2020-2022 Old Colony Congestion Management Process (CMP) Report

Old Colony Metropolitan Planning Organization (MPO)

Prepared Under MassDOT Contracts #118969 and 123116

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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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The Congestion Management Process (CMP)

Congestion on a transportation facility may be defined as a 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 "Bipartisan Infrastructure Law" (BIL), formally known as the "Infrastructure Investment and Jobs Act" (IIJA), was enacted on November 15, 2021, replacing the "Fixing America's Surface Transportation Act" (FAST Act) which previously expired, as extended. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit.[1]

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 perspective and practice to address congestion through a process that provides for effective management and operations, enhances links to the planning and environmental review process, and is based on cooperation in developing travel demand reduction, operational management strategies, and capacity increases.

A CMP is a process that monitors transportation facilities for congestion problems and seeks to implement congestion mitigation strategies through the following MPO Certification Documents: the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP). A description of the federal requirements related to the CMP may be found in the 2016 Federal Register, section 450.322.

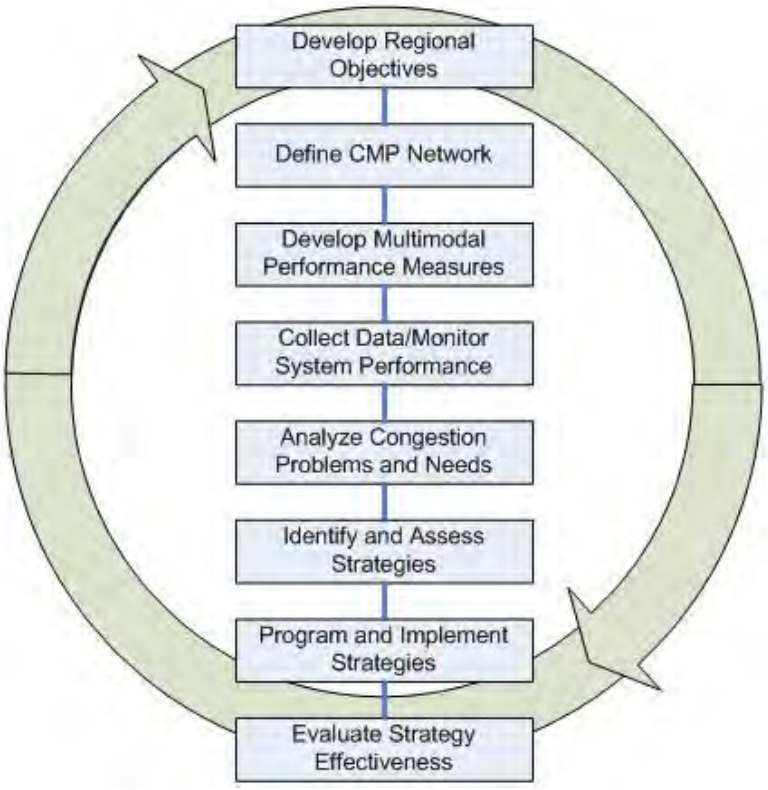
The purpose of the Congestion Management Process (CMP) is to identify congested locations; determine the causes of congestion; develop alternative strategies to mitigate congestion; evaluate the different potential mitigation strategies; propose alternative strategies that best address the causes and 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.

[1] Federal Highway Administration: Bipartisan Infrastructure Law. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

Old Colony Congestion Management Process (CMP)

The Old Colony Congestion Management Process (CMP) follows the process model outlined by the Federal Highway Administration in their *Congestion Management Process: A Guidebook* guiding document. The Process Model presented by the Federal Highway Administration and Federal Transit Administration is built upon eight actions that are common to successful Congestion Management Processes. The graphic in Figure 1 illustrates these actions and highlights the cyclical nature of the process. These actions, like the overall Congestion Management Process, are not stand-alone actions but rather built into the entire transportation planning process and incorporated in MPO products such as the Long-Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

Figure 1: Elements of the Congestion Management Process



Development of Regional Objectives

The following Old Colony Congestion Management Process (CMP) objectives were first developed during the development of the 2020 Long Range Regional Transportation Plan, and further refined during the development of the 2050 Long Range Regional Transportation Plan. These objectives were developed in a collaborative effort with stakeholders such as the Federal Highway Administration (FHWA), the Massachusetts Department of Transportation (MassDOT), the Brockton Area Transit (BAT) Authority, and local communities.

Goal: Accessibility. A transportation system that ensures access and mobility for all motorized and vulnerable system users regardless of physical ability or prosperity levels.

Objectives

- Consider all users when conducting planning activities such as Road Safety Audits, Corridor Studies, Transit Planning Activities, and Local Technical Assistance Studies.
- Collaborate with partners to promote land uses and development patterns conducive to supporting a transportation system that is designed and built for users of all abilities and prosperity levels.
- Collaborate with partners on ways to improve existing transportation systems to be more age friendly.
- Improve and expand human service coordination, mobility, and accessibility for all modes.
- Reduce the number and size of gaps in the ADA-accessible sidewalk network.
- Improve accessibility for all modes for all users.

Goal: A Clean Environment. A transportation system that is not only protected but enhanced through energy conservation and smart, green practices.

- Reduce greenhouse gas emissions and ground level ozone (NOx and VOCs) by all transportation modes.
- Increase the usage of clean alternative fuels and recyclable materials for new transportation infrastructure.
- Increase coordination of transportation and housing programs to promote affordable housing near transit.
- Support livable communities and smart growth development patterns through the creation of a balanced multi-modal transportation system.
- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking.
- Support efforts and programs that increase automobile and bicycle parking capacity and usage at transit stations and commuter lots.
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities.
- Reduce delays along identified freight routes.
- Plan and prioritize transportation investments that serve targeted development areas.

Goal: Efficiency. A transportation system that minimizes financial and environmental costs associated with congestion and delay.

- Program projects aimed at mitigating congestion and reducing travel times on the highway network.
- Coordinate with Brockton Area Transit Authority (BAT) regarding planning or efficiency and minimized travel times on the transit system.
- Provide and maintain fixed route reliability (miles between breakdowns with passenger interruption).
- Provide and maintain demand response reliability (miles between breakdowns with passenger interruption).
- Provide and maintain highway network travel time reliability.

Definition of the CMP Network

The Old Colony Congestion Management Process (CMP) regional network includes functionally classified roadways and transit facilities in the 17 communities that comprise the Old Colony Planning Metropolitan Planning Organization Region in Southeastern Massachusetts. The 17 Old Colony member communities are Abington, Avon, Bridgewater, Brockton, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman.

The Roadway Network

The Old Colony CMP region contains over 2,000 centerline miles of road that provide motorists with the ability to travel throughout the region. The major roadway system in Southeastern Massachusetts and the regional highway network in the Old Colony CMP region are shown in Figure 3. Specifically, the Old Colony CMP region has 2,066.01 miles of urban roadways compared to 30.12 miles of rural roadways. Table 1 displays the characteristics of the centerline miles within the Old Colony CMP region.

Table 1: Old Colony CMP Region Centerline Miles by Functional Classification

Designation	Interstate	Arterial	Collector	Local	*Total*
Urban	1.18	403.83	260.82	1,400.18	***2,066.01***
Rural	0.00	1.49	11.60	17.03	***30.12***
Total	***1.18***	***405.32***	***272.42***	***1,417.21***	***2,096.13***

Source: MassDOT 2022 Road Inventory Year-End Report

Figure 2: Map of the Old Colony Region

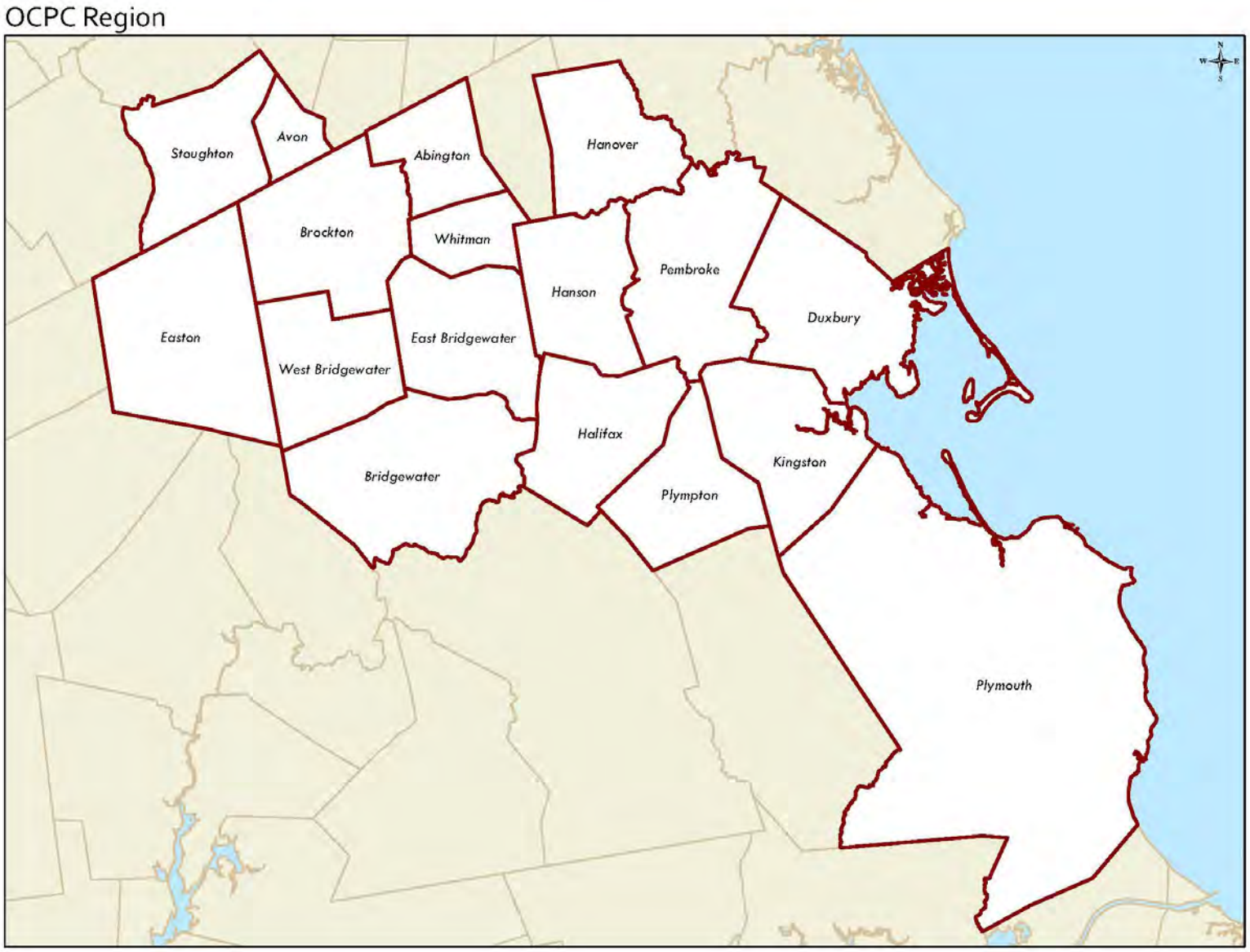


Figure 3: Map of the Old Colony Roadway Network

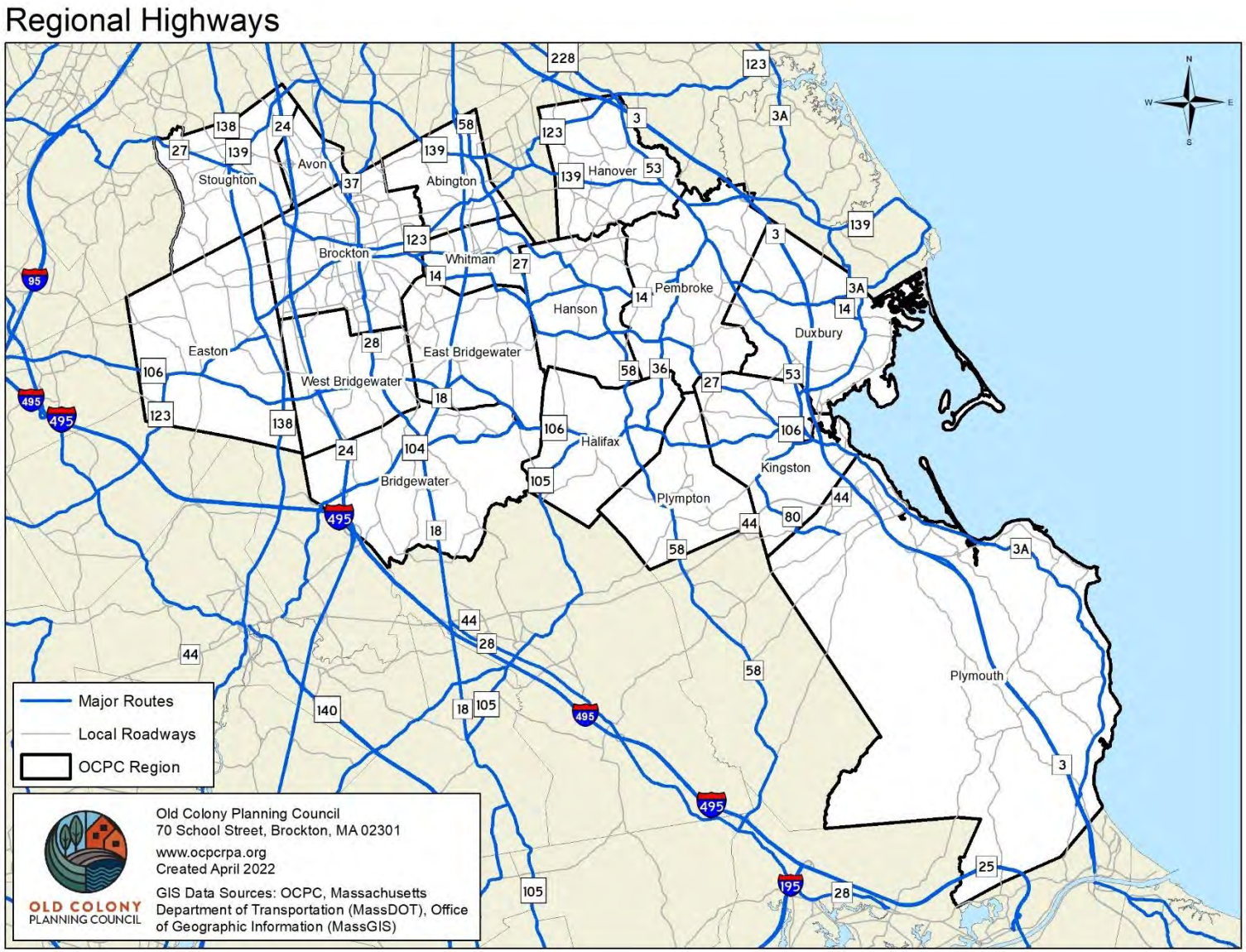


Figure 4: Annual Average Daily Traffic in the Old Colony Region

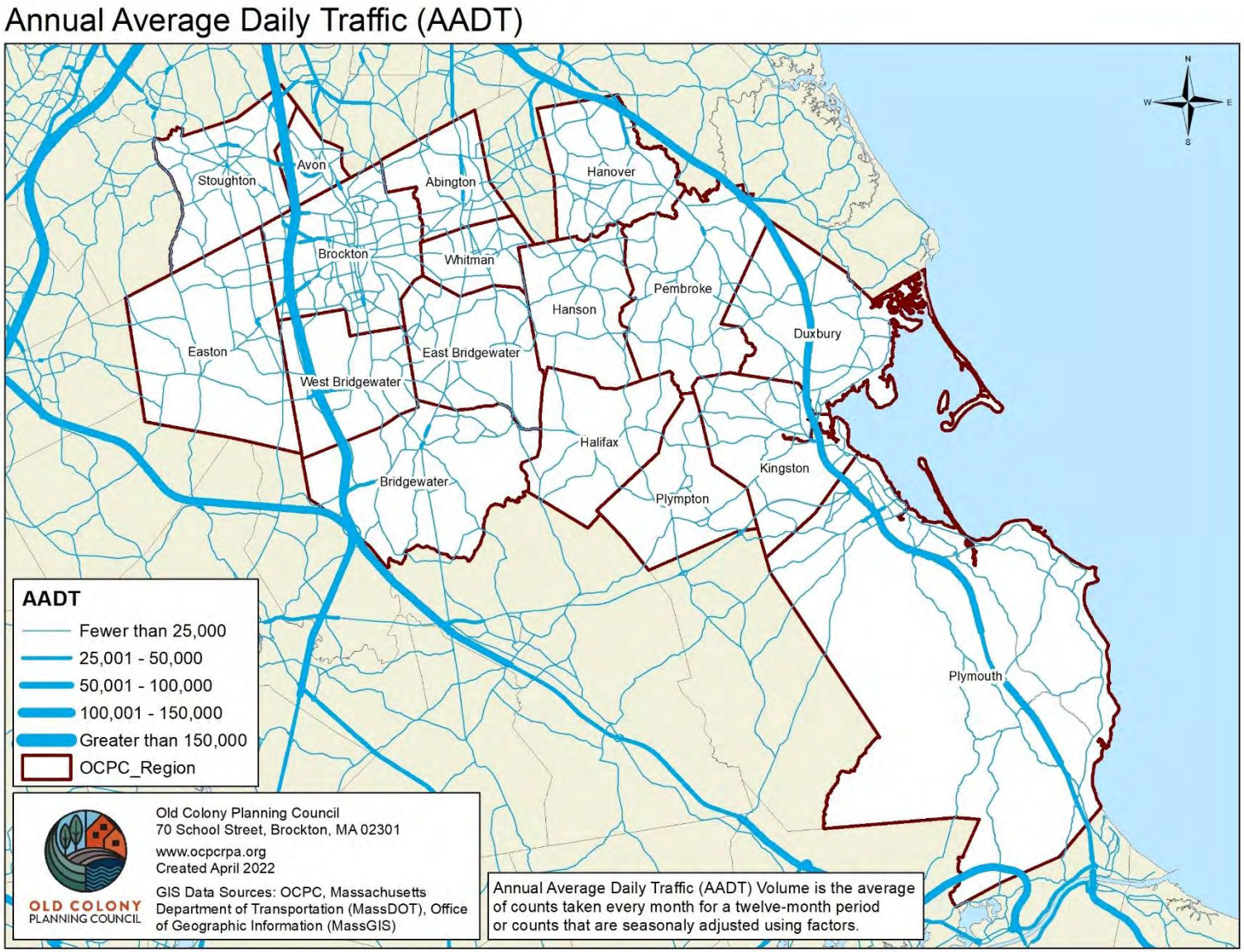
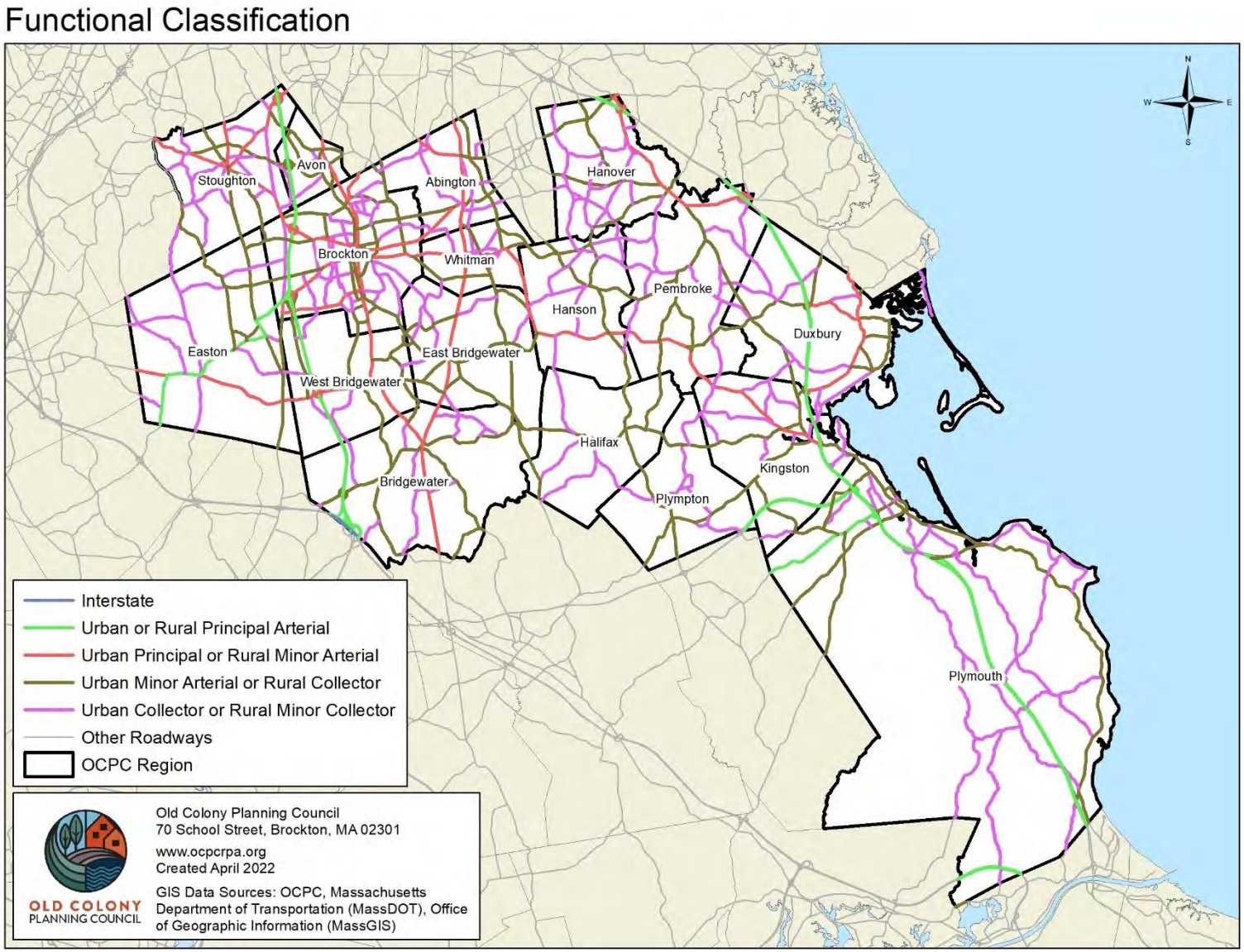


Figure 5: Functional Classification of Old Colony Federal Aid Eligible Roadways



The Old Colony CMP region contains over 6,000 intersections that 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.

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 to capture intersections that are nearing congestion as well as those that are currently congested. This method is used to identify intersections that could benefit from short-term improvements rather than waiting for them to fall into the major or long-term improvement category.

Transit

The Old Colony CMP transit facilities include the Brockton Area Transit Authority (BAT) and Greater Attleboro Taunton Regional Transit Authority (GATRA) fixed route bus service, the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service, and Massachusetts Department of Transportation (MassDOT) Park & Ride commuter lots located along the Route 3 and Route 24 corridors.

Brockton Area Transit Authority (BAT)

BAT provides local transit service in Abington, Avon, Bridgewater, Brockton, Easton, Rockland, Stoughton, West Bridgewater, and Whitman. BAT also provides service to the MBTA Ashmont Station in Dorchester, to Bridgewater State University (BSU), and a micro transit service in Rockland. There are currently thirteen regularly scheduled routes in the fixed route system, all except for the Rockland Micro Transit service originating from the BAT Intermodal Centre in Downtown Brockton.

The BAT system provides transportation to major employment centers and industrial parks, as well as to essential life services such as schools, medical facilities, and grocery and other shopping options. Additionally, BAT provides service to four commuter rail stations, the MBTA Red Line (Ashmont Station) and connections to MBTA fixed bus routes.

Greater Attleboro Taunton Regional Transit Authority (GATRA)

GATRA provides local transit service in Duxbury, Kingston, and Plymouth (as well as many other communities outside the Old Colony CMP Region). GATRA also provides two micro transit services called GATRA GO, GATRA GO Coastline in South Plymouth and GATRA GO Explore in Pembroke servicing some destinations in Hanover and Hanson. There are currently five regularly scheduled routes in the fixed route system operating in the Old Colony CMP Region (and a total of 29 in GATRA's service region).

The GATRA system provides transportation to major employment centers and commercial complexes like Colony Place, as well as to essential life services such as schools, medical facilities, and grocery and other shopping options. Additionally, GATRA's SAIL route provides service to the Kingston commuter rail station and the Mayflower Link at the Plymouth Park & Ride lot.

Massachusetts Bay Transportation Authority (MBTA) Commuter Rail

The Massachusetts Bay Transportation Authority is the public operator of most bus, subway, commuter rail and ferry systems in the greater Boston, Massachusetts, area. The MBTA is the

largest transit provider in New England, and the fifth largest in the country. The MBTA directly operates or contracts out for service using eight different modes: heavy rail, light rail, bus rapid transit, local/express bus, trackless trolley, commuter rail, commuter boat, and paratransit. In Boston, 55% of all work trips and 42% of all trips into downtown are made by transit. The MBTA district is made up of 175 communities with a total population of 4.7 million. Almost three-quarters of all Massachusetts residents live within the MBTA service area.[2]

Of the 12 commuter rail lines, three provide service to the Old Colony region:

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

In total, 15 commuter rail stations within the Old Colony CMP region are surveyed by OCPC staff on a regular basis to determine utilization.

Park & Ride

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

Route 3 Corridor

Route 3 (Pilgrims Highway) extends from Cape Cod north to Interstate 93 in Braintree. The Pilgrims Highway section of Route 3 is currently 43 miles in length, has 20 interchanges, and at its busiest point carries over 175,000 vehicles per day.

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

- Rockland – Route 3, Exit 35 (Route 228)
- Plymouth – Route 3, Exit 13 (Long Pond Road)
- Bourne – Route 3, Exit 1A (Route 6) (Sagamore)

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 41 miles in length, has 21 interchanges, and at its busiest point carries over 140,000 vehicles per day.

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

- West Bridgewater – Route 24, Exit 28 (Route 106)
- Bridgewater – Route 24, Exit 24 (Route 104)

Development of Multimodal Performance Measures

The following targets and performance measures were refined during the development of the 2050 Long Range Regional Transportation Plan to measure the progress and effectiveness of the

[2] MBTA LinkedIn Account

Old Colony CMP concerning the associated specific objectives outlined in the CMP. These targets and performance measures include:

Objectives with specific Targets and Performance Measures

- Reduce traffic congestion and improve levels of service management.
  - **Target and Performance Measure:** Monitor congestion levels on federal-aid eligible highway network annually and highlight corridors with volume to capacity (v/c) ratios of 0.8 or greater for targeted study and/or improvements.
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities.
  - **Target and Performance Measure:** Record utilization data twice annually and report data to MassDOT.
- Improve accessibility for all modes for all users.
  - **Target and Performance Measure:** 50% of available Transportation Improvement Program funding allocated to projects that significantly improve bicycle and pedestrian mobility.
- Reduce greenhouse gas emissions and ground level ozone (NOx and VOCs) by all transportation modes.
  - **Target and Performance Measure:** 50% of TIP projects reduce GHGs while also reducing negative impacts on the natural environment (such as improved storm water management or the addition of green space).
- Monitor Level of Travel Time Reliability (LOTTR) on both the Interstate System and non-Interstate NHS.
  - **Target and Performance Measure:** Achieve a LOTTR of 74% by 2024 & 76% by 2026 on Interstate roads and 85% by 2024 & 87% by 2026 on non-Interstate roads.
- Monitor Level of Truck Travel Time Reliability (TTTR) on the Interstate System.
  - **Target and Performance Measure:** Achieve a TTTR of 1.80 on Interstate NHS roads by 2024 and a TTTR of 1.75 by 2026.
- Increase the Percentage of Non-SOV (Single Occupancy Vehicle) Travel.
  - **Target and Performance Measure:** Achieve 38.8% Non-SOV travel by 2024 and 39.8% by 2026.
- Reduce Peak Hour Excessive Delay (PHED) in the urbanized area (UZA) level.
  - **Target and Performance Measure:** Achieve a PHED of 22.0 annual hours per capita or lower by 2026.
- Reduce the total reduction of on-road mobile source emissions from projects funded under the Congestion Mitigation & Air Quality (CMAQ) program.
  - **Target and Performance Measure:** Reduce the emissions levels by 0.354 kg CO_2 per day by 2024.
- Improve the time it takes commuters to get to work.
  - **Target and Performance Measure:** Reduce the average commute time for commuters who drive to work.
- Increase the number of registered municipalities for Complete Streets policies.
  - **Target and Performance Measure:** Achieve 100% of OCPC member communities with Complete Streets policies.
- Increase the amount of approved Complete Streets policies.
  - **Target and Performance Measure:** Achieve at least 50% of OCPC communities to receive Complete Streets funding by 2032.

Collection of Data and Monitoring of System Performance

Roadways

Between 2020 and 2022, Automatic Traffic Recorder (ATR) counts were collected at 236 locations on the highway network throughout the Old Colony region. These counts were conducted for numerous Local Highway Technical Assistance (LTA) Studies, corridor studies such as the Route 18 Corridor Study and Main Street Corridor Study in the Unified Planning Work Program (UPWP), the MassDOT Traffic Count Program, and the Old Colony Congestion Management Process. The 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. Of these traffic counts, 70 were collected on principal arterials and the Massachusetts state numbered highway network. Tables 2-4 summarize the data collected from these locations during the years 2020, 2021, and 2022 and Figure 6 displays all the ATRs from these three years.

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. Table 5 summarizes the state numbered locations where there were V/C ratios of 0.80 or higher between 2020 and 2022. There were no local locations during the three-year timeframe that had a V/C ratio of 0.80 or higher.

Intersections

Between 2020 and 2022, manual intersection Turning Movement Counts (TMCs) were conducted at 40 locations throughout the region by both OCPC staff and third-party vendors. These counts were conducted for numerous Local Highway Technical Assistance (LTA) Studies, UPWP Studies, Road Safety Audits (RSAs), 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. If the TMC location is near a school, the afternoon count will be conducted between 2-6 PM to include school traffic. The TMC counts provide OCPC staff with the ability to perform intersection Level-of-Service (LOS) analyses, which qualify and quantify the traffic operations of a 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 considers 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 for intersections that have been assessed through the Old Colony Congestion Management Process and other planning tasks. The intersections that have been programmed in the Old Colony Unified Planning Work Program which demonstrated a LOS of “D” or below in either the AM or PM peak hours are listed in the previously mentioned Table.

As intersections are improved, they are re-analyzed to measure the effectiveness of the improvement. In addition, new intersections that 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.

Table 2: Traffic Conditions on State Numbered Routes and Arterials (2020)

Community	MA Route Number	Location	ADT	85th Percentile Speed	% Heavy Vehicles
Abington	123	Brockton Ave @ Brockton City Line	11,373	45 MPH	11.4%
Abington	123	Centre Ave @ Rockland Town Line	11,725	39 MPH	8.5%
Abington	139	North Ave @ Rockland Town Line	14,268	40 MPH	10.5%
Avon	28	E Main St, N of E Spring St	9,891	41 MPH	5.8%
Avon	28	E Main St, S of E Spring St (NB)	8,716	35 MPH	9.6%
Avon	28	E Main St, S of E Spring St (SB)	8,001	27 MPH	13.2%
Bridgewater	18/28	Bedford St, N of Cottage St (9/10/20 MassDOT)	12,185	46 MPH	18.0%
Bridgewater	28	Main St @ West Bridgewater Town Line	8,228	44 MPH	9.9%
Brockton	123	Belmont St, E of Pearl St (EB)	12,857	42 MPH	17.5%
Brockton	123	Belmont St, E of Pearl St (WB)	14,002	40 MPH	6.7%
East Bridgewater	27	Franklin St @ Whitman Town Line	4,385	47 MPH	11.0%
Easton	123	Belmont St, E of Washington St	13,828	38 MPH	6.7%
Easton	123	Belmont St @ Brockton City Line	17,464	47 MPH	10.4%
Easton	123	Depot St, W of Washington St	7,132	38 MPH	8.9%
Easton	138	Washington St, N of Belmont St	13,058	40 MPH	5.1%
Easton	138	Washington St, N of Union St	13,497	44 MPH	8.3%
Easton	123/138	Washington St, S of Belmont St	18,447	37 MPH	10.8%
Easton	138	Washington St, S of Union St	13,378	46 MPH	7.0%
Whitman	18	Bedford St @ Abington Town Line	13,430	43 MPH	7.1%
Whitman	27	Temple St, E of Bedford St	9,694	38 MPH	6.9%
Whitman	27	South Ave, E of Washington St	7,577	30 MPH	10.8%

Table 3: Traffic Conditions on State Numbered Routes and Arterials (2021)

Community	MA Route Number	Location	ADT	85th Percentile Speed	% Heavy Vehicles
Abington	18	Washington St, N of Summer St	20,761	39 MPH	14.7%
Abington	123	Brockton Ave @ Brockton City Line	12,265	44 MPH	5.6%
Bridgewater	18/28	Bedford St, N of Cottage St	13,250	46 MPH	13.1%
Bridgewater	104	Plymouth St, W of High St	7,925	46 MPH	16.7%
Bridgewater	104	Pond St, N of Plymouth St	7,642	43 MPH	14.8%
Brockton	27	Crescent St, E of Quincy St	14,626	35 MPH	9.9%
Brockton	27	Crescent St, W of Quincy St	10,064	32 MPH	9.5%
Brockton	123	Centre St, E of Quincy St	13,303	39 MPH	7.8%
Brockton	123	Centre St, W of Quincy St	14,477	36 MPH	8.0%
Duxbury	14	West St, S of Temple St	6,860	44 MPH	8.0%
Duxbury	14	West St, S of Temple St (Weekend)	5,176	42 MPH	2.4 %
Halifax	58	Monponsett St @ Plympton Town Line	5,820	51 MPH	23.9%
Hanover	139	Hanover St, E of Grove St	12,301	45 MPH	7.4%
Hanson	58	E Washington St, E of W Washington St	10,690	37 MPH	6.5%
Kingston	106	Main St, W of Elm St	13,276	40 MPH	12.2%
Plymouth	3A	Court St, N of Cherry St	12,754	37 MPH	11.1%
Plymouth	3A	Sandwich St, S of Market St	14,432	28 MPH	8.8%
Plympton	58	Main St @ Carver Town Line	9,010	48 MPH	23.3%
Stoughton	27	Park St, N of Turnpike St	15,987	43 MPH	6.2%
Stoughton	139	Turnpike St, N of Pleasant St	17,400	47 MPH	15.4%
West Bridgewater	28	N Main St, N of Matfield St	13,733	41 MPH	14.6%
Whitman	18	Bedford St @ Abington Town Line	16,400	44 MPH	10.1%
Whitman	27	Temple St @ Brockton City Line	7,072	47 MPH	15.1%
Whitman	27	Temple St, E of Bedford St	11,301	40 MPH	13.9%

Table 4: Traffic Conditions on State Numbered Routes and Arterials (2022)

Community	MA Route Number	Location	ADT	85th Percentile Speed	% Heavy Vehicles
Abington	123	Brockton Ave @ Brockton City Line	12,594	46 MPH	10.9%
Abington	139	North Ave @ Rockland Town Line	15,767	40 MPH	12.7%
Bridgewater	18	Broad St, N of Central Sq	14,377	31 MPH	11.6%
Bridgewater	18/28	Bedford St @ Middleborough Town Line	12,724	55 MPH	16.9%
Bridgewater	18/28	Bedford St, N of Central Sq	11,797	36 MPH	9.2%
Duxbury	3A	Tremont St, E of Elm St	9,754	42 MPH	9.1%
Duxbury	3A	Tremont St, E of Oak St	10,267	46 MPH	9.5%
Duxbury	3A	Tremont St, W of Oak St	12,178	38 MPH	7.6%
East Bridgewater	18	Bedford St @ Bridgewater Town Line	15,270	60 MPH	22.3%
East Bridgewater	18	Bedford St, N of Whitman St	12,748	45 MPH	13.1%
East Bridgewater	18	N Bedford St @ Whitman Town Line	16,592	50 MPH	17.1%
East Bridgewater	18	N Bedford St, N of Maple Ave	15,116	33 MPH	11.8%
East Bridgewater	18/106	Bedford St, N of East/West St	18,171	46 MPH	27.6%
East Bridgewater	106	Plymouth St, E of Bridge St	8,160	46 MPH	12.7%
East Bridgewater	106	Plymouth St, W of Bridge St	10,516	46 MPH	11.7%
Hanover	139	Hanover St, E of Grove St	12,418	46 MPH	14.3%
Hanover	139	Hanover St, W of Grove St	12,567	42 MPH	10.7%
Kingston	27	Pembroke St, E of Station St	9,915	47 MPH	11.4%
Kingston	27	Pembroke St, W of Station St	6,845	45 MPH	17.0%
Whitman	18	Bedford St @ Abington Town Line	16,328	43 MPH	7.9%
Whitman	27	Franklin St, S of Winter St	6,034	44 MPH	9.0%
Whitman	27	South Ave, E of Commercial St	11,033	34 MPH	8.8%
Whitman	27	South Ave, W of Franklin St	8,370	31 MPH	13.6%

Table 5: State Numbered Locations with a V/C Ratio of 0.80 or Higher (2020-2022)

Year	Route	Community	Street	Location	ADT	V/C Ratio
2020	24	Avon	AmVets Memorial Highway (Route 24)	S of Harrison Blvd	127,257	1.19
2020	24	Brockton	AmVets Memorial Highway (Route 24)	@ W Bridgewater Town Line	107,384	1.01
2020	24	Brockton	AmVets Memorial Highway (Route 24)	N of Belmont St	116,677	1.09
2020	24	Stoughton	AmVets Memorial Highway (Route 24)	S of Lindelof Ave	115,069	1.08
2020	24	West Bridgewater	AmVets Memorial Highway (Route 24)	@ Bridgewater Town Line	105,429	0.99
2021	24	Avon	AmVets Memorial Highway (Route 24)	S of Harrison Blvd	124,829	1.17
2021	24	Brockton	AmVets Memorial Highway (Route 24)	@ W Bridgewater Town Line	105,154	0.99
2021	24	Brockton	AmVets Memorial Highway (Route 24)	N of Belmont St	113,895	1.07
2021	24	Stoughton	AmVets Memorial Highway (Route 24)	S of Lindelof Ave	122,239	1.15
2021	24	West Bridgewater	AmVets Memorial Highway (Route 24)	@ Bridgewater Town Line	105,140	0.99

Figure 6: All ATR Count Locations (2020-2022)

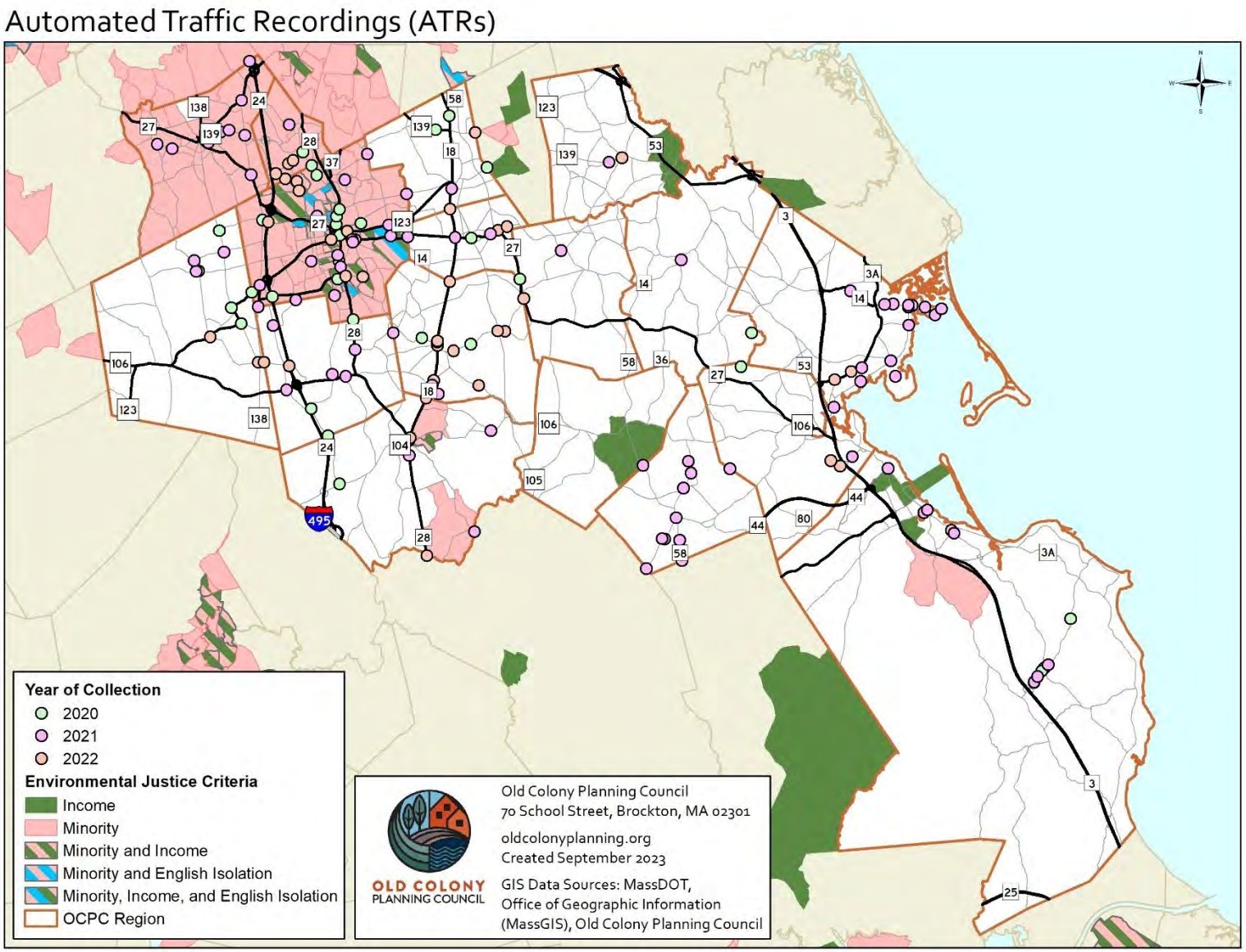


Figure 7: All LTA Study Locations (2020-2022)

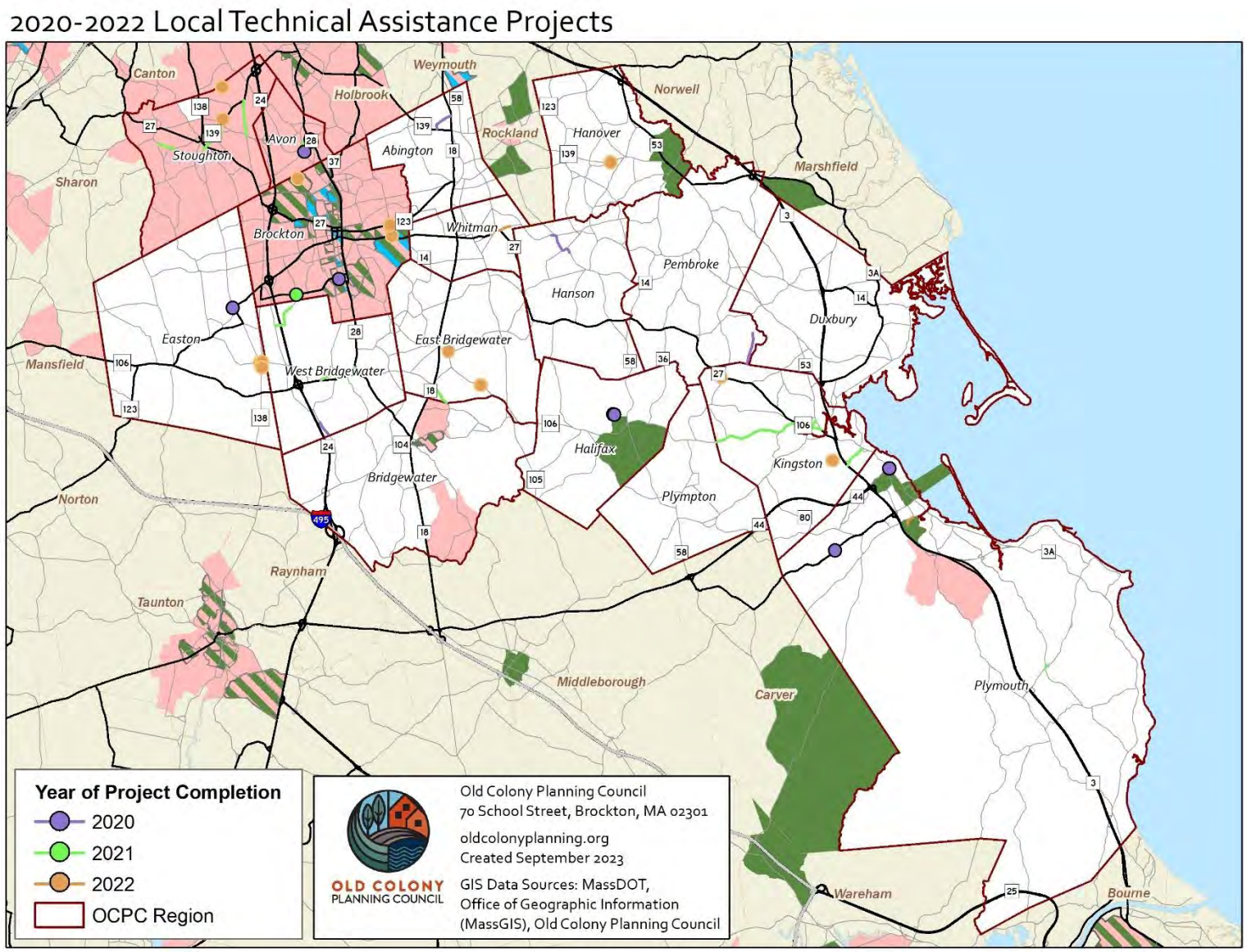
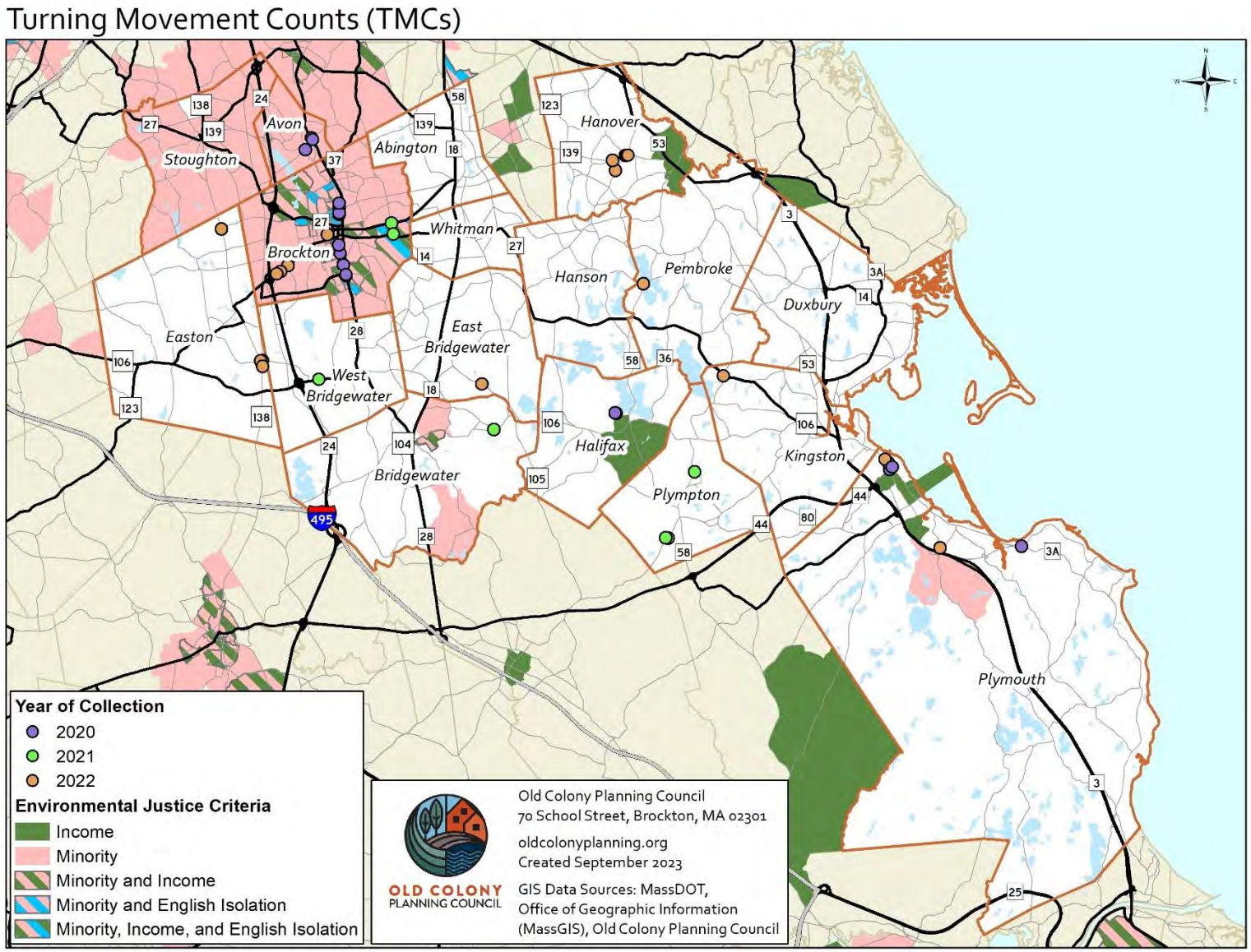


Figure 8: All TMC Count Locations (2020-2022)



Transit

OCPC utilizes the data provided by the Brockton Area Transit Authority (BAT) Farebox Route Revenue Reports that generate average daily ridership to discern trends in ridership. The trends in ridership for the fixed route service, based upon the Old Colony Ridership Analysis tasks prepared for the Brockton Area Transit, show a decreasing trend in ridership from 9,870 per average weekday in FY 2019 to 3,817 in FY 2021, then increasing over the next two years to 5,651 in FY 2023. The decrease in FY 2020 and significant decrease in FY 2021 are attributed to the COVID-19 pandemic. Table 6 shows the trends in ridership based on average daily ridership between FY 2019 and FY 2023 (five-year period).

