plymouth	Mayflower Village	128 Settler Road	Residential	C
Plymouth	McDonald's	5 Long Pond Road	Commercial	C
Plymouth	McDonald's	143 Samoset Street	Commercial	C
Plymouth	Michael's	211 Colony Place	Commercial	C
Plymouth	Miles Standish State Forest	Cranberry Road	Recreational	C
Plymouth	Mobil	164 South Street	Commercial	C
Plymouth	Mobil	140 Samoset Street	Commercial	C
Plymouth	Mobil	109 Court Street	Commercial	C
Plymouth	Moe's Southwest Grill	110 Colony Place	Commercial	C
Plymouth	Mutual Bank	2 Pilgrim Hill Road	Commercial	C
Plymouth	NAPA	21 Robert J. Way	Commercial	C
Plymouth	Nathaniel Morton Elementary School	6 Lincoln Street	Educational	C
Plymouth	National Tire & Battery	400 Colony Place Drive	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Nestle Down	Manomet	Residential	P
Plymouth	New Testament Christian School	1120 Long Pond Road	Educational	C
Plymouth	Newfield House	19 Newfield Street	Medical	C
Plymouth	North East Community Bank	8 North Park Avenue	Commercial	C
Plymouth	North Plymouth Post Office	283 Court Street	Municipal	C
Plymouth	Nye Acres	Papa's Hollow	Residential	U
Plymouth	Ocean State Job Lot	101a Carver Road	Commercial	C
Plymouth	Office Max	38 Shops at 5 Way	Commercial	C
Plymouth	Old Navy	192 Colony Place	Commercial	C
Plymouth	Olive Garden	102 Colony Place	Commercial	C
Plymouth	Orchard Hills	Billington Street	Residential	U
Plymouth	Panera Bread	138 Colony Place	Commercial	C
Plymouth	Panera Bread	46 Shops at 5 Way	Commercial	C
Plymouth	Papa Gino's	1 Samoset Street	Commercial	C
Plymouth	Papa Gino's	81 Carver Road	Commercial	C
Plymouth	Patrizia Italy Trattoria	170 Water Street	Commercial	C
Plymouth	Pella Windows & Doors	121 Camelot Drive	Commercial	C
Plymouth	Petco	216 Colony Place	Commercial	C
Plymouth	PetSmart	88 Shops at 5 Way	Commercial	C
Plymouth	Pickerel Cove	Bourne Road	Residential	U
Plymouth	Pier 1 Imports	80 Shops at 5 Way	Commercial	C
Plymouth	Pilgrim Memorial State Park	Water Street	Recreational	C
Plymouth	Pilgrim Sands Motel	150 Warren Avenue	Commercial	C
Plymouth	Pinehills	Clark Road	Residential	C
Plymouth	Pinehills Golf Club	54 Clubhouse Drive	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Pinewood Lodge Campground	190 Pinewood Street	Recreational	C
Plymouth	Pinewood School of Montessori	586 Federal Furnace Road	Educational	C
Plymouth	Planet Fitness	101 Carver Road	Commercial	C
Plymouth	Plymouth Commons Co-Op	1 Community Drive	Residential	C
Plymouth	Plymouth Center Post Office	6 Main Street Ext.	Municipal	C
Plymouth	Plymouth Colony	4 Chapel Hill Drive	Residential	C
Plymouth	Plymouth Community Intermediate School	117 Long Pond Road	Educational	C
Plymouth	Plymouth Country Club	221 Warren Avenue	Commercial	C
Plymouth	Plymouth County Correctional Facility	26 Long Pond Road	Institutional	C
Plymouth	Plymouth County Registry of Deeds	50 Obery Street	Municipal	C
Plymouth	Plymouth Crossings	157 South Street	Medical	C
Plymouth	Plymouth Fire Department	114 Sandwich Street	Commercial	C
Plymouth	Plymouth Fire Department	240 Samoset Street	Commercial	C
Plymouth	Plymouth Fire Department	12 Pinehills Drive	Commercial	C
Plymouth	Plymouth Fire Department	Bourne Road	Commercial	C
Plymouth	Plymouth Fire Department	827 State Road	Commercial	C
Plymouth	Plymouth Fire Department	2209 State Road	Commercial	C
Plymouth	Plymouth Fire Department	0 North Spooner Street	Commercial	C
Plymouth	Plymouth Fitness	16 Aldrin Road	Commercial	C
Plymouth	Plymouth Industrial Park	Industrial Park Road	Commercial	C