Table 6: Brockton Area Transit (BAT) Average Daily Ridership

FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
9,870	7,245	3,817	4,801	5,651

Several important factors influence transit ridership such as cyclical downturns in the economy and 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, affects fixed-route demand. In addition to these factors, the COVID-19 pandemic hit transit authorities hard, and ridership experienced an extreme decline. Regional Transit Authorities, including BAT, have since recovered, but not completely. The Brockton Area Transit Authority provides fixed-route and demand response (paratransit) service in the Old Colony Region, and regularly collects and reports its performance through its Performance Dashboard which can be viewed on their website.

Passengers Per Seat

As a part of the Congestion Management Process, OCPC analyzed ridership data from BAT's Automated Passenger Counter (APC) system Passio to calculate an average Passengers per Seat (PPS) for their system. To calculate this, OCPC used a randomizer from UMTA Circular 2710.A, July 18, 1988, to select one date during the October 2021, April 2022, and October 2022 Old Colony CMP data collections (three dates total). The Passio APC system was implemented in July 2021, so there will be eight (8) dates for the 2023-2026 Old Colony CMP Report. The randomizer was also used to select a morning (6-9 AM) and afternoon (3-6 PM) peak hour service interval. OCPC then requested the APC data for the three selected dates (October 28, 2021, April 27, 2022, and October 27, 2022). Tables 7-11 illustrate the raw data and analysis for October 2021, Tables 12-16 illustrate the raw data and analysis for April 2022, and Tables 17-21 illustrate the raw data and analysis for October 2022.

The Passengers Per Seat (PPS) was calculated for each route (both outbound and inbound) in both pulses for all three days, which was calculated by dividing the passengers by the number of seats on the bus. For October 2021, the system wide PPS was 0.25, the system wide PPS without Route 12 Ashmont was 0.23, and the Route 12 Ashmont PPS was 0.39. For April 2022, the system wide PPS was 0.33, the system wide PPS without Route 12 Ashmont was 0.34, and the Route 12 Ashmont PPS was 0.30. For October 2022, the system wide PPS was 0.37, the system wide PPS without Route 12 Ashmont was 0.34, and the Route 12 Ashmont PPS was 0.61.

Table 7: BAT Morning Pulse Data (10/28/21)

Pulse	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1703	1704	2101	1801	1802	1803	1812	1804	1806	2103	1302	1202	
Seats	31	31	38	31	31	31	38	31	31	38	38	38	**Totals**
Passengers OB	6	15	12	13	8	10	4	5	3	3	11	10	**100**
Passengers IB	16	10	6	15	5	6	5	12	8	2	18	12	**115**
Passengers Total	22	25	18	28	13	16	9	17	11	5	29	22	**215**

Table 8: BAT Afternoon Pulse Data (10/28/21)

Pulse	5:00	5:00	5:00	5:00	5:00	5:00	6:00	5:00	5:00	5:00	5:00	5:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1703	1806	1704	2101	1803	1801	1704	1802	1812	1804	1808	2102	
Seats	31	31	31	38	31	31	31	31	38	31	38	38	**Totals**
Passengers OB	16	1	7	18	24	2	8	6	3	6	10	3	**104**
Passengers IB	12	8	7	1	4	3	4	3	1	18	21	10	**92**
Passengers Total	28	9	14	19	28	5	12	9	4	24	31	13	**196**

Table 9: System Wide Passengers Per Seat by Route (10/28/21)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.19	0.48	0.32	0.42	0.26	0.32	0.11	0.16	0.10	0.08	0.29	0.26	0.25
PPS IB	0.52	0.32	0.16	0.48	0.16	0.19	0.13	0.39	0.26	0.05	0.47	0.32	0.29
PPS Overall	0.35	0.40	0.24	0.45	0.21	0.26	0.12	0.27	0.18	0.07	0.38	0.29	0.27

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.52	0.03	0.23	0.47	0.77	0.06	0.00	0.19	0.08	0.19	0.26	0.08	0.24
PPS IB	0.39	0.26	0.23	0.03	0.13	0.10	0.00	0.10	0.03	0.58	0.55	0.26	0.22
PPS Overall	0.45	0.15	0.23	0.25	0.45	0.08	0.00	0.15	0.05	0.39	0.41	0.17	0.23

Total	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.35	0.26	0.27	0.45	0.52	0.19	0.05	0.18	0.09	0.14	0.28	0.16	0.24
PPS IB	0.45	0.29	0.19	0.26	0.15	0.15	0.07	0.24	0.14	0.32	0.51	0.28	0.25
PPS Overall	0.40	0.27	0.23	0.35	0.33	0.17	0.06	0.21	0.12	0.23	0.39	0.22	0.25

Table 10: System Wide Passengers Per Seat by Route (Without Ashmont) (10/28/21)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.19	0.48	0.32	0.42	0.26	0.32	0.11	0.16	0.10	0.08	0.26	0.25
PPS IB	0.52	0.32	0.16	0.48	0.16	0.19	0.13	0.39	0.26	0.05	0.32	0.27
PPS Overall	0.35	0.40	0.24	0.45	0.21	0.26	0.12	0.27	0.18	0.07	0.29	0.26

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.52	0.03	0.23	0.47	0.77	0.06	0.00	0.19	0.08	0.19	0.08	0.24
PPS IB	0.39	0.26	0.23	0.03	0.13	0.10	0.00	0.10	0.03	0.58	0.26	0.19
PPS Overall	0.45	0.15	0.23	0.25	0.45	0.08	0.00	0.15	0.05	0.39	0.17	0.21

Total	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.35	0.26	0.27	0.45	0.52	0.19	0.05	0.18	0.09	0.14	0.16	0.24
PPS IB	0.45	0.29	0.19	0.26	0.15	0.15	0.07	0.24	0.14	0.32	0.28	0.23
PPS Overall	0.40	0.27	0.23	0.35	0.33	0.17	0.06	0.21	0.12	0.23	0.22	0.23

Table 11: Route 12 Ashmont Passengers Per Seat (10/28/21)

AM Pulse	12
PPS OB	0.29
PPS IB	0.47
PPS Overall	0.38

PM Pulse	12
PPS OB	0.26
PPS IB	0.55
PPS Overall	0.41

Total	12
PPS OB	0.28
PPS IB	0.51
PPS Overall	0.39

Table 12: BAT Morning Pulse Data (4/27/22)

Pulse	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1703	1704	1811	1706	1802	1303	1809	1805	1305	1801	2103	1808	
Seats	31	31	38	38	31	32	31	31	32	31	38	31	**Totals**
Passengers OB	8	12	10	3	13	12	12	6	12	11	11	9	**119**
Passengers IB	15	17	10	14	5	9	8	28	1	4	1	7	**119**
Passengers Total	23	29	20	17	18	21	20	34	13	15	12	16	**238**

Table 13: BAT Afternoon Pulse Data (4/27/22)

Pulse	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1202	1303	1812	1708	1802	1704	1009	1805	1703	1801	1707	1808	
Seats	38	32	38	38	31	31	38	31	31	31	38	31	**Totals**
Passengers OB	20	12	8	24	17	5	15	8	14	10	5	18	**156**
Passengers IB	19	13	14	7	4	13	6	11	10	0	28	13	**138**
Passengers Total	39	25	22	31	21	18	21	19	24	10	33	31	**294**

Table 14: System Wide Passengers Per Seat by Route (4/27/22)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.26	0.39	0.26	0.08	0.42	0.38	0.39	0.19	0.38	0.35	0.29	0.29	0.31
PPS IB	0.48	0.55	0.26	0.37	0.16	0.28	0.26	0.90	0.03	0.13	0.03	0.23	0.31
PPS Overall	0.37	0.47	0.26	0.22	0.29	0.33	0.32	0.55	0.20	0.24	0.16	0.26	0.31

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.53	0.38	0.21	0.63	0.55	0.16	0.39	0.26	0.45	0.32	0.13	0.58	0.38
PPS IB	0.50	0.41	0.37	0.18	0.13	0.42	0.16	0.35	0.32	0.00	0.74	0.42	0.33
PPS Overall	0.51	0.39	0.29	0.41	0.34	0.29	0.28	0.31	0.39	0.16	0.43	0.50	0.36

Total	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.39	0.38	0.24	0.36	0.48	0.27	0.39	0.23	0.41	0.34	0.21	0.44	0.34
PPS IB	0.49	0.48	0.32	0.28	0.15	0.35	0.21	0.63	0.18	0.06	0.38	0.36	0.32
PPS Overall	0.44	0.43	0.28	0.32	0.31	0.31	0.30	0.43	0.30	0.20	0.30	0.40	0.33

Table 15: System Wide Passengers Per Seat by Route (Without Ashmont) (4/27/22)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.26	0.39	0.26	0.08	0.42	0.38	0.39	0.19	0.38	0.35	0.29	0.31
PPS IB	0.48	0.55	0.26	0.37	0.16	0.28	0.26	0.90	0.03	0.13	0.23	0.33
PPS Overall	0.37	0.47	0.26	0.22	0.29	0.33	0.32	0.55	0.20	0.24	0.26	0.32

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.53	0.38	0.21	0.63	0.55	0.16	0.39	0.26	0.45	0.32	0.58	0.41
PPS IB	0.50	0.41	0.37	0.18	0.13	0.42	0.16	0.35	0.32	0.00	0.42	0.30
PPS Overall	0.51	0.39	0.29	0.41	0.34	0.29	0.28	0.31	0.39	0.16	0.50	0.35

Total	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.39	0.38	0.24	0.36	0.48	0.27	0.39	0.23	0.41	0.34	0.44	0.36
PPS IB	0.49	0.48	0.32	0.28	0.15	0.35	0.21	0.63	0.18	0.06	0.38	0.32
PPS Overall	0.44	0.43	0.28	0.32	0.31	0.31	0.30	0.43	0.30	0.20	0.41	0.34

Table 16: Route 12 Ashmont Passengers Per Seat (4/27/22)

AM Pulse	12
PPS OB	0.29
PPS IB	0.03
PPS Overall	0.16

PM Pulse	12
PPS OB	0.13
PPS IB	0.74
PPS Overall	0.43

Total	12
PPS OB	0.21
PPS IB	0.38
PPS Overall	0.30

Table 17: BAT Morning Pulse Data (10/27/22)

Pulse	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1802	2101	2201	1704	1703	1305	2103	2104	2102	1003	1204	1304	
Seats	31	38	38	31	31	32	38	38	38	38	38	32	**Totals**
Passengers OB	12	25	12	14	22	10	0	7	19	19	28	17	**185**
Passengers IB	26	7	5	15	8	4	1	7	6	4	24	21	**128**
Passengers Total	38	32	17	29	30	14	1	14	25	23	52	38	**313**

Table 18: BAT Afternoon Pulse Data (10/27/22)

Pulse	4:00	4:00	4:00	4:00	3:30	5:00	4:00	4:00	5:00	4:00	5:00	4:00	
Route #	1	2	3	4	4A	5	6	8	9	10/11	12	14	
Bus #	1802	1003	1706	1707	1006	2104	2103	1703	2201	2104	1707	1304	
Seats	31	38	38	38	32	38	38	31	38	38	38	32	**Totals**
Passengers OB	10	19	9	13	8	3	27	22	11	12	10	19	**163**
Passengers IB	19	11	10	19	5	6	14	4	3	2	30	28	**151**
Passengers Total	29	30	19	32	13	9	41	26	14	14	40	47	**314**

Table 19: System Wide Passengers Per Seat by Route (10/27/22)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.39	0.66	0.32	0.45	0.71	0.31	0.00	0.18	0.50	0.50	0.74	0.53	0.44
PPS IB	0.84	0.18	0.13	0.48	0.26	0.13	0.03	0.18	0.16	0.11	0.63	0.66	0.32
PPS Overall	0.61	0.42	0.22	0.47	0.48	0.22	0.01	0.18	0.33	0.30	0.68	0.59	0.38

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.32	0.50	0.24	0.34	0.25	0.08	0.71	0.71	0.29	0.32	0.26	0.59	0.38
PPS IB	0.61	0.29	0.26	0.50	0.16	0.16	0.37	0.13	0.08	0.05	0.79	0.88	0.36
PPS Overall	0.47	0.39	0.25	0.42	0.20	0.12	0.54	0.42	0.18	0.18	0.53	0.73	0.37

Total	1	2	3	4	4A	5	6	8	9	10/11	12	14	Total
PPS OB	0.35	0.58	0.28	0.40	0.48	0.20	0.36	0.45	0.39	0.41	0.50	0.52	0.41
PPS IB	0.73	0.24	0.20	0.49	0.21	0.14	0.20	0.16	0.12	0.08	0.71	0.60	0.32
PPS Overall	0.54	0.41	0.24	0.44	0.34	0.17	0.28	0.30	0.26	0.24	0.61	0.56	0.37

Table 20: System Wide Passengers Per Seat by Route (Without Ashmont) (10/27/22)

AM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.39	0.66	0.32	0.45	0.71	0.31	0.00	0.18	0.50	0.50	0.53	0.41
PPS IB	0.84	0.18	0.13	0.48	0.26	0.13	0.03	0.18	0.16	0.11	0.66	0.29
PPS Overall	0.61	0.42	0.22	0.47	0.48	0.22	0.01	0.18	0.33	0.30	0.59	0.35

PM Pulse	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.32	0.50	0.24	0.34	0.25	0.08	0.71	0.71	0.29	0.32	0.59	0.40
PPS IB	0.61	0.29	0.26	0.50	0.16	0.16	0.37	0.13	0.08	0.05	0.88	0.32
PPS Overall	0.47	0.39	0.25	0.42	0.20	0.12	0.54	0.42	0.18	0.18	0.73	0.36

Total	1	2	3	4	4A	5	6	8	9	10/11	14	Total
PPS OB	0.35	0.58	0.28	0.40	0.48	0.20	0.36	0.45	0.39	0.41	0.50	0.40
PPS IB	0.73	0.24	0.20	0.49	0.21	0.14	0.20	0.16	0.12	0.08	0.58	0.28
PPS Overall	0.54	0.41	0.24	0.44	0.34	0.17	0.28	0.30	0.26	0.24	0.54	0.34

Table 21: Route 12 Ashmont Passengers Per Seat (10/27/22)

AM Pulse	12
PPS OB	0.74
PPS IB	0.63
PPS Overall	0.68

PM Pulse	12
PPS OB	0.26
PPS IB	0.79
PPS Overall	0.53

Total	12
PPS OB	0.50
PPS IB	0.71
PPS Overall	0.61

Figure 9: BAT Performance Dashboard FY 2020

bat

Performance Dashboard FY20

Fixed Route	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan	Feb	Mar	Apr	May	June	Average	Standard	Goal	FY19
Total Passengers	199,117	211,340	232,952	255,408	219,066	189,218	192,481	197,473	134,785	43,714	46,121	68,789	165,872			219,727
Pass/Rev Hour	23.03	23.91	24.96	24.86	25.43	21.23	21.65	20.95	17.59	7.85	8.50	12.35	19.36	22.00	26.00	24.28
Pass/Rev Mile	1.84	2.02	2.16	2.00	2.05	1.70	1.76	1.86	1.36	0.66	0.72	0.95	1.59	2.00	2.20	2.02
On-Time	98.49%	98.47%	94.96%	96.56%	95.67%	96.02%	97.99%	99.00%	99.58%	99.95%	100.00%	100.00%	98.06%	95%	98%	97.81%
Demand Response	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY19**
Total Passengers	14,828	15,014	13,708	15,334	13,308	12,882	13,845	12,575	8,154	2,840	2597	3236	10,693			14,490
Pass/Rev Hour	2.65	2.67	2.58	2.62	2.60	2.49	2.53	2.56	1.65	0.71	0.70	0.82	2.05	2.25	2.75	2.51
On-Time	87.85%	88.32%	84.44%	84.95%	84.97%	84.90%	87.60%	86.36%	90.02%	97.61%	95.41%	94.40%	88.90%	85%	90%	88.10%
Safety	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY19**
Preventable FR Accidents/ 100K miles	1.76	1.82	0.00	3.35	3.48	2.74	0.86	2.83	2.06	0.00	1.52	5.58	2.17	3	2	1.27
Preventable DR Accidents/10K miles	0.2	0	0.21	0	0.21	0.2	0	2.17	2.78	0.00	6.77	0.00	1.05	3	2	0.67
Maintenance	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY19**
Fixed Route Miles Between Breakdowns w/ passenger interruption	56,860	54,826	50,262	59,691	115,075	54,688	55,818.00	35,291.00	48,501.00	22,597.00	65,748.00	89,532.00	59,074	20,000	25,000	45,778
Demand Response Miles Between Breakdowns w/ passenger interruption	25,243.00	50,136.00	23,931.50	54,092.00	12,137.00	16,120.00	51,337.00	22,992.00	17,964.00	15,393.00	14,778.00	19,719.00	26,987	25,000	30,000	37,622
Customer Service	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY19**
Valid Complaints /100,000 pax FR	3.01	1.42	1.92	4.07	4.70	1.72	1.61	3.37	1.57	2.29	2.17	7.27	2.93	8	5	2.52
Valid Complaints /10,000 pax DR	3.44	0.00	3.71	2.47	5.63	3.84	1.77	0.00	2.97	0.00	0.00	3.69	2.29	4	2	0.85

Figure 10: BAT Performance Dashboard FY 2021

bat

Performance Dashboard FY21

Fixed Route	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan	Feb	Mar	Apr	May	June	Average	Standard	Goal	FY20
Total Passengers	102,225	115,976	104,819	104,069	89,062	86,467	77,924	72,586	97,150	96,986	98,220	102,468	1,147,952			165,872
Pass/Rev Hour	14.55	16.70	14.77	13.34	12.32	12.00	11.03	10.44	12.33	12.78	14.18	14.58	13.25	22.00	26.00	19.36
Pass/Rev Mile	1.09	1.26	1.08	1.02	0.97	0.91	0.82	0.80	0.92	0.95	1.06	1.11	1.00	2.00	2.20	1.59
On-Time	100.00%	99.98%	99.90%	99.81%	99.95%	99.71%	99.99%	99.96%	99.87%	98.86%	99.43%	99.66%	99.76%	95%	98%	98.06%
Demand Response	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY20**
Total Passengers	3,858	3,876	4,701	5,919	5,356	5,185	4,086	4,424	6,049	5,724	5881	6711	61,770			10,693
Pass/Rev Hour	0.91	1.02	1.14	1.42	1.28	1.14	1.08	1.25	1.41	1.50	1.62	1.66	1.29	2.25	2.75	2.05
On-Time	93.50%	94.55%	94.46%	94.40%	93.17%	94.23%	95.76%	94.50%	95.07%	94.43%	92.40%	93.69%	94.18%	85%	90%	88.90%
Safety	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY20**
Preventable FR Accidents/ 100K miles	1.08	2.14	3.03	0.00	0.00	0.00	2.18	1.05	1.95	0.94	0.00	1.05	1.36	3	2	2.17
Preventable DR Accidents/10K miles	0	0	0	0.64	0	0	0.37	0	0	0.32	0.30	0.00	0.11	3	2	1.05
Maintenance	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY20**
Fixed Route Miles Between Breakdowns w/ passenger interruption	48,167	94,951	97,669	102,954	99,615	47,912	97,005.00	44,434.00	102,479.00	98,881.00	18,805.00	11,908.88	116,388	20,000	25,000	59,074
Demand Response Miles Between Breakdowns w/ passenger interruption	27,882.00	25,235.00	26,122.00	31,397.00	29,537.00	32,336.00	24,690.00	26,031.00	33,035.00	31,341.00	31,026.00	34,662.00	71,095	25,000	30,000	26,987
Customer Service	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY20**
Valid Complaints /100,000 pax FR	7.83	5.17	4.83	7.79	1.13	4.64	3.86	6.98	3.12	4.16	0.00	0.98	4.21	8	5	2.93
Valid Complaints /10,000 pax DR	3.07	0.00	0.00	2.02	4.49	2.35	2.89	0.00	3.98	4.13	4.02	0.00	2.31	4	2	2.29

Figure 11: BAT Performance Dashboard FY 2022

bat

Performance Dashboard FY22

Fixed Route	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan	Feb	Mar	Apr	May	June	Average	Standard	Goal	FY21
Total Passengers	106,503	114,179	122,255	119,181	114,880	112,333	87,734	95,386	124,451	122,732	124,352	128,606	114,383			95,663
Pass/Rev Hour	15.28	16.14	16.99	15.95	15.91	15.41	12.85	13.34	15.67	15.86	17.72	18.33	15.79	22.00	26.00	13.25
Pass/Rev Mile	1.16	1.22	1.27	1.21	1.21	1.14	0.97	1.05	1.21	1.26	1.36	1.37	1.20	2.00	2.20	1.00
On-Time	99.60%	99.97%	99.47%	99.51%	99.58%	99.66%	99.92%	99.85%	99.92%	99.84%	99.80%	99.87%	99.75%	95%	98%	99.76%
Demand Response	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY21**
Total Passengers	7,364	8,471	8,397	7,727	8,628	8,513	7,186	7,496	9,833	8,841	9179	9390	8,419			5,148
Pass/Rev Hour	1.84	2.02	2.00	2.08	2.18	1.95	1.87	2.03	2.05	2.05	2.21	2.29	2.05	2.25	2.75	1.29
On-Time	93.89%	93.36%	90.41%	89.34%	86.43%	89.04%	91.08%	89.69%	92.41%	91.70%	87.91%	86.38%	90.14%	85%	90%	94.18%
Safety	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY21**
Preventable FR Accidents/ 100K miles	0.00	0.00	2.00	0.98	0.00	0.98	2.16	1.07	1.88	1.98	4.20	0.00	1.27	3	2	1.12
Preventable DR Accidents/10K miles	0	0	0	0	0	0.27	0.31	0	0	0.27	0.28	0.27	0.12	3	2	0.14
Maintenance	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**YTD**	**Standard**	**Goal**	**FY21**
Fixed Route Miles Between Breakdowns w/ passenger interruption	96,172	98,638	31,257	19,118	93,010	32,930	90,155.00	43,877.00	50,816.00	47,851.00	31,601.00	48,676.50	45,744	20,000	25,000	72,065
Demand Response Miles Between Breakdowns w/ passenger interruption	33,552.00	17,833.00	34,628.00	33,038.00	35,767.00	37,476.00	32,072.00	31,816.00	40,437.00	36,790.00	17,913.00	36,482.00	47,061	25,000	30,000	29,441
Customer Service	**July**	**Aug.**	**Sept.**	**Oct.**	**Nov.**	**Dec.**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**Average**	**Standard**	**Goal**	**FY21**
Valid Complaints /100,000 pax FR	8.45	7.01	3.38	0.86	3.60	2.71	1.15	3.25	5.79	2.53	0.00	1.56	3.34	8	5	4.21
Valid Complaints /10,000 pax DR	3.32	2.97	5.80	0.00	0.00	1.42	1.67	0.00	1.26	1.37	2.75	0.00	1.70	4	2	2.25

Commuter Rail and Park & Ride

Commuter Rail Stations

The Old Colony Congestion Management Process data collection component includes two visits per year to the MBTA Commuter Rail lots to count the number of parked vehicles and bicycles to 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.

Tables 22-24 summarize the results of the 2020, 2021, and 2022 Commuter Rail parking lot surveys, listing utilization rates for parked vehicles and bicycles at each station surveyed, while Figure 12 shows the five-year trend in utilization for each commuter rail line in the region. Due to the COVID-19 pandemic, utilization decreased significantly at all commuter rail stations, with five stations having zero vehicles parked. Utilization has increased overall during the three years, increasing from 4.85% overall in 2020 to 15.22% in 2021 and more than doubling from 2021 to 35.06% overall in 2022. Compared to 2018 and 2019, 2022 was around half of both pre-pandemic years. Since 2019, none of the visited stations have reached the congested threshold of 85% or more utilized. The station that has come closest was Canton Junction in October 2022 at 63.12% utilized. The Plymouth station was closed after the October 2020 count and will not re-open.

Table 22: 2020 Commuter Rail Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2020 Total Utilization	April 2020 Utilization	April 2020 Bicycle Utilization	October 2020 Total Utilization	October 2020 Utilization	October 2020 Bicycle Utilization	2020 Average Total Utilization	2020 Average Utilization	2020 Average Bicycle Utilization
Providence/Stoughton Line												
Canton Junction	762	12	48	1.57%	0.00%	0.00%	10.50%	0.00%	0.00%	6.04%	0.00%	0.00%
Canton Center	215	4	10	0.00%	0.00%	0.00%	4.65%	0.00%	0.00%	2.33%	0.00%	0.00%
Stoughton	361	10	13	0.83%	0.00%	0.00%	9.14%	0.00%	0.00%	4.99%	0.00%	0.00%
Middleborough/Lakeville Line												
Holbrook/Randolph	362	14	24	0.55%	0.00%	0.00%	6.63%	0.00%	0.00%	3.59%	0.00%	0.00%
Montello	351	12	36	6.55%	0.00%	0.00%	16.52%	0.00%	0.00%	11.54%	0.00%	0.00%
Brockton (BAT Facility)	323	11	32	0.00%	0.00%	0.00%	9.29%	18.18%	0.00%	4.64%	9.09%	0.00%
Campello	552	11	12	0.91%	0.00%	0.00%	5.07%	0.00%	0.00%	2.99%	0.00%	0.00%
Bridgewater	499	10	28	2.61%	0.00%	0.00%	9.62%	0.00%	10.71%	6.11%	0.00%	5.36%
Middleborough/Lakeville	769	13	8	2.34%	0.00%	0.00%	9.10%	0.00%	12.50%	5.72%	0.00%	6.25%
Kingston/Plymouth Line												
South Weymouth	636	13	28	0.31%	0.00%	0.00%	13.84%	0.00%	3.57%	7.08%	0.00%	1.79%
Abington	404	9	12	0.00%	0.00%	0.00%	6.93%	0.00%	0.00%	3.47%	0.00%	0.00%
Whitman	199	7	12	0.00%	0.00%	0.00%	6.53%	0.00%	25.00%	3.27%	0.00%	12.50%
Hanson	428	8	14	1.87%	0.00%	0.00%	5.61%	0.00%	7.14%	3.74%	0.00%	3.57%
Halifax	412	10	19	0.49%	0.00%	0.00%	5.34%	0.00%	0.00%	2.91%	0.00%	0.00%
Kingston	1,030	22	32	1.07%	0.00%	0.00%	5.15%	0.00%	0.00%	3.11%	0.00%	0.00%
Plymouth	92	4	4	0.00%	0.00%	0.00%	9.38%	0.00%	0.00%	4.69%	0.00%	0.00%
Total Providence/Stoughton Line	***1,338***	***26***	***71***	***1.12%***	***0.00%***	***0.00%***	***9.19%***	***0.00%***	***0.00%***	***5.16%***	***0.00%***	***0.00%***
Total Middleborough/Lakeville Line	***2,856***	***71***	***140***	***2.14%***	***0.00%***	***0.00%***	***9.03%***	***2.82%***	***2.30%***	***5.58%***	***1.41%***	***1.15%***
Total Kingston/Plymouth Line	***3,201***	***73***	***121***	***0.72%***	***0.00%***	***0.00%***	***7.39%***	***0.00%***	***4.13%***	***4.06%***	***0.00%***	***2.07%***
Total All Stations	***7,395***	***170***	***332***	***1.34%***	***0.00%***	***0.00%***	***8.35%***	***1.18%***	***2.46%***	***4.85%***	***0.59%***	***1.23%***

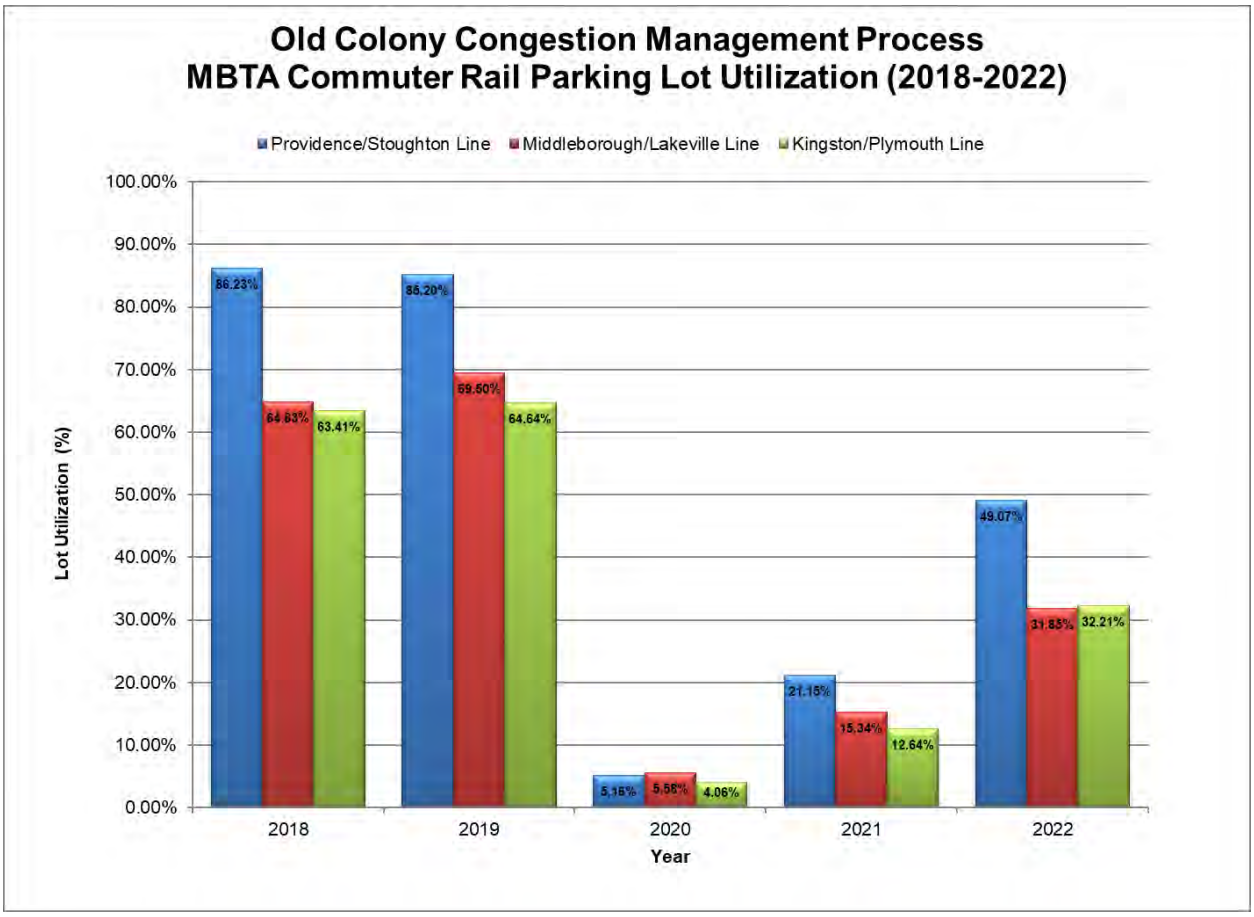
Table 23: 2021 Commuter Rail Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2021 Total Utilization	April 2021 Utilization	April 2021 Bicycle Utilization	October 2021 Total Utilization	October 2021 Utilization	October 2021 Bicycle Utilization	2021 Average Total Utilization	2021 Average Utilization	2021 Average Bicycle Utilization
Providence/Stoughton Line												
Canton Junction	762	12	48	11.02%	0.00%	0.00%	39.76%	8.33%	4.17%	25.39%	4.17%	2.08%
Canton Center	215	4	10	3.72%	0.00%	0.00%	11.16%	0.00%	0.00%	7.44%	0.00%	0.00%
Stoughton	323	10	13	9.91%	0.00%	7.69%	30.65%	10.00%	0.00%	20.28%	5.00%	3.85%
Middleborough/Lakeville Line												
Holbrook/Randolph	362	14	24	8.01%	0.00%	0.00%	19.34%	0.00%	0.00%	13.67%	0.00%	0.00%
Montello	351	12	36	17.95%	0.00%	0.00%	29.34%	0.00%	2.78%	23.65%	0.00%	1.39%
Brockton	323	11	32	10.53%	18.18%	0.00%	21.36%	18.18%	0.00%	15.94%	18.18%	0.00%
Campello	552	11	12	4.35%	0.00%	0.00%	13.77%	0.00%	0.00%	9.06%	0.00%	0.00%
Bridgewater	499	10	28	15.23%	0.00%	0.00%	21.44%	0.00%	0.00%	18.34%	0.00%	0.00%
Middleborough/Lakeville	769	13	8	8.45%	0.00%	0.00%	20.81%	15.38%	0.00%	14.63%	7.69%	0.00%
Kingston/Plymouth Line												
South Weymouth	636	13	28	13.99%	0.00%	7.14%	20.75%	0.00%	3.57%	17.37%	0.00%	5.36%
Abington	404	9	12	6.68%	0.00%	8.33%	23.76%	0.00%	8.33%	15.22%	0.00%	8.33%
Whitman	199	7	12	6.03%	0.00%	0.00%	17.59%	0.00%	0.00%	11.81%	0.00%	0.00%
Hanson	428	8	14	4.67%	0.00%	0.00%	18.69%	0.00%	0.00%	11.68%	0.00%	0.00%
Halifax	412	10	19	5.58%	0.00%	0.00%	16.26%	0.00%	0.00%	10.92%	0.00%	0.00%
Kingston	1,030	22	32	4.17%	0.00%	0.00%	15.73%	4.55%	0.00%	9.95%	2.27%	0.00%
Total Providence/Stoughton Line	***1,300***	***26***	***71***	***9.54%***	***0.00%***	***1.41%***	***32.77%***	***7.69%***	***2.82%***	***21.15%***	***3.85%***	***2.11%***
Total Middleborough/Lakeville Line	***2,856***	***71***	***140***	***10.19%***	***2.82%***	***0.00%***	***20.48%***	***5.63%***	***0.57%***	***15.34%***	***4.23%***	***0.29%***
Total Kingston/Plymouth Line	***3,109***	***69***	***117***	***6.88%***	***0.00%***	***2.56%***	***18.40%***	***1.45%***	***1.71%***	***12.64%***	***0.72%***	***2.14%***
Total All Stations	***7,265***	***166***	***328***	***8.66%***	***1.20%***	***1.22%***	***21.79%***	***4.22%***	***1.38%***	***15.22%***	***2.71%***	***1.30%***

Table 24: 2022 Commuter Rail Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2022 Total Utilization	April 2022 Utilization	April 2022 Bicycle Utilization	October 2022 Total Utilization	October 2022 Utilization	October 2022 Bicycle Utilization	2022 Average Total Utilization	2022 Average Utilization	2022 Average Bicycle Utilization
Providence/Stoughton Line												
Canton Junction	762	12	48	51.97%	16.67%	8.33%	63.12%	8.33%	10.42%	57.55%	12.50%	9.38%
Canton Center	215	4	10	20.47%	0.00%	0.00%	23.72%	0.00%	20.00%	22.09%	0.00%	10.00%
Stoughton	311	10	13	41.80%	0.00%	7.69%	52.09%	0.00%	23.08%	46.95%	0.00%	15.38%
Middleborough/Lakeville Line												
Holbrook/Randolph	362	14	24	22.65%	0.00%	4.17%	23.48%	0.00%	8.33%	23.07%	0.00%	6.25%
Montello	351	12	36	37.04%	0.00%	2.78%	44.73%	8.33%	2.78%	40.88%	4.17%	2.78%
Brockton (BAT Facility)	323	11	32	19.50%	9.09%	0.00%	20.43%	9.09%	1.92%	19.97%	9.09%	0.96%
Campello	552	11	12	14.13%	0.00%	0.00%	18.84%	0.00%	0.00%	16.49%	0.00%	0.00%
Bridgewater	499	10	28	38.88%	0.00%	3.57%	59.72%	0.00%	7.14%	49.30%	0.00%	5.36%
Middleborough/Lakeville	769	13	8	30.30%	7.69%	12.50%	42.78%	0.00%	0.00%	36.54%	3.85%	6.25%
Kingston/Plymouth Line												
South Weymouth	636	13	28	34.91%	0.00%	3.57%	50.79%	7.69%	0.00%	42.85%	3.85%	1.79%
Abington	404	9	12	33.42%	0.00%	25.00%	51.98%	0.00%	58.33%	42.70%	0.00%	41.67%
Whitman	199	7	12	27.64%	0.00%	16.67%	33.17%	0.00%	8.33%	30.40%	0.00%	12.50%
Hanson	428	8	14	22.66%	0.00%	14.29%	30.37%	0.00%	0.00%	26.52%	0.00%	7.14%
Halifax	412	10	19	23.30%	0.00%	5.26%	32.52%	0.00%	0.00%	27.91%	0.00%	2.63%
Kingston	1,030	22	32	23.50%	0.00%	0.00%	28.45%	0.00%	0.00%	25.97%	0.00%	0.00%
Total Providence/Stoughton Line	***1,288***	***26***	***71***	***44.25%***	***7.69%***	***7.04%***	***53.88%***	***3.85%***	***14.08%***	***49.07%***	***5.77%***	***10.56%***
Total Middleborough/Lakeville Line	***2,856***	***71***	***140***	***27.31%***	***2.82%***	***2.86%***	***36.38%***	***2.82%***	***3.45%***	***31.85%***	***2.82%***	***3.15%***
Total Kingston/Plymouth Line	***3,109***	***69***	***117***	***27.24%***	***0.00%***	***7.69%***	***37.18%***	***1.45%***	***6.84%***	***32.21%***	***0.72%***	***7.26%***
Total All Stations	***7,253***	***166***	***328***	***30.29%***	***2.41%***	***5.49%***	***39.83%***	***2.41%***	***6.63%***	***35.06%***	***2.41%***	***6.06%***

Figure 12: Commuter Rail Parking Lot Utilization (2018-2022)



Park & Ride Lots

The Old Colony Congestion Management Process data collection component includes two visits per year to Park & Ride facilities along the AmVets Memorial Highway (Route 24) and Pilgrims Highway (Route 3) Corridors to count the number of parked vehicles and bicycles and to determine the availability of peak parking. This data collection effort takes place in concert with the 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. None of the Park & Ride lots were visited in April 2020 due to the pandemic. After the October 2021 count, one Park & Ride facility on the Route 3 Corridor (Route 3A & 53 in Kingston) closed and will no longer be visited.

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.

Figure 13 shows the five-year trend in utilization for each Park & Ride corridor in the region, while Tables 25-27 summarize the results of the 2020, 2021, and 2022 Park & Ride parking lot surveys, listing utilization rates for parked vehicles and bicycles at each facility surveyed. The Park & Ride locations in the Old Colony region have been observed to be popular and well utilized. In 2018 and 2019, the Park & Ride lots the six lots were overall well utilized, with only the Pembroke and Bridgewater lots not reaching the 85% congested threshold. Since then, utilization has dropped significantly due to the COVID-19 pandemic, but it has bounced back with each visit being around 50% utilized in both 2022 visits.

Figure 13: Park & Ride Parking Lot Utilization (2018-2022)

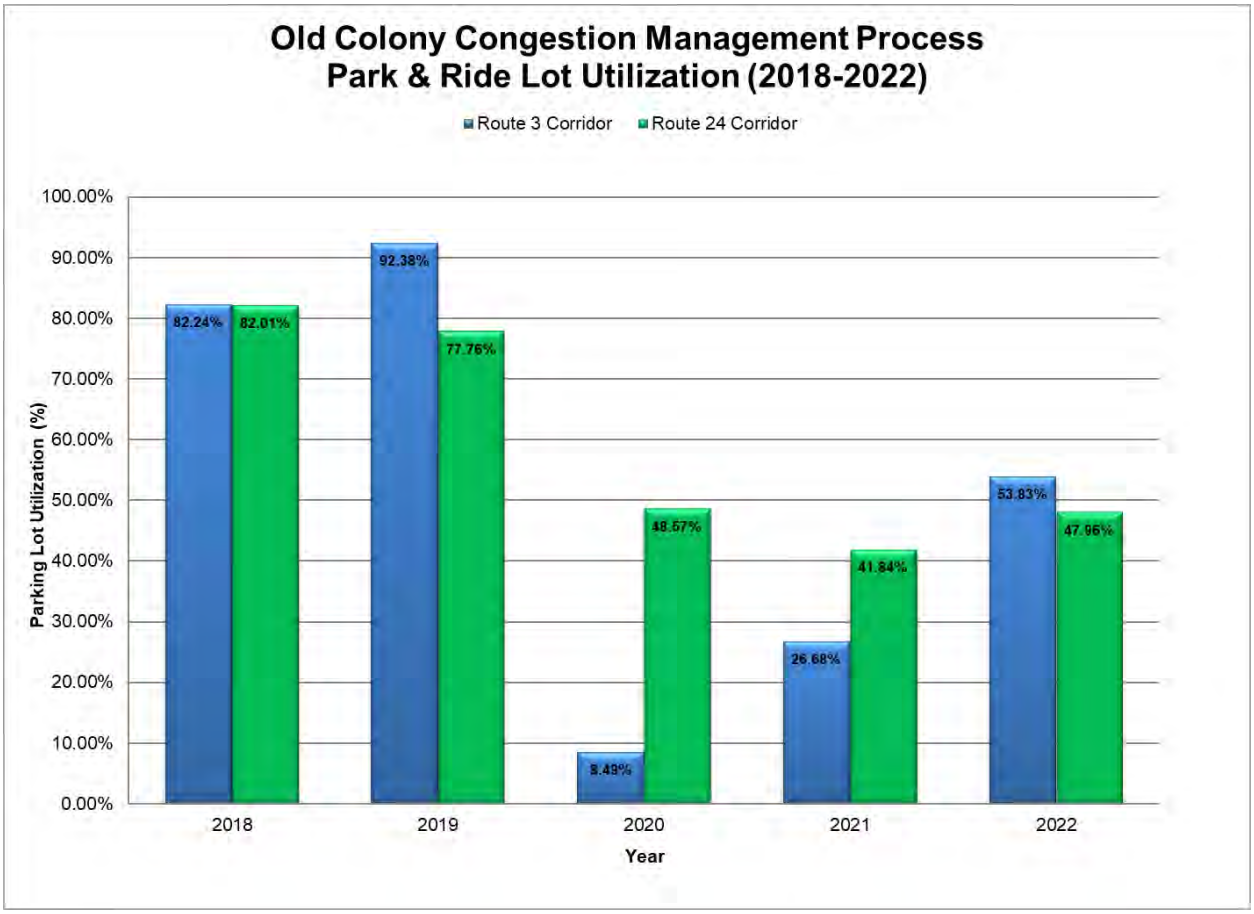


Table 25: 2020 Park & Ride Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2020 Total Utilization	April 2020 Utilization	April 2020 Bicycles Utilization	October 2020 Total Utilization	October 2020 Utilization	October 2020 Bicycles Utilization	2020 Average Regular Utilization	2020 Average Utilization	2020 Average Bicycles Utilization
Route 3 Corridor												
Rockland - Route 3, Exit 14 (Route 228)	440	8	0	0.00%	0.00%	0.00%	25.23%	0.00%	0.00%	12.61%	0.00%	0.00%
Kingston - Route 3, Exit 10 (Route 3A & 53)	72	0	0	0.00%	0.00%	0.00%	15.28%	0.00%	0.00%	7.64%	0.00%	0.00%
Plymouth - Route 3, Exit 5 (Long Pond Road)	200	8	0	0.00%	0.00%	0.00%	7.50%	0.00%	0.00%	3.75%	0.00%	0.00%
Bourne - Route 3, Exit 1B (Route 6) (Sagamore)	377	6	10	0.00%	0.00%	0.00%	12.73%	16.67%	0.00%	6.37%	8.33%	0.00%
Route 24 Corridor												
West Bridgewater - Route 24, Exit 16 (Route 106)	185	7	11	0.00%	0.00%	0.00%	56.22%	0.00%	0.00%	28.11%	0.00%	0.00%
Bridgewater - Route 24, Exit 15 (Route 104)	60	0	0	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	12.50%	0.00%	0.00%
Total Route 3 Corridor	***1,089***	***22***	***10***	***0.00%***	***0.00%***	***0.00%***	***16.99%***	***4.55%***	***0.00%***	***8.49%***	***2.27%***	***0.00%***
Total Route 24 Corridor	***245***	***7***	***11***	***0.00%***	***0.00%***	***0.00%***	***48.57%***	***0.00%***	***0.00%***	***24.29%***	***0.00%***	***0.00%***
Total All Lots	***1,334***	***29***	***21***	***0.00%***	***0.00%***	***0.00%***	***22.79%***	***3.45%***	***0.00%***	***11.39%***	***1.72%***	***0.00%***

Table 26: 2021 Park & Ride Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2021 Total Utilization	April 2021 Utilization	April 2021 Bicycles Utilization	October 2021 Total Utilization	October 2021 Utilization	October 2021 Bicycles Utilization	2021 Average Regular Utilization	2021 Average Utilization	2021 Average Bicycles Utilization
Route 3 Corridor												
Rockland - Route 3, Exit 35 (Route 228)	440	8	0	26.82%	0.00%	0.00%	37.50%	0.00%	0.00%	32.16%	0.00%	0.00%
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	0	8.33%	0.00%	0.00%	11.11%	0.00%	0.00%	9.72%	0.00%	0.00%
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	0	11.50%	0.00%	0.00%	31.00%	0.00%	0.00%	21.25%	0.00%	0.00%
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	10	14.06%	0.00%	0.00%	38.73%	16.67%	0.00%	26.39%	8.33%	0.00%
Route 24 Corridor												
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	11	55.68%	0.00%	0.00%	36.76%	0.00%	0.00%	46.22%	0.00%	0.00%
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	0	21.67%	0.00%	0.00%	35.00%	0.00%	0.00%	28.33%	0.00%	0.00%
Total Route 3 Corridor	***1,089***	***22***	***10***	***18.37%***	***0.00%***	***0.00%***	***34.99%***	***4.55%***	***0.00%***	***26.68%***	***2.27%***	***0.00%***
Total Route 24 Corridor	***245***	***7***	***11***	***47.35%***	***0.00%***	***0.00%***	***36.33%***	***0.00%***	***0.00%***	***41.84%***	***0.00%***	***0.00%***
Total All Lots	***1,334***	***29***	***21***	***23.69%***	***0.00%***	***4.76%***	***35.23%***	***3.45%***	***0.00%***	***29.46%***	***1.72%***	***2.38%***

Table 27: 2022 Park & Ride Parking Lot Utilization

Location	Total Spaces	Spaces	Bicycle Spaces	April 2022 Total Utilization	April 2022 Utilization	April 2022 Bicycles Utilization	October 2022 Total Utilization	October 2022 Utilization	October 2022 Bicycles Utilization	2022 Average Regular Utilization	2022 Average Utilization	2022 Average Bicycles Utilization
Route 3 Corridor												
Rockland - Route 3, Exit 35 (Route 228)	440	8	0	46.59%	25.00%	0.00%	39.55%	25.00%	0.00%	43.07%	25.00%	0.00%
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	0	50.00%	37.50%	0.00%	55.00%	0.00%	0.00%	52.50%	18.75%	0.00%
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	10	70.03%	100.00%	0.00%	64.19%	33.33%	0.00%	67.11%	66.67%	0.00%
Route 24 Corridor												
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	11	62.16%	0.00%	0.00%	48.65%	0.00%	0.00%	55.41%	0.00%	0.00%
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	0	31.67%	0.00%	0.00%	18.33%	0.00%	0.00%	25.00%	0.00%	0.00%
Total Route 3 Corridor	***1,017***	***22***	***10***	***55.95%***	***50.00%***	***0.00%***	***51.72%***	***18.18%***	***0.00%***	***53.83%***	***34.09%***	***0.00%***
Total Route 24 Corridor	***245***	***7***	***11***	***54.69%***	***0.00%***	***0.00%***	***41.22%***	***0.00%***	***0.00%***	***47.96%***	***0.00%***	***0.00%***
Total All Lots	***1,262***	***29***	***21***	***55.71%***	***37.93%***	***9.52%***	***49.68%***	***13.79%***	***0.00%***	***52.69%***	***25.86%***	***4.76%***

Analysis of Congestion Problems and Needs

The Old Colony Congestion Management Process has identified congested facilities across the transportation system in the Old Colony region where improvements may be targeted.

Roadways

Table 28 identifies roadway facilities that have been identified as congested through the Congestion Management Process and Unified Planning Work Program.

Table 28: Identified Congested Roadway Facilities in the Old Colony Region

Bottleneck Facility	Bottleneck Type (Cause)
Limited Access Highways & Interchanges	
AmVets Memorial Highway (Route 24) & Interstate 495 – Exit 22	Demand Surge/Merges/Weaves/Narrow Lanes
AmVets Memorial Highway (Route 24) & Route 104 – Exit 24	Demand Surge/Merges
AmVets Memorial Highway (Route 24) & Route 106 – Exit 28	Demand Surge/Merges
AmVets Memorial Highway (Route 24) & Route 123 – Exit 31	Demand Surge/Merges
AmVets Memorial Highway (Route 24) & Route 27 – Exit 33	Demand Surge/Merges
AmVets Memorial Highway (Route 24) & Harrison Blvd – Exit 35	Demand Surge/Merges
AmVets Memorial Highway (Route 24) & Route 139 – Exit 38	Demand Surge/Merges
Pilgrim Highway (Route 3) & Long Pond Road – Exit 13	Demand Surge
Pilgrim Highway (Route 3) & Route 44 (Samoset St) – Exit 15	Demand Surge
Pilgrim Highway (Route 3) & Samoset Street – Exit	Demand Surge/Lane Drop
Pilgrim Highway (Route 3) & Smiths Lane – Exit 17	Demand Surge
Pilgrim Highway (Route 3) & Route 3A – Exit 18	Demand Surge
Pilgrim Highway (Route 3) & Church Street (Route 139) – Exit 27	Demand Surge
Arterials	
Route 3A (Kingston) – Railroad Tracks to Route 3	Demand Surge
Route 3A (Plymouth) – Cherry Street to South Street	Demand Surge
Route 18 (Abington) – Weymouth Town Line to Whitman Town Line	Lane Drop
Route 27 (Brockton) – West Street to Route 14	Demand Surge
Route 27 (Stoughton) – Stoughton Square to Brockton City Line	Demand Surge
Route 44/Samoset Street (Plymouth) – Pilgrim Hill Road to Route 3A	Demand Surge/Lane Drop
Route 104 (Bridgewater) – Route 24 to Bridgewater Center	Demand Surge/Lane Drop
Route 106 (Halifax) – Indian Pond Road to Route 58	Demand Surge
Route 106 (West Bridgewater) – Route 24 to Route 28	Demand Surge
Route 123 (Easton & Brockton) – Route 138 to Route 28	Demand Surge/Lane Drop
Route 138 (Stoughton) – Canton Town Line to Route 27	Demand Surge
Central Street (Stoughton) – Route 27 to Avon Town Line	Demand Surge
Main Street (Brockton) – Howard Street to Plain Street	Demand Surge
Town Centers	
Bridgewater Center	Signal/Traffic Control (Systematic)
East Bridgewater Center	Signal/Systematic
Stoughton Center	Signal/Systematic
West Bridgewater Center	Signal
Whitman Center	Intersection

Intersections

The Old Colony Congestion Management Process has identified congested intersections throughout the region. These congested intersections are based on level of service analysis that has been completed through various tasks under the Unified Planning Work Program. Intersections with a calculated level of service grade of “D” or worse has been identified as a congested intersection. Of course, the degree of congestion varies between intersections. The level of service rating is indicative only of peak hour delay. Some locations may only experience congestion for a short period of time during the peak hour, while others the congestion is more chronic and lasts several hours throughout the day. Table 18 lists the intersections that have been identified as being congested.

Non-Recurring Congestion

In addition to being able to identify and analyze recurring congestion, the need to identify and analyze non-recurring congestion is also necessary. Non-recurring congestion varies from vehicle accidents, road construction, debris in the road interrupting traffic flow, special events (e.g. Fourth of July events, marathons, etc.), and weather-related incidents such as snow or flooding. With the assistance of the Regional Integrated Transportation Information System (RITIS) tool, non-recurring congestion can now be easily tracked and researched. RITIS is “a situational awareness, data archiving, and analytics platform that fuses data from many agencies, many systems, and even the private sector—enabling effective decision making for incident response and planning. Ultimately, RITIS enables a wide range of capabilities and insights, reduces the cost of planning activities and conducting research, and breaks down the barriers within and between agencies for information sharing, collaboration, and coordination” (RITIS.org).

All the forms of non-recurring congestion that occurred in the OCPC region between 2020 and 2022 are listed separately in Table 29. The average delays of the various types are as follows:

- 11 minutes for animal struck
- 6.61 days for bridge maintenance operations
- 5.82 hours for collisions
- 8.66 days for construction (planned roadways)
- 14.57 days for construction (traffic incidents)
- 1.25 hours for disabled vehicle
- 8.46 hours for fires
- 8.39 hours for flooding
- 3.02 days for incidents (acts of nature)
- 2.19 hours for incidents (fire)
- 6.70 days for incidents (planned roadway)
- 15.58 hours for incidents (roadway/traffic)
- 1.61 hours for incidents (traffic incidents)
- 6.68 hours for overgrown plants (roadway/traffic)
- 5.58 days for road maintenance operations
- 13.30 hours for water main work

Unfortunately, there is no way to prepare for non-recurring congestion compared to recurring congestion. The best way to handle non-recurring congestion is to create policies that can be exercised after any event of non-recurring congestion to lessen the incident clearance time. Such policies or measures can include geographic placement of message signs that exist on highways to alert drivers of any necessary information and creation of one or more detours in areas with

the highest AADT so that traffic can be safely rerouted (multiple detours can spread out the rerouted traffic). There were no reported events of other any weather delays that RITIS reports such as hail, hurricane, sleet, snow, or strong winds. If any of these events occur in future years, they will be documented in future reports.

Special Events

One of the forms of non-recurring congestion that had no reported cases on RITIS for the OCPC region between 2020 and 2022 was special events. Special events include sporting events, concerts, and season/regional events such as Fourth of July fireworks and road races. Staff members at OCPC have all contributed their local background and knowledge of special events in OCPC communities, such as Fourth of July fireworks in Abington, Brockton, Plymouth, and Stoughton; road races such as the Jeff Coombs Memorial Road Race in Abington, the Duxbury Triathlon, and the Run to the Rock race in Plymouth; holiday events such as the Christmas at Island Grove event in Abington, the Downtown Brockton Holiday Parade, and the Christmas on the Commons event in Bridgewater; and various other events like Memorial Day and Veteran's Day parades in multiple communities.

The COVID-19 pandemic cancelled these events for 2020 and half of 2021. While OCPC may not have a chance to document any of these events due to COVID-19 and other reasons, these events will be documented with ATRs and/or TMCs so they can be analyzed, and solutions can be proposed to those communities to decrease the congestion associated with those events. The data extracted from RITIS is only available on the county level, so only Plymouth County data is represented in Table 29 as 14 of OCPC's communities are within Plymouth County and the remaining three communities are within Bristol (Easton) and Norfolk (Avon and Stoughton) Counties.

Table 29: Non-Recurring Congestion by Type in the OCPC Region

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Animal Struck	Roadway/Traffic	4/8/2020 13:27	4/8/202013:38	RT-3 north	11 minutes	
					Average Delay – 11 Minutes	
Bridge Maintenance Operations	Planned Roadway	1/14/2020 21:00	1/15/2020 05:07	RT-3 north	8 hours 7 minutes	2
Bridge Maintenance Operations	Planned Roadway	1/23/2020 21:00	1/24/2020 05:55	RT-3 north	8 hours 55 minutes	3
Bridge Maintenance Operations	Planned Roadway	1/31/2020 9:00	1/31/2020 15:23	US-44 east	6 hours 23 minutes	3
Bridge Maintenance Operations	Planned Roadway	2/28/2020 9:00	2/28/2020 15:58	RT-3 north	6 hours 58 minutes	2
Bridge Maintenance Operations	Planned Roadway	4/14/2020 9:11	4/23/2020 15:56	RT-3A north	9 days 6 hours 44 minutes	2
Bridge Maintenance Operations	Planned Roadway	4/28/2020 11:14	5/7/2020 1:33	RT-3 north	8 days 14 hours 18 minutes	2
Bridge Maintenance Operations	Planned Roadway	5/7/2020 7:46	6/2/2020 5:33	RT-3 south	25 days 21 hours 47 minutes	2
Bridge Maintenance Operations	Planned Roadway	5/13/2020 15:32	5/20/2020 5:58	RT-24 north	6 days 14 hours 25 minutes	4
Bridge Maintenance Operations	Planned Roadway	6/10/2020 8:34	6/19/2020 1:31	RT-3 south	8 days 16 hours 56 minutes	
Bridge Maintenance Operations	Planned Roadway	7/2/2020 5:36	7/10/2020 3:43	RT-24 north	7 days 22 hours 7 minutes	8
Bridge Maintenance Operations	Planned Roadway	7/8/2020 8:53	7/17/2020 00:55	RT-3 north	8 days 16 hours 2 minutes	6
Bridge Maintenance Operations	Planned Roadway	7/9/2020 15:13	7/16/2020 3:54	RT-3 north	6 days 12 hours 41 minutes	6
Bridge Maintenance Operations	Planned Roadway	7/15/2020 17:37	7/22/2020 1:03	RT-3 north	6 days 7 hours 26 minutes	
Bridge Maintenance Operations	Planned Roadway	7/15/2020 17:40	7/24/2020 00:53	RT-3 north	8 days 7 hours 13 minutes	
Bridge Maintenance Operations	Planned Roadway	7/23/2020 14:25	7/24/2020 5:31	RT-3 north	15 hours 6 minutes	1
Bridge Maintenance Operations	Planned Roadway	7/28/2020 18:47	7/28/2020 20:26	RT-3 north	1 hour 39 minutes	
Bridge Maintenance Operations	Planned Roadway	8/11/2020 15:05	8/21/2020 5:07	RT-139 east	9 days 14 hours 2 minutes	2
Bridge Maintenance Operations	Planned Roadway	8/18/2020 13:06	8/25/2020 5:55	RT-24 north	6 days 16 hours 48 minutes	4
Bridge Maintenance Operations	Planned Roadway	8/18/2020 15:23	8/27/2020 5:18	RT-105 south	8 days 13 hours 55 minutes	2
Bridge Maintenance Operations	Planned Roadway	8/27/2020 11:50	9/3/2020 1:01	RT-24 north	6 days 13 hours 10 minutes	4
Bridge Maintenance Operations	Planned Roadway	9/2/2020 15:00	9/9/2020 00:07	RT-3 north	6 days 9 hours 7 minutes	1
Bridge Maintenance Operations	Planned Roadway	10/9/2020 13:50	10/16/2020 5:17	RT-3 north	6 days 15 hours 27 minutes	4
Bridge Maintenance Operations	Planned Roadway	11/3/2020 15:48	11/10/2020 5:17	RT-3 north	6 days 13 hours 29 minutes	3
Bridge Maintenance Operations	Planned Roadway	11/10/2020 13:11	11/20/2020 5:17	RT-3 north	9 days 16 hours 6 minutes	3
Bridge Maintenance Operations	Planned Roadway	1/7/2021 8:08	1/15/2021 5:27	RT-3 north	7 days 21 hours 19 minutes	1
Bridge Maintenance Operations	Planned Roadway	1/19/2021 12:39	1/29/2021 5:14	RT-3 north	9 days 16 hours 34 minutes	3
Bridge Maintenance Operations	Planned Roadway	2/2/2021 12:35	2/12/2021 5:01	RT-24 south	9 days 16 hours 26 minutes	2