Plymouth	Plymouth Intermodal Center	Downtown Plymouth	Commercial	P
Plymouth	Plymouth Long Beach	Warren Avenue	Recreational	C
Plymouth	Plymouth Municipal Airport	246 South Meadow Road	Institutional	C
Plymouth	Plymouth North High School	41 Obery Street	Educational	U
Plymouth	Plymouth Police Department	20 Long Pond Road	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Plymouth Post Office	100 Long Pond Road	Municipal	C
Plymouth	Plymouth Public Library-Main Branch	132 South Street	Municipal	C
Plymouth	Plymouth Public Library-Manomet Branch	12 Strand Avenue	Municipal	C
Plymouth	Plymouth Rock Studios	444 Long Pond Road	Commercial	P
Plymouth	Plymouth South High School	490 Long Pond Road	Educational	C
Plymouth	Plymouth South Middle School	488 Long Pond Road	Educational	C
Plymouth	Plymouth Tire	130-7 Camelot Drive	Commercial	C
Plymouth	Plymouth Town Hall	11 Lincoln Street	Commercial	C
Plymouth	Plymouth Trial Court	52 Obery Street	Municipal	C
Plymouth	Powerhouse Gym	7 Herring Pond Road	Commercial	C
Plymouth	Preserve at Halfway Pond	Bourne Road	Residential	C
Plymouth	Prestige Way	Prestige Way	Commercial	U
Plymouth	Proposed Subdivision	Long Pond Road & Camelot Drive	Residential	P
Plymouth	Radisson Hotel	180 Water Street	Commercial	C
Plymouth	Red Oaks Motel	517 State Road	Commercial	C
Plymouth	Red Robin	269 Colony Place	Commercial	C
Plymouth	Registry of Motor Vehicles	40 Industrial Park Road	Municipal	C
Plymouth	Revere Copper	Route 3A	Commercial	U
Plymouth	Rite-Aid	179 Court Street	Commercial	C
Plymouth	River Run	Off Wareham Street	Residential	P
Plymouth	Rockland Federal Credit Union	300 Colony Place Road	Commercial	C
Plymouth	Rockland Trust Company	32 Long Pond Road	Commercial	C
Plymouth	Route 44 Gasoline Co.	34 Samoset Street	Commercial	C
Plymouth	Sabor	23 Court Street	Commercial	C
Plymouth	Sandy Pond Campground	834 Bourne Road	Recreational	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Sawmill Woods	Brook Road	Residential	P
Plymouth	Shaws	20 Pilgrim Road	Commercial	C
Plymouth	Shaws Supermarket	2260 State Road	Commercial	C
Plymouth	Shell	2 Home Depot Drive	Commercial	C
Plymouth	Sherman Woods	Standish Avenue	Residential	P
Plymouth	Ship Pond Hills	Ship Pond Road	Residential	U
Plymouth	South Elementary School	178 Bourne Road	Educational	C
Plymouth	South Shore Community Action Council	196 South Meadow Road	Educational	C
Plymouth	Southers Marsh Golf Club	30 Southers Marsh Lane	Commercial	C
Plymouth	Sovereign Bank	4 North Street	Commercial	C
Plymouth	Sovereign Bank	715 State Road	Commercial	C
Plymouth	Sports Authority	Shops at 5 Way	Commercial	C
Plymouth	Spring Hill Garden	55 Summer Street	Residential	C
Plymouth	Squirrel Run Golf & Country Club	Carver Road	Commercial	C
Plymouth	Staples	131 Samoset Street	Commercial	C
Plymouth	Starbucks	100 Colony Place	Commercial	C
Plymouth	Stone Gate Farm	Plympton Road	Residential	P
Plymouth	Stop & Shop	127 Samoset Street	Commercial	C
Plymouth	Stop & Shop	711 State Road	Commercial	C
Plymouth	Subway	74 Long Pond Road	Commercial	C
Plymouth	Sullivan Tire	5 Pilgrim Hill Road	Commercial	C
Plymouth	Super Petroleum Inc.	86 Sandwich Street	Commercial	C
Plymouth	Super Shine Auto Wash	178 Samoset Street	Commercial	C
Plymouth	Taco Bell	4 Plaza Way	Commercial	C
Plymouth	Tara Woods	Plympton Road	Residential	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Tedeschi	15 Main Street Ext.	Commercial	C
Plymouth	Tedeschi	265 South Meadow Road	Commercial	C