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Bridge Maintenance Operations	Planned Roadway	2/17/2021 12:52	2/18/2021 5:13	RT-3 south	16 hours 21 minutes	1
Bridge Maintenance Operations	Planned Roadway	3/2/2021 15:23	3/10/2021 5:13	RT-3 north	7 days 13 hours 49 minutes	3
Bridge Maintenance Operations	Planned Roadway	4/7/2021 7:22	4/13/2021 00:57	RT-24 north	5 days 17 hours 35 minutes	
Bridge Maintenance Operations	Planned Roadway	4/8/2021 8:12	4/13/2021 10:43	RT-3 north	5 days 2 hours 30 minutes	
					Average Delay – 6.61 Days	
Collision	Roadway/Traffic	2/6/2020 5:38	2/6/2020 6:32		54 minutes	
Collision	Roadway/Traffic	7/24/2020 4:16	7/24/2020 15:00		10 hours 44 minutes	
					Average Delay - 5.82 Hours	
Construction Work	Planned Roadway	1/2/2020 9:00	1/03/2020 15:49	RT-24 north	1 days 6 hours 49 minutes	
Construction Work	Planned Roadway	1/06/2020 9:00	1/11/2020 15:24	RT-24 north	5 days 6 hours 24 minutes	
Construction Work	Planned Roadway	1/13/2020 9:000	1/17/2020 17:37	RT-53 north	4 days 8 hours 37 minutes	
Construction Work	Planned Roadway	1/13/2020 9:00	1/17/2020 15:36	RT-24 north	4 days 6 hours 36 minutes	
Construction Work	Planned Roadway	1/27/2020 6:00	1/31/2020 15:34	RT-3 north	4 days 9 hours 34 minutes	2
Construction Work	Planned Roadway	2/3/2020 6:00	2/7/2020 17:48	RT-3 north	4 days 11 hours 48 minutes	2
Construction Work	Planned Roadway	2/10/2020 6:00	2/14/2020 22:41	RT-3 north	4 days 16 hours 41 minutes	2
Construction Work	Planned Roadway	2/24/2020 6:00	2/28/2020 14:50	RT-3 north	4 days 8 hours 50 minutes	2
Construction Work	Planned Roadway	2/25/2020 8:00	2/25/2020 8:44	RT-53 north	44 minutes	
Construction Work	Planned Roadway	3/2/2020 6:00	3/6/2020 15:21	RT-3 north	4 days 9 hours 21 minutes	2
Construction Work	Planned Roadway	3/16/2020 6:00	3/20/2020 13:47	RT-3 north	4 days 7 hours 47 minutes	2
Construction Work	Planned Roadway	3/23/2020v 6:04	3/27/2020 17:33	RT-3 north	4 days 11 hours 29 minutes	2
Construction Work	Planned Roadway	4/5/2020 14:53	6/4/2020 4:26	RT-3 north	59 days 13 hours 33 minutes	1
Construction Work	Planned Roadway	4/17/2020 9:41	4/24/2020 17:08	RT-53 north	7 days 7 hours 27 minutes	
Construction Work	Planned Roadway	4/22/2020 8:25	5/1/2020 16:32	RT-53 north	9 days 8 hours 6 minutes	
Construction Work	Planned Roadway	4/28/2020 15:41	5/5/2020 9:16	RT-53 north	6 days 17 hours 34 minutes	
Construction Work	Planned Roadway	5/8/2020 11:38	5/15/2020 17:20	RT-53 north	7 days 5 hours 42 minutes	
Construction Work	Planned Roadway	5/8/2020 17:04	6/4/2020 5:19	US-44 east	26 days 12 hours 15 minutes	2
Construction Work	Planned Roadway	5/15/2020 14:29	5/22/2020 15:27	RT-53 north	7 days 57 minutes	4
Construction Work	Planned Roadway	5/20/2020 15:16	5/30/2020 21:05	RT-53 north	10 days 5 hours 48 minutes	
Construction Work	Planned Roadway	5/26/2020 14:16	6/7/2020 14:44	RT-53 north	12 days 28 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Planned Roadway	5/27/2020 14:25	5/29/2020 16:51	RT-53 north	2 days 2 hours 25 minutes	
Construction Work	Planned Roadway	5/29/2020 10:51	6/7/2020 14:44	RT-53 north	9 days 3 hours 52 minutes	
Construction Work	Planned Roadway	6/8/2020 00:20	6/12/2020 17:15	RT-3 north	4 days 16 hours 54 minutes	2
Construction Work	Planned Roadway	6/8/2020 7:51	6/13/2020 5:21	RT-53 north	4 days 21 hours 29 minutes	
Construction Work	Planned Roadway	6/12/2020 14:17	6/19/2020 16:39	RT-3 north	7 days 2 hours 21 minutes	2
Construction Work	Planned Roadway	6/26/2020 15:14	7/2/2020 7:09	RT-53 north	5 days 15 hours 54 minutes	
Construction Work	Planned Roadway	7/2/2020 11:03	7/8/2020 1:02	RT-53 north	5 days 13 hours 59 minutes	
Construction Work	Planned Roadway	8/20/2020 13:15	8/24/2020 4:03	RT-3 north	3 days 14 hours 48 minutes	2
Construction Work	Planned Roadway	9/24/2020 13:07	9/28/2020 15:47	RT-3 south	4 days 2 hours 39 minutes	2
Construction Work	Planned Roadway	10/21/2020 21:03	10/22/2020 2:53	RT-3 north	5 hours 50 minutes	1
Construction Work	Planned Roadway	10/22/2020 12:19	10/30/2020 5:05	RT-24 south	7 days 16 hours 45 minutes	5
Construction Work	Planned Roadway	10/22/2020 12:19	10/30/2020 5:05	RT-24 south	7 days 16 hours 45 minutes	3
Construction Work	Planned Roadway	10/23/2020 9:08	10/30/2020 5:05	RT-3A north	6 days 19 hours 56 minutes	
Construction Work	Planned Roadway	11/3/2020 13:29	11/20/2020 5:17	RT-3A north	16 days 15 hours 48 minutes	
Construction Work	Planned Roadway	11/10/2020 13:33	11/14/2020 5:05	RT-3 north	3 days 15 hours 31 minutes	
Construction Work	Planned Roadway	11/19/2020 8:44	11/24/2020 15:10	RT-3A north	5 days 6 hours 26 minutes	
Construction Work	Planned Roadway	11/23/2020 9:13	12/1/2020 22:37	RT-3 north	8 days 13 hours 23 minutes	
Construction Work	Planned Roadway	12/1/2020 13:50	12/4/2020 16:10	RT-3A north	3 days 2 hours 19 minutes	
Construction Work	Planned Roadway	12/3/2020 14:22	12/11/2020 15:34	RT-3 north	8 days 1 hour 11 minutes	2
Construction Work	Planned Roadway	12/11/2020 9:14	12/14/2020 15:09	RT-3 south	3 days 5 hours 54 minutes	1
Construction Work	Planned Roadway	12/16/2020 15:30	12/21/2020 15:33	RT-3 south	5 days 2 minutes	
Construction Work	Planned Roadway	2/3/2021 09:21	4/13/2021 9:01	RT-3 south	68 days 22 hours 40 minutes	1
Construction Work	Planned Roadway	3/31/2021 13:26	4/5/2021 5:23	RT-3 north	4 days 15 hours 57 minutes	1
Construction Work	Planned Roadway	4/7/2021 9:40	4/13/2021 00:57	RT-3 north	5 days 15 hours 17 minutes	
Construction Work	Planned Roadway	4/8/2021 16:04	4/12/2021 15:52	RT-3 north	3 days 23 hours 48 minutes	2
					Average Delay – 8.66 Days	
Construction Work	Traffic Incidents	4/9/2021 12:38	5/28/2021 11:06	RT-3 North/South	48 days 22 hours 27 minutes	
Construction Work	Traffic Incidents	4/9/2021 12:57	6/2/2021 13:12	RT-24 north	54 days 14 minutes	
Construction Work	Traffic Incidents	4/9/2021 14:00	5/28/2021 11:06	RT-3 North/South	48 days 21 hours 5 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	4/13/2021 15:07	6/2/2021 13:12	RT-3 North/South	49 days 22 hours 4 minutes	
Construction Work	Traffic Incidents	4/14/2021 14:49	5/28/2021 11:06	RT-139 west	43 days 20 hours 16 minutes	
Construction Work	Traffic Incidents	4/14/2021 15:10	12/19/2021 12:21	RT-3 North/South	248 days 22 hours 10 minutes	
Construction Work	Traffic Incidents	4/15/2021 13:21	6/14/2021 9:08	RT-3 North/South	59 days 19 hours 46 minutes	
Construction Work	Traffic Incidents	4/21/2021 13:00	7/14/2021 7:23	RT-3 North/South	83 days 18 hours 23 minutes	
Construction Work	Traffic Incidents	4/22/2021 13:17	5/28/2021 11:06	RT-139 west	35 days 21 hours 48 minutes	
Construction Work	Traffic Incidents	4/23/2021 13:38	6/3/2021 9:51	RT-28 south	40 days 20 hours 12 minutes	
Construction Work	Traffic Incidents	4/27/2021 9:17	6/3/2021 9:51	RT-105 south	37 days 34 minutes	
Construction Work	Traffic Incidents	4/27/2021 15:52	8/17/2021 9:47	US-3 North/South	111 days 17 hours 54 minutes	
Construction Work	Traffic Incidents	4/28/2021 14:15	5/28/2021 11:06	RT-139 west	29 days 20 hours 50 minutes	
Construction Work	Traffic Incidents	4/29/2021 9:00	8/11/2021 11:42	RT-18 north	104 days 2 hours 42 minutes	
Construction Work	Traffic Incidents	4/29/2021 12:56	6/3/2021 9:56	RT-28 south	34 days 20 hours 59 minutes	
Construction Work	Traffic Incidents	5/4/2021 9:40	6/3/2021 10:00	RT-105 south	30 days 19 minutes	
Construction Work	Traffic Incidents	5/4/2021 14:08	5/14/2021 14:59	RT-3	10 days 51 minutes	
Construction Work	Traffic Incidents	5/4/2021 15:09	9/20/2021 6:20	RT-3 North/South	138 days 15 hours 10 minutes	
Construction Work	Traffic Incidents	5/6/2021 10:47	9/20/2021 6:20	US-3 north	136 days 19 hours 32 minutes	
Construction Work	Traffic Incidents	5/7/2021 15:57	6/3/2021 10:01	RT-28 south	26 days 18 hours 3 minutes	
Construction Work	Traffic Incidents	5/10/2021 14:35	6/3/2021 10:06	RT-139 south	23 days 19 hours 30 minutes	
Construction Work	Traffic Incidents	5/11/2021 10:26	5/28/2021 11:06	RT-106 west	17 days 39 minutes	
Construction Work	Traffic Incidents	5/11/2021 15:35	6/3/2021 10:06	RT-139 south	22 days 18 hours 31 minutes	
Construction Work	Traffic Incidents	5/13/2021 9:37	5/19/2021 11:21	RT-3	6 days 1 hour 44 minutes	
Construction Work	Traffic Incidents	5/13/2021 11:10	5/28/2021 13:01	RT-24 North/South	15 days 1 hour 50 minutes	
Construction Work	Traffic Incidents	5/13/2021 13:48	6/3/2021 10:06	RT-18 south	20 days 20 hours 17 minutes	
Construction Work	Traffic Incidents	5/13/2021 14:13	6/3/2021 10:06	RT-28 south	20 days 19 hours 52 minutes	
Construction Work	Traffic Incidents	5/13/2021 20:05	5/28/2021 11:06	RT-139 west	14 days 15 hours	
Construction Work	Traffic Incidents	5/18/2021 17:52	5/20/2021 15:46	RT-139	1 days 21 hours 53 minutes	
Construction Work	Traffic Incidents	5/20/2021 9:35	12/17/2021 9:53	US-3 north	211 days 1 hour 17 minutes	
Construction Work	Traffic Incidents	5/24/2021 8:17	12/17/2021 9:47	US-3 North/South	207 days 2 hours 29 minutes	
Construction Work	Traffic Incidents	5/24/2021 8:26	7/27/2021 11:47	RT-28 south	64 days 3 hours 20 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	5/24/2021 9:15	7/27/2021 11:47	RT-139 south	64 days 2 hours 31 minutes	
Construction Work	Traffic Incidents	5/24/2021 15:10	7/27/2021 11:47	RT-28 south	63 days 20 hours 36 minutes	
Construction Work	Traffic Incidents	5/26/2021 16:29	8/17/2021 9:31	US-3 north	82 days 17 hours 1 minute	
Construction Work	Traffic Incidents	5/27/2021 8:42	12/17/2021 9:53	US-3 North/South	204 days 2 hours 10 minutes	
Construction Work	Traffic Incidents	5/27/2021 9:18	7/27/2021 11:47	RT-139 south	61 days 2 hours 28 minutes	
Construction Work	Traffic Incidents	5/28/2021 9:02	6/3/2021 15:46	RT-18 north	6 days 6 hours 43 minutes	
Construction Work	Traffic Incidents	5/28/2021 11:46	7/27/2021 11:51	STATE ROAD south	60 days 4 minutes	
Construction Work	Traffic Incidents	6/3/2021 11:22	6/14/2021 9:08	RT-139 East/West	10 days 21 hours 46 minutes	
Construction Work	Traffic Incidents	6/3/2021 18:21	6/11/2021 7:32	US-3 north	7 days 13 hours 11 minutes	
Construction Work	Traffic Incidents	6/4/2021 13:17	6/14/2021 9:08	US-3 North/South	9 days 19 hours 50 minutes	
Construction Work	Traffic Incidents	6/4/2021 13:56	6/14/2021 9:08	RT-24 North/South	9 days 19 hours 12 minutes	
Construction Work	Traffic Incidents	6/4/2021 14:12	6/14/2021 9:08	RT-28 south	9 days 18 hours 56 minutes	
Construction Work	Traffic Incidents	6/4/2021 14:34	6/14/2021 9:08	RT-105 south	9 days 18 hours 34 minutes	
Construction Work	Traffic Incidents	6/7/2021 9:57	6/21/2021 5:23	RT-28 North/South	13 days 19 hours 25 minutes	
Construction Work	Traffic Incidents	6/7/2021 14:23	6/21/2021 5:23	RT-139 south	13 days 15 hours	
Construction Work	Traffic Incidents	6/9/2021 7:21	6/21/2021 5:23	US-3 North/South	11 days 22 hours 1 minute	
Construction Work	Traffic Incidents	6/10/2021 12:10	6/21/2021 5:23	RT-3A south	10 days 17 hours 12 minutes	
Construction Work	Traffic Incidents	6/10/2021 16:00	6/21/2021 5:23	RT-24 north	10 days 13 hours 22 minutes	
Construction Work	Traffic Incidents	6/11/2021 15:15	6/24/2021 20:26	RT-139 North/South	13 days 5 hours 10 minutes	
Construction Work	Traffic Incidents	6/14/2021 10:37	6/27/2021 12:39	US-3 North/South	13 days 2 hours 2 minutes	
Construction Work	Traffic Incidents	6/17/2021 15:38	6/27/2021 12:39	RT-28 North/South	9 days 21 hours 1 minute	
Construction Work	Traffic Incidents	6/17/2021 15:52	6/18/2021 6:22	RT-139 east	14 hours 30 minutes	
Construction Work	Traffic Incidents	6/18/2021 10:55	6/24/2021 20:26	US-3 north	6 days 9 hours 31 minutes	
Construction Work	Traffic Incidents	6/21/2021 8:07	6/22/2021 6:06	RT-3A south	21 hours 59 minutes	
Construction Work	Traffic Incidents	6/22/2021 7:40	6/24/2021 7:54	RT-3A south	2 days 14 minutes	
Construction Work	Traffic Incidents	6/22/2021 9:50	6/27/2021 12:39	US-3 North/South	5 days 2 hours 49 minutes	
Construction Work	Traffic Incidents	6/22/2021 14:32	6/27/2021 12:39	RT-3 south	4 days 22 hours 7 minutes	
Construction Work	Traffic Incidents	6/23/2021 7:43	6/24/2021 20:26	RT-3A south	1 days 12 hours 42 minutes	
Construction Work	Traffic Incidents	6/25/2021 11:04	7/2/2021 7:05	RT-24 north	6 days 20 hours 1 minute	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	6/25/2021 11:18	7/2/2021 7:05	RT-3A North/South	6 days 19 hours 47 minutes	
Construction Work	Traffic Incidents	6/29/2021 11:19	7/12/2021 12:32	RT-3 North/South	13 days 1 hour 13 minutes	
Construction Work	Traffic Incidents	6/29/2021 15:14	7/12/2021 12:33	RT-24 north	12 days 21 hours 18 minutes	
Construction Work	Traffic Incidents	7/1/2021 9:17	7/12/2021 12:32	RT-3A North/South	11 days 3 hours 15 minutes	
Construction Work	Traffic Incidents	7/6/2021 12:37	7/19/2021 7:22	US-3 North/South	12 days 18 hours 45 minutes	
Construction Work	Traffic Incidents	7/13/2021 8:23	7/25/2021 12:11	RT-3 North/South	12 days 3 hours 47 minutes	
Construction Work	Traffic Incidents	7/15/2021 9:52	7/22/2021 8:30	RT-3 North/South	6 days 22 hours 38 minutes	
Construction Work	Traffic Incidents	7/16/2021 11:28	7/25/2021 12:11	RT-24 north	9 days 42 minutes	
Construction Work	Traffic Incidents	7/16/2021 14:09	8/3/2021 6:56	RT-3 North/South	17 days 16 hours 47 minutes	
Construction Work	Traffic Incidents	7/20/2021 19:37	7/25/2021 12:11	RT-3 northeast	4 days 16 hours 33 minutes	
Construction Work	Traffic Incidents	7/23/2021 15:16	8/3/2021 6:56	RT-24 north	10 days 15 hours 39 minutes	
Construction Work	Traffic Incidents	7/23/2021 15:54	8/3/2021 6:56	RT-27 north	10 days 15 hours 1 minute	
Construction Work	Traffic Incidents	7/23/2021 16:17	8/3/2021 6:56	RT-105 south	10 days 14 hours 39 minutes	
Construction Work	Traffic Incidents	7/27/2021 9:25	8/9/2021 8:05	US-3 North/South	12 days 22 hours 40 minutes	
Construction Work	Traffic Incidents	7/27/2021 11:53	8/9/2021 8:10	RT-105 south	12 days 20 hours 17 minutes	
Construction Work	Traffic Incidents	7/29/2021 7:49	7/30/2021 9:16	RT-3A north	1 days 1 hour 26 minutes	
Construction Work	Traffic Incidents	8/2/2021 11:54	8/4/2021 8:37	RT-3A north	1 days 20 hours 42 minutes	
Construction Work	Traffic Incidents	8/2/2021 12:05	8/9/2021 8:10	RT-139 north	6 days 20 hours 5 minutes	
Construction Work	Traffic Incidents	8/6/2021 15:54	8/16/2021 8:30	RT-24 south	9 days 16 hours 36 minutes	
Construction Work	Traffic Incidents	8/6/2021 15:59	8/16/2021 8:30	RT-24 north	9 days 16 hours 30 minutes	
Construction Work	Traffic Incidents	8/9/2021 10:55	8/10/2021 10:41	RT-3 north	23 hours 46 minutes	
Construction Work	Traffic Incidents	8/10/2021 9:15	8/12/2021 6:07	RT-3 south	1 days 20 hours 51 minutes	
Construction Work	Traffic Incidents	8/10/2021 13:36	8/17/2021 15:14	RT-3 North/South	7 days 1 hour 37 minutes	
Construction Work	Traffic Incidents	8/11/2021 6:50	8/12/2021 6:07	RT-3A north	23 hours 16 minutes	
Construction Work	Traffic Incidents	8/11/2021 8:05	8/12/2021 6:07	RT-3A south	22 hours 1 minute	
Construction Work	Traffic Incidents	8/12/2021 7:25	8/18/2021 13:50	RT-3 North/South	6 days 6 hours 25 minutes	
Construction Work	Traffic Incidents	8/13/2021 13:53	8/23/2021 6:12	RT-3A north	9 days 16 hours 18 minutes	
Construction Work	Traffic Incidents	8/16/2021 13:51	8/23/2021 6:12	RT-24 south	6 days 16 hours 20 minutes	
Construction Work	Traffic Incidents	8/16/2021 13:56	8/23/2021 6:12	RT-24 north	6 days 16 hours 16 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	8/19/2021 13:19	8/30/2021 6:09	RT-3A north	10 days 16 hours 50 minutes	
Construction Work	Traffic Incidents	8/23/2021 9:18	8/30/2021 6:09	RT-3 north	6 days 20 hours 50 minutes	
Construction Work	Traffic Incidents	8/23/2021 10:53	8/30/2021 6:09	RT-24 north	6 days 19 hours 15 minutes	
Construction Work	Traffic Incidents	8/23/2021 10:58	8/30/2021 6:09	RT-24 south	6 days 19 hours 10 minutes	
Construction Work	Traffic Incidents	8/26/2021 14:33	9/6/2021 6:11	RT-3A North/South	10 days 15 hours 38 minutes	
Construction Work	Traffic Incidents	8/26/2021 14:44	9/6/2021 6:11	RT-123 north	10 days 15 hours 27 minutes	
Construction Work	Traffic Incidents	8/26/2021 16:23	9/1/2021 14:55	RT-3 north	5 days 22 hours 31 minutes	
Construction Work	Traffic Incidents	8/31/2021 11:49	9/13/2021 8:13	RT-3 North/South	12 days 20 hours 23 minutes	
Construction Work	Traffic Incidents	9/1/2021 11:15	9/13/2021 8:13	RT-24 North/South	11 days 20 hours 57 minutes	
Construction Work	Traffic Incidents	9/1/2021 11:45	9/13/2021 8:17	RT-24 North/South	11 days 20 hours 32 minutes	
Construction Work	Traffic Incidents	9/2/2021 10:07	9/13/2021 8:17	RT-3A north	10 days 22 hours 9 minutes	
Construction Work	Traffic Incidents	9/2/2021 10:10	9/13/2021 8:17	RT-3 south	10 days 22 hours 6 minutes	
Construction Work	Traffic Incidents	9/3/2021 14:26	9/13/2021 8:17	RT-53 north	9 days 17 hours 50 minutes	
Construction Work	Traffic Incidents	9/3/2021 14:36	9/9/2021 6:16	RT-18 south	5 days 15 hours 39 minutes	
Construction Work	Traffic Incidents	9/3/2021 15:17	9/13/2021 8:13	RT-3A north	9 days 16 hours 56 minutes	
Construction Work	Traffic Incidents	9/3/2021 15:32	9/8/2021 6:01	RT-53 south	4 days 14 hours 28 minutes	
Construction Work	Traffic Incidents	9/7/2021 9:01	9/20/2021 6:16	RT-3 North/South	12 days 21 hours 14 minutes	
Construction Work	Traffic Incidents	9/8/2021 8:48	9/13/2021 8:17	RT-105 North/South	4 days 23 hours 28 minutes	
Construction Work	Traffic Incidents	9/9/2021 12:26	9/15/2021 7:49	RT-24 North/South	5 days 19 hours 23 minutes	
Construction Work	Traffic Incidents	9/9/2021 14:39	9/17/2021 12:16	RT-24 south	7 days 21 hours 36 minutes	
Construction Work	Traffic Incidents	9/10/2021 8:31	9/15/2021 7:49	RT-3 north	4 days 23 hours 17 minutes	
Construction Work	Traffic Incidents	9/10/2021 8:39	9/15/2021 7:49	US-3 south	4 days 23 hours 9 minutes	
Construction Work	Traffic Incidents	9/10/2021 8:54	9/15/2021 7:49	US-3 north	4 days 22 hours 54 minutes	
Construction Work	Traffic Incidents	9/10/2021 8:58	9/15/2021 13:47	US-3 south	5 days 4 hours 48 minutes	
Construction Work	Traffic Incidents	9/10/2021 10:57	9/24/2021 8:46	RT-53 north	13 days 21 hours 48 minutes	
Construction Work	Traffic Incidents	9/10/2021 11:06	9/20/2021 6:16	RT-3A north	9 days 19 hours 9 minutes	
Construction Work	Traffic Incidents	9/10/2021 12:18	9/20/2021 6:16	RT-123 north	9 days 17 hours 57 minutes	
Construction Work	Traffic Incidents	9/10/2021 14:15	9/20/2021 6:16	RT-28 north	9 days 16 hours 1 minute	
Construction Work	Traffic Incidents	9/15/2021 9:33	11/17/2021 6:26	RT-3 north	62 days 21 hours 53 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	9/17/2021 11:28	9/27/2021 6:29	RT-105 south	9 days 19 hours	
Construction Work	Traffic Incidents	9/17/2021 11:38	9/27/2021 6:29	RT-123 north	9 days 18 hours 50 minutes	
Construction Work	Traffic Incidents	9/17/2021 12:48	9/24/2021 8:46	RT-3A North/South	6 days 19 hours 58 minutes	
Construction Work	Traffic Incidents	9/17/2021 12:56	9/27/2021 6:29	RT-24 south	9 days 17 hours 32 minutes	
Construction Work	Traffic Incidents	9/17/2021 13:01	9/27/2021 6:29	RT-24 north	9 days 17 hours 27 minutes	
Construction Work	Traffic Incidents	9/22/2021 11:31	9/29/2021 6:22	RT-139 East/West	6 days 18 hours 50 minutes	
Construction Work	Traffic Incidents	9/23/2021 8:23	10/4/2021 6:30	RT-123 west	10 days 22 hours 6 minutes	
Construction Work	Traffic Incidents	9/23/2021 8:27	10/4/2021 6:30	RT-105 north	10 days 22 hours 3 minutes	
Construction Work	Traffic Incidents	9/23/2021 15:51	10/1/2021 7:21	US-3 south	7 days 15 hours 29 minutes	
Construction Work	Traffic Incidents	9/23/2021 16:09	10/1/2021 7:21	US-3 north	7 days 15 hours 11 minutes	
Construction Work	Traffic Incidents	9/24/2021 15:40	10/1/2021 7:21	RT-3A north	6 days 15 hours 40 minutes	
Construction Work	Traffic Incidents	10/4/2021 9:47	10/8/2021 6:44	RT-123 west	3 days 20 hours 56 minutes	
Construction Work	Traffic Incidents	10/5/2021 8:47	10/17/2021 11:41	US-3 North/South	12 days 2 hours 54 minutes	
Construction Work	Traffic Incidents	10/6/2021 15:28	10/8/2021 6:44	RT-3 north	1 days 15 hours 15 minutes	
Construction Work	Traffic Incidents	10/7/2021 14:12	10/17/2021 11:41	RT-123 east	9 days 21 hours 28 minutes	
Construction Work	Traffic Incidents	10/7/2021 14:20	10/17/2021 11:41	RT-105 north	9 days 21 hours 20 minutes	
Construction Work	Traffic Incidents	10/7/2021 15:28	10/17/2021 11:41	RT-3A north	9 days 20 hours 13 minutes	
Construction Work	Traffic Incidents	10/8/2021 12:41	10/13/2021 6:36	RT-3A north	4 days 17 hours 55 minutes	
Construction Work	Traffic Incidents	10/13/2021 6:33	10/14/2021 10:49	RT-3A north	1 days 4 hours 15 minutes	
Construction Work	Traffic Incidents	10/13/2021 8:03	10/14/2021 10:49	RT-3A north	1 days 2 hours 46 minutes	
Construction Work	Traffic Incidents	10/14/2021 13:32	10/14/2021 13:46	RT-3 North/South	13 minutes	
Construction Work	Traffic Incidents	10/14/2021 13:48	10/25/2021 6:05	RT-3 North/South	10 days 16 hours 16 minutes	
Construction Work	Traffic Incidents	10/15/2021 8:56	10/20/2021 7:51	RT-3 south	4 days 22 hours 55 minutes	
Construction Work	Traffic Incidents	10/15/2021 14:34	10/20/2021 7:54	RT-3A north	4 days 17 hours 20 minutes	
Construction Work	Traffic Incidents	10/15/2021 14:42	10/25/2021 6:11	RT-123 east	9 days 15 hours 28 minutes	
Construction Work	Traffic Incidents	10/18/2021 14:51	10/31/2021 7:51	RT-28 south	12 days 16 hours 59 minutes	
Construction Work	Traffic Incidents	10/20/2021 14:58	10/29/2021 11:36	US-3 south	8 days 20 hours 37 minutes	
Construction Work	Traffic Incidents	10/21/2021 7:45	10/22/2021 6:10	RT-3A south	22 hours 24 minutes	
Construction Work	Traffic Incidents	10/21/2021 15:07	10/29/2021 11:36	RT-3A North/South	7 days 20 hours 28 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	10/22/2021 13:18	10/31/2021 7:51	RT-123 East/West	8 days 18 hours 32 minutes	
Construction Work	Traffic Incidents	10/26/2021 13:12	10/31/2021 7:51	US-3 North/South	4 days 18 hours 38 minutes	
Construction Work	Traffic Incidents	10/26/2021 21:33	11/27/2021 10:06	RT-24 North/South	31 days 13 hours 33 minutes	
Construction Work	Traffic Incidents	10/28/2021 8:35	11/8/2021 6:13	RT-18 south	10 days 22 hours 38 minutes	
Construction Work	Traffic Incidents	10/29/2021 8:25	10/29/2021 8:56	RT-18 south	30 minutes	
Construction Work	Traffic Incidents	10/29/2021 8:56	11/4/2021 10:05	RT-18 south	6 days 1 hour 9 minutes	
Construction Work	Traffic Incidents	10/29/2021 9:48	11/8/2021 6:13	RT-3A north	9 days 21 hours 25 minutes	
Construction Work	Traffic Incidents	10/29/2021 11:04	11/8/2021 6:13	RT-123 east	9 days 20 hours 9 minutes	
Construction Work	Traffic Incidents	11/2/2021 12:31	11/17/2021 6:26	US-3 North/South	14 days 18 hours 55 minutes	
Construction Work	Traffic Incidents	11/2/2021 12:49	11/8/2021 6:13	RT-3A North/South	5 days 18 hours 24 minutes	
Construction Work	Traffic Incidents	11/3/2021 11:25	11/10/2021 7:17	RT-24 south	6 days 20 hours 52 minutes	
Construction Work	Traffic Incidents	11/3/2021 11:36	11/11/2021 6:22	RT-3 north	7 days 19 hours 45 minutes	
Construction Work	Traffic Incidents	11/3/2021 11:37	11/10/2021 7:17	RT-24 south	6 days 20 hours 39 minutes	
Construction Work	Traffic Incidents	11/4/2021 12:50	11/9/2021 6:26	US-3 south	4 days 18 hours 36 minutes	
Construction Work	Traffic Incidents	11/4/2021 12:53	11/9/2021 6:26	US-3 north	4 days 18 hours 33 minutes	
Construction Work	Traffic Incidents	11/4/2021 12:56	11/10/2021 7:17	US-3 south	5 days 19 hours 20 minutes	
Construction Work	Traffic Incidents	11/4/2021 14:55	11/17/2021 6:26	RT-123 north	12 days 16 hours 31 minutes	
Construction Work	Traffic Incidents	11/5/2021 13:21	11/10/2021 7:17	RT-3A north	4 days 18 hours 55 minutes	
Construction Work	Traffic Incidents	11/5/2021 15:26	11/17/2021 6:26	RT-105 north	11 days 16 hours	
Construction Work	Traffic Incidents	11/12/2021 15:04	11/19/2021 7:10	US-3 south	6 days 16 hours 6 minutes	
Construction Work	Traffic Incidents	11/12/2021 15:08	11/19/2021 7:10	US-3 south	6 days 16 hours 2 minutes	
Construction Work	Traffic Incidents	11/12/2021 15:58	11/17/2021 6:26	US-3 south	4 days 14 hours 28 minutes	
Construction Work	Traffic Incidents	11/12/2021 15:59	11/17/2021 6:26	US-3 north	4 days 14 hours 27 minutes	
Construction Work	Traffic Incidents	11/17/2021 9:07	11/23/2021 8:31	RT-3 North/South	5 days 23 hours 23 minutes	
Construction Work	Traffic Incidents	11/17/2021 15:47	11/23/2021 8:31	US-3 south	5 days 16 hours 43 minutes	
Construction Work	Traffic Incidents	11/17/2021 15:49	11/23/2021 8:31	US-3 north	5 days 16 hours 41 minutes	
Construction Work	Traffic Incidents	11/23/2021 11:55	12/6/2021 11:33	RT-3 North/South	12 days 23 hours 37 minutes	
Construction Work	Traffic Incidents	11/24/2021 10:23	12/6/2021 11:33	RT-105 north	12 days 1 hour 9 minutes	
Construction Work	Traffic Incidents	11/24/2021 10:29	12/6/2021 11:33	RT-53 north	12 days 1 hour 4 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	11/26/2021 8:24	11/30/2021 8:46	RT-3A north	4 days 21 minutes	
Construction Work	Traffic Incidents	11/26/2021 8:26	12/2/2021 9:42	US-3 south	6 days 1 hour 15 minutes	
Construction Work	Traffic Incidents	11/29/2021 17:02	12/6/2021 11:33	RT-123 west	6 days 18 hours 30 minutes	
Construction Work	Traffic Incidents	11/30/2021 6:33	12/2/2021 9:42	US-44 East/West	2 days 3 hours 9 minutes	
Construction Work	Traffic Incidents	12/1/2021 9:12	12/12/2021 12:39	RT-3 North/South	11 days 3 hours 26 minutes	
Construction Work	Traffic Incidents	12/1/2021 15:53	12/08/2021 6:09	US-3 north	6 days 14 hours 15 minutes	
Construction Work	Traffic Incidents	12/3/2021 14:45	12/12/2021 12:39	RT-105 north	8 days 21 hours 53 minutes	
Construction Work	Traffic Incidents	12/3/2021 14:48	12/9/2021 7:45	RT-53 south	5 days 16 hours 56 minutes	
Construction Work	Traffic Incidents	12/7/2021 10:26	12/12/2021 12:39	RT-123 east	5 days 2 hours 13 minutes	
Construction Work	Traffic Incidents	12/9/2021 12:08	12/15/2021 7:52	US-3 north	5 days 19 hours 43 minutes	
Construction Work	Traffic Incidents	12/10/2021 11:02	12/15/2021 7:52	US-3 north	4 days 20 hours 49 minutes	
Construction Work	Traffic Incidents	12/10/2021 11:04	12/16/2021 11:02	US-3 north	5 days 23 hours 57 minutes	
Construction Work	Traffic Incidents	12/10/2021 11:07	12/17/2021 7:24	RT-27 south	6 days 20 hours 16 minutes	
Construction Work	Traffic Incidents	12/14/2021 8:22	12/18/2021 12:58	RT-123 east	4 days 4 hours 35 minutes	
Construction Work	Traffic Incidents	12/15/2021 12:01	12/22/2021 6:12	RT-53 north	6 days 18 hours 10 minutes	
Construction Work	Traffic Incidents	12/20/2021 16:18	12/27/2021 6:56	RT-123 east	6 days 14 hours 38 minutes	
Construction Work	Traffic Incidents	12/28/2021 13:27	1/7/2022 6:56	US-3 south	9 days 17 hours 28 minutes	
Construction Work	Traffic Incidents	1/04/2022 11:35	1/10/2022 7:06	RT-3 North/South	5 days 19 hours 31 minutes	
Construction Work	Traffic Incidents	1/04/2022 11:40	1/17/2022 7:42	RT-3 North/South	12 days 20 hours 1 minute	
Construction Work	Traffic Incidents	1/05/2022 11:33	1/14/2022 6:11	RT-3 North/South	8 days 18 hours 38 minutes	
Construction Work	Traffic Incidents	1/05/2022 15:14	1/10/2022 23:53	RT-3 North/South	5 days 8 hours 38 minutes	
Construction Work	Traffic Incidents	1/07/2022 9:26	1/17/2022 7:42	RT-3 North/South	9 days 22 hours 16 minutes	
Construction Work	Traffic Incidents	1/13/2022 8:04	1/19/2022 15:14	US-44 East/West	6 days 7 hours 10 minutes	
Construction Work	Traffic Incidents	1/13/2022 10:02	1/19/2022 11:36	RT-53 south	6 days 1 hour 34 minutes	
Construction Work	Traffic Incidents	1/13/2022 15:46	1/24/2022 6:11	RT-3A south	10 days 14 hours 24 minutes	
Construction Work	Traffic Incidents	1/14/2022 8:38	1/24/2022 6:11	US-3 North/South	9 days 21 hours 33 minutes	
Construction Work	Traffic Incidents	1/20/2022 12:30	1/28/2022 6:14	US-3 south	7 days 17 hours 44 minutes	
Construction Work	Traffic Incidents	1/20/2022 12:32	1/28/2022 6:14	US-3 south	7 days 17 hours 41 minutes	
Construction Work	Traffic Incidents	1/20/2022 14:58	1/27/2022 9:27	US-44 west	6 days 18 hours 28 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	1/20/2022 15:01	1/28/2022 6:14	RT-53 north	7 days 15 hours 13 minutes	
Construction Work	Traffic Incidents	1/21/2022 8:13	1/31/2022 7:20	US-3 North/South	9 days 23 hours 7 minutes	
Construction Work	Traffic Incidents	1/27/2022 14:25	2/7/2022 6:22	US-3 south	10 days 15 hours 57 minutes	
Construction Work	Traffic Incidents	1/27/2022 14:26	2/7/2022 6:22	US-3 south	10 days 15 hours 55 minutes	
Construction Work	Traffic Incidents	1/27/2022 14:28	2/7/2022 6:22	US-3 south	10 days 15 hours 54 minutes	
Construction Work	Traffic Incidents	2/3/2022 14:50	2/11/2022 6:09	RT-3 North/South	7 days 15 hours 18 minutes	
Construction Work	Traffic Incidents	2/3/2022 15:19	2/11/2022 6:11	RT-3 North/South	7 days 14 hours 52 minutes	
Construction Work	Traffic Incidents	2/11/2022 12:06	2/16/2022 6:12	US-3 south	4 days 18 hours 6 minutes	
Construction Work	Traffic Incidents	2/11/2022 12:08	2/16/2022 6:12	US-3 north	4 days 18 hours 4 minutes	
Construction Work	Traffic Incidents	2/11/2022 12:10	2/16/2022 6:12	US-3 south	4 days 18 hours 1 minute	
Construction Work	Traffic Incidents	2/11/2022 12:13	2/16/2022 6:12	US-3 south	4 days 17 hours 59 minutes	
Construction Work	Traffic Incidents	2/11/2022 12:15	2/16/2022 6:12	US-3 south	4 days 17 hours 57 minutes	
Construction Work	Traffic Incidents	2/11/2022 12:17	2/16/2022 6:12	US-3 north	4 days 17 hours 55 minutes	
Construction Work	Traffic Incidents	2/11/2022 15:35	2/22/2022 6:21	RT-3A north	10 days 14 hours 46 minutes	
Construction Work	Traffic Incidents	2/11/2022 15:39	2/22/2022 6:21	US-44 west	10 days 14 hours 42 minutes	
Construction Work	Traffic Incidents	2/17/2022 15:07	2/24/2022 8:25	US-3 north	6 days 17 hours 18 minutes	
Construction Work	Traffic Incidents	2/17/2022 15:10	2/24/2022 8:25	US-3 south	6 days 17 hours 15 minutes	
Construction Work	Traffic Incidents	2/22/2022 13:18	3/7/2022 6:20	RT-3A North/South	12 days 17 hours 2 minutes	
Construction Work	Traffic Incidents	2/23/2022 7:57	3/9/2022 6:12	RT-3 south	13 days 22 hours 15 minutes	
Construction Work	Traffic Incidents	2/23/2022 8:00	4/4/2022 10:57	RT-3 north	40 days 1 hour 56 minutes	
Construction Work	Traffic Incidents	2/24/2022 15:46	3/7/2022 6:20	US-3 north	10 days 14 hours 34 minutes	
Construction Work	Traffic Incidents	2/25/2022 12:38	3/7/2022 6:20	RT-3A south	9 days 17 hours 42 minutes	
Construction Work	Traffic Incidents	3/3/2022 15:04	3/9/2022 6:12	US-3 north	5 days 15 hours 8 minutes	
Construction Work	Traffic Incidents	3/3/2022 15:06	3/9/2022 6:12	US-3 south	5 days 15 hours 6 minutes	
Construction Work	Traffic Incidents	3/8/2022 15:30	3/16/2022 8:22	RT-3A south	7 days 15 hours 52 minutes	
Construction Work	Traffic Incidents	3/10/2022 8:47	3/16/2022 8:22	RT-24 north	5 days 22 hours 35 minutes	
Construction Work	Traffic Incidents	3/16/2022 14:36	6/5/2022 11:22	RT-24 North/South	80 days 20 hours 46 minutes	
Construction Work	Traffic Incidents	3/17/2022 13:59	3/25/2022 9:14	US-3 north	7 days 19 hours 15 minutes	
Construction Work	Traffic Incidents	3/17/2022 14:04	3/25/2022 9:14	US-44 east	7 days 19 hours 10 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	3/29/2022 8:11	4/6/2022 6:21	RT-3 north	7 days 22 hours 10 minutes	
Construction Work	Traffic Incidents	3/30/2022 13:22	4/6/2022 6:21	RT-3 North/South	6 days 16 hours 58 minutes	
Construction Work	Traffic Incidents	3/31/2022 8:12	4/7/2022 9:12	US-3 north	7 days 59 minutes	
Construction Work	Traffic Incidents	3/31/2022 8:19	4/7/2022 9:12	US-44 east	7 days 52 minutes	
Construction Work	Traffic Incidents	3/31/2022 8:22	4/7/2022 9:12	US-3 south	7 days 50 minutes	
Construction Work	Traffic Incidents	4/4/2022 9:13	4/6/2022 6:21	RT-24 south	1 days 21 hours 7 minutes	
Construction Work	Traffic Incidents	4/6/2022 8:26	4/15/2022 6:02	RT-24 North/South	8 days 21 hours 36 minutes	
Construction Work	Traffic Incidents	4/8/2022 8:42	4/18/2022 6:21	RT-18 south	9 days 21 hours 38 minutes	
Construction Work	Traffic Incidents	4/8/2022 8:47	5/3/2022 6:24	RT-18 north	24 days 21 hours 37 minutes	
Construction Work	Traffic Incidents	4/8/2022 8:57	4/18/2022 6:21	RT-27 north	9 days 21 hours 24 minutes	
Construction Work	Traffic Incidents	4/8/2022 9:02	4/18/2022 6:21	RT-3 north	9 days 21 hours 19 minutes	
Construction Work	Traffic Incidents	4/8/2022 10:40	4/11/2022 6:16	RT-24 North/South	2 days 19 hours 36 minutes	
Construction Work	Traffic Incidents	4/8/2022 14:02	4/11/2022 6:16	US-44 East/West	2 days 16 hours 13 minutes	
Construction Work	Traffic Incidents	4/13/2022 15:16	4/22/2022 12:41	RT-24 south	8 days 21 hours 25 minutes	
Construction Work	Traffic Incidents	4/14/2022 14:27	4/19/2022 13:51	RT-3 north	4 days 23 hours 24 minutes	
Construction Work	Traffic Incidents	4/14/2022 14:32	4/19/2022 13:51	RT-3 north	4 days 23 hours 19 minutes	
Construction Work	Traffic Incidents	4/14/2022 14:38	4/19/2022 13:51	RT-3 south	4 days 23 hours 13 minutes	
Construction Work	Traffic Incidents	4/15/2022 14:56	4/24/2022 8:51	RT-28 north	8 days 17 hours 54 minutes	
Construction Work	Traffic Incidents	4/26/2022 11:39	5/9/2022 6:23	RT-139 East/West	12 days 18 hours 44 minutes	
Construction Work	Traffic Incidents	4/26/2022 12:08	5/9/2022 6:18	RT-3 North/South	12 days 18 hours 10 minutes	
Construction Work	Traffic Incidents	4/28/2022 12:30	5/9/2022 6:23	RT-105 south	10 days 17 hours 53 minutes	
Construction Work	Traffic Incidents	4/28/2022 14:34	5/3/2022 6:16	US-44 east	4 days 15 hours 42 minutes	
Construction Work	Traffic Incidents	4/28/2022 14:36	5/3/2022 6:16	US-3 south	4 days 15 hours 40 minutes	
Construction Work	Traffic Incidents	5/3/2022 12:31	5/9/2022 6:18	RT-3A north	5 days 17 hours 46 minutes	
Construction Work	Traffic Incidents	5/4/2022 13:31	5/16/2022 7:04	RT-3 north	11 days 17 hours 32 minutes	
Construction Work	Traffic Incidents	5/5/2022 11:37	5/16/2022 7:04	US-3 south	10 days 19 hours 27 minutes	
Construction Work	Traffic Incidents	5/12/2022 12:09	5/23/2022 8:27	RT-123	10 days 20 hours 18 minutes	
Construction Work	Traffic Incidents	5/12/2022 15:47	5/19/2022 7:42	US-3 south	6 days 15 hours 55 minutes	
Construction Work	Traffic Incidents	5/16/2022 15:30	5/24/2022 15:46	RT-3 north	8 days 15 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	5/16/2022 15:51	5/27/2022 15:31	RT-3 south	10 days 23 hours 40 minutes	
Construction Work	Traffic Incidents	5/17/2022 10:21	5/23/2022 8:27	RT-3 North/South	5 days 22 hours 6 minutes	
Construction Work	Traffic Incidents	5/17/2022 10:37	5/23/2022 8:27	RT-28 east	5 days 21 hours 49 minutes	
Construction Work	Traffic Incidents	5/18/2022 11:57	5/26/2022 6:49	RT-3 north	7 days 18 hours 51 minutes	
Construction Work	Traffic Incidents	5/18/2022 12:16	5/25/2022 6:20	RT-3 south	6 days 18 hours 3 minutes	
Construction Work	Traffic Incidents	5/19/2022 15:09	7/1/2022 6:14	RT-123	42 days 15 hours 5 minutes	
Construction Work	Traffic Incidents	5/19/2022 15:21	7/1/2022 6:14	US-3 north	42 days 14 hours 52 minutes	
Construction Work	Traffic Incidents	5/26/2022 13:56	6/2/2022 7:06	RT-24 north	6 days 17 hours 10 minutes	
Construction Work	Traffic Incidents	5/27/2022 10:56	6/1/2022 7:57	RT-3 south	4 days 21 hours 1 minute	
Construction Work	Traffic Incidents	5/27/2022 15:25	6/7/2022 7:30	RT-3 south	10 days 16 hours 4 minutes	
Construction Work	Traffic Incidents	6/2/2022 10:07	6/12/2022 14:12	RT-123	10 days 4 hours 4 minutes	
Construction Work	Traffic Incidents	6/2/2022 13:06	6/9/2022 6:41	RT-18	6 days 17 hours 35 minutes	
Construction Work	Traffic Incidents	6/3/2022 12:57	6/5/2022 11:22	US-3 south	1 days 22 hours 25 minutes	
Construction Work	Traffic Incidents	6/3/2022 13:04	6/9/2022 6:41	US-3 north	5 days 17 hours 36 minutes	
Construction Work	Traffic Incidents	6/3/2022 14:24	7/1/2022 6:11	RT-3 North/South	27 days 15 hours 47 minutes	
Construction Work	Traffic Incidents	6/14/2022 13:47	6/17/2022 9:42	RT-53 south	2 days 19 hours 55 minutes	
Construction Work	Traffic Incidents	6/15/2022 7:40	6/17/2022 9:42	RT-18 north	2 days 2 hours 2 minutes	
Construction Work	Traffic Incidents	6/15/2022 14:55	6/28/2022 6:28	RT-123	12 days 15 hours 33 minutes	
Construction Work	Traffic Incidents	6/17/2022 8:40	6/22/2022 10:54	US-3 south	5 days 2 hours 13 minutes	
Construction Work	Traffic Incidents	6/17/2022 11:48	6/24/2022 6:36	RT-3 south	6 days 18 hours 48 minutes	
Construction Work	Traffic Incidents	6/24/2022 16:19	7/1/2022 6:11	RT-123	6 days 13 hours 52 minutes	
Construction Work	Traffic Incidents	6/24/2022 16:49	7/1/2022 6:11	RT-3A south	6 days 13 hours 22 minutes	
Construction Work	Traffic Incidents	7/1/2022 15:19	7/6/2022 6:31	US-3 North/South	4 days 15 hours 12 minutes	
Construction Work	Traffic Incidents	7/6/2022 14:54	7/18/2022 11:08	RT-123	11 days 20 hours 13 minutes	
Construction Work	Traffic Incidents	7/7/2022 15:22	7/14/2022 15:56	RT-3A	7 days 34 minutes	
Construction Work	Traffic Incidents	7/8/2022 8:58	7/12/2022 12:09	RT-3 north	4 days 3 hours 11 minutes	
Construction Work	Traffic Incidents	7/8/2022 9:04	7/14/2022 15:56	RT-3 north	6 days 6 hours 51 minutes	
Construction Work	Traffic Incidents	7/11/2022 15:17	7/20/2022 9:02	RT-3 North/South	8 days 17 hours 44 minutes	
Construction Work	Traffic Incidents	7/15/2022 15:07	2/14/2023 11:16	RT-3 north	213 days 21 hours 8 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	7/18/2022 21:28	7/18/2022 22:31	RT-28 north	1 hour 2 minutes	
Construction Work	Traffic Incidents	7/19/2022 13:44	7/29/2022 6:37	RT-3A	9 days 16 hours 52 minutes	
Construction Work	Traffic Incidents	7/21/2022 14:07	7/27/2022 9:03	RT-3 north	5 days 18 hours 55 minutes	
Construction Work	Traffic Incidents	7/21/2022 15:15	8/4/2022 10:46	US-44 east	13 days 19 hours 30 minutes	
Construction Work	Traffic Incidents	7/22/2022 12:26	8/4/2022 10:46	RT-123	12 days 22 hours 19 minutes	
Construction Work	Traffic Incidents	7/22/2022 12:56	8/4/2022 10:46	RT-105 North/South	12 days 21 hours 49 minutes	
Construction Work	Traffic Incidents	7/22/2022 13:44	8/4/2022 10:46	RT-123	12 days 21 hours 1 minute	
Construction Work	Traffic Incidents	7/28/2022 15:23	8/8/2022 9:24	RT-123	10 days 18 hours	
Construction Work	Traffic Incidents	7/29/2022 16:52	8/8/2022 9:24	RT-105 North/South	9 days 16 hours 31 minutes	
Construction Work	Traffic Incidents	7/29/2022 17:01	8/4/2022 10:41	RT-18 North/South	5 days 17 hours 39 minutes	
Construction Work	Traffic Incidents	8/9/2022 15:26	8/19/2022 7:14	RT-24 North/South	9 days 15 hours 47 minutes	
Construction Work	Traffic Incidents	8/10/2022 6:51	8/15/2022 6:15	RT-3 south	4 days 23 hours 23 minutes	
Construction Work	Traffic Incidents	8/11/2022 7:35	8/19/2022 7:14	RT-139 North/South	7 days 23 hours 38 minutes	
Construction Work	Traffic Incidents	8/11/2022 8:31	8/22/2022 12:43	RT-28 north	11 days 4 hours 12 minutes	
Construction Work	Traffic Incidents	8/12/2022 12:11	8/22/2022 12:43	RT-105 North/South	10 days 32 minutes	
Construction Work	Traffic Incidents	8/17/2022 14:24	8/26/2022 10:52	RT-27 North/South	8 days 20 hours 27 minutes	
Construction Work	Traffic Incidents	8/17/2022 14:40	8/22/2022 12:43	RT-3 south	4 days 22 hours 2 minutes	
Construction Work	Traffic Incidents	8/17/2022 15:09	8/24/2022 7:07	US-3 south	6 days 15 hours 58 minutes	
Construction Work	Traffic Incidents	8/17/2022 15:13	8/24/2022 7:07	RT-3 north	6 days 15 hours 53 minutes	
Construction Work	Traffic Incidents	8/17/2022 15:16	8/24/2022 7:07	RT-3 north	6 days 15 hours 50 minutes	
Construction Work	Traffic Incidents	8/17/2022 15:23	8/26/2022 10:52	US-44 west	8 days 19 hours 28 minutes	
Construction Work	Traffic Incidents	8/18/2022 15:32	8/25/2022 6:40	RT-3 south	6 days 15 hours 7 minutes	
Construction Work	Traffic Incidents	8/24/2022 14:34	9/1/2022 8:56	RT-3 south	7 days 18 hours 22 minutes	
Construction Work	Traffic Incidents	8/24/2022 14:48	9/2/2022 8:15	RT-3 south	8 days 17 hours 26 minutes	
Construction Work	Traffic Incidents	8/24/2022 14:52	9/2/2022 8:15	RT-3 north	8 days 17 hours 22 minutes	
Construction Work	Traffic Incidents	8/24/2022 15:09	9/2/2022 8:15	RT-3 north	8 days 17 hours 6 minutes	
Construction Work	Traffic Incidents	8/25/2022 12:59	9/1/2022 8:53	US-44 East/West	6 days 19 hours 54 minutes	
Construction Work	Traffic Incidents	8/25/2022 17:11	8/30/2022 6:22	US-44 west	4 days 13 hours 11 minutes	
Construction Work	Traffic Incidents	8/26/2022 13:49	9/05/2022 7:00	RT-28 north	9 days 17 hours 11 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	8/26/2022 14:01	9/9/2022 9:04	RT-18 east	13 days 19 hours 3 minutes	
Construction Work	Traffic Incidents	8/31/2022 9:19	9/7/2022 7:45	RT-24 North/South	6 days 22 hours 25 minutes	
Construction Work	Traffic Incidents	8/31/2022 9:49	9/7/2022 7:45	RT-24 North/South	6 days 21 hours 55 minutes	
Construction Work	Traffic Incidents	8/31/2022 11:29	9/9/2022 9:04	RT-24 north	8 days 21 hours 34 minutes	
Construction Work	Traffic Incidents	9/1/2022 8:26	9/30/2022 6:17	US-44 west	28 days 21 hours 51 minutes	
Construction Work	Traffic Incidents	9/6/2022 10:16	9/7/2022 7:45	RT-28 North/South	21 hours 29 minutes	
Construction Work	Traffic Incidents	9/8/2022 7:48	9/14/2022 7:16	RT-24 south	5 days 23 hours 27 minutes	
Construction Work	Traffic Incidents	9/8/2022 8:56	9/14/2022 7:16	US-44 west	5 days 22 hours 19 minutes	
Construction Work	Traffic Incidents	9/13/2022 15:04	9/22/2022 6:29	RT-24 North/South	8 days 15 hours 25 minutes	
Construction Work	Traffic Incidents	9/13/2022 15:26	9/26/2022 7:35	RT-3 North/South	12 days 16 hours 8 minutes	
Construction Work	Traffic Incidents	9/13/2022 15:42	9/20/2022 8:29	RT-24 North/South	6 days 16 hours 46 minutes	
Construction Work	Traffic Incidents	9/16/2022 9:31	9/20/2022 7:30	RT-3 south	3 days 21 hours 58 minutes	
Construction Work	Traffic Incidents	9/16/2022 9:34	9/20/2022 7:30	RT-3 south	3 days 21 hours 55 minutes	
Construction Work	Traffic Incidents	9/16/2022 10:21	9/22/2022 6:26	US-44 west	5 days 20 hours 5 minutes	
Construction Work	Traffic Incidents	9/19/2022 7:48	9/30/2022 6:11	RT-3 south	10 days 22 hours 23 minutes	
Construction Work	Traffic Incidents	9/20/2022 13:31	9/28/2022 6:49	RT-24 south	7 days 17 hours 18 minutes	
Construction Work	Traffic Incidents	9/20/2022 13:52	9/28/2022 6:49	RT-24 south	7 days 16 hours 56 minutes	
Construction Work	Traffic Incidents	9/23/2022 9:29	9/28/2022 6:49	RT-3 north	4 days 21 hours 19 minutes	
Construction Work	Traffic Incidents	9/23/2022 9:47	9/28/2022 6:49	RT-3 north	4 days 21 hours 2 minutes	
Construction Work	Traffic Incidents	9/29/2022 10:28	10/6/2022 6:19	RT-3 North/South	6 days 19 hours 50 minutes	
Construction Work	Traffic Incidents	9/29/2022 13:51	10/9/2022 9:40	RT-3 north	9 days 19 hours 49 minutes	
Construction Work	Traffic Incidents	9/29/2022 14:13	10/4/2022 11:52	US-44 south	4 days 21 hours 39 minutes	
Construction Work	Traffic Incidents	9/29/2022 14:33	10/6/2022 6:19	RT-27 east	6 days 15 hours 46 minutes	
Construction Work	Traffic Incidents	10/5/2022 11:23	10/17/2022 8:57	RT-139 east	11 days 21 hours 34 minutes	
Construction Work	Traffic Incidents	10/5/2022 14:44	10/17/2022 8:57	RT-53 north	11 days 18 hours 12 minutes	
Construction Work	Traffic Incidents	10/5/2022 14:55	10/17/2022 8:57	RT-53 north	11 days 18 hours 2 minutes	
Construction Work	Traffic Incidents	10/5/2022 15:25	10/17/2022 8:57	RT-18 south	11 days 17 hours 31 minutes	
Construction Work	Traffic Incidents	10/6/2022 8:25	10/12/2022 7:55	RT-3 south	5 days 23 hours 30 minutes	
Construction Work	Traffic Incidents	10/6/2022 8:31	10/12/2022 7:55	RT-3 north	5 days 23 hours 23 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	10/6/2022 8:50	10/13/2022 9:20	US-3 north	7 days 30 minutes	
Construction Work	Traffic Incidents	10/6/2022 8:54	10/13/2022 9:20	RT-3 north	7 days 26 minutes	
Construction Work	Traffic Incidents	10/6/2022 8:59	10/17/2022 8:57	RT-27 east	10 days 23 hours 58 minutes	
Construction Work	Traffic Incidents	10/6/2022 12:56	10/13/2022 9:20	RT-3 north	6 days 20 hours 24 minutes	
Construction Work	Traffic Incidents	10/6/2022 14:00	10/17/2022 8:57	RT-3A north	10 days 18 hours 57 minutes	
Construction Work	Traffic Incidents	10/6/2022 14:11	10/13/2022 9:20	US-3 north	6 days 19 hours 9 minutes	
Construction Work	Traffic Incidents	10/6/2022 14:23	10/14/2022 6:31	RT-139 East/West	7 days 16 hours 8 minutes	
Construction Work	Traffic Incidents	10/13/2022 11:45	10/24/2022 13:51	RT-3 north	11 days 2 hours 5 minutes	
Construction Work	Traffic Incidents	10/13/2022 11:49	10/24/2022 13:51	RT-3 north	11 days 2 hours 2 minutes	
Construction Work	Traffic Incidents	10/13/2022 12:15	10/24/2022 13:51	RT-24 west	11 days 1 hour 36 minutes	
Construction Work	Traffic Incidents	10/13/2022 12:18	10/24/2022 13:51	RT-24 south	11 days 1 hour 33 minutes	
Construction Work	Traffic Incidents	10/18/2022 14:54	10/21/2022 14:58	RT-3 north	3 days 3 minutes	
Construction Work	Traffic Incidents	10/20/2022 10:59	10/26/2022 6:01	RT-28 south	5 days 19 hours 2 minutes	
Construction Work	Traffic Incidents	10/20/2022 12:27	10/28/2022 6:58	RT-24 north	7 days 18 hours 31 minutes	
Construction Work	Traffic Incidents	10/21/2022 14:49	10/28/2022 6:58	RT-3 north	6 days 16 hours 9 minutes	
Construction Work	Traffic Incidents	10/27/2022 11:38	11/2/2022 6:28	RT-28 East/West	5 days 18 hours 50 minutes	
Construction Work	Traffic Incidents	10/27/2022 11:44	11/4/2022 6:20	RT-18 North/South	7 days 18 hours 36 minutes	
Construction Work	Traffic Incidents	10/27/2022 12:56	11/4/2022 6:20	RT-18 North/South	7 days 17 hours 24 minutes	
Construction Work	Traffic Incidents	10/27/2022 14:19	10/29/2022 9:43	RT-53 East/West	1 days 19 hours 24 minutes	
Construction Work	Traffic Incidents	10/28/2022 9:46	11/1/2022 11:17	US-44 east	4 days 1 hour 31 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:14	11/1/2022 12:41	RT-3 south	4 days 2 hours 27 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:17	11/1/2022 12:41	RT-3 south	4 days 2 hours 24 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:23	11/1/2022 12:41	RT-3 south	4 days 2 hours 18 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:26	11/29/2022 6:11	RT-3 north	31 days 20 hours 45 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:54	11/3/2022 9:50	RT-3 south	5 days 22 hours 56 minutes	
Construction Work	Traffic Incidents	10/28/2022 10:57	11/3/2022 9:50	RT-3 south	5 days 22 hours 53 minutes	
Construction Work	Traffic Incidents	10/28/2022 11:01	11/3/2022 9:50	RT-3 north	5 days 22 hours 49 minutes	
Construction Work	Traffic Incidents	11/2/2022 16:51	12/1/2022 10:01	RT-18 North/South	28 days 18 hours 10 minutes	
Construction Work	Traffic Incidents	11/2/2022 16:55	11/9/2022 9:05	RT-123 East/West	6 days 17 hours 10 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	11/2/2022 16:57	11/11/2022 7:28	RT-18 North/South	8 days 15 hours 31 minutes	
Construction Work	Traffic Incidents	11/3/2022 12:53	11/9/2022 9:05	RT-3 south	5 days 21 hours 12 minutes	
Construction Work	Traffic Incidents	11/3/2022 12:58	11/9/2022 9:05	RT-3 south	5 days 21 hours 7 minutes	
Construction Work	Traffic Incidents	11/3/2022 13:03	11/4/2022 6:20	RT-3 north	17 hours 17 minutes	
Construction Work	Traffic Incidents	11/3/2022 14:25	11/11/2022 7:28	RT-53 south	7 days 18 hours 3 minutes	
Construction Work	Traffic Incidents	11/3/2022 15:02	11/11/2022 7:28	RT-53	7 days 17 hours 26 minutes	
Construction Work	Traffic Incidents	11/3/2022 15:08	11/11/2022 7:28	RT-53	7 days 17 hours 20 minutes	
Construction Work	Traffic Incidents	11/9/2022 15:11	11/10/2022 7:26	RT-3A south	16 hours 15 minutes	
Construction Work	Traffic Incidents	11/10/2022 6:32	11/15/2022 6:17	RT-3 North/South	4 days 23 hours 45 minutes	
Construction Work	Traffic Incidents	11/10/2022 8:34	11/17/2022 6:15	RT-3 south	6 days 21 hours 40 minutes	
Construction Work	Traffic Incidents	11/10/2022 8:42	11/17/2022 6:15	RT-3 north	6 days 21 hours 33 minutes	
Construction Work	Traffic Incidents	11/10/2022 14:49	11/17/2022 6:15	RT-3A North/South	6 days 15 hours 26 minutes	
Construction Work	Traffic Incidents	11/17/2022 7:22	11/23/2022 7:10	RT-3 North/South	5 days 23 hours 48 minutes	
Construction Work	Traffic Incidents	11/18/2022 8:43	11/29/2022 12:50	RT-123 east	11 days 4 hours 7 minutes	
Construction Work	Traffic Incidents	11/18/2022 8:45	11/23/2022 7:10	RT-3 north	4 days 22 hours 25 minutes	
Construction Work	Traffic Incidents	11/22/2022 9:44	11/23/2022 7:10	RT-18 North/South	21 hours 26 minutes	
Construction Work	Traffic Incidents	11/22/2022 13:13	3/2/2023 10:56	RT-24 North/South	99 days 21 hours 42 minutes	
Construction Work	Traffic Incidents	11/23/2022 11:04	12/4/2022 11:46	RT-3A south	11 days 42 minutes	
Construction Work	Traffic Incidents	11/23/2022 14:46	11/29/2022 6:11	RT-3 North/South	5 days 15 hours 25 minutes	
Construction Work	Traffic Incidents	11/29/2022 10:59	12/4/2022 11:46	RT-28 east	5 days 47 minutes	
Construction Work	Traffic Incidents	12/2/2022 7:12	12/6/2022 6:53	US-3 south	3 days 23 hours 41 minutes	
Construction Work	Traffic Incidents	12/2/2022 7:16	12/6/2022 6:53	US-3 north	3 days 23 hours 36 minutes	
Construction Work	Traffic Incidents	12/2/2022 7:34	12/7/2022 12:42	RT-106 west	5 days 5 hours 8 minutes	
Construction Work	Traffic Incidents	12/2/2022 7:38	12/8/2022 6:14	RT-106 west	5 days 22 hours 36 minutes	
Construction Work	Traffic Incidents	12/8/2022 10:40	12/12/2022 6:16	RT-3 North/South	3 days 19 hours 36 minutes	
Construction Work	Traffic Incidents	12/8/2022 13:51	12/17/2022 12:23	RT-3 north	8 days 22 hours 32 minutes	
Construction Work	Traffic Incidents	12/8/2022 15:06	12/17/2022 12:23	RT-18 west	8 days 21 hours 17 minutes	
Construction Work	Traffic Incidents	12/9/2022 8:47	12/17/2022 12:23	RT-53 west	8 days 3 hours 36 minutes	
Construction Work	Traffic Incidents	12/9/2022 13:58	12/17/2022 12:23	RT-3 north	7 days 22 hours 25 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Construction Work	Traffic Incidents	12/09/2022 14:06	12/17/2022 12:23	RT-105 east	7 days 22 hours 17 minutes	
Construction Work	Traffic Incidents	12/13/2022 15:18	12/21/2022 7:11	US-44 East/West	7 days 15 hours 53 minutes	
Construction Work	Traffic Incidents	12/14/2022 7:14	12/18/2022 18:41	RT-24 south	4 days 11 hours 27 minutes	
Construction Work	Traffic Incidents	12/14/2022 13:37	12/26/2022 7:28	RT-18 south	11 days 17 hours 51 minutes	
Construction Work	Traffic Incidents	12/15/2022 8:59	12/26/2022 7:28	RT-18 south	10 days 22 hours 29 minutes	
Construction Work	Traffic Incidents	12/16/2022 13:43	12/26/2022 7:28	RT-24 north	9 days 17 hours 45 minutes	
Construction Work	Traffic Incidents	12/20/2022 10:02	12/26/2022 7:28	STATE ROAD East/West	5 days 21 hours 26 minutes	
					Average Delay – 14.57 Days	
Disabled Vehicle	Roadway/Traffic	8/14/2020 11:15	8/14/2020 13:30	RT-24 south	2 hours 15 minutes	
Disabled Vehicle	Roadway/Traffic	11/20/2020 7:41	11/20/2020 7:56	RT-24 north	15 minutes	
					Average Delay – 1.25 Hours	
Fire	Fire	3/23/2020 12:59	3/23/2020 21:10	RT-18 north	8 hours 11 minutes	
Fire	Fire	7/8/2020 4:09	7/8/2020 13:44	RT-53 north	9 hours 35 minutes	
Fire	Fire	3/4/2021 18:05	3/5/2021 1:43	RT-28 north	7 hours 38 minutes	2
					Average Delay – 8.46 Hours	
Flood	Acts of Nature	3/7/2020 9:05	3/7/2020 11:28	RT-3A north	2 hours 23 minutes	
Flood	Acts of Nature	4/3/2020 7:55	4/3/2020 10:09	RT-3A north	2 hours 14 minutes	
Flood	Acts of Nature	11/23/2020 15:51	11/24/2020 12:24	RT-28 south	20 hours 33 minutes	2
					Average Delay – 8.39 Hours	
Incident	Acts of Nature	1/10/2022 7:36	1/17/2022 7:57	STATE ROAD	7 days 21 minutes	
Incident	Acts of Nature	1/10/2022 8:00	1/10/2022 17:33	STATE ROAD	9 hours 33 minutes	
Incident	Acts of Nature	1/29/2022 9:31	1/31/2022 00:56	RT-3A East/West	1 day 15 hours 25 minutes	
					Average Delay – 3.02 Days	
Incident	Fire	1/8/2020 20:57	1/8/2020 21:55	RT-24 north	58 minutes	1
Incident	Fire	1/12/2020 17:50	1/12/2020 18:09	RT-3 north	19 minutes	1
Incident	Fire	1/14/2020 15:32	1/14/2020 15:59	RT-24 south	27 minutes	1
Incident	Fire	5/5/2020 11:37	5/5/2020 12:32	US-44 west	55 minutes	1
Incident	Fire	7/31/2020 21:06	7/31/2020 21:35	RT-24 north	29 minutes	1
Incident	Fire	10/23/2020 14:09	10/23/2020 16:36	RT-3 north	2 hours 27 minutes	2

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Fire	1/8/2021 6:53	1/8/2021 8:09	RT-105 south	1 hour 16 minutes	2
Incident	Fire	1/12/2021 11:51	1/12/2021 13:15	RT-24 south	1 hour 24 minutes	
Incident	Fire	3/7/2021 3:08	3/7/2021 4:03	RT-24 south	55 minutes	3
Incident	Fire	5/29/2021 15:17	5/30/2021 8:32	RT-139 East/West	17 hours 14 minutes	
Incident	Fire	6/20/2021 9:21	6/20/2021 10:09	RT-24 south	47 minutes	
Incident	Fire	8/11/2021 8:18	8/11/2021 9:22	RT-3 north	1 hour 4 minutes	
Incident	Fire	10/18/2021 16:51	10/18/2021 17:11	RT-24 north	19 minutes	
Incident	Fire	11/15/2021 15:41	11/15/2021 16:18	RT-24 north	37 minutes	
Incident	Fire	1/14/2022 18:43	1/14/2022 19:38	RT-24 south	55 minutes	
Incident	Fire	2/16/2022 7:04	2/16/2022 10:36	RT-28	3 hours 32 minutes	
Incident	Fire	4/23/2022 1:43	4/23/2022 6:21	RT-24 south	4 hours 37 minutes	
Incident	Fire	7/1/2022 19:45	7/2/2022 1:16	RT-28	5 hours 31 minutes	
Incident	Fire	8/8/2022 15:09	8/8/2022 15:31	RT-3 North/South	22 minutes	
Incident	Fire	8/15/2022 18:27	8/15/2022 19:42	RT-24 south	1 hour 14 minutes	
Incident	Fire	10/26/2022 9:20	10/26/2022 9:55	RT-24 south	34 minutes	
					Average Delay – 2.19 Hours	
Incident	Planned Roadway	1/6/2020 9:00	1/10/2020 15:12	RT-18 south	4 days 6 hours 12 minutes	1
Incident	Planned Roadway	1/13/2020 9:00	1/17/2020 15:36	RT-18 south	4 days 6 hours 36 minutes	2
Incident	Planned Roadway	1/18/2020 5:00	1/18/2020 10:46	RT-3 north	5 hours 46 minutes	3
Incident	Planned Roadway	2/10/2020 9:00	2/14/2020 22:41	RT-3 south	4 days 13 hours 41 minutes	2
Incident	Planned Roadway	2/12/2020 9:00	2/12/2020 15:47	RT-28 north	6 hours 47 minutes	2
Incident	Planned Roadway	2/19/2020 9:00	2/21/2020 15:35	RT-53 north	2 days 6 hours 35 minutes	1
Incident	Planned Roadway	2/24/2020 9:00	2/28/2020 15:58	RT-3A north	4 days 6 hours 58 minutes	1
Incident	Planned Roadway	02/24/2020 9:00	2/26/2020 16:35	RT-53 north	2 days 7 hours 35 minutes	1
Incident	Planned Roadway	3/3/2020 9:00	3/6/2020 16:22	RT-53 north	3 days 7 hours 22 minutes	1
Incident	Planned Roadway	3/5/2020 10:00	3/9/2020 15:58	RT-24 north	4 days 4 hours 58 minutes	1
Incident	Planned Roadway	3/10/2020 10:00	3/16/2020 10:49	RT-24 north	6 days 49 minutes	2
Incident	Planned Roadway	3/16/2020 9:00	3/16/2020 15:21	RT-105 south	6 hours 21 minutes	1
Incident	Planned Roadway	3/18/2020 9:00	3/20/2020 15:08	RT-53 north	2 days 6 hours 8 minutes	1

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Planned Roadway	3/30/2020 9:00	4/3/2020 15:56	RT-18 south	4 days 6 hours 56 minutes	1
Incident	Planned Roadway	4/6/2020 9:00	4/10/2020 15:20	RT-18 north	4 days 6 hours 20 minutes	1
Incident	Planned Roadway	4/16/2020 8:37	4/24/2020 15:07	RT-3A north	8 days 6 hours 29 minutes	1
Incident	Planned Roadway	4/16/2020 14:20	4/22/2020 15:44	RT-53 north	6 days 1 hour 24 minutes	1
Incident	Planned Roadway	5/8/2020 12:08	5/14/2020 15:07	RT-3 north	6 days 2 hours 58 minutes	2
Incident	Planned Roadway	5/8/2020 12:53	5/13/2020 15:55	RT-24 north	5 days 3 hours 1 minute	
Incident	Planned Roadway	5/14/2020 13:43	5/21/2020 15:15	RT-27 north	7 days 1 hour 32 minutes	3
Incident	Planned Roadway	5/15/2020 15:22	5/15/2020 15:29	RT-24 north	7 minutes	4
Incident	Planned Roadway	5/15/2020 15:42	6/7/2020 14:44	RT-24 north	22 days 23 hours 1 minute	2
Incident	Planned Roadway	5/21/2020 14:19	5/29/2020 15:51	RT-27 north	8 days 1 hour 32 minutes	3
Incident	Planned Roadway	5/22/2020 8:53	5/29/2020 15:51	RT-24 north	7 days 6 hours 58 minutes	2
Incident	Planned Roadway	5/29/2020 9:30	6/7/2020 14:44	RT-27 north	9 days 5 hours 13 minutes	3
Incident	Planned Roadway	6/11/2020 12:13	6/19/2020 15:38	RT-27 south	8 days 3 hours 24 minutes	3
Incident	Planned Roadway	6/16/2020 14:14	6/19/2020 5:33	RT-24 south	2 days 15 hours 18 minutes	3
Incident	Planned Roadway	6/17/2020 10:40	6/26/2020 15:02	RT-27 south	9 days 4 hours 21 minutes	3
Incident	Planned Roadway	6/18/2020 13:36	6/25/2020 15:50	RT-3A south	7 days 2 hours 13 minutes	1
Incident	Planned Roadway	6/19/2020 14:58	7/2/2020 4:07	RT-24 north	12 days 13 hours 9 minutes	4
Incident	Planned Roadway	6/25/2020 11:07	7/2/2020 15:13	RT-27 south	7 days 4 hours 5 minutes	2
Incident	Planned Roadway	6/25/2020 13:33	6/26/2020 15:02	RT-3A south	1 days 1 hour 28 minutes	1
Incident	Planned Roadway	6/25/2020 13:39	7/2/2020 15:13	RT-3A south	7 days 1 hour 33 minutes	1
Incident	Planned Roadway	6/29/2020 13:42	7/2/2020 15:13	RT-3A north	3 days 1 hour 30 minutes	1
Incident	Planned Roadway	6/29/2020 13:46	7/10/2020 15:49	RT-3A north	11 days 2 hours 3 minutes	1
Incident	Planned Roadway	7/1/2020 15:14	7/10/2020 15:49	RT-27 south	9 days 35 minutes	2
Incident	Planned Roadway	7/9/2020 14:22	7/17/2020 15:12	RT-27 south	8 days 50 minutes	2
Incident	Planned Roadway	7/14/2020 8:02	7/17/2020 15:12	RT-3A north	3 days 7 hours 9 minutes	1
Incident	Planned Roadway	7/14/2020 8:05	7/24/2020 15:36	RT-3A north	10 days 7 hours 31 minutes	1
Incident	Planned Roadway	7/16/2020 9:33	7/24/2020 15:36	RT-27 south	8 days 6 hours 3 minutes	2
Incident	Planned Roadway	7/19/2020 22:56	8/3/2020 00:28	RT-24 north	14 days 1 hour 32 minutes	4
Incident	Planned Roadway	7/22/2020 12:05	7/24/2020 15:36	RT-3A north	2 days 3 hours 31 minutes	1

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Planned Roadway	7/23/2020 10:50	7/29/2020 15:36	US-44 west	6 days 4 hours 46 minutes	2
Incident	Planned Roadway	7/23/2020 15:37	7/31/2020 16:00	RT-27 south	8 days 23 minutes	1
Incident	Planned Roadway	7/29/2020 7:56	7/31/2020 16:00	RT-3A north	2 days 8 hours 4 minutes	1
Incident	Planned Roadway	7/31/2020 8:49	8/7/2020 15:24	RT-80 south	7 days 6 hours 35 minutes	1
Incident	Planned Roadway	7/31/2020 8:54	8/14/2020 15:48	RT-80 south	14 days 6 hours 54 minutes	1
Incident	Planned Roadway	8/21/2020 9:39	8/26/2020 13:10	RT-24 north	5 days 3 hours 30 minutes	
Incident	Planned Roadway	9/3/2020 14:36	9/11/2020 15:23	RT-28 north	8 days 46 minutes	1
Incident	Planned Roadway	9/8/2020 8:50	9/10/2020 15:11	RT-123 east	2 days 6 hours 21 minutes	1
Incident	Planned Roadway	9/11/2020 15:16	9/18/2020 15:47	RT-24 north	7 days 30 minutes	1
Incident	Planned Roadway	10/8/2020 9:20	10/16/2020 15:22	RT-53 north	8 days 6 hours 2 minutes	1
Incident	Planned Roadway	10/8/2020 12:00	10/14/2020 15:58	RT-139 east	6 days 3 hours 58 minutes	1
Incident	Planned Roadway	10/15/2020 12:22	10/23/2020 15:46	RT-53 north	8 days 3 hours 24 minutes	5
Incident	Planned Roadway	10/16/2020 9:37	10/23/2020 03:29	RT-24 north	6 days 17 hours 52 minutes	1
Incident	Planned Roadway	10/16/2020 12:27	10/20/2020 15:10	RT-3A south	4 days 2 hours 43 minutes	2
Incident	Planned Roadway	10/16/2020 12:51	10/23/2020 15:46	RT-53 east	7 days 2 hours 55 minutes	1
Incident	Planned Roadway	10/21/2020 14:29	10/30/2020 15:10	RT-18 south	9 days 40 minutes	1
Incident	Planned Roadway	10/22/2020 8:50	10/30/2020 15:10	RT-53 north	8 days 6 hours 19 minutes	1
Incident	Planned Roadway	11/5/2020 10:30	11/10/2020 16:23	RT-139 east	5 days 5 hours 52 minutes	1
Incident	Planned Roadway	11/6/2020 10:29	11/13/2020 15:59	RT-105 south	7 days 5 hours 30 minutes	1
Incident	Planned Roadway	11/9/2020 10:23	11/17/2020 16:47	RT-3A north	8 days 6 hours 23 minutes	1
Incident	Planned Roadway	11/13/2020 13:57	11/19/2020 16:10	RT-24 north	6 days 2 hours 12 minutes	2
Incident	Planned Roadway	11/16/2020 13:49	12/4/2020 15:09	RT-3 south	18 days 1 hour 19 minutes	3
Incident	Planned Roadway	11/16/2020 13:53	11/24/2020 15:10	RT-3 south	8 days 1 hour 17 minutes	1
Incident	Planned Roadway	11/20/2020 14:55	11/24/2020 10:07	RT-24 north	3 days 19 hours 12 minutes	1
Incident	Planned Roadway	11/20/2020 15:02	11/24/2020 15:10	RT-24 north	4 days 8 minutes	1
Incident	Planned Roadway	11/24/2020 15:35	12/1/2020 16:34	RT-27 south	7 days 59 minutes	2
Incident	Planned Roadway	12/2/2020 9:21	12/11/2020 15:34	RT-28 south	9 days 6 hours 13 minutes	1
Incident	Planned Roadway	12/3/2020 11:00	12/10/2020 15:22	RT-3A north	7 days 4 hours 21 minutes	1
Incident	Planned Roadway	12/3/2020 16:12	12/8/2020 15:58	RT-18 north	4 days 23 hours 45 minutes	1

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Planned Roadway	12/04/2020 15:18	12/18/2020 15:58	RT-18 north	14 days 39 minutes	2
Incident	Planned Roadway	12/10/2020 10:31	12/14/2020 15:09	RT-3A north	4 days 4 hours 38 minutes	2
Incident	Planned Roadway	12/10/2020 11:34	12/18/2020 15:58	RT-28 north	8 days 4 hours 24 minutes	2
Incident	Planned Roadway	12/17/2020 11:15	12/23/2020 15:57	RT-28 north	6 days 4 hours 41 minutes	1
Incident	Planned Roadway	12/17/2020 11:29	12/30/2020 20:38	RT-28 north	13 days 9 hours 8 minutes	2
Incident	Planned Roadway	12/28/2020 11:21	1/6/2021 15:45	RT-139 east	9 days 4 hours 23 minutes	1
Incident	Planned Roadway	12/30/2020 8:25	1/8/2021 15:08	RT-28 north	9 days 6 hours 42 minutes	
Incident	Planned Roadway	12/31/2020 11:35	1/4/2021 15:21	RT-28 north	4 days 3 hours 45 minutes	
Incident	Planned Roadway	1/7/2021 12:01	1/15/2021 15:32	RT-28 north	8 days 3 hours 31 minutes	1
Incident	Planned Roadway	1/12/2021 07:30	1/13/2021 15:08	RT-104 east	1 days 7 hours 37 minutes	2
Incident	Planned Roadway	1/13/2021 10:28	1/21/2021 16:45	RT-18 north	8 days 6 hours 16 minutes	1
Incident	Planned Roadway	1/14/2021 09:54	1/25/2021 09:35	RT-28 north	10 days 23 hours 40 minutes	1
Incident	Planned Roadway	2/10/2021 08:54	2/20/2021 10:40	RT-3 north	10 days 1 hour 46 minutes	1
Incident	Planned Roadway	2/12/2021 15:03	2/17/2021 16:07	RT-18 north	5 days 1 hour 4 minutes	1
Incident	Planned Roadway	2/23/2021 13:40	3/1/2021 15:31	RT-3A north	6 days 1 hour 50 minutes	1
Incident	Planned Roadway	2/24/2021 09:51	3/4/2021 15:06	RT-53 north	8 days 5 hours 14 minutes	1
Incident	Planned Roadway	3/3/2021 09:14	3/8/2021 15:54	RT-28 north	5 days 6 hours 40 minutes	1
Incident	Planned Roadway	3/11/2021 13:16	3/19/2021 15:05	RT-3A north	8 days 48 minutes	2
Incident	Planned Roadway	4/2/2021 13:20	4/9/2021 15:16	RT-18 north	7 days 1 hour 56 minutes	2
					Average Delay – 6.70 Days	
Incident	Roadway/Traffic	1/2/2020 16:28	1/2/2020 17:12	RT-3 south	44 minutes	1
Incident	Roadway/Traffic	1/6/2020 21:34	1/6/2020 23:52	RT-24 north	2 hours 18 minutes	
Incident	Roadway/Traffic	1/8/2020 17:46	1/8/2020 18:50	RT-24 south	1 hour 4 minutes	1
Incident	Roadway/Traffic	1/8/2020 17:46	1/8/2020 20:42	RT-24 south	2 hours 56 minutes	2
Incident	Roadway/Traffic	1/11/2020 07:36	1/11/2020 10:27	RT-3 south	2 hours 51 minutes	
Incident	Roadway/Traffic	1/26/2020 14:32	1/26/2020 17:57	US-44 east	3 hours 25 minutes	
Incident	Roadway/Traffic	2/4/2020 16:15	2/4/2020 17:55	RT-139 east	1 hour 40 minutes	
Incident	Roadway/Traffic	2/7/2020 13:24	2/7/2020 13:34	RT-24 south	10 minutes	
Incident	Roadway/Traffic	2/7/2020 16:09	2/7/2020 18:09	RT-123 west	2 hours	2

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Roadway/Traffic	2/8/2020 3:56	2/8/2020 12:58	RT-18 south	9 hours 2 minutes	4
Incident	Roadway/Traffic	2/8/2020 18:46	2/8/2020 21:23	RT-3 north	2 hours 37 minutes	1
Incident	Roadway/Traffic	2/17/2020 13:29	2/17/2020 14:35	RT-24 north	1 hour 6 minutes	2
Incident	Roadway/Traffic	2/20/2020 20:03	2/20/2020 21:58	RT-3 south	1 hour 55 minutes	1
Incident	Roadway/Traffic	2/25/2020 8:20	2/26/2020 00:36	RT-18 north	16 hours 16 minutes	
Incident	Roadway/Traffic	2/26/2020 8:05	2/27/2020 6:14	RT-18 south	22 hours 9 minutes	
Incident	Roadway/Traffic	2/29/2020 8:38	3/1/2020 6:50	RT-123 west	22 hours 12 minutes	2
Incident	Roadway/Traffic	3/10/2020 12:02	3/10/2020 12:15	RT-24 south	13 minutes	1
Incident	Roadway/Traffic	3/24/2020 16:57	5/20/2020 2:44	RT-24 south	56 days 9 hours 47 minutes	
Incident	Roadway/Traffic	3/25/2020 9:15	3/25/2020 9:43	RT-24 south	28 minutes	
Incident	Roadway/Traffic	4/1/2020 14:25	4/1/2020 20:32	RT-123 east	6 hours 7 minutes	
Incident	Roadway/Traffic	4/9/2020 13:51	4/9/2020 14:43	RT-3 south	52 minutes	
Incident	Roadway/Traffic	4/20/2020 12:01	4/20/2020 17:16	RT-18 south	5 hours 15 minutes	
Incident	Roadway/Traffic	5/1/2020 6:13	5/1/2020 6:36	RT-24 south	23 minutes	2
Incident	Roadway/Traffic	5/1/2020 9:26	5/1/2020 10:01	RT-3 north	35 minutes	
Incident	Roadway/Traffic	5/1/2020 13:11	5/1/2020 14:37	RT-28 south	1 hour 26 minutes	
Incident	Roadway/Traffic	5/5/2020 4:47	5/5/2020 9:52	RT-3 north	5 hours 5 minutes	1
Incident	Roadway/Traffic	5/17/2020 5:37	5/17/2020 5:42	RT-24 north	5 minutes	2
Incident	Roadway/Traffic	5/18/2020 16:38	5/18/2020 17:25	RT-3 south	47 minutes	1
Incident	Roadway/Traffic	5/19/2020 8:23	5/19/2020 10:11	US-44 east	1 hour 48 minutes	
Incident	Roadway/Traffic	6/9/2020 14:06	6/9/2020 14:34	RT-24 north	28 minutes	1
Incident	Roadway/Traffic	6/10/2020 8:25	6/10/2020 8:30	RT-24 south	5 minutes	
Incident	Roadway/Traffic	6/11/2020 14:28	6/11/2020 16:50	RT-3 north	2 hours 22 minutes	1
Incident	Roadway/Traffic	6/12/2020 18:13	6/12/2020 18:38	RT-3 north	25 minutes	1
Incident	Roadway/Traffic	6/17/2020 13:49	6/17/2020 14:34	RT-24 south	45 minutes	1
Incident	Roadway/Traffic	6/19/2020 11:28	6/19/2020 12:21	RT-24 south	53 minutes	1
Incident	Roadway/Traffic	6/23/2020 10:10	6/23/2020 10:30	RT-3 south	20 minutes	1
Incident	Roadway/Traffic	6/25/2020 13:20	6/25/2020 15:38	RT-28 north	2 hours 18 minutes	
Incident	Roadway/Traffic	6/27/2020 16:19	6/27/2020 16:41	RT-3 south	22 minutes	1

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Roadway/Traffic	7/1/2020 15:02	7/1/2020 15:18	RT-3 north	16 minutes	
Incident	Roadway/Traffic	7/2/2020 19:40	7/2/2020 19:48	RT-3 south	8 minutes	1
Incident	Roadway/Traffic	7/8/2020 13:48	7/8/2020 13:51	RT-3 south	3 minutes	
Incident	Roadway/Traffic	7/8/2020 22:11	7/9/2020 00:07	RT-28 north	1 hour 56 minutes	
Incident	Roadway/Traffic	7/10/2020 20:37	7/10/2020 21:14	RT-3 north	37 minutes	1
Incident	Roadway/Traffic	7/13/2020 9:18	7/13/2020 11:04	RT-3 south	1 hour 46 minutes	
Incident	Roadway/Traffic	7/13/2020 10:00	7/13/2020 10:26	RT-3 north	26 minutes	
Incident	Roadway/Traffic	7/15/2020 12:20	7/15/2020 12:55	RT-3 south	35 minutes	1
Incident	Roadway/Traffic	7/15/2020 12:33	7/15/2020 12:51	RT-3 south	18 minutes	1
Incident	Roadway/Traffic	7/15/2020 18:07	7/15/2020 18:29	RT-3 south	22 minutes	1
Incident	Roadway/Traffic	7/19/2020 9:56	7/19/2020 13:44	RT-3 north	3 hours 48 minutes	
Incident	Roadway/Traffic	7/21/2020 16:31	7/21/2020 17:18	RT-24 south	47 minutes	1
Incident	Roadway/Traffic	7/24/2020 16:18	7/24/2020 16:43	RT-24 south	25 minutes	1
Incident	Roadway/Traffic	7/24/2020 19:26	7/24/2020 22:23	RT-3A north	2 hours 57 minutes	
Incident	Roadway/Traffic	7/25/2020 12:20	7/25/2020 12:48	RT-3 south	28 minutes	
Incident	Roadway/Traffic	7/27/2020 17:22	7/27/2020 17:42	RT-3 south	20 minutes	1
Incident	Roadway/Traffic	7/31/2020 13:53	7/31/2020 14:43	US-44 west	50 minutes	2
Incident	Roadway/Traffic	7/31/2020 19:20	7/31/2020 19:44	RT-3 south	24 minutes	
Incident	Roadway/Traffic	8/6/2020 17:13	8/6/2020 18:00	RT-3 south	47 minutes	1
Incident	Roadway/Traffic	8/10/2020 14:40	8/10/2020 15:33	RT-18 north	53 minutes	2
Incident	Roadway/Traffic	8/11/2020 16:49	8/11/2020 17:02	RT-24 south	13 minutes	1
Incident	Roadway/Traffic	8/13/2020 3:19	8/13/2020 04:03	RT-3 south	44 minutes	1
Incident	Roadway/Traffic	8/13/2020 11:24	8/13/2020 11:56	RT-3 north	32 minutes	1
Incident	Roadway/Traffic	8/17/2020 2:00	8/17/2020 06:42	RT-3 south	4 hours 42 minutes	
Incident	Roadway/Traffic	8/21/2020 22:51	8/21/2020 23:13	RT-24 north	22 minutes	
Incident	Roadway/Traffic	8/22/2020 20:22	8/23/2020 03:52	RT-105 south	7 hours 30 minutes	
Incident	Roadway/Traffic	8/23/2020 3:45	8/23/2020 07:38	RT-27 south	3 hours 53 minutes	
Incident	Roadway/Traffic	8/24/2020 17:29	8/24/2020 21:32	RT-3A north	4 hours 3 minutes	2
Incident	Roadway/Traffic	9/17/2020 15:43	9/17/2020 15:58	RT-3 south	15 minutes	1

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Roadway/Traffic	9/19/2020 9:37	9/19/2020 9:53	RT-24 north	16 minutes	
Incident	Roadway/Traffic	9/21/2020 3:21	9/21/2020 14:22	RT-3 south	11 hours 1 minute	
Incident	Roadway/Traffic	9/21/2020 3:21	9/21/2020 8:19	RT-3 south	4 hours 58 minutes	
Incident	Roadway/Traffic	9/30/2020 00:47	9/30/2020 2:13	RT-24 south	1 hour 26 minutes	2
Incident	Roadway/Traffic	10/10/2020 00:49	10/10/2020 1:38	RT-24 north	49 minutes	2
Incident	Roadway/Traffic	10/17/2020 1:06	10/17/2020 1:50	RT-24 south	44 minutes	2
Incident	Roadway/Traffic	10/26/2020 17:04	10/26/2020 17:26	RT-24 south	22 minutes	1
Incident	Roadway/Traffic	11/3/2020 17:42	11/3/2020 18:42	RT-24 south	1 hour	1
Incident	Roadway/Traffic	11/5/2020 10:35	11/5/2020 13:28	RT-58 south	2 hours 53 minutes	
Incident	Roadway/Traffic	11/10/2020 17:57	11/10/2020 18:36	US-44 west	39 minutes	1
Incident	Roadway/Traffic	11/13/2020 15:03	11/13/2020 15:32	RT-24 north	29 minutes	
Incident	Roadway/Traffic	11/13/2020 17:17	11/13/2020 20:16	RT-28 north	2 hours 59 minutes	2
Incident	Roadway/Traffic	11/17/2020 15:30	11/18/2020 14:57	RT-123 west	23 hours 27 minutes	3
Incident	Roadway/Traffic	11/21/2020 12:06	11/21/2020 12:09	RT-24 south	3 minutes	
Incident	Roadway/Traffic	11/25/2020 20:02	11/25/2020 20:44	RT-3 south	42 minutes	2
Incident	Roadway/Traffic	11/26/2020 14:38	11/26/2020 15:46	RT-3 south	1 hour 8 minutes	1
Incident	Roadway/Traffic	11/27/2020 8:36	11/27/2020 9:04	RT-24 north	28 minutes	2
Incident	Roadway/Traffic	11/28/2020 00:00	11/28/2020 20:52	RT-3 north	20 hours 52 minutes	
Incident	Roadway/Traffic	12/1/2020 14:56	12/1/2020 15:31	RT-3 south	35 minutes	1
Incident	Roadway/Traffic	12/1/2020 16:15	12/1/2020 16:50	RT-3 south	35 minutes	1
Incident	Roadway/Traffic	12/1/2020 16:56	12/1/2020 17:16	RT-3 south	20 minutes	1
Incident	Roadway/Traffic	12/1/2020 21:25	12/1/2020 21:58	RT-24 north	33 minutes	1
Incident	Roadway/Traffic	12/2/2020 6:33	12/2/2020 7:10	RT-18 north	37 minutes	
Incident	Roadway/Traffic	12/4/2020 9:55	12/4/2020 11:53	RT-18 south	1 hour 58 minutes	1
Incident	Roadway/Traffic	12/6/2020 12:13	12/6/2020 12:41	RT-3 south	28 minutes	1
Incident	Roadway/Traffic	12/6/2020 21:47	12/7/2020 1:59	RT-24 south	4 hours 12 minutes	3
Incident	Roadway/Traffic	12/9/2020 6:18	12/9/2020 7:03	RT-27 south	45 minutes	
Incident	Roadway/Traffic	12/10/2020 8:49	12/10/2020 9:04	RT-3 north	15 minutes	2
Incident	Roadway/Traffic	12/10/2020 8:53	12/10/2020 9:10	RT-3 north	17 minutes	2

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Roadway/Traffic	12/10/2020 11:39	12/10/2020 12:35	RT-3 north	56 minutes	1
Incident	Roadway/Traffic	12/16/2020 16:10	12/16/2020 16:22	RT-3 south	12 minutes	1
Incident	Roadway/Traffic	12/17/2020 5:47	12/17/2020 06:53	RT-24 south	1 hour 6 minutes	2
Incident	Roadway/Traffic	12/17/2020 12:42	12/17/2020 15:13	RT-3A north	2 hours 31 minutes	
Incident	Roadway/Traffic	12/18/2020 7:16	12/18/2020 07:47	RT-3 south	31 minutes	1
Incident	Roadway/Traffic	12/18/2020 8:36	12/18/2020 09:43	RT-3 north	1 hour 7 minutes	1
Incident	Roadway/Traffic	12/22/2020 10:03	12/22/2020 11:56	RT-24 north	1 hour 53 minutes	
Incident	Roadway/Traffic	1/14/2021 17:47	1/14/2021 18:38	RT-3 north	51 minutes	1
Incident	Roadway/Traffic	1/30/2021 7:58	1/30/2021 09:20	RT-3 north	1 hour 22 minutes	
Incident	Roadway/Traffic	2/1/2021 16:53	2/1/2021 17:10	RT-3 north	17 minutes	
Incident	Roadway/Traffic	2/2/2021 12:58	2/2/2021 18:18	RT-3A north	5 hours 20 minutes	
Incident	Roadway/Traffic	2/19/2021 8:49	2/19/2021 10:04	RT-24 north	1 hour 15 minutes	
Incident	Roadway/Traffic	2/19/2021 11:34	2/19/2021 15:05	RT-24 south	3 hours 31 minutes	
Incident	Roadway/Traffic	2/25/2021 14:33	2/25/2021 14:42	RT-24 north	9 minutes	2
Incident	Roadway/Traffic	2/25/2021 19:15	2/25/2021 19:59	US-44 west	44 minutes	1
Incident	Roadway/Traffic	2/28/2021 18:36	2/28/2021 19:53	RT-24 north	1 hour 17 minutes	2
Incident	Roadway/Traffic	3/2/2021 8:01	3/10/2021 21:21	RT-28 north	8 days 13 hours 20 minutes	2
Incident	Roadway/Traffic	3/9/2021 7:31	3/9/2021 07:44	RT-24 north	13 minutes	3
Incident	Roadway/Traffic	3/10/2021 15:35	3/10/2021 16:05	RT-3 north	30 minutes	1
Incident	Roadway/Traffic	3/22/2021 12:45	3/22/2021 12:54	RT-24 south	9 minutes	1
Incident	Roadway/Traffic	3/25/2021 17:54	3/25/2021 18:07	RT-24 south	13 minutes	
Incident	Roadway/Traffic	3/25/2021 18:01	3/25/2021 18:16	RT-24 south	15 minutes	1
Incident	Roadway/Traffic	3/30/2021 13:27	3/30/2021 14:11	RT-3 south	44 minutes	1
Incident	Roadway/Traffic	4/4/2021 5:09	4/4/2021 22:42	RT-24 north	17 hours 33 minutes	1
Incident	Roadway/Traffic	4/9/2021 7:47	4/9/2021 09:57	RT-3 south	2 hours 10 minutes	
Incident	Roadway/Traffic	4/9/2021 8:01	4/9/2021 13:47	RT-3 south	5 hours 46 minutes	
					Average Delay – 15.58 Hours	
Incident	Traffic Incidents	5/9/2021 23:59	5/10/2021 00:31	RT-3	32 minutes	
Incident	Traffic Incidents	5/14/2021 20:17	5/14/2021 22:31	RT-24	2 hours 14 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	5/14/2021 22:25	5/14/2021 22:55	RT-24	30 minutes	
Incident	Traffic Incidents	5/15/2021 00:27	5/15/2021 00:46	RT-3	19 minutes	
Incident	Traffic Incidents	5/15/2021 18:59	5/15/2021 20:04	RT-24	1 hour 5 minutes	
Incident	Traffic Incidents	5/15/2021 23:13	5/16/2021 1:46	US-3	2 hours 32 minutes	
Incident	Traffic Incidents	5/16/2021 17:37	5/16/2021 18:00	US-3	22 minutes	
Incident	Traffic Incidents	5/17/2021 11:19	5/17/2021 11:32	RT-24	12 minutes	
Incident	Traffic Incidents	5/19/2021 6:06	5/19/2021 6:26	RT-24	20 minutes	
Incident	Traffic Incidents	5/20/2021 01:00	5/20/2021 1:10	RT-24	10 minutes	
Incident	Traffic Incidents	5/22/2021 11:10	5/22/2021 11:21	US-3 north	10 minutes	
Incident	Traffic Incidents	5/23/2021 19:05	5/23/2021 19:31	RT-3 north	25 minutes	
Incident	Traffic Incidents	5/27/2021 8:16	5/27/2021 8:52	RT-3 north	35 minutes	
Incident	Traffic Incidents	5/30/2021 20:25	5/30/2021 21:16	RT-3 north	50 minutes	
Incident	Traffic Incidents	6/6/2021 22:16	6/6/2021 23:31	RT-24 north	1 hour 14 minutes	
Incident	Traffic Incidents	6/7/2021 8:04	6/7/2021 9:18	US-3 north	1 hour 14 minutes	
Incident	Traffic Incidents	6/8/2021 14:25	6/8/2021 17:02	RT-104 East/West	2 hours 36 minutes	
Incident	Traffic Incidents	6/14/2021 8:41	6/14/2021 9:02	US-3 north	21 minutes	
Incident	Traffic Incidents	6/15/2021 15:45	6/15/2021 16:45	RT-24 south	1 hour	
Incident	Traffic Incidents	6/19/2021 18:15	6/19/2021 18:45	US-3 north	30 minutes	
Incident	Traffic Incidents	6/20/2021 23:30	6/21/2021 00:27	RT-24 north	56 minutes	
Incident	Traffic Incidents	6/21/2021 13:12	6/21/2021 16:07	US-3 south	2 hours 54 minutes	
Incident	Traffic Incidents	6/23/2021 1:52	6/23/2021 2:25	RT-24 south	32 minutes	
Incident	Traffic Incidents	6/29/2021 14:31	6/29/2021 14:46	US-3 north	15 minutes	
Incident	Traffic Incidents	6/30/2021 16:30	6/30/2021 16:56	US-3 south	26 minutes	
Incident	Traffic Incidents	7/7/2021 19:55	7/8/2021 9:06	RT-3 south	13 hours 11 minutes	
Incident	Traffic Incidents	7/9/2021 10:33	7/9/2021 14:50	US-3 north	4 hours 17 minutes	
Incident	Traffic Incidents	7/9/2021 17:13	7/9/2021 19:41	RT-24 south	2 hours 28 minutes	
Incident	Traffic Incidents	7/9/2021 18:07	7/9/2021 19:26	RT-3 north	1 hour 19 minutes	
Incident	Traffic Incidents	7/13/2021 9:02	7/13/2021 9:15	RT-24 north	13 minutes	
Incident	Traffic Incidents	7/16/2021 16:44	7/16/2021 17:10	RT-3 north	26 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	7/19/2021 11:15	7/19/2021 12:14	RT-3 north	59 minutes	
Incident	Traffic Incidents	7/22/2021 10:14	7/22/2021 10:50	RT-28 North/South	36 minutes	
Incident	Traffic Incidents	7/26/2021 17:01	7/26/2021 17:40	US-3 south	39 minutes	
Incident	Traffic Incidents	7/28/2021 14:43	7/28/2021 15:04	US-3 north	20 minutes	
Incident	Traffic Incidents	8/4/2021 15:31	8/4/2021 23:46	US-3 south	8 hours 15 minutes	
Incident	Traffic Incidents	8/5/2021 10:26	8/5/2021 11:41	RT-24 south	1 hour 14 minutes	
Incident	Traffic Incidents	8/7/2021 12:14	8/7/2021 14:31	RT-3 south	2 hours 16 minutes	
Incident	Traffic Incidents	8/8/2021 15:58	8/9/2021 15:11	US-3 north	23 hours 13 minutes	
Incident	Traffic Incidents	8/8/2021 17:47	8/8/2021 18:17	US-3 north	29 minutes	
Incident	Traffic Incidents	8/11/2021 11:39	8/11/2021 12:05	US-3 north	26 minutes	
Incident	Traffic Incidents	8/12/2021 6:55	8/12/2021 7:26	RT-24 south	30 minutes	
Incident	Traffic Incidents	8/13/2021 13:54	8/13/2021 14:27	RT-139	32 minutes	
Incident	Traffic Incidents	8/18/2021 14:43	8/18/2021 15:37	RT-24 south	53 minutes	
Incident	Traffic Incidents	8/25/2021 17:02	8/25/2021 17:26	RT-24 south	23 minutes	
Incident	Traffic Incidents	9/2/2021 16:19	9/2/2021 17:06	RT-3 south	46 minutes	
Incident	Traffic Incidents	9/2/2021 17:15	9/2/2021 18:04	US-3 south	49 minutes	
Incident	Traffic Incidents	9/2/2021 18:12	9/2/2021 18:36	US-3 south	23 minutes	
Incident	Traffic Incidents	9/4/2021 20:46	9/4/2021 21:08	US-3 north	21 minutes	
Incident	Traffic Incidents	9/5/2021 4:40	9/5/2021 5:16	RT-3 south	36 minutes	
Incident	Traffic Incidents	9/7/2021 7:15	9/7/2021 8:22	US-44 east	1 hour 6 minutes	
Incident	Traffic Incidents	9/9/2021 17:26	9/9/2021 17:41	US-3 south	14 minutes	
Incident	Traffic Incidents	9/12/2021 1:46	9/12/2021 3:31	RT-24 south	1 hour 44 minutes	
Incident	Traffic Incidents	9/15/2021 1:18	9/15/2021 2:02	RT-24 north	43 minutes	
Incident	Traffic Incidents	9/19/2021 2:31	9/19/2021 3:21	RT-3 south	49 minutes	
Incident	Traffic Incidents	10/8/2021 19:29	10/8/2021 20:50	RT-3 north	1 hour 20 minutes	
Incident	Traffic Incidents	10/9/2021 2:19	10/9/2021 2:34	RT-3 south	14 minutes	
Incident	Traffic Incidents	10/11/2021 18:51	10/11/2021 19:17	US-3 north	25 minutes	
Incident	Traffic Incidents	10/13/2021 6:46	10/13/2021 7:16	RT-24 north	30 minutes	
Incident	Traffic Incidents	10/13/2021 8:17	10/13/2021 8:36	RT-3 north	18 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	10/19/2021 15:37	10/19/2021 16:01	RT-3 south	23 minutes	
Incident	Traffic Incidents	10/21/2021 17:22	10/21/2021 18:15	RT-3 south	52 minutes	
Incident	Traffic Incidents	10/22/2021 17:42	10/22/2021 19:01	US-44 west	1 hour 19 minutes	
Incident	Traffic Incidents	10/22/2021 18:56	10/22/2021 19:56	RT-24 south	59 minutes	
Incident	Traffic Incidents	10/24/2021 8:01	10/24/2021 9:46	RT-24 north	1 hour 45 minutes	
Incident	Traffic Incidents	10/25/2021 13:03	10/25/2021 13:21	RT-24 south	18 minutes	
Incident	Traffic Incidents	10/27/2021 3:27	10/27/2021 4:46	RT-3A North/South	1 hour 18 minutes	
Incident	Traffic Incidents	10/27/2021 9:16	10/27/2021 21:56	RT-18	12 hours 40 minutes	
Incident	Traffic Incidents	10/28/2021 15:40	10/28/2021 16:36	RT-3 south	55 minutes	
Incident	Traffic Incidents	10/30/2021 23:50	10/31/2021 00:21	RT-24 north	30 minutes	
Incident	Traffic Incidents	10/31/2021 9:23	10/31/2021 9:51	RT-24 north	28 minutes	
Incident	Traffic Incidents	11/7/2021 5:27	11/7/2021 6:26	RT-3 south	59 minutes	
Incident	Traffic Incidents	11/7/2021 6:38	11/7/2021 6:52	US-3 south	14 minutes	
Incident	Traffic Incidents	11/8/2021 17:24	11/8/2021 17:31	RT-24 south	7 minutes	
Incident	Traffic Incidents	11/11/2021 17:18	11/11/2021 18:01	RT-24 south	42 minutes	
Incident	Traffic Incidents	11/16/2021 9:11	11/16/2021 9:21	RT-3 north	9 minutes	
Incident	Traffic Incidents	11/18/2021 16:39	11/18/2021 17:45	RT-24 south	1 hour 5 minutes	
Incident	Traffic Incidents	11/19/2021 14:58	11/19/2021 17:03	RT-3 south	2 hours 5 minutes	
Incident	Traffic Incidents	11/22/2021 16:25	11/22/2021 18:36	RT-123 west	2 hours 11 minutes	
Incident	Traffic Incidents	12/7/2021 16:44	12/7/2021 17:21	RT-3 south	37 minutes	
Incident	Traffic Incidents	12/9/2021 6:46	12/9/2021 8:56	RT-3 north	2 hours 9 minutes	
Incident	Traffic Incidents	12/10/2021 22:20	12/10/2021 22:59	RT-24 south	38 minutes	
Incident	Traffic Incidents	12/14/2021 15:55	12/14/2021 16:30	RT-3 south	34 minutes	
Incident	Traffic Incidents	12/17/2021 14:46	12/17/2021 15:11	RT-3 north	25 minutes	
Incident	Traffic Incidents	12/21/2021 6:48	12/21/2021 7:24	US-3 south	36 minutes	
Incident	Traffic Incidents	12/22/2021 16:59	12/22/2021 17:31	RT-3 south	31 minutes	
Incident	Traffic Incidents	12/24/2021 20:14	12/24/2021 21:31	RT-18 North/South	1 hour 16 minutes	
Incident	Traffic Incidents	12/30/2021 16:11	12/30/2021 17:11	RT-3 south	1 hour	
Incident	Traffic Incidents	12/30/2021 18:02	12/30/2021 18:21	RT-3 south	18 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	1/2/2022 22:47	1/3/2022 1:46	RT-3 north	2 hours 59 minutes	
Incident	Traffic Incidents	1/12/2022 5:52	1/12/2022 6:56	RT-24 north	1 hour 4 minutes	
Incident	Traffic Incidents	1/14/2022 8:59	1/14/2022 9:31	RT-24 south	32 minutes	
Incident	Traffic Incidents	1/21/2022 11:40	1/21/2022 14:11	RT-3 south	2 hours 31 minutes	
Incident	Traffic Incidents	1/22/2022 22:37	1/22/2022 23:00	RT-24 south	22 minutes	
Incident	Traffic Incidents	1/24/2022 15:48	1/24/2022 16:11	RT-3 south	22 minutes	
Incident	Traffic Incidents	1/24/2022 17:23	1/24/2022 17:58	RT-24 south	35 minutes	
Incident	Traffic Incidents	1/26/2022 18:07	1/26/2022 19:00	RT-24 south	53 minutes	
Incident	Traffic Incidents	1/31/2022 7:55	1/31/2022 7:59	RT-24 north	4 minutes	
Incident	Traffic Incidents	2/1/2022 15:19	2/1/2022 15:31	RT-24 south	12 minutes	
Incident	Traffic Incidents	2/1/2022 20:10	2/1/2022 20:57	RT-24 south	46 minutes	
Incident	Traffic Incidents	2/3/2022 13:39	2/3/2022 14:01	RT-24 south	22 minutes	
Incident	Traffic Incidents	2/5/2022 18:05	2/5/2022 18:46	RT-28 North/South	41 minutes	
Incident	Traffic Incidents	2/9/2022 13:17	2/9/2022 14:39	RT-3 south	1 hour 22 minutes	
Incident	Traffic Incidents	2/15/2022 00:13	2/15/2022 1:56	RT-3 south	1 hour 43 minutes	
Incident	Traffic Incidents	2/15/2022 22:03	2/15/2022 22:41	RT-3A North/South	38 minutes	
Incident	Traffic Incidents	2/18/2022 10:46	2/18/2022 11:21	RT-3A North/South	34 minutes	
Incident	Traffic Incidents	2/18/2022 18:17	2/18/2022 19:06	US-3 north	49 minutes	
Incident	Traffic Incidents	2/21/2022 9:07	2/21/2022 11:39	US-44 east	2 hours 31 minutes	
Incident	Traffic Incidents	2/25/2022 17:56	2/25/2022 19:13	US-3 north	1 hour 17 minutes	
Incident	Traffic Incidents	3/9/2022 3:02	3/9/2022 14:45	RT-3 north	11 hours 43 minutes	
Incident	Traffic Incidents	3/12/2022 2:35	3/12/2022 6:41	RT-24 south	4 hours 6 minutes	
Incident	Traffic Incidents	3/12/2022 2:50	3/12/2022 4:30	RT-24 south	1 hour 40 minutes	
Incident	Traffic Incidents	3/18/2022 10:33	3/18/2022 10:44	RT-24 north	11 minutes	
Incident	Traffic Incidents	3/28/2022 14:02	3/28/2022 14:38	RT-24 north	35 minutes	
Incident	Traffic Incidents	3/29/2022 9:56	3/29/2022 11:11	RT-3 north	1 hour 15 minutes	
Incident	Traffic Incidents	4/3/2022 1:00	4/3/2022 1:48	RT-24 south	47 minutes	
Incident	Traffic Incidents	4/3/2022 23:25	4/3/2022 23:44	RT-3 north	19 minutes	
Incident	Traffic Incidents	4/5/2022 16:56	4/5/2022 17:37	RT-3 south	41 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	4/6/2022 13:03	4/6/2022 13:46	RT-3 north	42 minutes	
Incident	Traffic Incidents	4/9/2022 6:55	4/9/2022 8:06	RT-24 north	1 hour 10 minutes	
Incident	Traffic Incidents	4/12/2022 22:38	4/12/2022 23:34	RT-24 north	56 minutes	
Incident	Traffic Incidents	4/16/2022 2:00	4/16/2022 2:46	RT-3 south	46 minutes	
Incident	Traffic Incidents	4/22/2022 1:58	4/22/2022 3:11	RT-3 south	1 hour 13 minutes	
Incident	Traffic Incidents	4/23/2022 2:46	4/23/2022 5:51	RT-3 south	3 hours 5 minutes	
Incident	Traffic Incidents	4/25/2022 8:27	4/25/2022 9:36	RT-24 south	1 hour 9 minutes	
Incident	Traffic Incidents	4/25/2022 13:16	4/25/2022 16:43	RT-24 south	3 hours 27 minutes	
Incident	Traffic Incidents	5/1/2022 00:59	5/1/2022 1:18	RT-3 south	18 minutes	
Incident	Traffic Incidents	5/1/2022 11:57	5/1/2022 13:00	RT-24 north	1 hour 2 minutes	
Incident	Traffic Incidents	5/14/2022 6:33	5/14/2022 13:10	US-3 south	6 hours 36 minutes	
Incident	Traffic Incidents	5/16/2022 22:35	5/16/2022 23:13	RT-3 south	38 minutes	
Incident	Traffic Incidents	5/17/2022 22:19	5/17/2022 22:31	RT-24 south	12 minutes	
Incident	Traffic Incidents	5/18/2022 17:48	5/18/2022 17:58	RT-24 south	10 minutes	
Incident	Traffic Incidents	5/26/2022 7:10	5/26/2022 7:16	RT-24 north	5 minutes	
Incident	Traffic Incidents	6/5/2022 4:58	6/5/2022 5:34	RT-3 north	36 minutes	
Incident	Traffic Incidents	6/10/2022 17:49	6/10/2022 18:05	RT-24 south	16 minutes	
Incident	Traffic Incidents	6/11/2022 17:10	6/11/2022 20:14	RT-18 south	3 hours 4 minutes	
Incident	Traffic Incidents	6/14/2022 16:49	6/14/2022 17:11	RT-24 south	21 minutes	
Incident	Traffic Incidents	6/15/2022 5:57	6/15/2022 8:26	RT-3 south	2 hours 29 minutes	
Incident	Traffic Incidents	6/20/2022 18:43	6/20/2022 19:26	US-3 north	42 minutes	
Incident	Traffic Incidents	6/21/2022 6:15	6/21/2022 7:19	RT-24 north	1 hour 4 minutes	
Incident	Traffic Incidents	6/28/2022 5:59	6/28/2022 6:56	RT-24 south	57 minutes	
Incident	Traffic Incidents	6/30/2022 13:22	6/30/2022 14:26	RT-24 north	1 hour 4 minutes	
Incident	Traffic Incidents	7/1/2022 1:03	7/1/2022 2:19	RT-24 south	1 hour 16 minutes	
Incident	Traffic Incidents	7/1/2022 18:52	7/1/2022 19:31	RT-24 north	38 minutes	
Incident	Traffic Incidents	7/5/2022 7:09	7/5/2022 7:46	US-3 north	36 minutes	
Incident	Traffic Incidents	7/10/2022 12:22	7/10/2022 16:01	RT-28 North/South	3 hours 39 minutes	
Incident	Traffic Incidents	7/13/2022 2:48	7/13/2022 3:23	RT-24 south	34 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	7/21/2022 16:10	7/21/2022 16:41	RT-24 south	30 minutes	
Incident	Traffic Incidents	7/22/2022 19:13	7/22/2022 19:32	RT-24 south	18 minutes	
Incident	Traffic Incidents	7/25/2022 18:13	7/25/2022 18:53	US-3 south	39 minutes	
Incident	Traffic Incidents	7/30/2022 7:35	7/30/2022 10:46	RT-105 East/West	3 hours 10 minutes	
Incident	Traffic Incidents	8/1/2022 16:24	8/1/2022 17:02	RT-24 south	37 minutes	
Incident	Traffic Incidents	8/5/2022 2:05	8/5/2022 3:08	RT-3 north	1 hour 2 minutes	
Incident	Traffic Incidents	8/8/2022 14:11	8/8/2022 18:26	RT-58 north	4 hours 14 minutes	
Incident	Traffic Incidents	8/10/2022 15:13	8/10/2022 15:27	RT-3 south	13 minutes	
Incident	Traffic Incidents	8/10/2022 15:19	8/10/2022 15:56	RT-3 south	36 minutes	
Incident	Traffic Incidents	8/14/2022 5:44	8/15/2022 5:17	RT-139 East/West	23 hours 33 minutes	
Incident	Traffic Incidents	8/14/2022 22:34	8/14/2022 23:03	RT-24 north	28 minutes	
Incident	Traffic Incidents	8/16/2022 17:27	8/16/2022 18:02	US-3 south	34 minutes	
Incident	Traffic Incidents	8/24/2022 15:03	8/24/2022 15:24	RT-24 south	20 minutes	
Incident	Traffic Incidents	8/25/2022 6:22	8/25/2022 6:52	RT-24 north	30 minutes	
Incident	Traffic Incidents	8/25/2022 23:34	8/26/2022 00:58	RT-3 south	1 hour 24 minutes	
Incident	Traffic Incidents	8/30/2022 5:44	8/30/2022 6:42	RT-24 south	58 minutes	
Incident	Traffic Incidents	9/2/2022 14:42	9/2/2022 15:00	US-3 south	17 minutes	
Incident	Traffic Incidents	9/8/2022 8:44	9/9/2022 00:20	RT-105	15 hours 36 minutes	
Incident	Traffic Incidents	9/12/2022 2:40	9/12/2022 3:26	RT-24 north	46 minutes	
Incident	Traffic Incidents	9/13/2022 6:38	9/13/2022 10:11	US-3 south	3 hours 32 minutes	
Incident	Traffic Incidents	9/13/2022 7:06	9/13/2022 7:31	RT-24 north	24 minutes	
Incident	Traffic Incidents	9/18/2022 00:20	9/18/2022 00:41	RT-24 south	20 minutes	
Incident	Traffic Incidents	9/19/2022 19:09	9/19/2022 19:29	US-3 south	20 minutes	
Incident	Traffic Incidents	9/21/2022 15:40	9/21/2022 16:00	RT-24 south	20 minutes	
Incident	Traffic Incidents	9/27/2022 4:45	9/27/2022 5:09	RT-24 north	24 minutes	
Incident	Traffic Incidents	9/28/2022 9:23	9/28/2022 11:46	US-3 north	2 hours 23 minutes	
Incident	Traffic Incidents	9/30/2022 3:18	9/30/2022 8:21	RT-24 north	5 hours 3 minutes	
Incident	Traffic Incidents	9/30/2022 10:33	9/30/2022 13:21	US-3 northeast	2 hours 48 minutes	
Incident	Traffic Incidents	10/7/2022 5:40	10/7/2022 10:36	RT-24 south	4 hours 56 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	10/7/2022 18:45	10/7/2022 19:25	RT-3 south	40 minutes	
Incident	Traffic Incidents	10/10/2022 14:56	10/10/2022 15:15	US-3 north	18 minutes	
Incident	Traffic Incidents	10/10/2022 15:31	10/10/2022 15:42	RT-24 south	11 minutes	
Incident	Traffic Incidents	10/10/2022 23:32	10/11/2022 1:15	RT-24 south	1 hour 43 minutes	
Incident	Traffic Incidents	10/11/2022 15:19	10/11/2022 15:41	RT-24 south	22 minutes	
Incident	Traffic Incidents	10/11/2022 16:47	10/11/2022 17:06	US-3 south	19 minutes	
Incident	Traffic Incidents	10/12/2022 8:58	10/12/2022 9:27	US-3 south	29 minutes	
Incident	Traffic Incidents	10/12/2022 12:40	10/12/2022 15:05	US-3 south	2 hours 25 minutes	
Incident	Traffic Incidents	10/13/2022 17:39	10/13/2022 17:46	US-3 south	6 minutes	
Incident	Traffic Incidents	10/14/2022 7:55	10/14/2022 8:35	US-44 west	40 minutes	
Incident	Traffic Incidents	10/15/2022 5:50	10/15/2022 8:10	RT-24 north	2 hours 19 minutes	
Incident	Traffic Incidents	10/19/2022 23:27	10/20/2022 00:25	RT-24 south	58 minutes	
Incident	Traffic Incidents	10/21/2022 8:00	10/21/2022 9:45	RT-3 north	1 hour 45 minutes	
Incident	Traffic Incidents	10/22/2022 1:16	10/22/2022 2:15	RT-24 south	58 minutes	
Incident	Traffic Incidents	10/23/2022 3:05	10/23/2022 4:30	RT-24 north	1 hour 25 minutes	
Incident	Traffic Incidents	10/27/2022 15:39	10/27/2022 16:20	RT-3 north	41 minutes	
Incident	Traffic Incidents	10/29/2022 1:57	10/29/2022 3:38	RT-3 north	1 hour 41 minutes	
Incident	Traffic Incidents	11/2/2022 17:50	11/2/2022 21:13	US-44 west	3 hours 22 minutes	
Incident	Traffic Incidents	11/2/2022 18:20	11/2/2022 19:05	US-44 east	45 minutes	
Incident	Traffic Incidents	11/3/2022 11:40	11/3/2022 13:41	RT-24 south	2 hours	
Incident	Traffic Incidents	11/10/2022 00:45	11/10/2022 1:29	RT-3 south	44 minutes	
Incident	Traffic Incidents	11/11/2022 7:24	11/12/2022 2:01	RT-3 north	18 hours 37 minutes	
Incident	Traffic Incidents	11/12/2022 3:36	11/12/2022 3:55	RT-3 south	19 minutes	
Incident	Traffic Incidents	11/14/2022 22:40	11/14/2022 23:55	RT-3 north	1 hour 15 minutes	
Incident	Traffic Incidents	11/14/2022 23:57	11/15/2022 1:42	RT-24 north	1 hour 45 minutes	
Incident	Traffic Incidents	11/17/2022 5:02	11/17/2022 5:31	RT-3 south	29 minutes	
Incident	Traffic Incidents	11/17/2022 8:01	11/17/2022 12:05	RT-53 north	4 hours 4 minutes	
Incident	Traffic Incidents	11/19/2022 22:58	11/19/2022 23:26	RT-24 south	28 minutes	
Incident	Traffic Incidents	11/21/2022 12:07	11/21/2022 14:41	RT-53 North/South	2 hours 34 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Incident	Traffic Incidents	11/22/2022 16:57	11/22/2022 17:21	RT-24 south	24 minutes	
Incident	Traffic Incidents	11/23/2022 14:27	11/23/2022 17:34	RT-3 north	3 hours 6 minutes	
Incident	Traffic Incidents	11/25/2022 11:45	11/25/2022 12:05	US-3 north	20 minutes	
Incident	Traffic Incidents	11/28/2022 9:31	11/28/2022 10:04	RT-3 south	32 minutes	
Incident	Traffic Incidents	12/5/2022 12:02	12/5/2022 12:11	RT-18 North/South	9 minutes	
Incident	Traffic Incidents	12/5/2022 16:30	12/5/2022 16:45	RT-24 south	15 minutes	
Incident	Traffic Incidents	12/6/2022 21:14	12/7/2022 00:20	RT-3 south	3 hours 6 minutes	
Incident	Traffic Incidents	12/9/2022 18:01	12/9/2022 18:48	US-3 south	47 minutes	
Incident	Traffic Incidents	12/13/2022 7:06	12/13/2022 7:24	RT-3 north	17 minutes	
Incident	Traffic Incidents	12/13/2022 14:55	12/13/2022 19:30	RT-24 south	4 hours 35 minutes	
Incident	Traffic Incidents	12/13/2022 22:02	12/13/2022 22:25	RT-24 north	23 minutes	
Incident	Traffic Incidents	12/13/2022 23:39	12/14/2022 00:30	RT-3 south	50 minutes	
Incident	Traffic Incidents	12/15/2022 17:25	12/15/2022 18:15	RT-24 south	50 minutes	
Incident	Traffic Incidents	12/19/2022 17:03	12/19/2022 17:17	RT-3 south	14 minutes	
Incident	Traffic Incidents	12/19/2022 17:36	12/19/2022 20:50	RT-24 south	3 hours 14 minutes	
Incident	Traffic Incidents	12/22/2022 10:26	12/22/2022 10:37	RT-24 north	11 minutes	
Incident	Traffic Incidents	12/22/2022 15:55	12/22/2022 16:11	RT-3 north	16 minutes	
Incident	Traffic Incidents	12/27/2022 12:49	12/27/2022 13:03	RT-24 north	13 minutes	
Incident	Traffic Incidents	12/27/2022 17:10	12/27/2022 17:40	RT-3 south	30 minutes	
Incident	Traffic Incidents	12/30/2022 14:59	12/30/2022 15:31	RT-3 south	32 minutes	
					Average Delay – 1.61 Hours	
Overgrown Plants	Roadway/traffic	1/13/2020 13:46	1/13/2020 14:48	RT-3 north	1 hour 2 minutes	
Overgrown Plants	Roadway/traffic	2/7/2020 16:58	2/9/2020 5:49	RT-105 south	1 days 12 hours 51 minutes	
Overgrown Plants	Roadway/traffic	7/21/2020 23:26	7/22/2020 1:01	RT-3A north	1 hour 35 minutes	
Overgrown Plants	Roadway/traffic	8/4/2020 17:01	8/4/2020 21:01	RT-18 north	4 hours	
Overgrown Plants	Roadway/traffic	11/30/2020 16:02	11/30/2020 17:25	RT-3A north	1 hour 23 minutes	
Overgrown Plants	Roadway/traffic	11/30/2020 23:35	12/1/2020 1:15	RT-3 north	1 hour 40 minutes	
Overgrown Plants	Roadway/traffic	2/7/2021 17:57	2/7/2021 19:14	RT-3A north	1 hour 17 minutes	
Overgrown Plants	Roadway/traffic	3/2/2021 1:58	3/2/2021 7:35	RT-53 north	5 hours 37 minutes	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
					Average Delay – 6.68 Hours	
Road Maintenance Operations	Planned Roadway	2/11/2020 7:00	2/21/2020 15:35	RT-3A north	10 days 8 hours 35 minutes	
Road Maintenance Operations	Planned Roadway	3/24/2020 16:14	6/4/2020 2:35	RT-3 south	71 days 10 hours 21 minutes	
Road Maintenance Operations	Planned Roadway	7/7/2020 8:17	7/17/2020 5:07	RT-53 north	9 days 20 hours 50 minutes	
Road Maintenance Operations	Planned Roadway	7/9/2020 14:20	7/15/2020 9:36	RT-3 south	5 days 19 hours 16 minutes	
Road Maintenance Operations	Planned Roadway	7/10/2020 10:55	7/14/2020 11:34	RT-3 north	4 days 39 minutes	
Road Maintenance Operations	Planned Roadway	7/16/2020 13:22	7/23/2020 10:21	RT-24 north	6 days 20 hours 59 minutes	
Road Maintenance Operations	Planned Roadway	7/16/2020 13:24	7/23/2020 13:23	RT-24 north	6 days 23 hours 59 minutes	
Road Maintenance Operations	Planned Roadway	7/24/2020 6:47	7/24/2020 19:37	RT-3 south	12 hours 50 minutes	
Road Maintenance Operations	Planned Roadway	8/7/2020 9:41	8/14/2020 15:48	RT-18 north	7 days 6 hours 7 minutes	
Road Maintenance Operations	Planned Roadway	8/21/2020 8:30	8/24/2020 13:47	RT-24 north	3 days 5 hours 17 minutes	
Road Maintenance Operations	Planned Roadway	8/21/2020 8:43	8/26/2020 12:10	RT-106 east	5 days 3 hours 26 minutes	
Road Maintenance Operations	Planned Roadway	8/21/2020 9:19	8/24/2020 12:46	RT-24 north	3 days 3 hours 27 minutes	
Road Maintenance Operations	Planned Roadway	8/27/2020 9:07	8/31/2020 10:09	RT-24 north	4 days 1 hour 2 minutes	
Road Maintenance Operations	Planned Roadway	9/9/2020 8:00	9/9/2020 9:56	RT-3 south	1 hour 56 minutes	
Road Maintenance Operations	Planned Roadway	9/9/2020 15:57	9/9/2020 17:00	RT-24 north	1 hour 3 minutes	
Road Maintenance Operations	Planned Roadway	9/11/2020 9:00	9/11/2020 10:20	US-44 east	1 hour 20 minutes	
Road Maintenance Operations	Planned Roadway	9/11/2020 10:00	9/11/2020 11:21	RT-3 north	1 hour 21 minutes	
Road Maintenance Operations	Planned Roadway	9/16/2020 12:35	9/16/2020 14:24	RT-3 south	1 hour 49 minutes	
Road Maintenance Operations	Planned Roadway	9/16/2020 12:37	9/16/2020 14:24	RT-3 south	1 hour 47 minutes	
Road Maintenance Operations	Planned Roadway	9/16/2020 12:39	9/16/2020 14:24	RT-3 south	1 hour 45 minutes	
Road Maintenance Operations	Planned Roadway	9/22/2020 11:00	9/22/2020 12:34	RT-3 north	1 hour 34 minutes	
Road Maintenance Operations	Planned Roadway	1/12/2021 12:00	1/12/2021 13:56	RT-24 north	1 hour 56 minutes	
Road Maintenance Operations	Planned Roadway	1/13/2021 10:06	1/21/2021 9:41	RT-3 south	7 days 23 hours 34 minutes	
Road Maintenance Operations	Planned Roadway	1/13/2021 10:13	1/21/2021 12:43	RT-3 north	8 days 2 hours 29 minutes	
Road Maintenance Operations	Planned Roadway	2/3/2021 9:40	2/8/2021 10:16	RT-24 north	5 days 36 minutes	
Road Maintenance Operations	Planned Roadway	2/3/2021 10:12	2/8/2021 10:16	RT-3 south	5 days 4 minutes	
Road Maintenance Operations	Planned Roadway	2/3/2021 10:15	2/8/2021 12:17	RT-3 south	5 days 2 hours 2 minutes	
Road Maintenance Operations	Planned Roadway	2/3/2021 10:18	2/8/2021 13:18	RT-3 north	5 days 3 hours	