Plymouth	Tedeschi	2302 State Road	Commercial	C
Plymouth	TGIFriday's	275 Colony Place	Commercial	C
Plymouth	The Crosswinds Golf Club	424 Long Pond Road	Commercial	C
Plymouth	The Trails	Ship Pond Road	Residential	U
Plymouth	The UPS Store	31 Home Depot Drive	Commercial	C
Plymouth	TJ Maxx	65 Shops at 5 Drive	Commercial	C
Plymouth	Town Fair Tire	23 Home Depot Drive	Commercial	C
Plymouth	Town Wharf Reconstruction	Town Wharf	Government	P
Plymouth	Tracy Motors Chevrolet & Cadillac	137 Samoset Street	Commercial	C
Plymouth	Twin Pines	Carver Road	Residential	P
Plymouth	Uncle Bob's Self Storage	55 Holman Road	Commercial	C
Plymouth	Union Fish Seafood & Raw Bar	14 Union Street	Commercial	C
Plymouth	Valley View Preserve	Valley Road	Residential	P
Plymouth	Valvoline Instant Oil Change	148 Samoset Street	Commercial	C
Plymouth	VCA Plymouth Animal Hospital	100 Industrial Park Road	Medical	C
Plymouth	VFW Post	22 Seven Hills Road	Institutional	C
Plymouth	Village Crossing (55+)	Beaver Dam Road	Residential	U
Plymouth	Village Links Golf Club	265 South Meadow Road	Commercial	C
Plymouth	Wadsworth Estates	Cedarville	Residential	P
Plymouth	Walgreens	165 Samoset Street	Commercial	C
Plymouth	Walmart	300 Colony Place	Commercial	C
Plymouth	Warren Ave Condos	126 Warren Avenue	Residential	P
Plymouth	Watercourse Place	Watercourse Road	Residential	U



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Plymouth	Watuppa	Commerce Way	Residential	P
Plymouth	Waverley Oaks Golf Club	444 Long Pond Road	Commercial	C
Plymouth	Wendy's	45 Commerce Way	Commercial	C
Plymouth	West Elementary School	170 Plympton Road	Educational	C
Plymouth	White Cliffs Country Club	1 Eastcliff Drive	Commercial	C
Plymouth	White Horse Beach Post Office	119 White Horse Beach Road	Municipal	C
Plymouth	Whitehorse Beach	Rocky Hill Road	Recreational	C
Plymouth	Woodside School & Community Resource Center	34 Southers Marsh Lane	Educational	C
Plymouth	YMCA	200 Hedges Pond Road	Commercial	C
Plympton	106 Self Storage	106 County Road	Commercial	C
Plympton	Cranberry Knoll	Cranberry Knoll Drive	Residential	C
Plympton	Crop Circle Cranberry	0 Ring Road	Industrial	C
Plympton	Dennett Elementary School	80 Crescent Street	Educational	C
Plympton	Mobil	280 Main Street	Commercial	C
Plympton	Plympton Fire Department	3 Palmer Road	Commercial	C
Plympton	Plympton Police Department	5 Palmer Road	Commercial	C
Plympton	Plympton Post Office	284 Main Street	Municipal	C
Plympton	Plympton Public Library	248 Main Street	Municipal	C
Plympton	Plympton Town Hall	5 Palmer Road	Commercial	C
Plympton	South Shore Equine Center	151 Palmer Road	Commercial	C
Plympton	Stagecoach Plaza	286 Main Street	Commercial	C
Plympton	Sysco	Route 44	Commercial	P
Stoughton	Advanced Auto Parts	549 Washington Street	Commercial	C
Stoughton	Alta at Indian Woods	30 Stagecoach Road	Residential	C
Stoughton	AMB Business Park	Turnpike Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Stoughton	American Legion	400 Prospect Street	Institutional	C
Stoughton	Auto Zone	993 Central Street	Commercial	C
Stoughton	Bank of America	330 Washington Street	Commercial	C
Stoughton	Bed, Bath & Beyond	1360 Park Street	Commercial	C
Stoughton	BJ's	901 Technology Center Drive	Commercial	C
Stoughton	Blue Hills Alzheimer's Care Center	1044 Park Street	Medical	C
Stoughton	Bob's Discount Furniture	601 Technology Center Drive	Commercial	C
Stoughton	Boston Interiors	301 Page Street	Commercial	C
Stoughton	Bradco Supply Corporation	155 Maple Street	Commercial	C