Table 29: Non-Recurring Congestion by Type in the OCPC Region (Continued)

Standardized Type	Agency-specific Type	Start time	Closed time	Location	Duration (Incident clearance time)	Max Lanes Closed
Road Maintenance Operations	Planned Roadway	2/3/2021 10:21	2/8/2021 11:17	RT-3 north	5 days 56 minutes	
Road Maintenance Operations	Planned Roadway	2/5/2021 11:36	2/11/2021 11:53	RT-24 south	6 days 17 minutes	
Road Maintenance Operations	Planned Roadway	2/18/2021 13:04	2/23/2021 13:17	RT-3 south	5 days 13 minutes	
Road Maintenance Operations	Planned Roadway	2/18/2021 13:06	2/23/2021 9:15	RT-3 south	4 days 20 hours 8 minutes	
Road Maintenance Operations	Planned Roadway	2/22/2021 7:54	2/25/2021 9:39	RT-24 south	3 days 1 hour 45 minutes	
Road Maintenance Operations	Planned Roadway	2/22/2021 8:38	2/26/2021 12:53	RT-3 north	4 days 4 hours 14 minutes	
Road Maintenance Operations	Planned Roadway	3/2/2021 9:00	3/2/2021 10:40	RT-3 north	1 hour 40 minutes	
Road Maintenance Operations	Planned Roadway	3/4/2021 10:12	3/12/2021 15:42	RT-27 south	8 days 5 hours 30 minutes	
Road Maintenance Operations	Planned Roadway	3/16/2021 10:05	3/16/2021 11:27	RT-3 south	1 hour 22 minutes	
Road Maintenance Operations	Planned Roadway	3/16/2021 12:30	3/16/2021 14:28	RT-3 south	1 hour 58 minutes	
					Average Delay – 5.58 Days	
Water Main Break	Roadway/traffic	3/5/2020 7:46	3/5/2020 11:09	RT-18 north	3 hours 23 minutes	
Water Main Break	Roadway/traffic	12/18/2020 14:14	12/19/2020 22:50	RT-3A south	1 days 8 hours 36 minutes	
Water Main Break	Roadway/traffic	12/19/2020 10:36	12/19/2020 14:32	RT-53 east	3 hours 56 minutes	
					Average Delay – 13.30 Hours	

Identification and Assessment of Strategies

The Old Colony planning staff recommends the funding of strategies and recommendations for improving congestion through the Old Colony Transportation Improvement Program (TIP) and other sources as appropriate. These strategies and recommendations are prepared through planning activities in the Unified Planning Work Program and identified in consultation with stakeholders.

The following congestion management strategies are recommended for the Old Colony region:

- Travel Demand Management (TDM)
- Access Management
- Promote the Use of Non-motorized Modes of Travel
- Intelligent Transportation Systems (ITS)
- Public Transportation
- Highway Capacity
- Parking Capacity

Travel 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.

> **Pros of Travel Demand Management**: Reduction in single occupant vehicle travel; Public health benefit from increases in walking and bicycling.
>
> **Cons of Travel Demand Management**: Dependent on program, highly localized; May not be highly effective in achieving regional mode shift goals and reducing large scale congestion.

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 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).

> **Pros of Access Management**: Effective in reducing localized congestion, especially along commercial corridors; Reduction/concentration of curb cuts and access points reduces overall number of conflicts and hence can improve safety.
>
> **Cons of Access Management**: Right-of-way obstacles; Often focused only on motorized travel; Not effective in reducing single occupancy vehicle dependency.

Promote the Use of Non-Motorized Modes of Travel

Promotion of the use of non-motorized modes of travel can be achieved by focusing on infrastructure improvements that promote the efficiency of bicycling and walking. Incorporating Complete Streets principles into the transportation planning process is also a critical component of this initiative.

Pedestrian infrastructure improvements may include:

- Installing new sidewalks where none currently exist
- Repairing and/or widening existing sidewalks
- Removing obstacles
- Installing pedestrian signals or improving existing signals
- Installing new and/or improved crosswalks and accompanying appropriate signage
- Creating buffers between sidewalks and vehicular traffic
- Traffic calming

Bicycle infrastructure improvements may include:

- Adding bicycle lanes
- Creating shared-use paths
- Installing bicycle parking amenities at transit facilities and other key destinations

Beyond promoting pedestrian and bicycle improvements system wide, Old Colony staff also seek to promote and encourage all communities in the Old Colony region to adopt official Complete Streets policies.

> **Pros of Promoting Non-Motorized Travel**: Public health benefit from increased physical activity and reduction in GHG emissions; Better facilities improve safety for vulnerable users; Reduction in dependency on motorized vehicles.
>
> **Cons of Promoting Non-Motorized Travel**: Larger scale improvements may have right-of-way and funding challenges.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) are applications of advanced technology in the field of transportation, with the goals of increasing operational efficiency and capacity, improving safety, reducing environmental costs, and enhancing personal mobility. Intelligent Transportation Systems are currently used in a wide variety of applications, such as: incident management and emergency response; electronic toll collection on highways; fare collection on transit systems;

traffic signal control; and congestion management. Specifically, ITS increases safety, security, comfort, and convenience for transit passengers; improves transit efficiency and thus helps to reduce operating costs; assists transit operation managers and vehicle operators by automating many of their labor-intensive duties; and promotes an intermodal transportation system that helps motorists transition between their own passenger vehicles and the transit system.

Pros of Intelligent Transportation Systems: Potential to be highly effective on reducing congestion and adjusting traffic flow; Adaptive nature of new technology allows adjustable applications for varying traffic conditions.

Cons of Intelligent Transportation Systems: High cost; Regional traffic management requires coordination across jurisdictions.

Promote Public Transportation

A robust public transportation system is a critical component of the transportation system. A choice of public transportation options creates an incentive of convenience for commuters, reducing dependency on motorized travel especially single occupancy vehicles. Consideration of the following improvements and strategies are routinely assessed in promoting public transportation:

- Adjust transit schedules by time of day (allowing increased service frequency during peak demand hours by decreasing frequency during low demand hours)
- Increase the coverage area and hours of service
- Traffic signal priority for transit vehicles
- Provide real-time transit vehicle information (location / arrival time of vehicles) to users
- Provision for bicycles at transit facilities and on vehicles
- Improved bicycle and pedestrian connections to transit facilities
- Modernization of facilities and equipment

Pros of Promoting Public Transportation: Effective in reducing congestion by reducing reliance on personal motorized vehicles; May have Public Health benefit by increasing physical activity (i.e., walking to transit stops); Provides transportation options for vulnerable and mobility-challenged individuals.

Cons of Promoting Public Transportation: New service may be costly to implement; Low-density development in areas of the region creates service challenges.

Increasing Highway Capacity

While the other congestion management strategies listed here should be and routinely are considered first before highway capacity is considered, in some cases increasing highway capacity must remain an option for meeting the demands of an increasing population and expanding economy. Increasing capacity includes adding lanes to major, chronically congested highways such as Route 3.

Pros of Increasing Highway Capacity: May reduce impacts of congestion and improve air quality. In addition, adding extra lanes to facilities reduces bottlenecks due to lane drops, adding exclusive turning lanes to intersections improves traffic flow and decreases congestion at intersections.

Cons of increasing Highway Capacity: New construction is often expensive with accompanying right-of-way and environmental impacts; Does not promote reduction in reliance on motorized travel.

Increasing Commuter Rail Capacity

Two of the commuter rail lines that service the Old Colony region, the Kingston & Middleborough/ Lakeville lines, pass through the North Quincy Red Line station. Between South Station and the North Quincy station, there are two commuter rail lines that run parallel to the Red Line. Just south of the station the two commuter rail lines condense to one, creating a bottleneck for commuter rail service. Continuing the two lines further south could increase service quality for these two lines as well as the Greenbush line.

Pros of Increasing Commuter Rail Capacity: May reduce impacts of congestion and improve air quality.

Cons of increasing Commuter Rail Capacity: New construction is often expensive with accompanying right-of-way and environmental impacts; Does not promote reduction in reliance on motorized travel.

Programming and Implementing Strategies

Table 30 describes which congestion management strategies are intended to be applied to the identified congested facilities.

Table 30: Applied Congestion Management Strategies for Identified Facilities

Congested Facility	Travel Demand Management	Access Management	Promote Non-Motorized Travel	ITS	Promote Public Transportation	Increase Highway Capacity	Increase Commuter Rail Capacity
Limited Access Highways & Interchanges							
AmVets Memorial Highway (Route 24) & Interstate 495 – Exit 22	X				X	X	
AmVets Memorial Highway (Route 24) & Route 104 – Exit 24	X				X	X	
AmVets Memorial Highway (Route 24) & Route 106 – Exit 28	X				X	X	
AmVets Memorial Highway (Route 24) & Route 123 – Exit 31	X				X	X	
AmVets Memorial Highway (Route 24) & Route 27 – Exit 33	X				X	X	
AmVets Memorial Highway (Route 24) & Harrison Blvd – Exit 35	X				X	X	
AmVets Memorial Highway (Route 24) & Route 139 – Exit 38	X				X	X	
Pilgrim Highway (Route 3) & Long Pond Road – Exit 13	X				X	X	
Pilgrim Highway (Route 3) & Route 44 (Samoset St) – Exit 15	X				X	X	
Pilgrim Highway (Route 3) & Samoset Street – Exit	X				X	X	
Pilgrim Highway (Route 3) & Smiths Lane – Exit 17	X				X	X	
Pilgrim Highway (Route 3) & Route 3A – Exit 18	X				X	X	
Pilgrim Highway (Route 3) & Church Street (Route 139) – Exit 27	X				X	X	
Arterials							
Route 3A (Kingston) – Railroad Tracks to Route 3			X	X			
Route 3A (Plymouth) – Cherry Street to South Street			X	X	X		
Route 18 (Abington) – Weymouth Town Line to Whitman Town Line		X	X	X	X		
Route 27 (Brockton) – West Street to Route 14			X	X			
Route 27 (Stoughton) – Stoughton Square to Brockton City Line			X	X			
Route 44/Samoset Street (Plymouth) – Pilgrim Hill Road to Route 3A			X	X			
Route 104 (Bridgewater) – Route 24 to Bridgewater Center			X	X			
Route 106 (Halifax) – Indian Pond Road to Route 58		X	X				
Route 106 (West Bridgewater) – Route 24 to Route 28		X	X			X	
Route 123 (Easton & Brockton) – Route 138 to Route 28		X	X	X	X		
Route 138 (Stoughton) – Canton Town Line to Route 27		X	X	X			
Central Street (Stoughton) – Route 27 to Avon Town Line			X				
Main Street (Brockton) – Howard Street to Plain Street			X				
Town Centers							
Bridgewater Center	X	X	X				
East Bridgewater Center	X	X	X				
Stoughton Center	X	X	X	X			
West Bridgewater Center	X	X	X	X			
Whitman Center	X	X	X				
Intersections							
Intersections with D, E, and F LOS	X	X	X	X	X	X	
Commuter Rail Lines							
Kingston Line							X
Middleborough/Lakeville Line							X

Evaluation of Strategy Effectiveness

The effectiveness of the strategies presented in this Congestion Management Process report are routinely evaluated continuously as part of the Old Colony MPO's congestion management activities as well as across all transportation planning activities. The following metrics are currently applied in evaluating the strategies outlined in this CMP Report.

Table 31: Metrics for Evaluating Strategy Effectiveness

Strategy	Metrics
Travel Demand Management	Mode Share (% of people walking, bicycling, using transit, ridesharing)
Access Management	Travel speeds; Intersection and Corridor Delay; Hours of Congestion; Volume to Capacity Ratios
Promote Non-Motorized Travel	# of Communities with adopted Complete Streets policies; Mode Share; # of Bicycles Parked
Intelligent Transportation Systems	Travel speeds; Intersection and Corridor Delay; Hours of Congestion
Promote Public Transportation	Ridership; Parking Lot Utilization (Commuter Rail and Park-and-Ride); On-Time Records
Increased Highway Capacity	Travel speeds; Intersection and Corridor Delay; Hours of Congestion; Volume to Capacity Ratios
Increased Commuter Rail Capacity	Service demand; Service reliability; Overhead times; On-Time ability

The effectiveness of congestion management strategies is also measured against the performance targets identified in this CMP and the Regional Transportation Plan:

Congestion Management Target and Performance Measure: Monitor congestion levels on federal-aid eligible highway network annually, and highlight corridors with volume to capacity (V/C) ratios of 0.8 or greater for targeted study and/or improvements.

- **2020-2022 Status**: While this is an ongoing process, Old Colony planning staff have identified congested corridors based on existing traffic data and volume to capacity rations. Those corridors are listed in Table 5 of this report.

Congestion Management Target and Performance Measure: Record utilization data twice annually and report data to MassDOT.

- **2020-2022 Status**: Old Colony planning staff successfully recorded utilization data in April and October of 2020, 2021, & 2022 and reported the data to MassDOT and the MBTA.

Congestion Management Target and Performance Measure: 50% of available Transportation Improvement Program funding allocated to projects that significantly improve bicycle and pedestrian mobility.

- **2020-2022 Status**: 100% of the TIP projects between 2020 and 2022 involved improving bicycle and/or pedestrian mobility.

Congestion Management Target and Performance Measure: 50% of TIP projects reduce GHGs while also reducing negative impacts on the natural environment (such as improved storm water management or the addition of green space).

- **2020-2022 Status**: 86% of the 2020-2022 TIP road projects and 100% of the 2020-2022 bus replacement projects had measurable reductions in GHGs.

Congestion Management Target and Performance Measure: Achieve a Level of Travel Time Reliability (LOTTR) of 76% on Interstate roads and 87% on non-Interstate roads by 2026.

- **2021 Status**: 84.2% LOTTR on Interstate Roads and 87.2% on non-Interstate Roads in the OCPC Region.

Congestion Management Target and Performance Measure: Achieve a Truck Travel Time Reliability (TTTR) Index of 1.75 on Interstate NHS roads by 2022.

- **2021 Status**: Interstate NHS Roads saw a TTTR Index of 1.61 in the OCPC Region.

Congestion Management Target and Performance Measure: Achieve 38.8% Non-SOV travel by 2024 and 39.8% by 2026.

- **2021 Status**: The percentage of commuters using a mode of transportation other than a single-occupancy vehicle was 36.9% (done by Boston UZA level).

Congestion Management Target and Performance Measure: Achieve a Peak Hour Excessive Delay (PHED) of 22.0 annual hours per capita or lower by 2026.

- **2021 Status**: NHS Roadways saw a PHED of 18.0 per capita.

Congestion Management Target and Performance Measure: Reduce the total reduction of on-road mobile source emissions from projects funded under the Congestion Mitigation & Air Quality (CMAQ) program by 0.354 kg CO_2 per day by 2024.

- **2021 Status**: 6.637 kg CO_2 per day.

Congestion Management Target and Performance Measure: Reduce the average commute time for commuters who drive to work.

- **2021 Status**: The average commute time in 2021 was 32.6 minutes, which was 1.9 minutes lower than 2019. This calculation was based on the 5-year ACS estimates (Table S0801).

Congestion Management Target and Performance Measure: Achieve 100% of OCPC member communities with Complete Streets policies.

- **2022 Status**: Sixteen (16) of OCPC's 17 communities (94%) are registered municipalities.

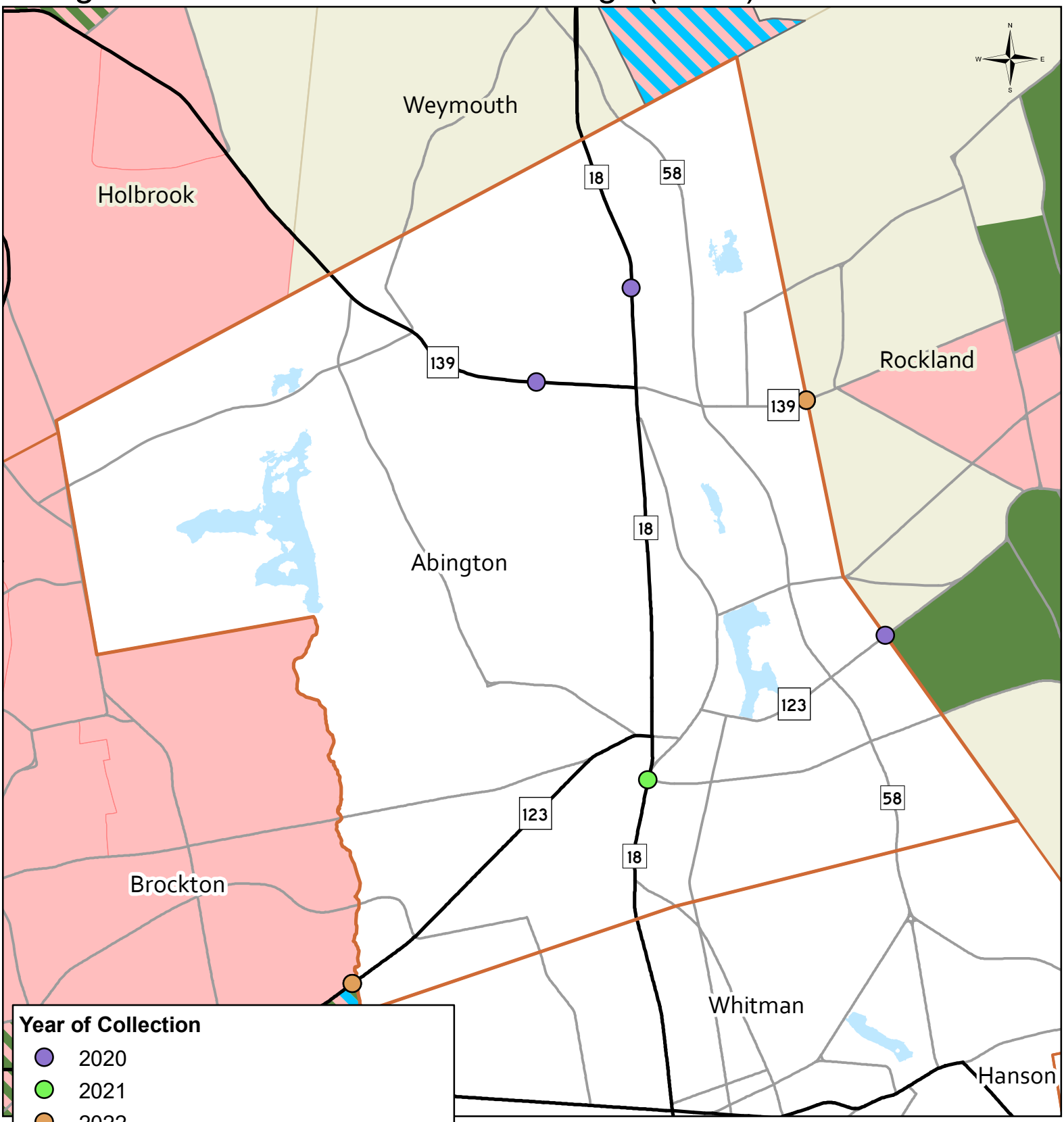
Congestion Management Target and Performance Measure: Achieve at least 50% of OCPC communities to receive Complete Streets funding by 2032.

- **2022 Status**: Seven (7) of OCPC's 16 registered municipalities (43%) have received Complete Streets funding.

Appendix

Appendix A: 2020-2022 ATR Count Locations by Municipality

Abington: Automated Traffic Recordings (ATRs)



Year of Collection
- 2020
- 2021
- 2022

Environmental Justice Criteria
- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

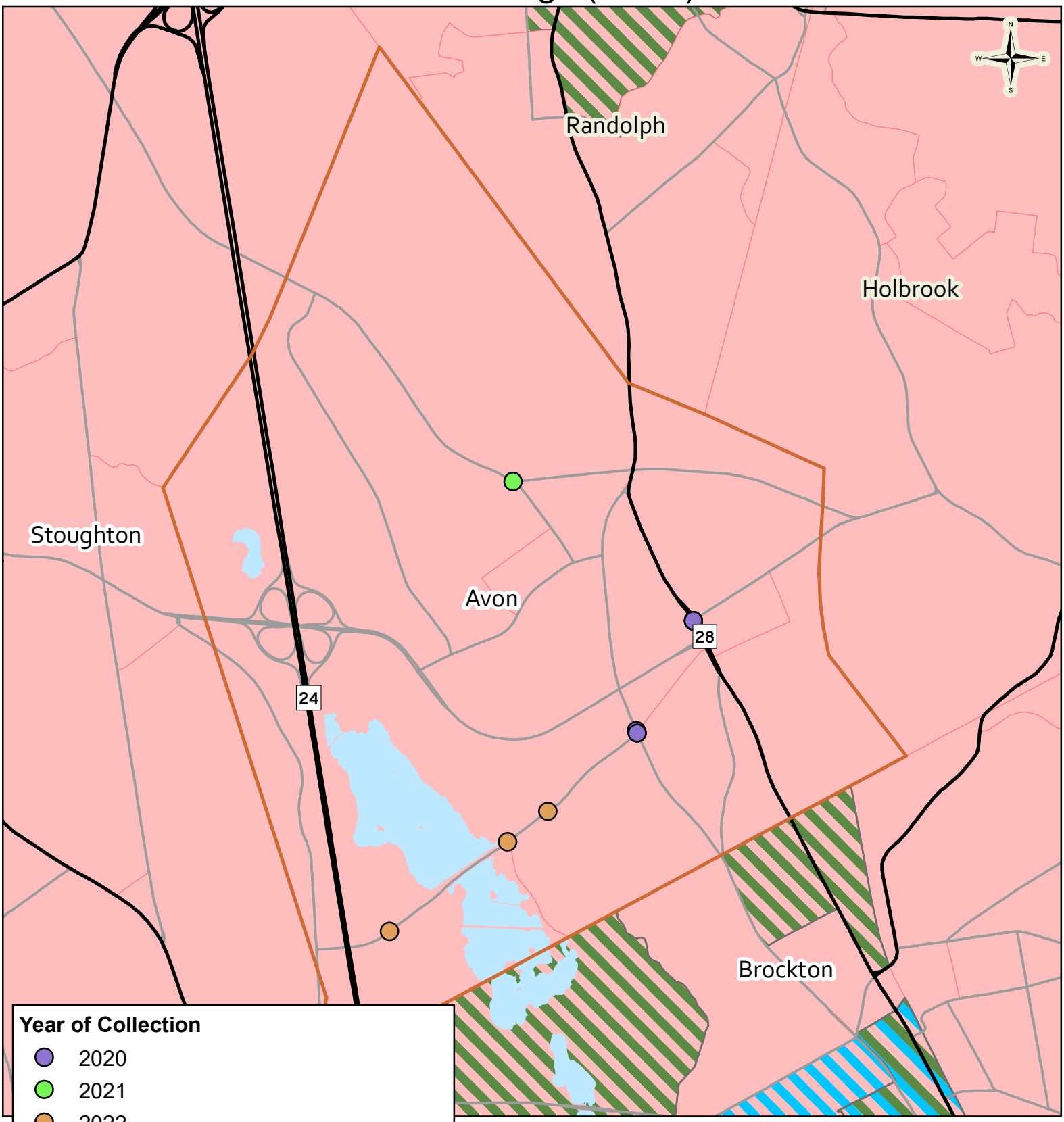
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Avon: Automated Traffic Recordings (ATRs)



Year of Collection
- 2020
- 2021
- 2022

Environmental Justice Criteria
- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

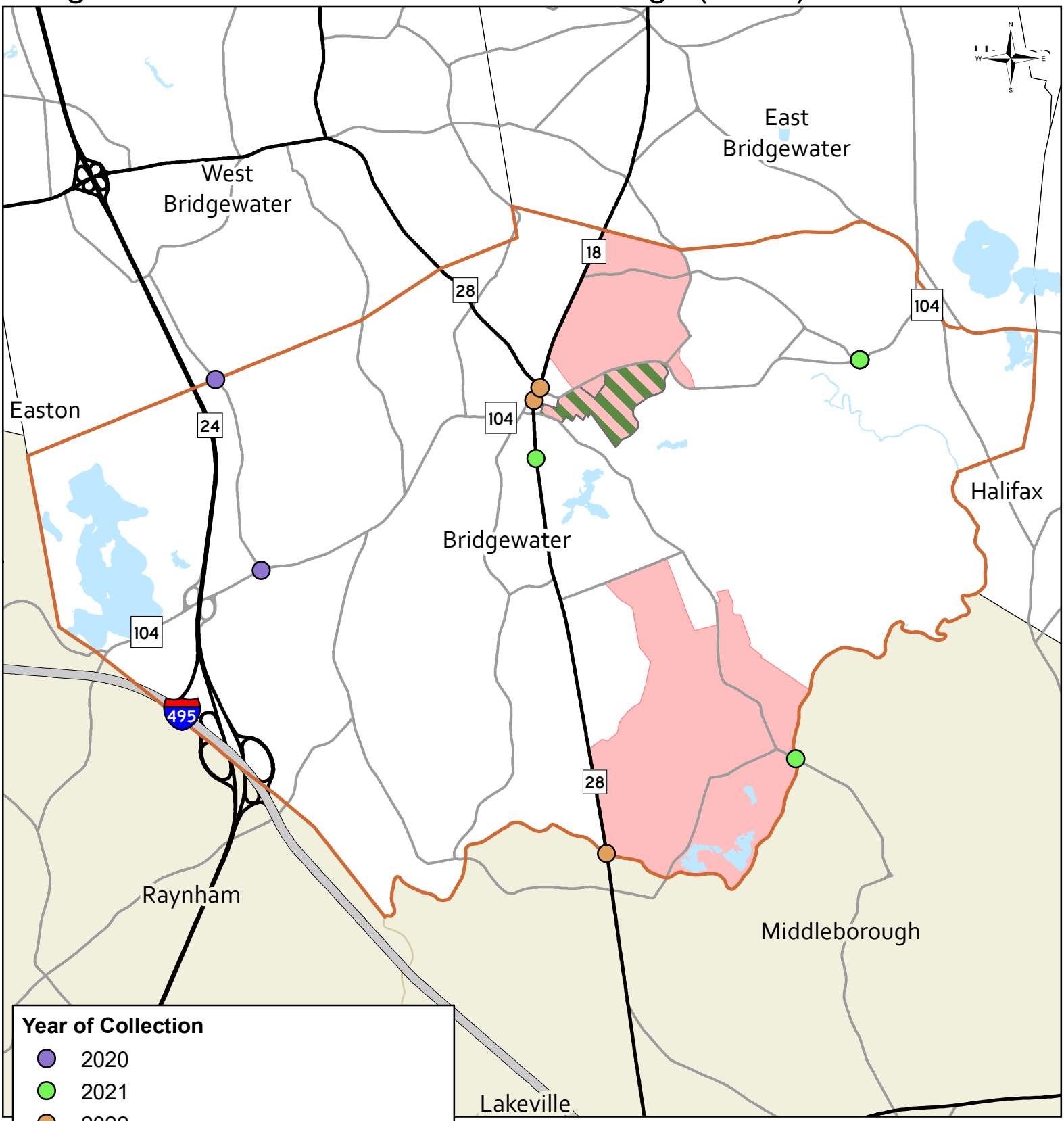
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Bridgewater: Automated Traffic Recordings (ATRs)



Year of Collection

- 2020
- 2021
- 2022

Environmental Justice Criteria

- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

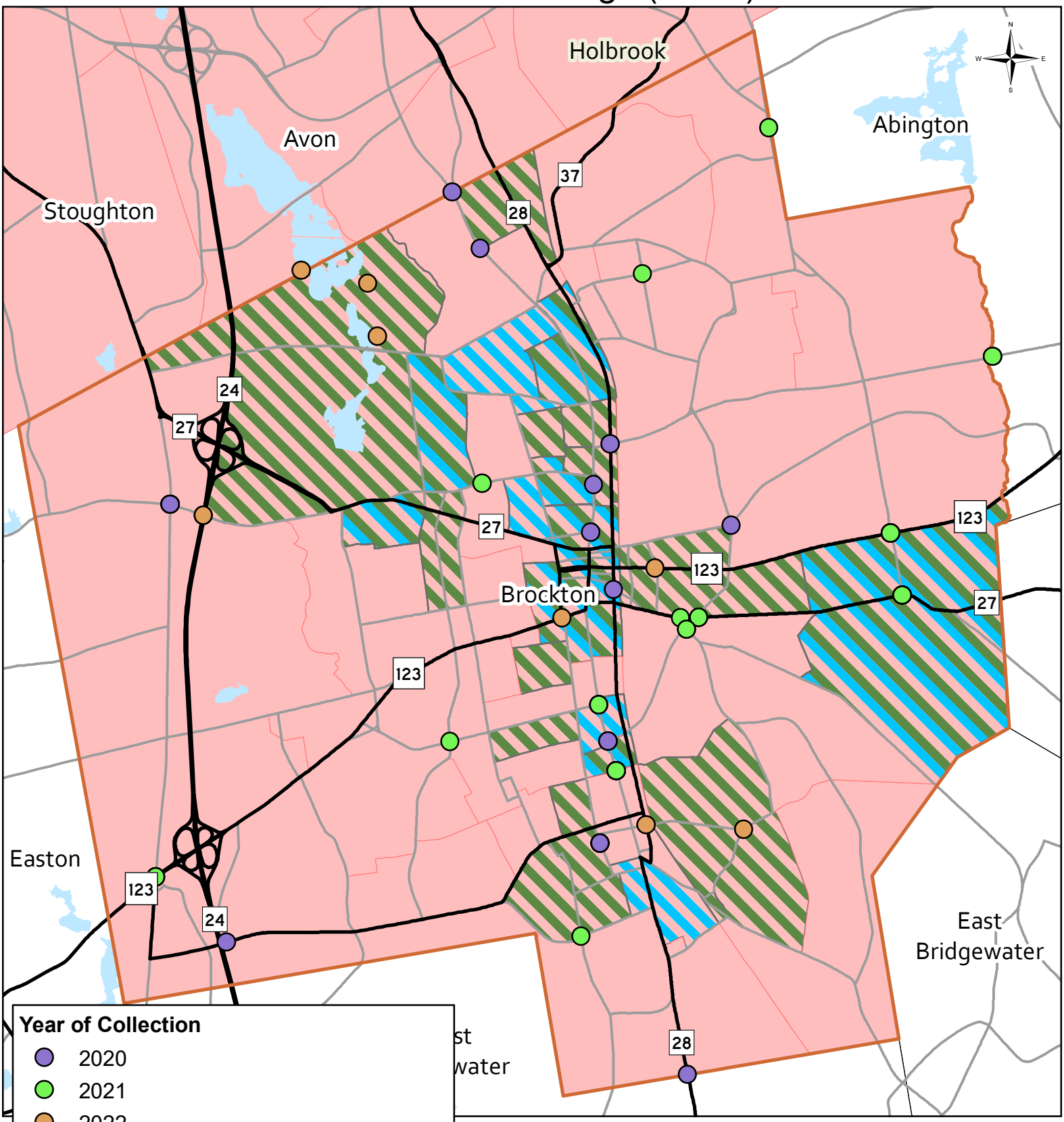
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Brockton: Automated Traffic Recordings (ATRs)



Year of Collection

- 2020
- 2021
- 2022

Environmental Justice Criteria

- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

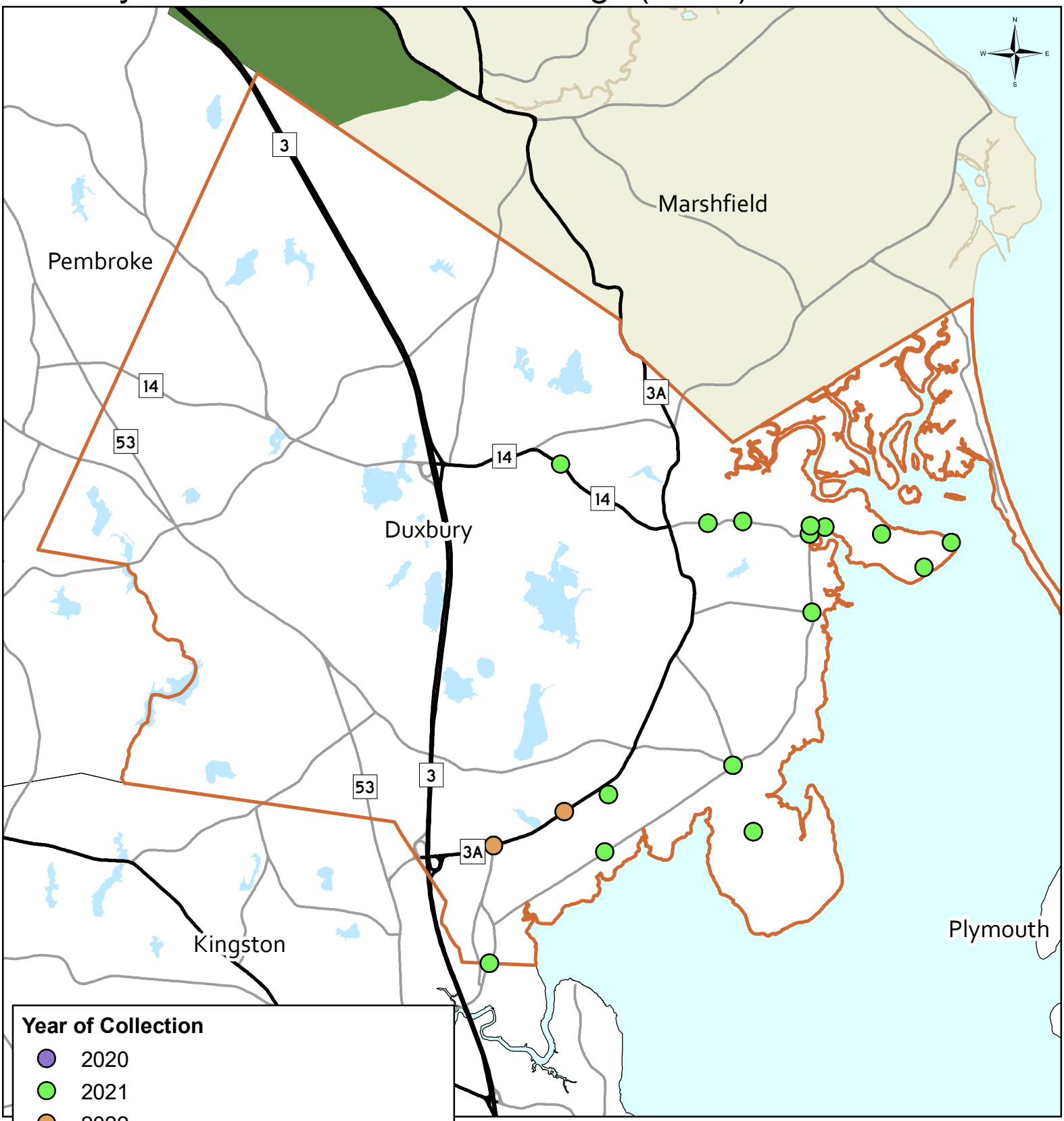
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Duxbury: Automated Traffic Recordings (ATRs)



Year of Collection

- 2020
- 2021
- 2022

Environmental Justice Criteria

- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

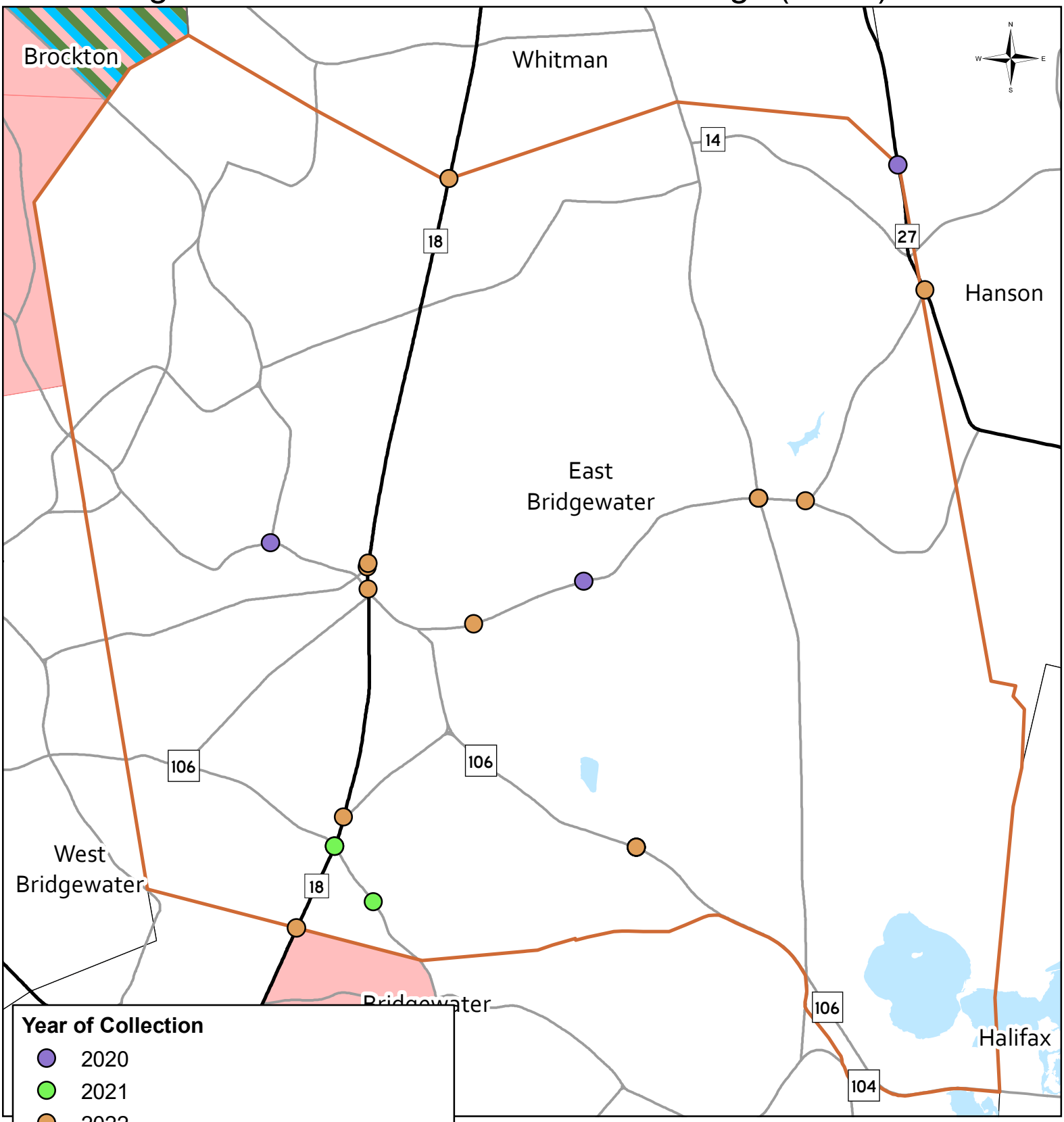
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

East Bridgewater: Automated Traffic Recordings (ATRs)



Year of Collection

- 2020
- 2021
- 2022

Environmental Justice Criteria

- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

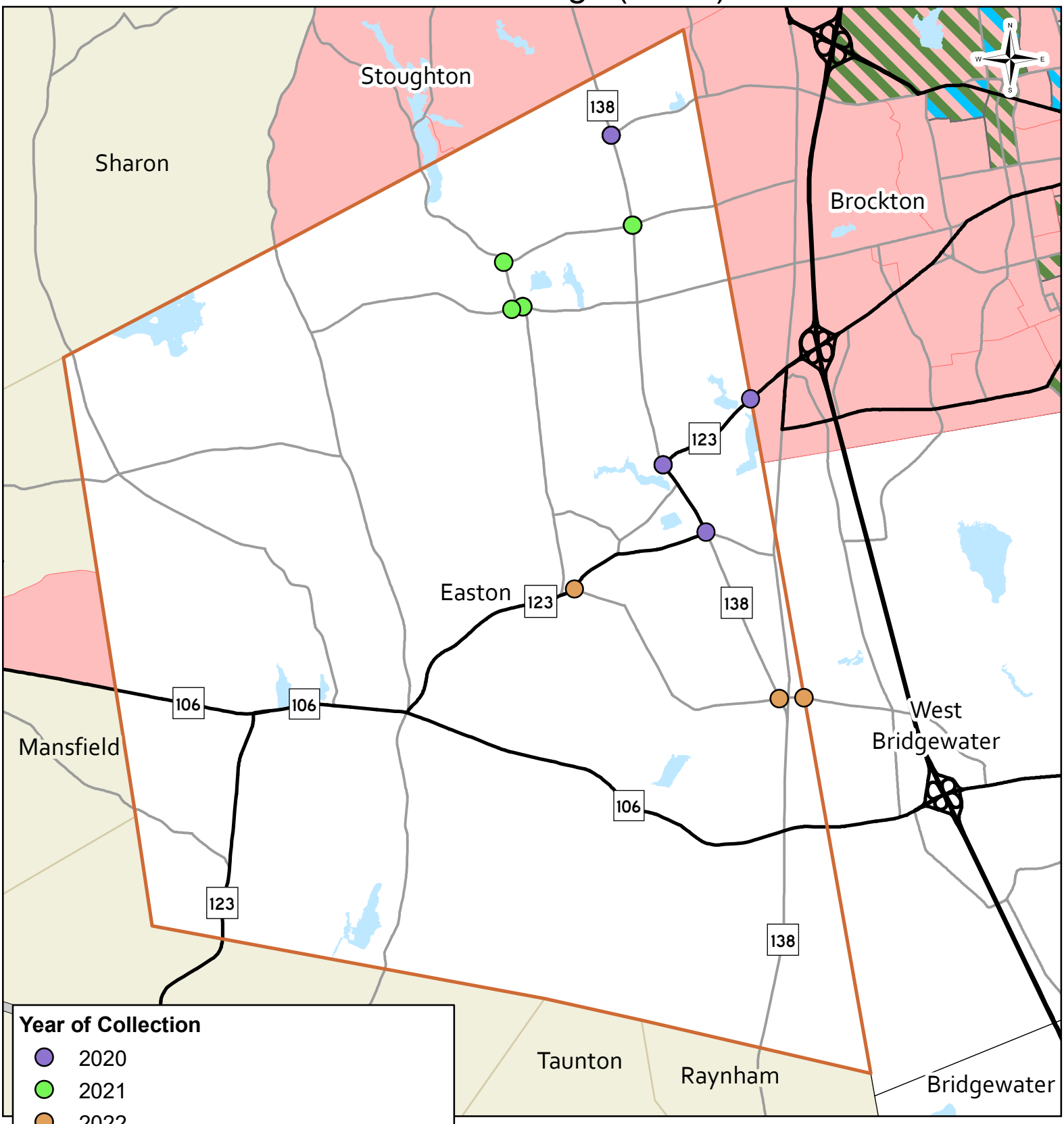
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Easton: Automated Traffic Recordings (ATRs)



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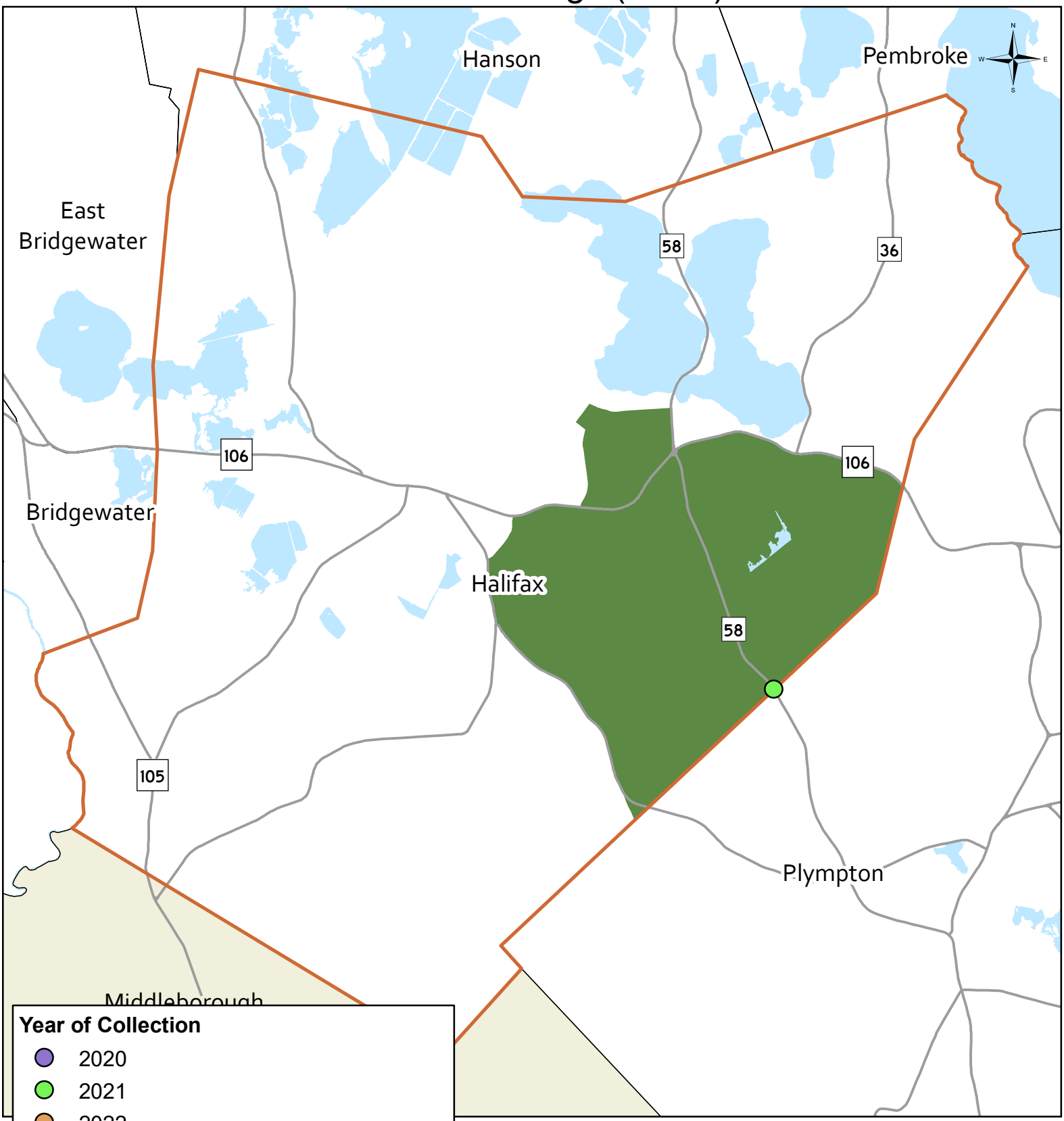
Halifax: Automated Traffic Recordings (ATRs)



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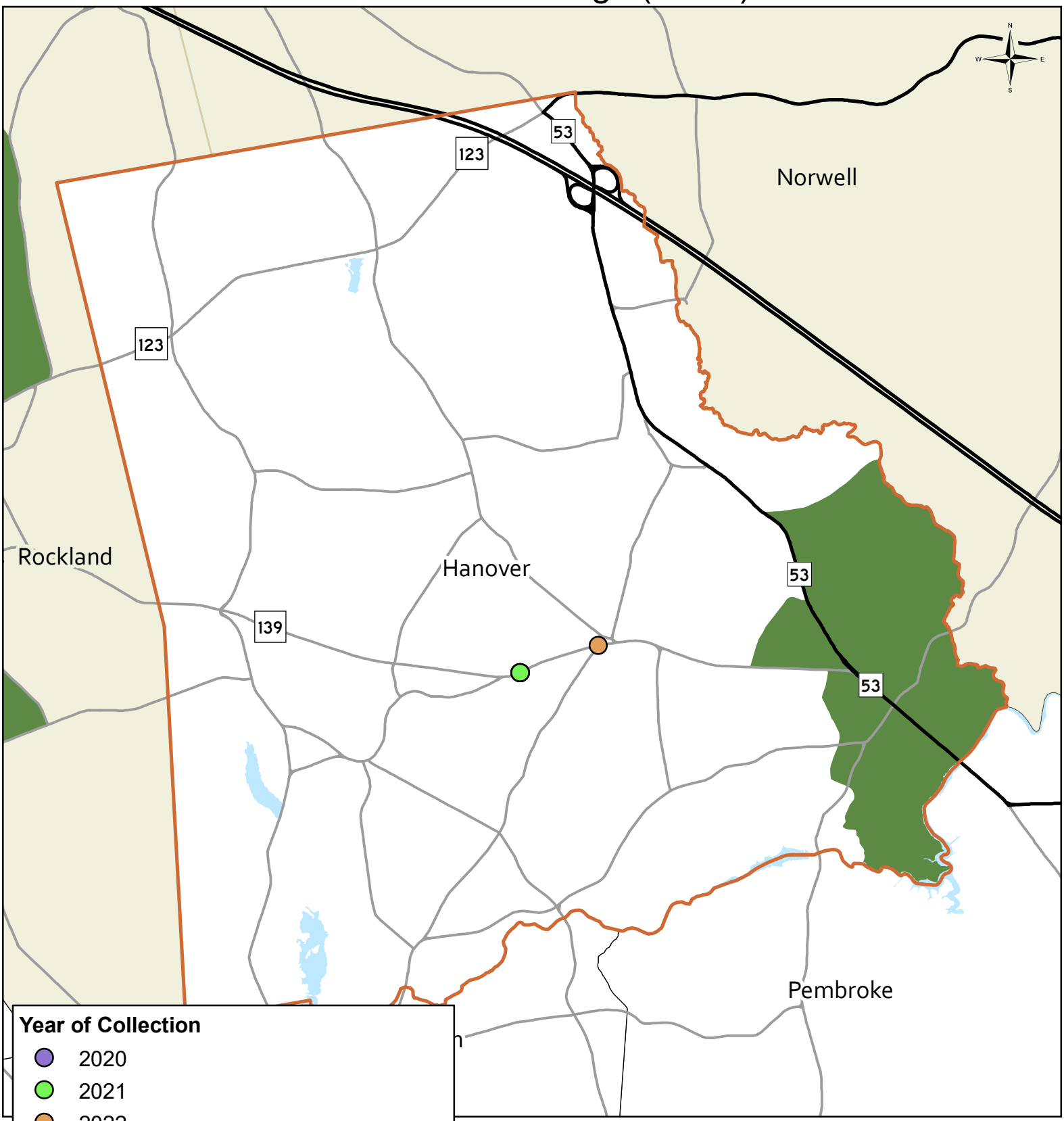

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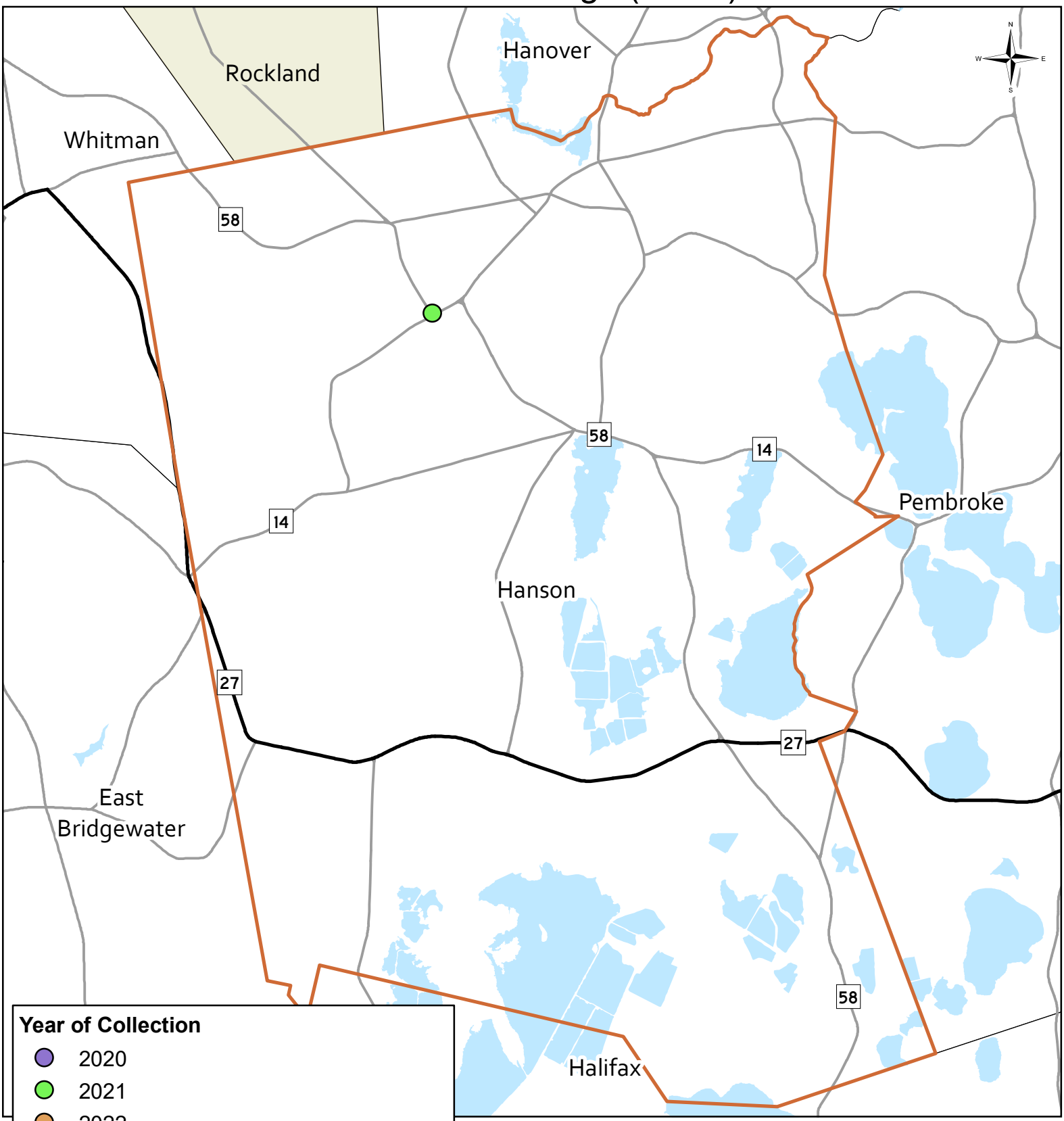

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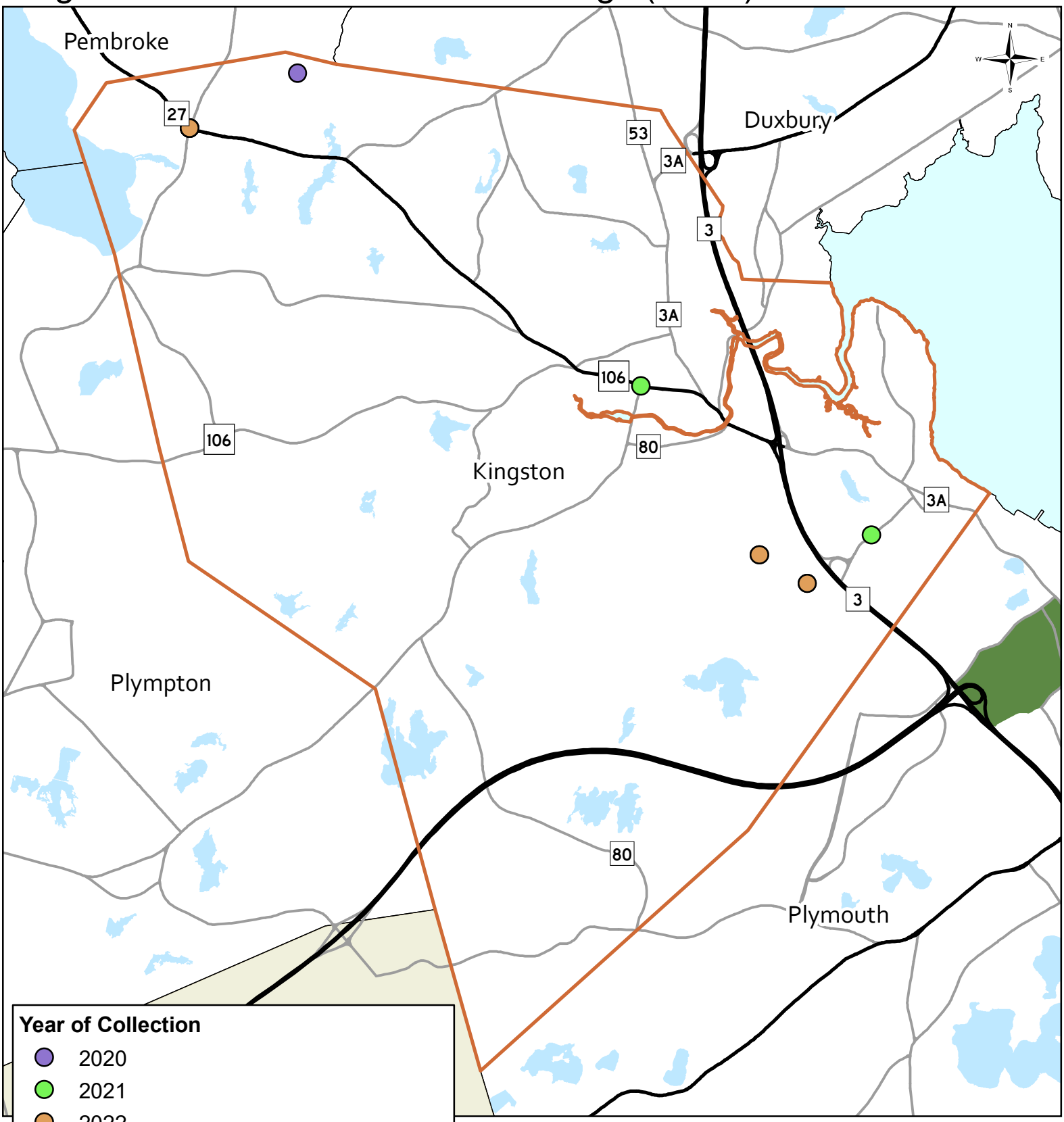
Kingston: Automated Traffic Recordings (ATRs)



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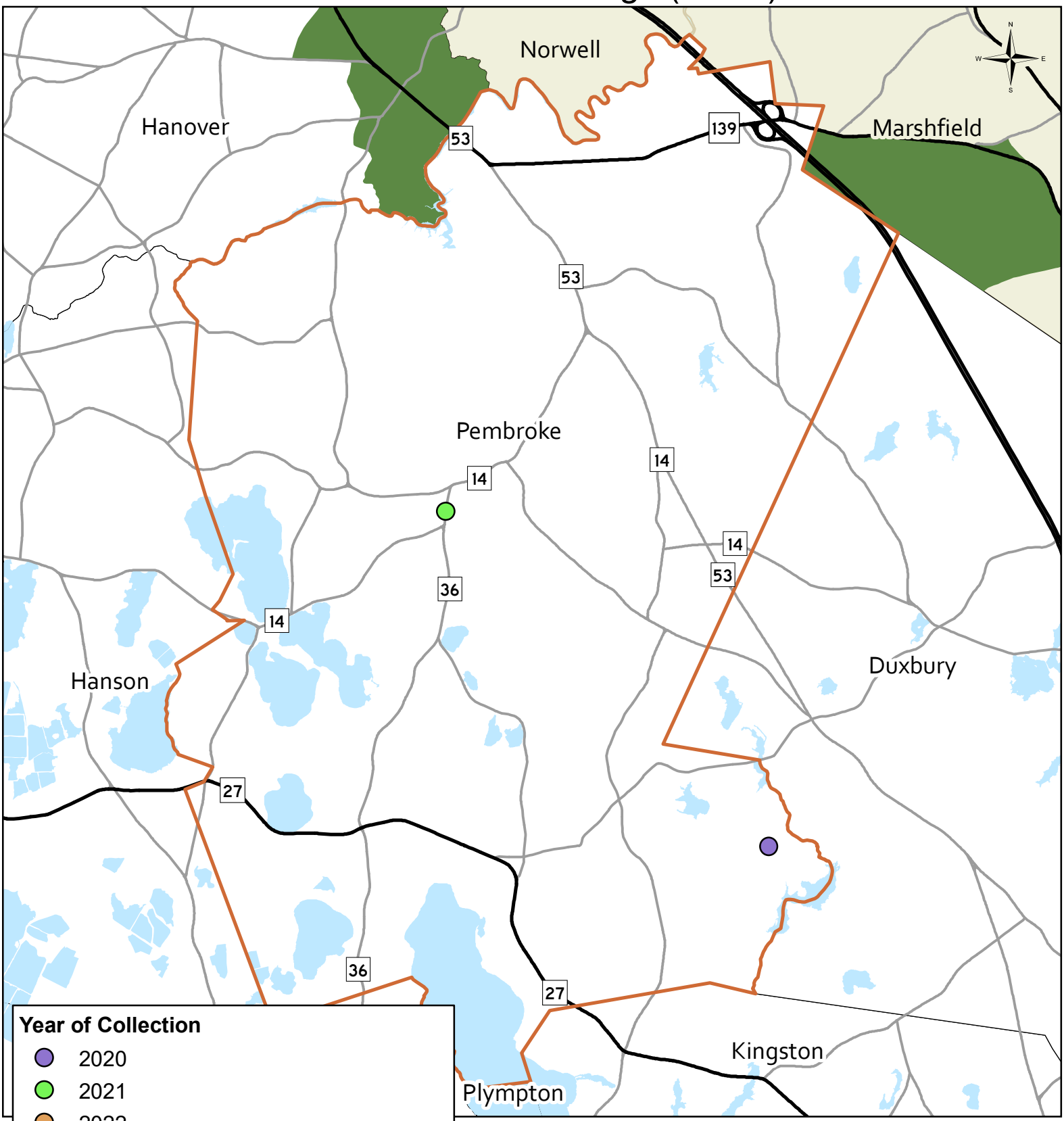

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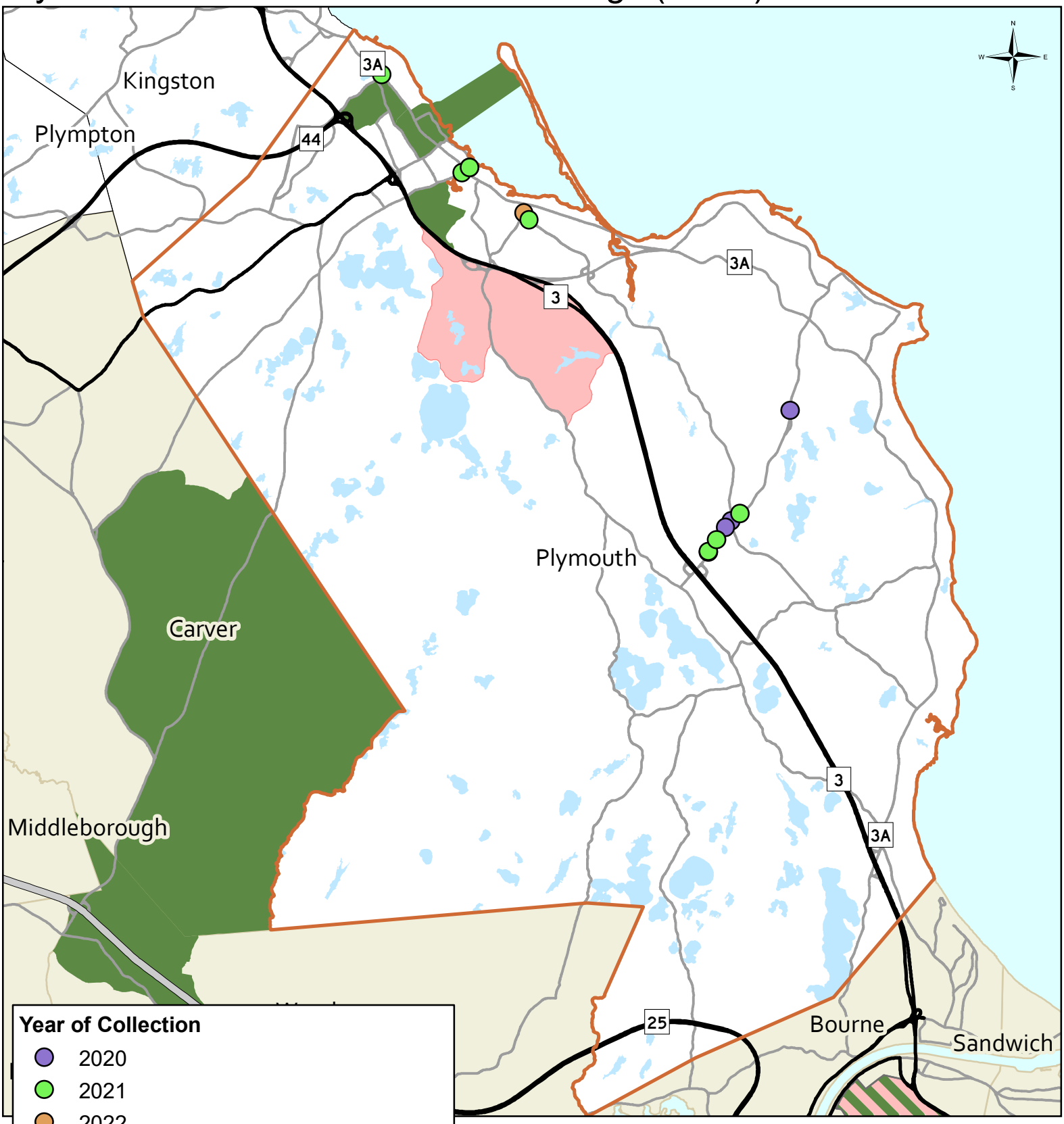
Plymouth: Automated Traffic Recordings (ATRs)



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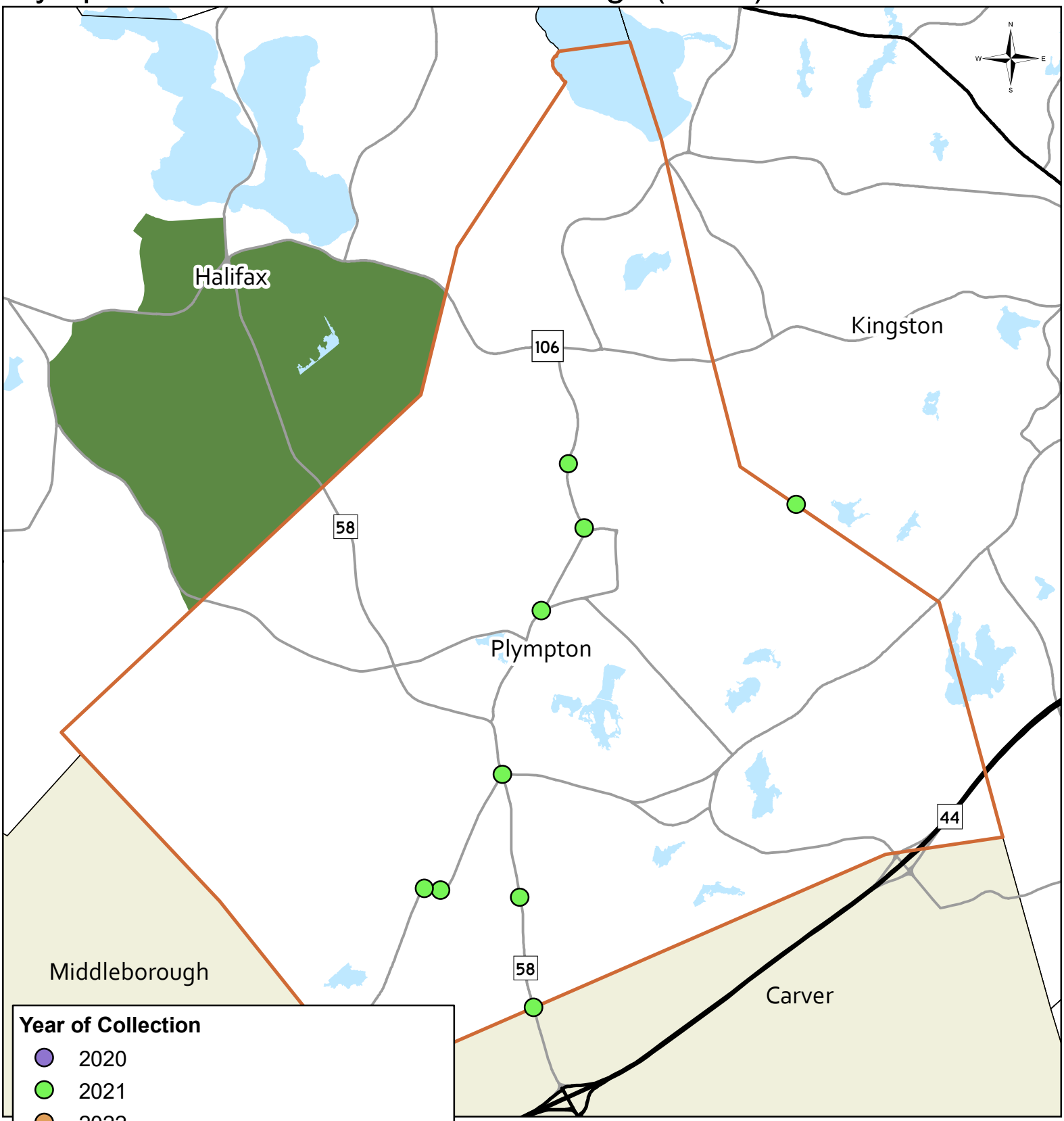

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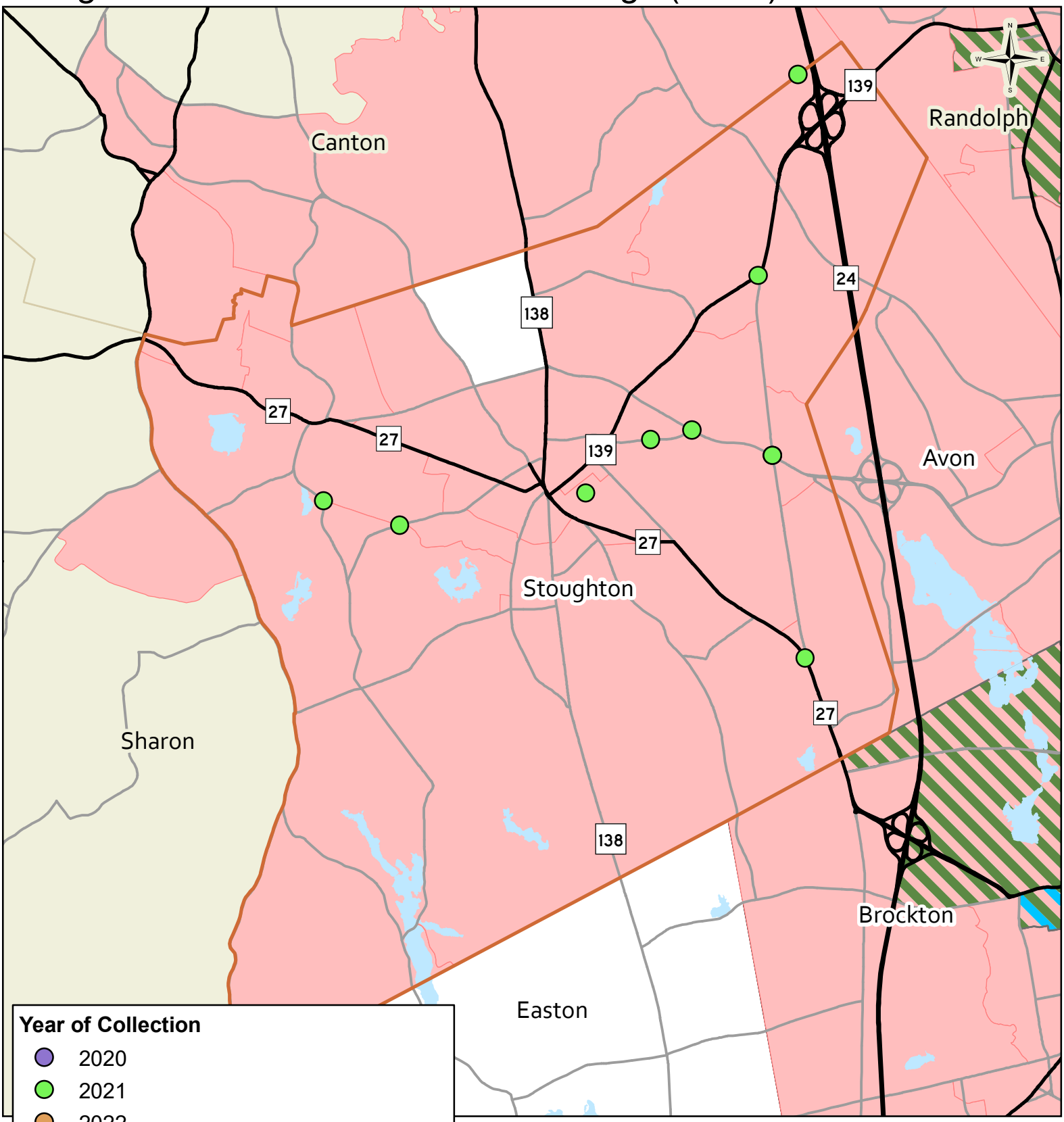
Stoughton: Automated Traffic Recordings (ATRs)



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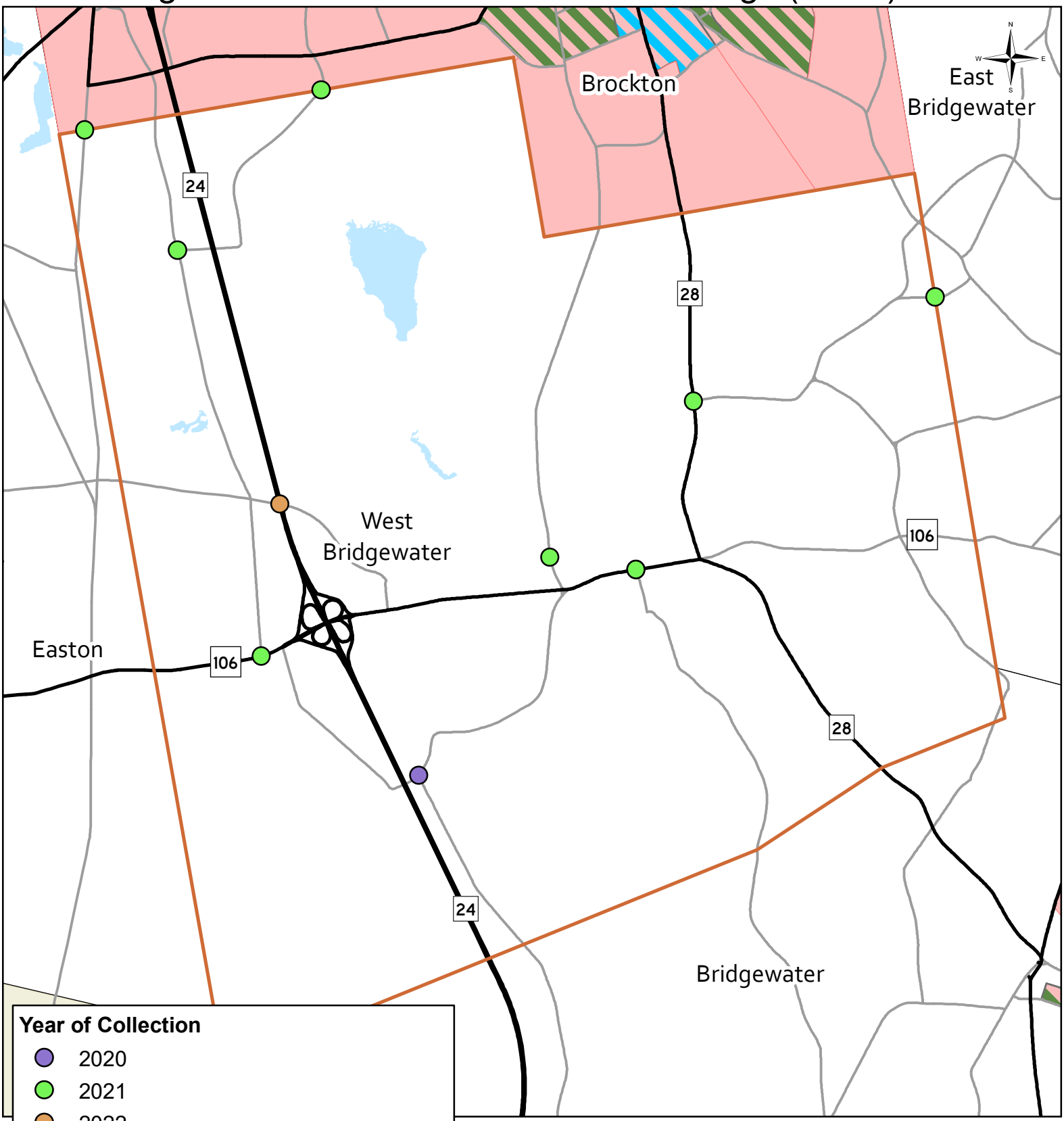
West Bridgewater: Automated Traffic Recordings (ATRs)



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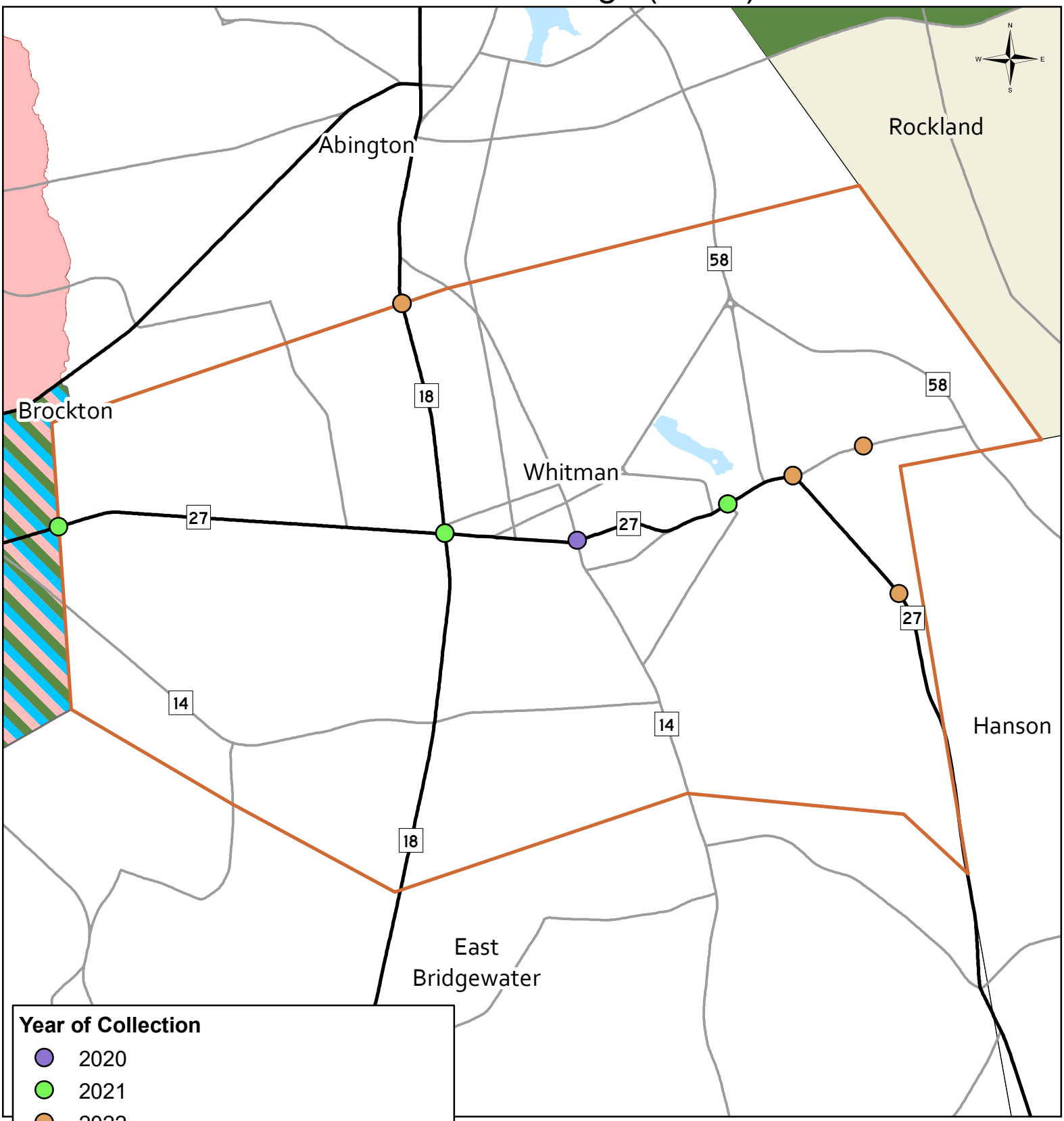
Whitman: Automated Traffic Recordings (ATRs)



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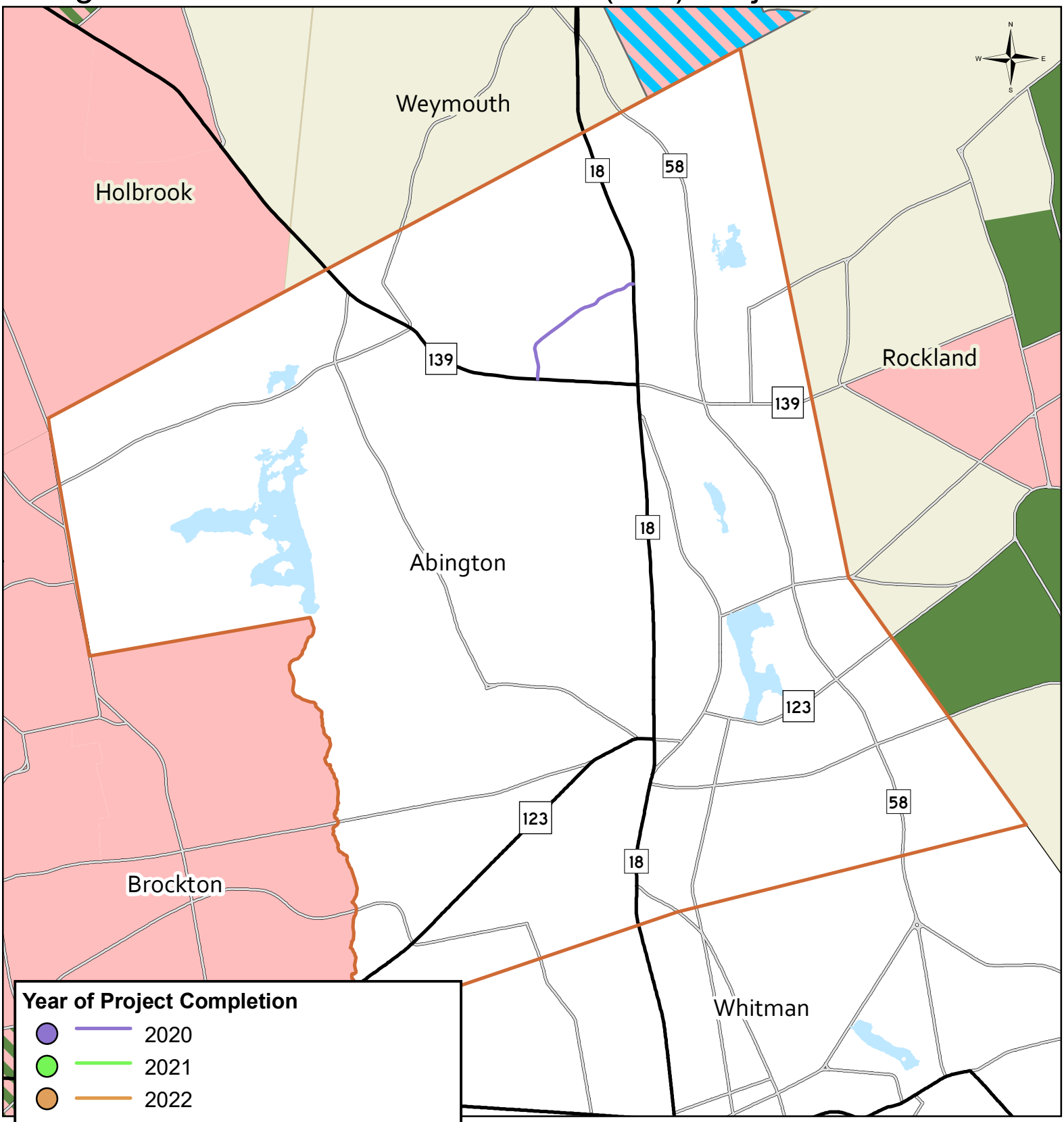
Appendix B: 2020-2022 LTA Projects by Municipality

Abington: Local Technical Assistance (LTA) Projects



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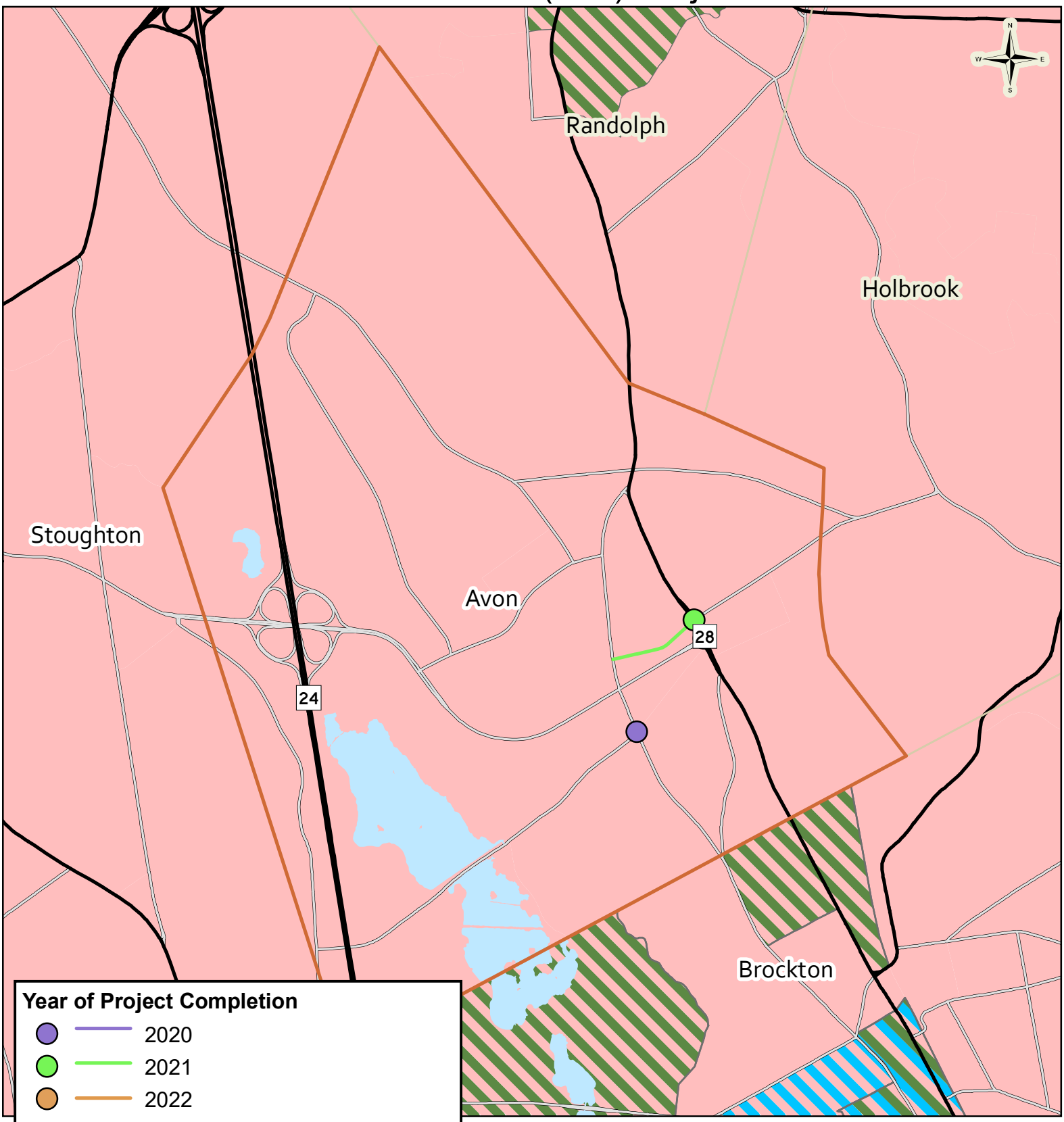
Avon: Local Technical Assistance (LTA) Projects