Stoughton	Burger King	1333 Park Street	Commercial	C
Stoughton	Cedar Hill Golf Course	1137 Park Street	Commercial	C
Stoughton	Citgo	1002 Park Street	Commercial	C
Stoughton	Citizens Bank	601 Washington Street	Commercial	C
Stoughton	Club Alex's	584 Washington Street (Route 138)	Commercial	C
Stoughton	Copley at Stoughton	380 Summer Street	Medical	C
Stoughton	Courtyard Boston Stoughton	200 Technology Center Drive	Commercial	C
Stoughton	CVS	1025 Central Street	Commercial	C
Stoughton	D'Angelo	2137 Central Street	Commercial	C
Stoughton	D'Angelo	1261 Park Street	Commercial	C
Stoughton	Dawe Elementary School	131 Pine Street	Educational	C
Stoughton	Downes & Reader	60 Evans Drive	Commercial	C
Stoughton	DSW	1362 Park Street	Commercial	C
Stoughton	Dunkin Donuts	871 Washington Street	Commercial	C
Stoughton	Dunkin Donuts	438 Washington Street	Commercial	C
Stoughton	Dunkin Donuts	287 Park Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Stoughton	Dunkin Donuts	28 Dykeman Way	Commercial	C
Stoughton	Dunkin Donuts	1516 Turnpike Street	Commercial	C
Stoughton	Eastern Bank	397 Washington Street	Commercial	C
Stoughton	Extra Space Self Storage	20 Washington Street	Commercial	C
Stoughton	Extra Space Storage	1940 Washington Street (Route 138)	Commercial	C
Stoughton	G & E Getty	669 Washington Street	Commercial	C
Stoughton	Gibbons Elementary School	235 Morton Street	Educational	C
Stoughton	Gulf	28 Dykeman Way	Commercial	C
Stoughton	Hansen Elementary School	1800 Central Street	Educational	C
Stoughton	Honey Dew Donuts	773 Washington Street	Commercial	C
Stoughton	Honey Dew Donuts	458 Pearl Street	Commercial	C
Stoughton	IKEA	1 Ikea Way	Commercial	C
Stoughton	Knights of Columbus	14 Seaver Street	Institutional	C
Stoughton	Knights of Columbus	378 Page Street	Institutional	C
Stoughton	Knollsbrook	70 Erin Road	Residential	C
Stoughton	Kohls	501 Technology Center Drive	Commercial	C
Stoughton	Lastoria's Italian Grill & Bar	577 Washington Street	Commercial	C
Stoughton	La-z-Boy Furniture Galleries	701 Technology Center Drive	Commercial	C
Stoughton	Lloyd Animal Medical Center	1995 Washington Street	Medical	C
Stoughton	McDonald's	422 Washington Street	Commercial	C
Stoughton	Mobil	372 Washington Street	Commercial	C
Stoughton	Mobil	145 Sharon Street	Commercial	C
Stoughton	New England Sinai Hospital	150 York Street	Medical	C
Stoughton	North Stoughton Village	14 Page Terrace	Residential	C
Stoughton	O'Donnell Middle School	211 Cushing Street	Educational	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Stoughton	Olive Garden	401 Technology Center Drive	Commercial	C
Stoughton	Panera Bread	1334 Park Street	Commercial	C
Stoughton	Papa Gino's	115 Sharon Street	Commercial	C
Stoughton	Papa Gino's	319 Washington Street	Commercial	C
Stoughton	Papas John's	525 Washington Street	Commercial	C
Stoughton	Pearl Gardens	28 Faxon Street	Residential	C
Stoughton	Petro Plus	990 Washington Street	Commercial	C
Stoughton	Planet Fitness	1778 Washington Street (Route 138)	Commercial	C
Stoughton	Pond View Village (55+)	Turnpike Street	Residential	U
Stoughton	Presidential Courts	223 Pearl Street	Residential	C
Stoughton	Prestige Gulf Gas	1580 Turnpike Street	Commercial	C
Stoughton	Quail Run	Buckley Road	Residential	C
Stoughton	Randolph Savings Bank	15 Pleasant Street	Commercial	C
Stoughton	Randolph Savings Bank	10 Cabot Place	Commercial	C
Stoughton	Randolph Savings Bank	87 Sharon Street	Commercial	C
Stoughton	Rite-Aid	638 Washington Street	Commercial	C
Stoughton	Rockland Trust Company	608 Washington Street	Commercial	C
Stoughton	Sam's Getty	452 Canton Street	Commercial	C
Stoughton	Shaws	666 Washington Street	Commercial	C
Stoughton	Shell	130 Central Street	Commercial	C
Stoughton	Shell	140 Sharon Street	Commercial	C
Stoughton	Signature Health Care	150 York Street	Medical	C
Stoughton	Smokey Bones	301 Technology Center Drive	Commercial	C
Stoughton	South Elementary School	171 Ash Street	Educational	C
Stoughton	Stone Ends Apartments	45 Wheeler Circle	Residential	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Stoughton	Stop & Shop	278 Washington Street	Commercial	C
Stoughton	Stoughton Car Wash	472 Washington Street	Commercial	C
Stoughton	Stoughton Commons	Turnpike & Page Street	Residential	C
Stoughton	Stoughton Cooperative Bank	20 Park Street	Commercial	C
Stoughton	Stoughton Cooperative Bank	950 Park Street	Commercial	C
Stoughton	Stoughton Fire Department	30 Freeman Street	Commercial	C
Stoughton	Stoughton Fire Department	1550 Central Street	Commercial	C
Stoughton	Stoughton High School	232 Pearl Street	Educational	C
Stoughton	Stoughton Motel	1919 Washington Street	Commercial	C
Stoughton	Stoughton Police Department	26 Rose Street	Commercial	C
Stoughton	Stoughton Post Office	31 Porter Street	Municipal	C
Stoughton	Stoughton Public Library	84 Park Street	Municipal	C
Stoughton	Stoughton Town Hall	10 Pearl Street	Commercial	C
Stoughton	Subway	438 Washington Street	Commercial	C
Stoughton	Sullivan Tire	566 Washington Street	Commercial	C
Stoughton	Taco Bell/KFC	265 Washington Street	Commercial	C
Stoughton	Target	1 Hawes Way	Commercial	C
Stoughton	Tedeschi	987 Central Street	Commercial	C
Stoughton	Tedeschi	871 Washington Street	Commercial	C
Stoughton	TGIFriday's	2 Hawes Way	Commercial	C
Stoughton	The Arbors	2121 Central Street	Medical	C
Stoughton	The Chateau	1165 Park Street	Commercial	C
Stoughton	The Shaw Group	100 Technology Center Drive	Commercial	C
Stoughton	TJ Maxx	1334 Park Street	Commercial	C
Stoughton	Tosca Drive Industrial Park	Canton Street	Commercial	C

Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Stoughton	Trinity Episcopal School	414 Sumner Street	Educational	C
Stoughton	U-Haul Moving and Storage	224 Washington Street (Route 138)	Commercial	C
Stoughton	Valero	645 Washington Street	Commercial	C
Stoughton	VFW Post	837 Washington Street (Route 138)	Institutional	C
Stoughton	Villas at Metro South	Technology Center Drive	Residential	P
Stoughton	Walgreens	413 Washington Street	Commercial	C
Stoughton	Warren Trask Company	1481 Central Street	Commercial	C
Stoughton	Webster Bank	700 Washington Street	Commercial	C
Stoughton	Wendy's	355 Washington Street	Commercial	C
Stoughton	West Elementary School	1322 Central Street	Educational	C
Stoughton	Windsor Tire	500 Washington Street	Commercial	C
Stoughton	Woodbridge Crossing	Island & Mill Street	Residential	P
Stoughton	Woods Pond Estates	Plain Street	Residential	C
Stoughton	X & O Restaurant	217 Washington Street	Commercial	C
Stoughton	YMCA	445 Central Street	Commercial	C
West Bridgewater	AMB Business Park	Manley Street	Commercial	C
West Bridgewater	Animal Eye Specialists	648 West Center Street	Medical	C
West Bridgewater	Atlas Self Storage	359 Pleasant Street	Commercial	C
West Bridgewater	Bridgewater Savings Bank	120 West Center Street	Commercial	C
West Bridgewater	Carquest	441 South Main Street	Commercial	C
West Bridgewater	Chili's Restaurant	726 West Center Street	Commercial	C
West Bridgewater	Cobblestone Estates	South Elm Street	Residential	C
West Bridgewater	Cumberland Farms	8 North Main Street	Commercial	C
West Bridgewater	CVS Pharmacy	West & River Street	Commercial	P
West Bridgewater	Dunkin Donuts	387 West Center Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
West Bridgewater	Dunkin Donuts	575 West Center Street	Commercial	C
West Bridgewater	Dunkin Donuts Plaza	9 North Main Street	Commercial	C
West Bridgewater	E*Fill	United Drive	Commercial	U
West Bridgewater	Extra Innings	319 Manley Street	Commercial	C
West Bridgewater	Garabaldi's Restaurant	115 South Main Street	Commercial	C
West Bridgewater	Golf City	40 South Main Street	Commercial	C
West Bridgewater	Harvey Building Products	10 Turnpike Street	Commercial	C
West Bridgewater	Honey Dew Donuts	475 West Center Street	Commercial	C
West Bridgewater	Howard Elementary School	70 Howard Street	Educational	C
West Bridgewater	Kenwood Tire & Auto	118 South Main Street	Commercial	C
West Bridgewater	Life Care Center of West Bridgewater	765 West Center Street	Medical	C
West Bridgewater	Lowe's Home Store	724 West Center Street	Commercial	C
West Bridgewater	MacDonald Elementary School	1 Stepping Stone Drive	Educational	C
West Bridgewater	Mansfield Bank	728 West Center Street	Commercial	C
West Bridgewater	Matfield Woods	324 West Center Street	Residential	C
West Bridgewater	McDonald's	800 North Main Street	Commercial	C
West Bridgewater	Meineke	391 West Center Street	Commercial	C
West Bridgewater	Mini Storage Facility	327 South Main Street	Commercial	C
West Bridgewater	Mobil	575 West Center Street	Commercial	C
West Bridgewater	New England Animal Medical Center	595 West Center Street	Medical	C
West Bridgewater	New England Baptist Academy	560 North Main Street	Educational	C
West Bridgewater	Nice N' Clean Car Wash	790 North Main Street	Commercial	C
West Bridgewater	Planet Fitness	860 North Main Street (Route 28)	Commercial	C
West Bridgewater	Plasse Masonry	Maple Street	Commercial	P
West Bridgewater	Prime Source Building Products	333 Manley Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
West Bridgewater	River Bend Country Club	250 East Center Street	Commercial	C
West Bridgewater	Route 106 Plaza	389-391 West Center Street	Commercial	C
West Bridgewater	Shell	Route 106	Commercial	C
West Bridgewater	Signature Health Care	322 East Center Street (Route 106)	Medical	C
West Bridgewater	Skyview Realty Trust	2013 Main Street	Residential	C
West Bridgewater	Spring Street School	2 Spring Street	Educational	C
West Bridgewater	Subway	233 West Center Street	Commercial	C
West Bridgewater	Tedeschi	397 West Center Street	Commercial	C
West Bridgewater	Trucchi's	53 East Center Street	Commercial	C
West Bridgewater	Villages at West Bridgewater	Lincoln Street	Residential	P
West Bridgewater	Walnut Grove Retirement Community (55+)	Walnut Street	Residential	P
West Bridgewater	Wendy's	597 West Center Street	Commercial	C
West Bridgewater	West Bridgewater Fire Department	99 West Center Street	Commercial	C
West Bridgewater	West Bridgewater Middle-Senior High School	155 West Center Street	Educational	C
West Bridgewater	West Bridgewater Police Department	99 West Center Street	Commercial	C
West Bridgewater	West Bridgewater Post Office	78 North Main Street	Municipal	C
West Bridgewater	West Bridgewater Public Library	80 Howard Street	Municipal	C
West Bridgewater	West Bridgewater Town Hall	65 North Main Street	Commercial	C
Whitman	7 Eleven	359 Bedford Street	Commercial	C
Whitman	A L Prime Mart	79 Temple Street	Commercial	C
Whitman	American Legion	33 Legion Parkway	Institutional	C
Whitman	Burger King	699 Bedford Street	Commercial	C
Whitman	Citizens Bank	475 Bedford Street	Commercial	C
Whitman	Condominiums on Bedford St	604 Bedford St	Residential	C
Whitman	Condominiums on Churchill Ave	22 Churchill Ave	Residential	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Whitman	Condominiums on Colebrook Blvd	6 Colebrook Blvd	Residential	C
Whitman	Connely Elementary School	100 Forest Street	Educational	C
Whitman	Curves	542 Washington Street	Commercial	C
Whitman	CVS Pharmacy	351 Bedford Street	Commercial	C
Whitman	Diamond Fuel	311 South Avenue	Commercial	C
Whitman	Dunkin Donuts	26 South Avenue	Commercial	C
Whitman	Dunkin Donuts	811 Bedford Street	Commercial	C
Whitman	Dunkin Donuts	281 Bedford Street	Commercial	C
Whitman	Duval Elementary School	60 Regal Street	Educational	C
Whitman	Extra Space Storage	999 Bedford Street (Route 18)	Commercial	C
Whitman	Grandon Park	90 Myrtle Avenue	Residential	C
Whitman	Hope Christian School	503 South Avenue	Educational	C
Whitman	Jiffy Lube	691 Bedford Street	Commercial	C
Whitman	Johnnie's Foodmaster	688 Bedford Street	Commercial	C
Whitman	Knights of Columbus	1195 Bedford Street (Route 18)	Institutional	C
Whitman	McDonald's	323 Bedford Street	Commercial	C
Whitman	McLaughlin Chevrolet	741 Temple Street	Commercial	C
Whitman	Mutual Bank	570 Washington Street	Commercial	C
Whitman	Papa Gino's	674 Bedford Street	Commercial	C
Whitman	Patriot Fuel Co.	559 Bedford Street	Commercial	C
Whitman	Rockland Trust Company	692 Bedford Street	Commercial	C
Whitman	South Shore Women's Health	689 Bedford Street (Route 18)	Medical	C
Whitman	Sovereign Bank	584 Washington Street	Commercial	C
Whitman	Stop and Shop	475 Bedford Street	Commercial	C
Whitman	Tedeschi	643 Washington Street	Commercial	C



Appendix H: List of Mapped Developments by Community (Continued)

Town	Facility	Address	Land Use	Status
Whitman	Townhouse Apartments	90 Myrtle Avenue	Residential	C
Whitman	VCA Whitman Animal Hospital	795 Bedford Street	Medical	C
Whitman	VFW Post	95 Essex Street	Institutional	C
Whitman	Villages at Auburnville	Auburn Street	Residential	C
Whitman	Walgreens	392 Bedford Street	Commercial	C
Whitman	Wendy's	362 Bedford Street	Commercial	C
Whitman	Whitman Car Wash	400 South Avenue	Commercial	C
Whitman	Whitman Fire Department	56 Temple Street	Commercial	C
Whitman	Whitman Industrial Park	Industrial Way	Commercial	C
Whitman	Whitman Middle School	100 Corthell Avenue	Educational	C
Whitman	Whitman Police Station	20 Essex St	Municipal	C
Whitman	Whitman Post Office	64 South Avenue	Municipal	C
Whitman	Whitman Public Library	100 Webster Street	Municipal	C
Whitman	Whitman Town Hall	54 South Avenue	Commercial	C



Appendix I: 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 J: Federal-Aid Eligible Roadway Pavement Conditions

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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	Dwellely 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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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 Street	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



Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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

Appendix J: Federal-Aid Eligible Roadway Pavement Conditions (Continued)

CITY / TOWN	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