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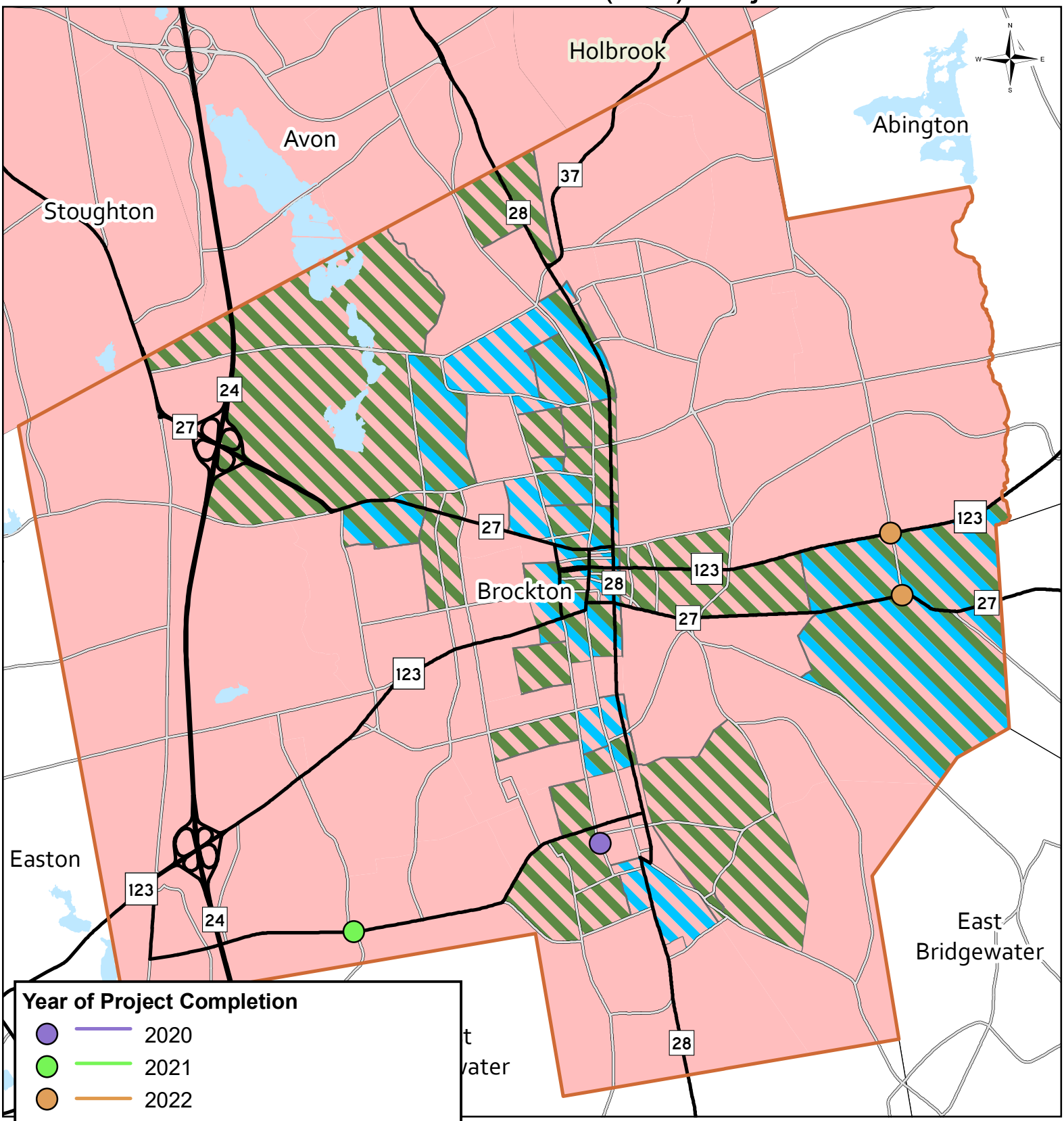
Brockton: Local Technical Assistance (LTA) Projects



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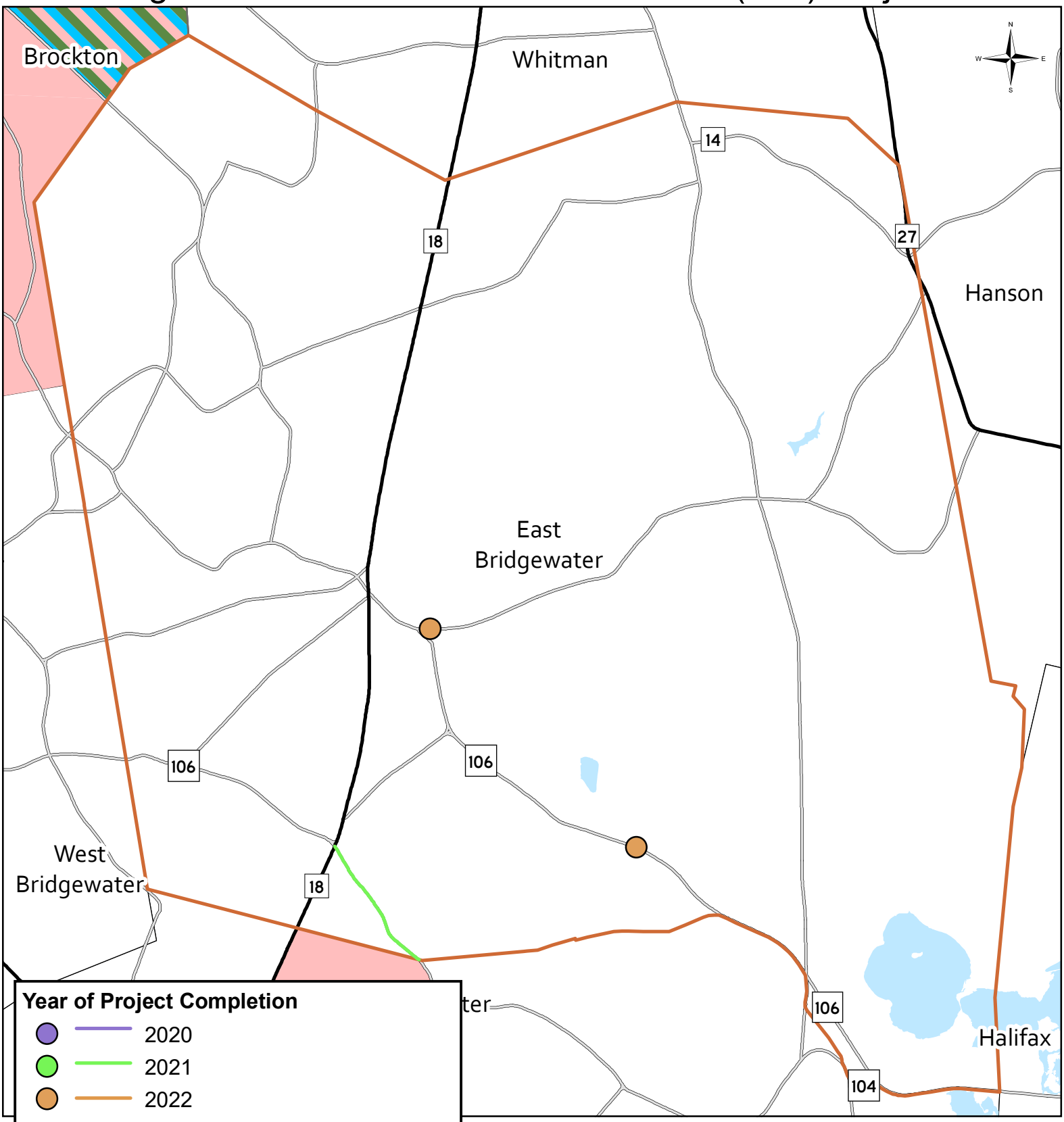
GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

East Bridgewater: Local Technical Assistance (LTA) Projects



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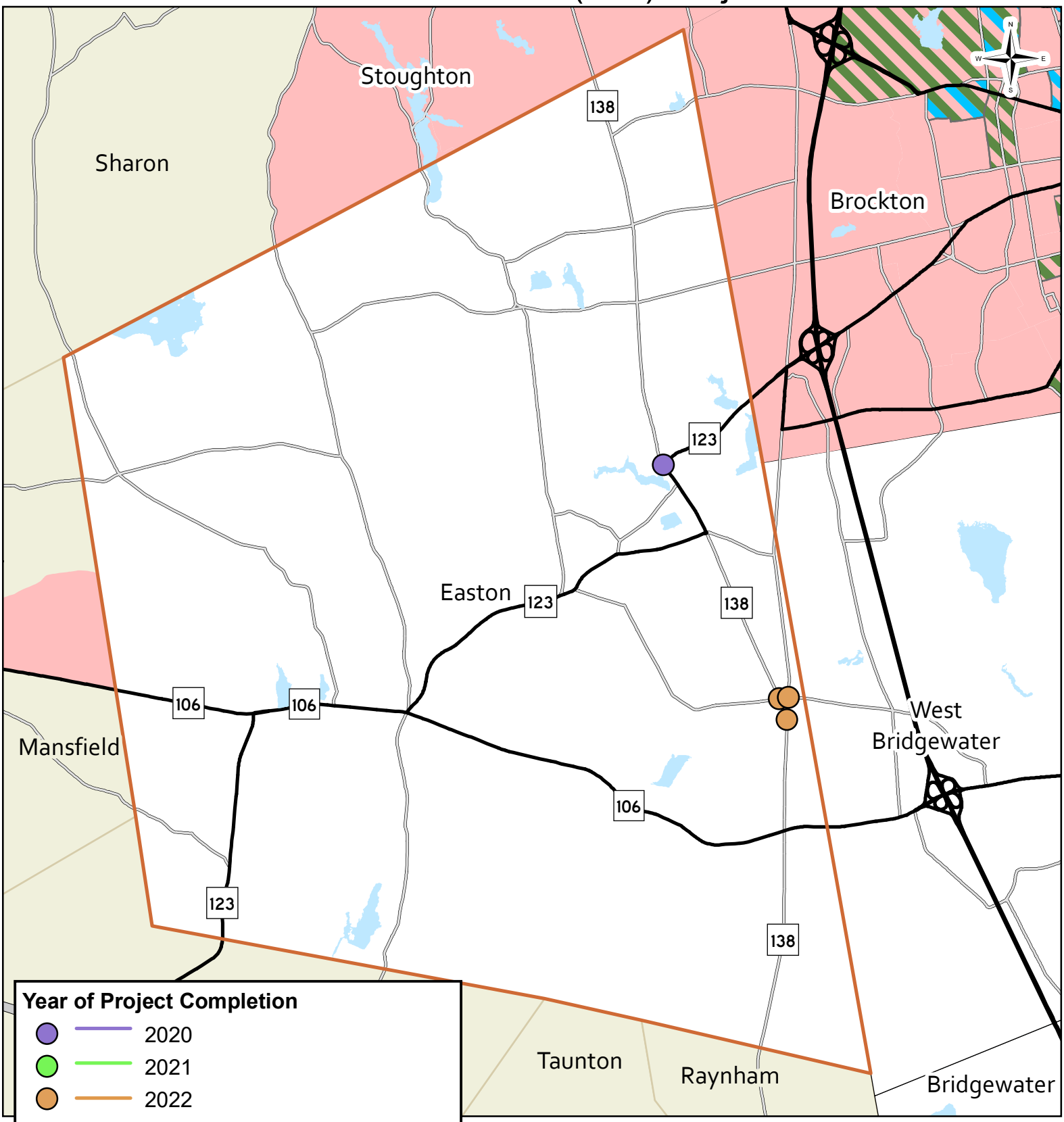

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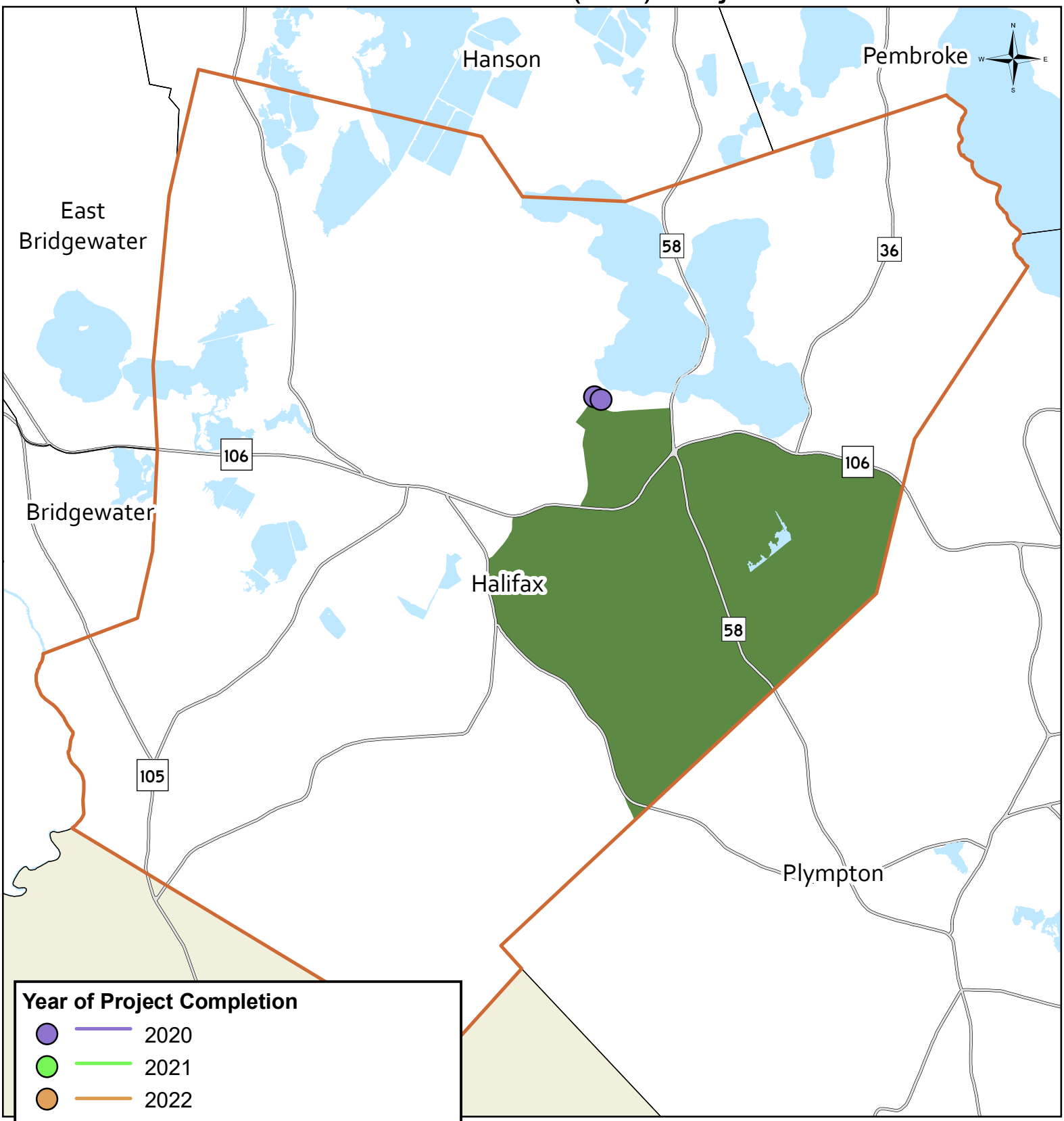
Halifax: Local Technical Assistance (LTA) Projects



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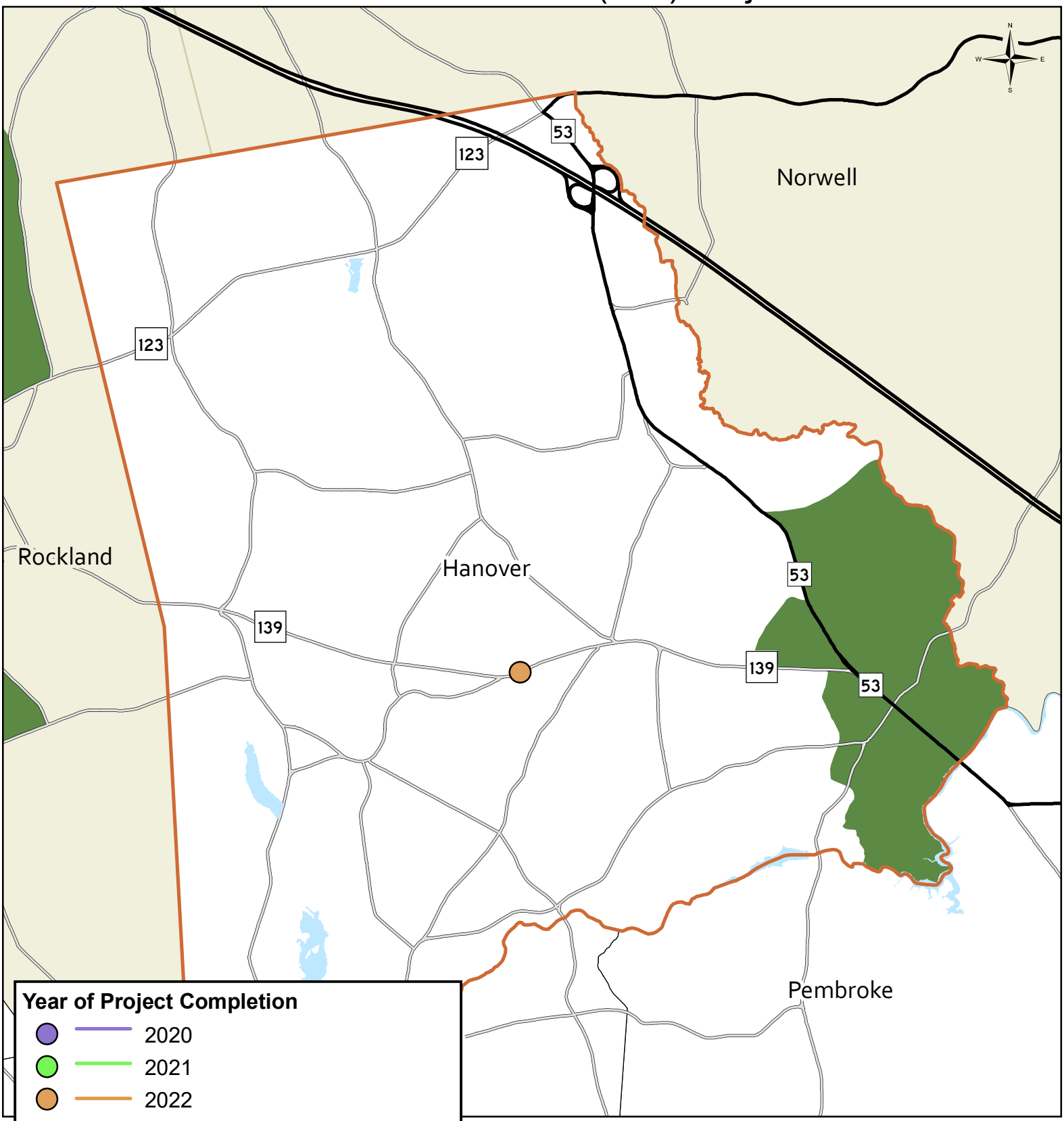
Created July 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Hanover: Local Technical Assistance (LTA) Projects



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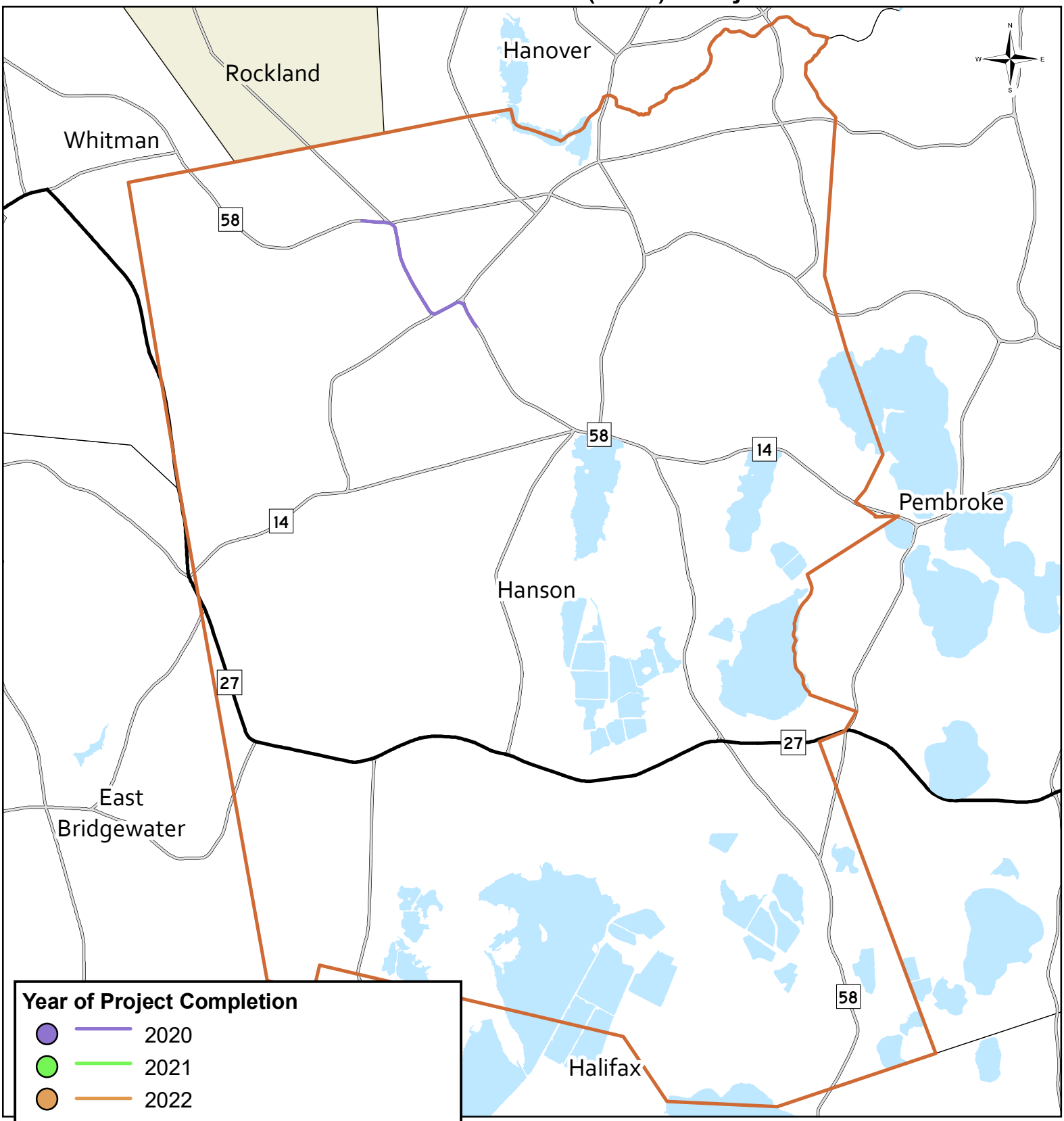

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Environmental Justice Criteria

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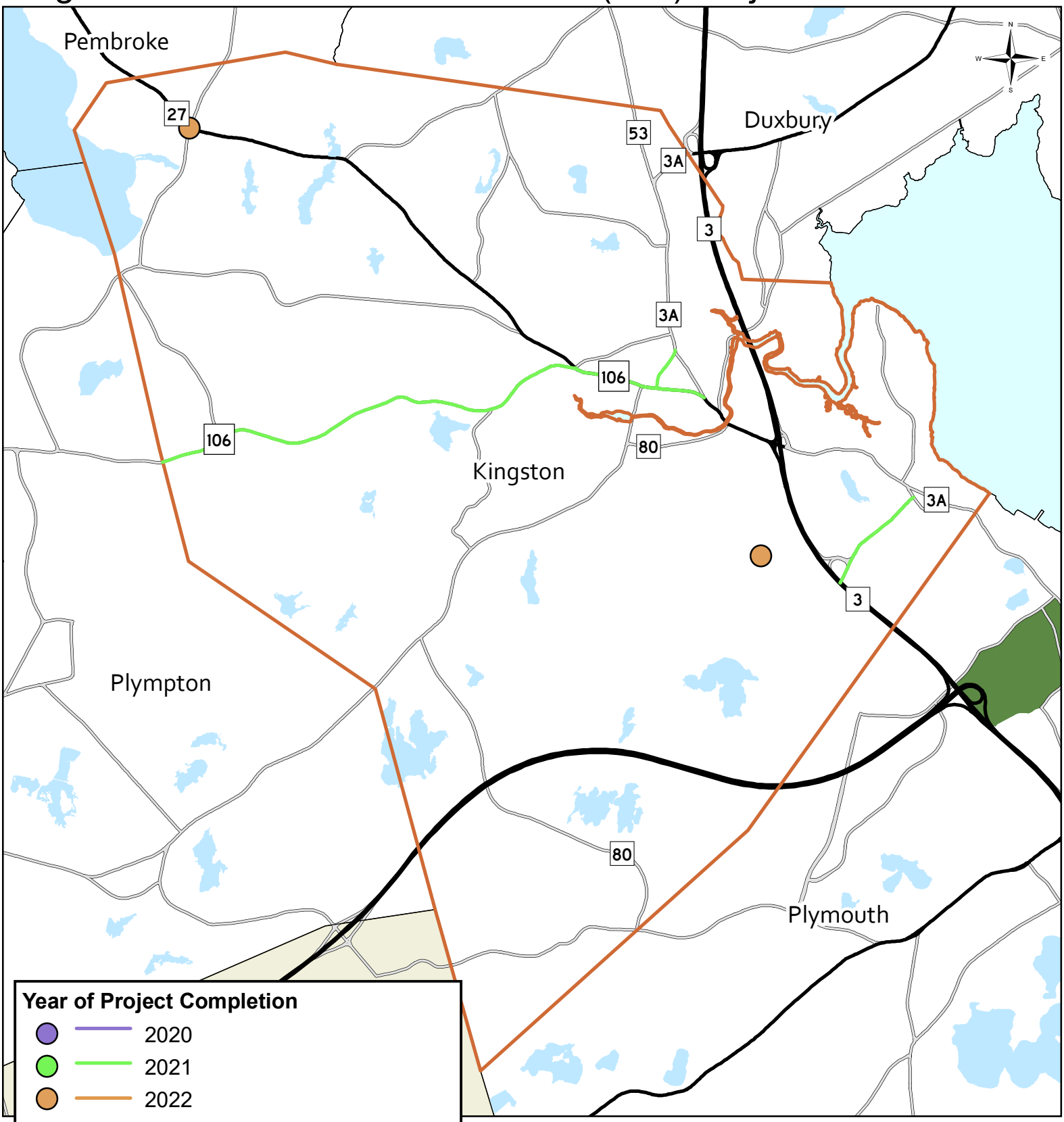
Kingston: Local Technical Assistance (LTA) Projects



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Created July 2023

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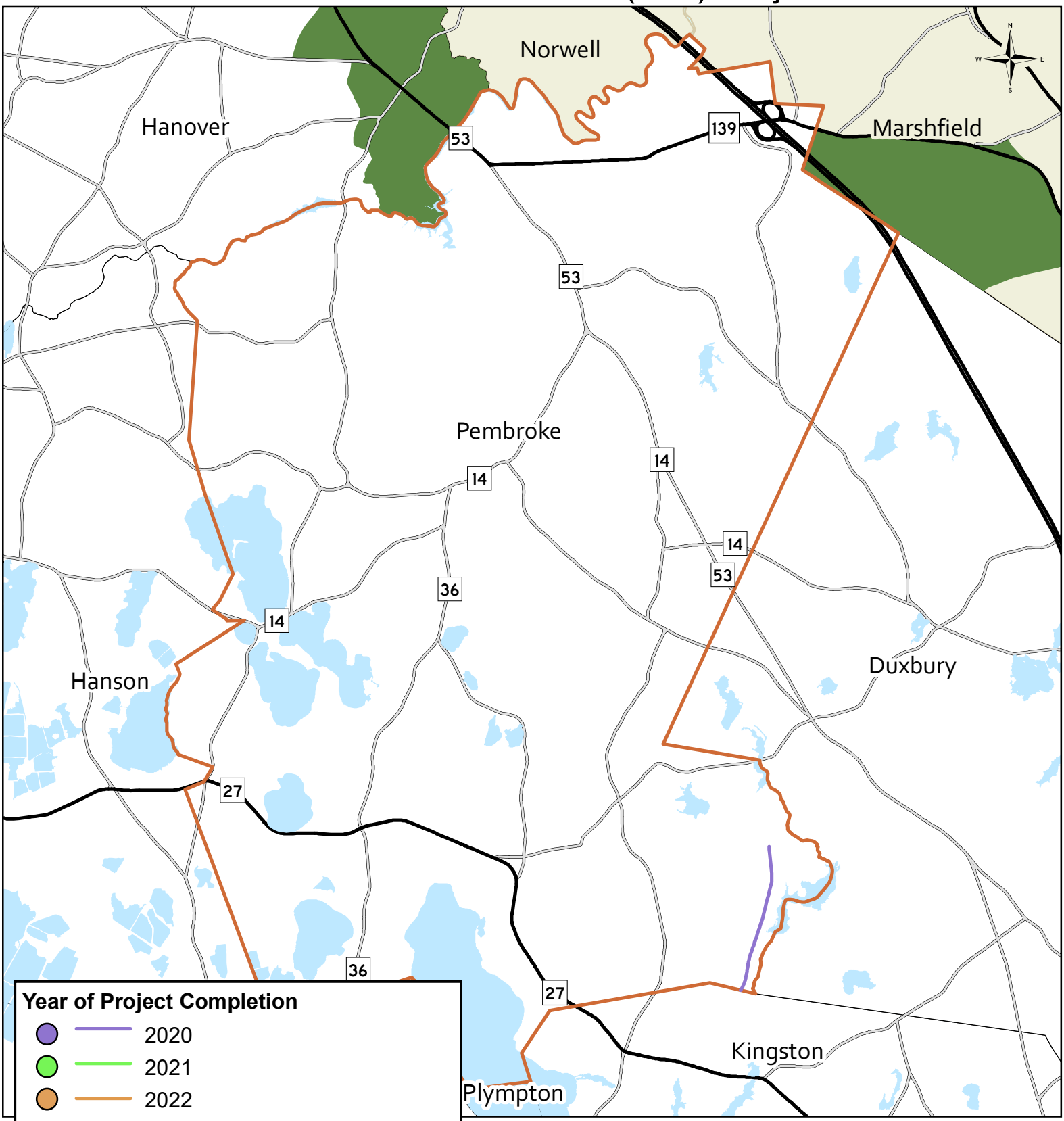
Pembroke: Local Technical Assistance (LTA) Projects



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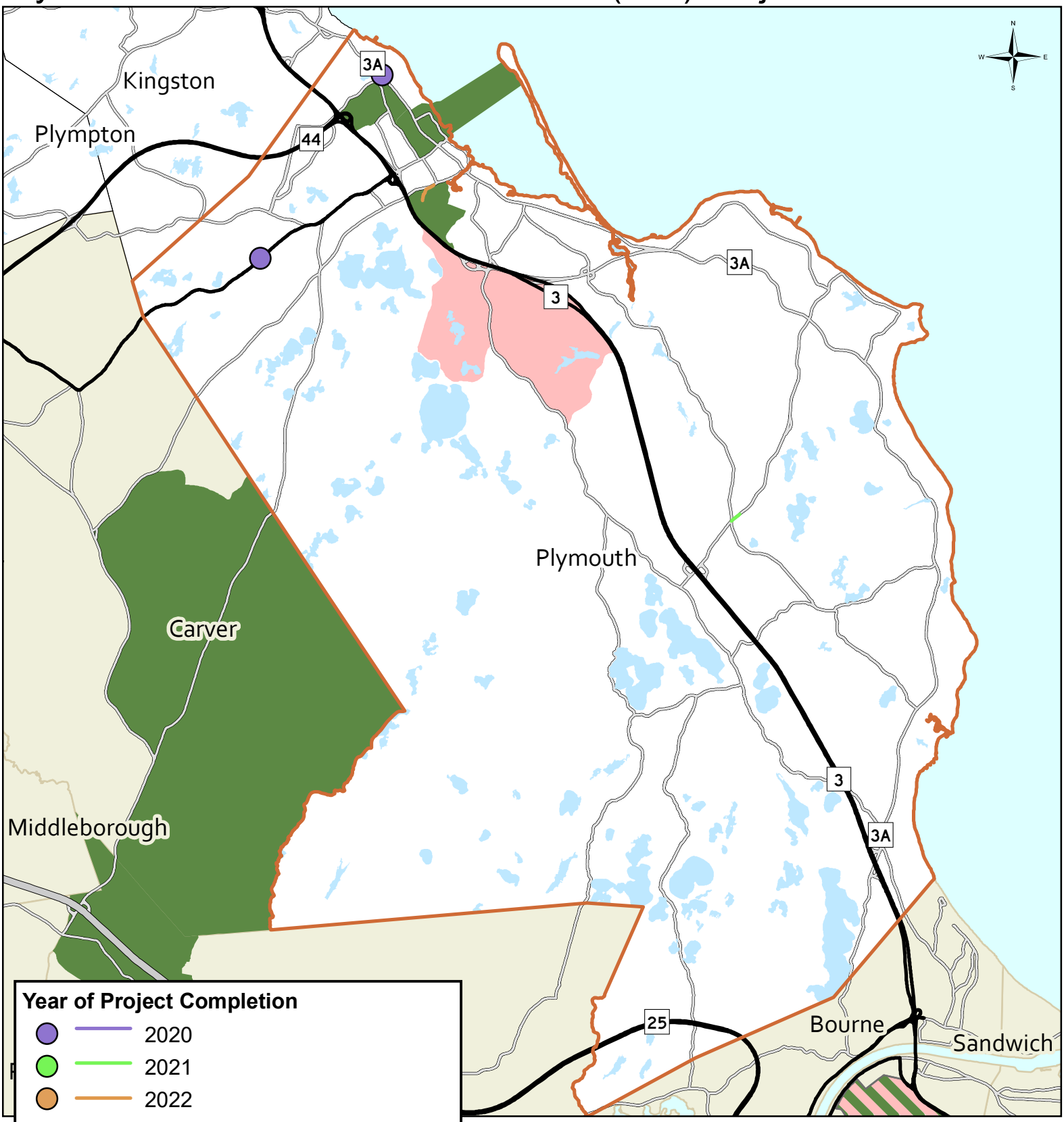

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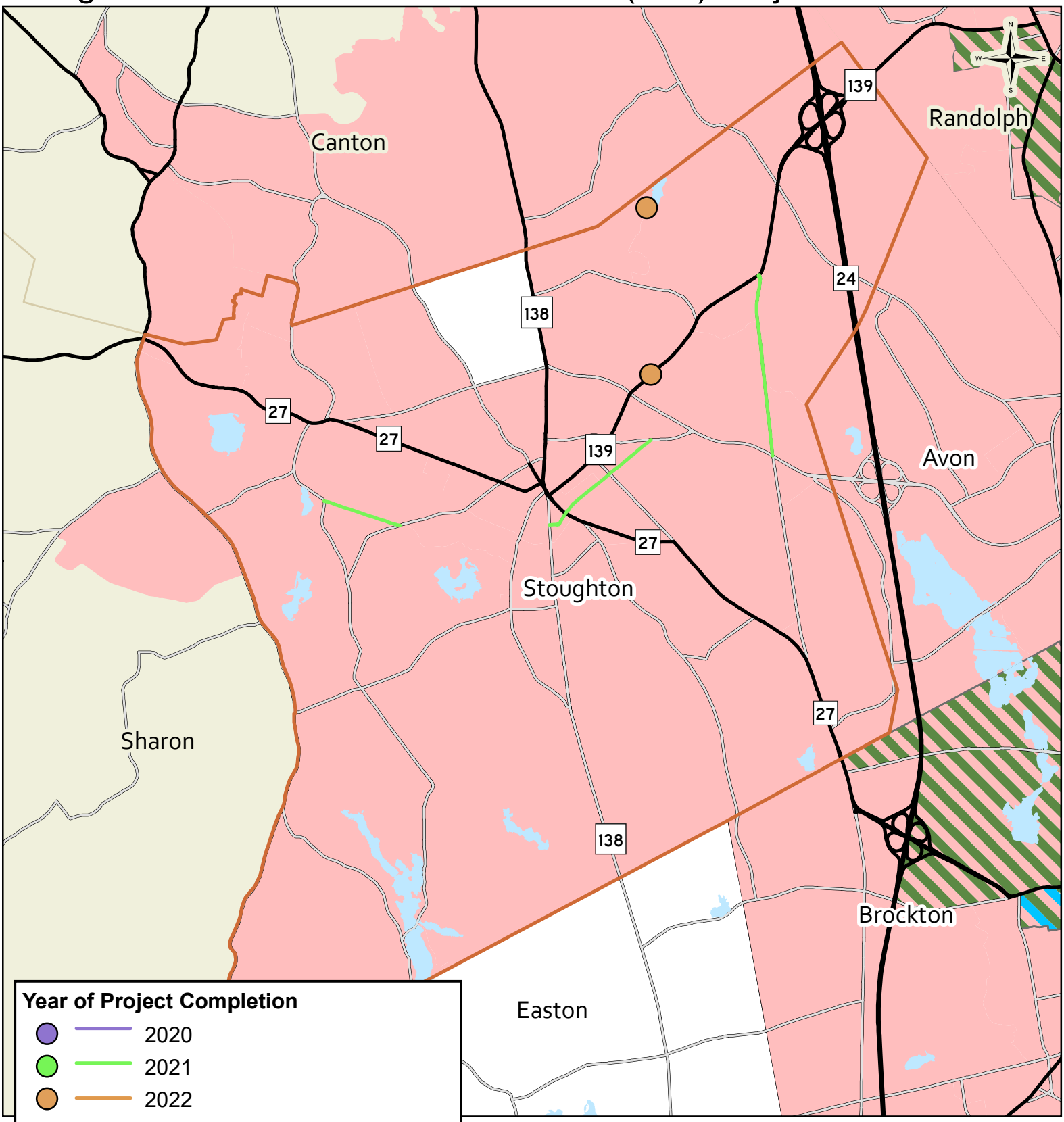
Stoughton: Local Technical Assistance (LTA) Projects



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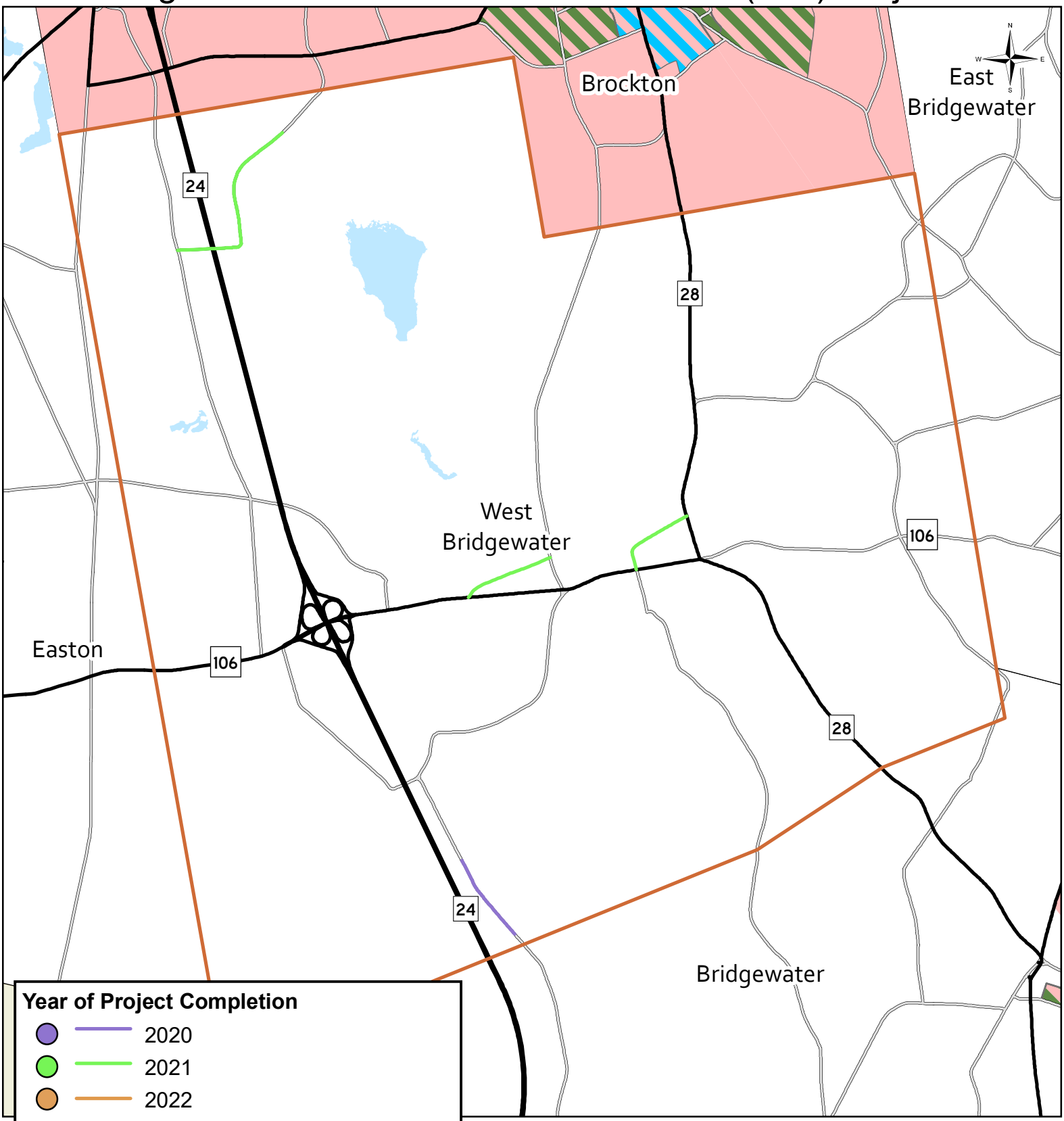

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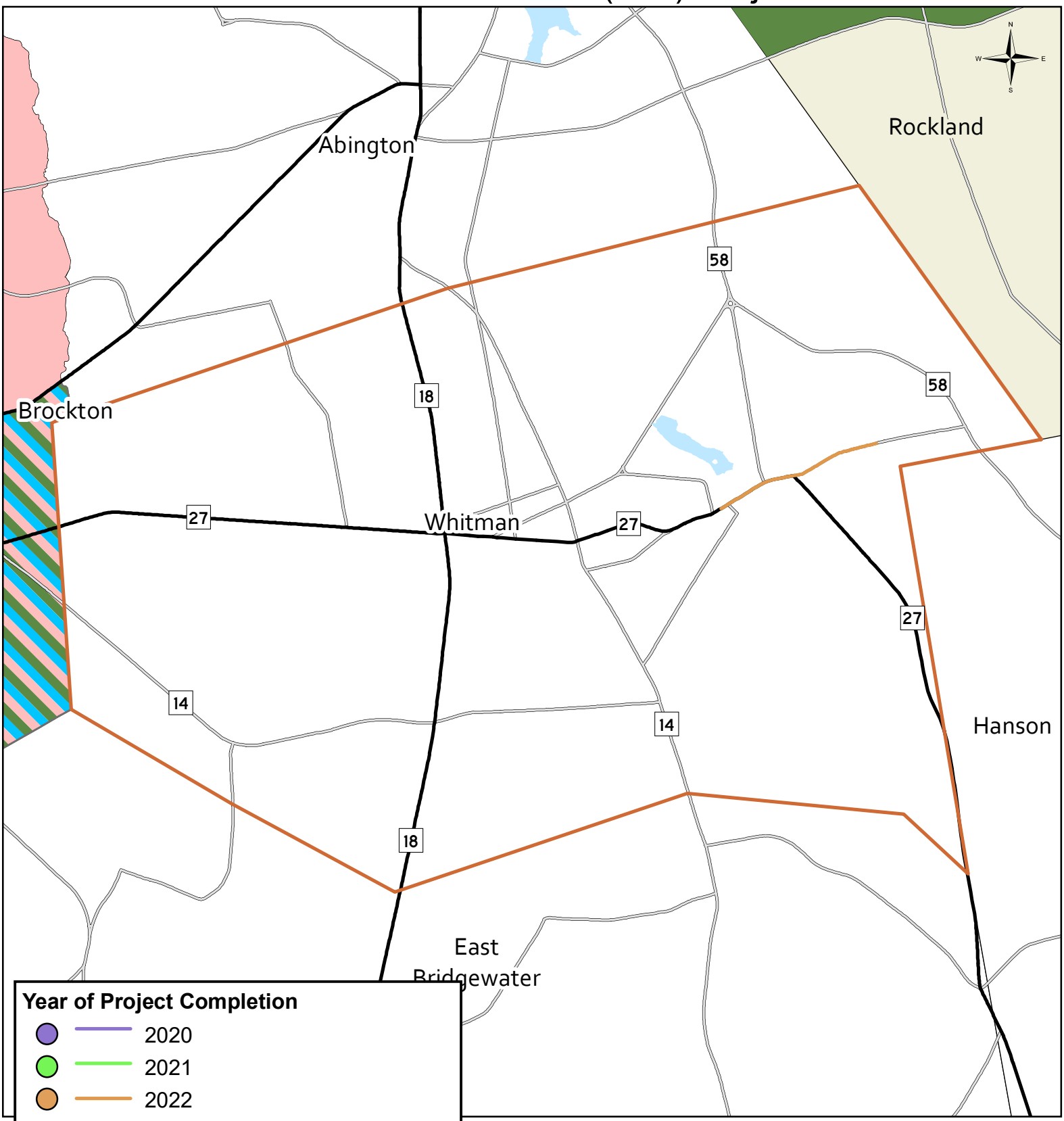

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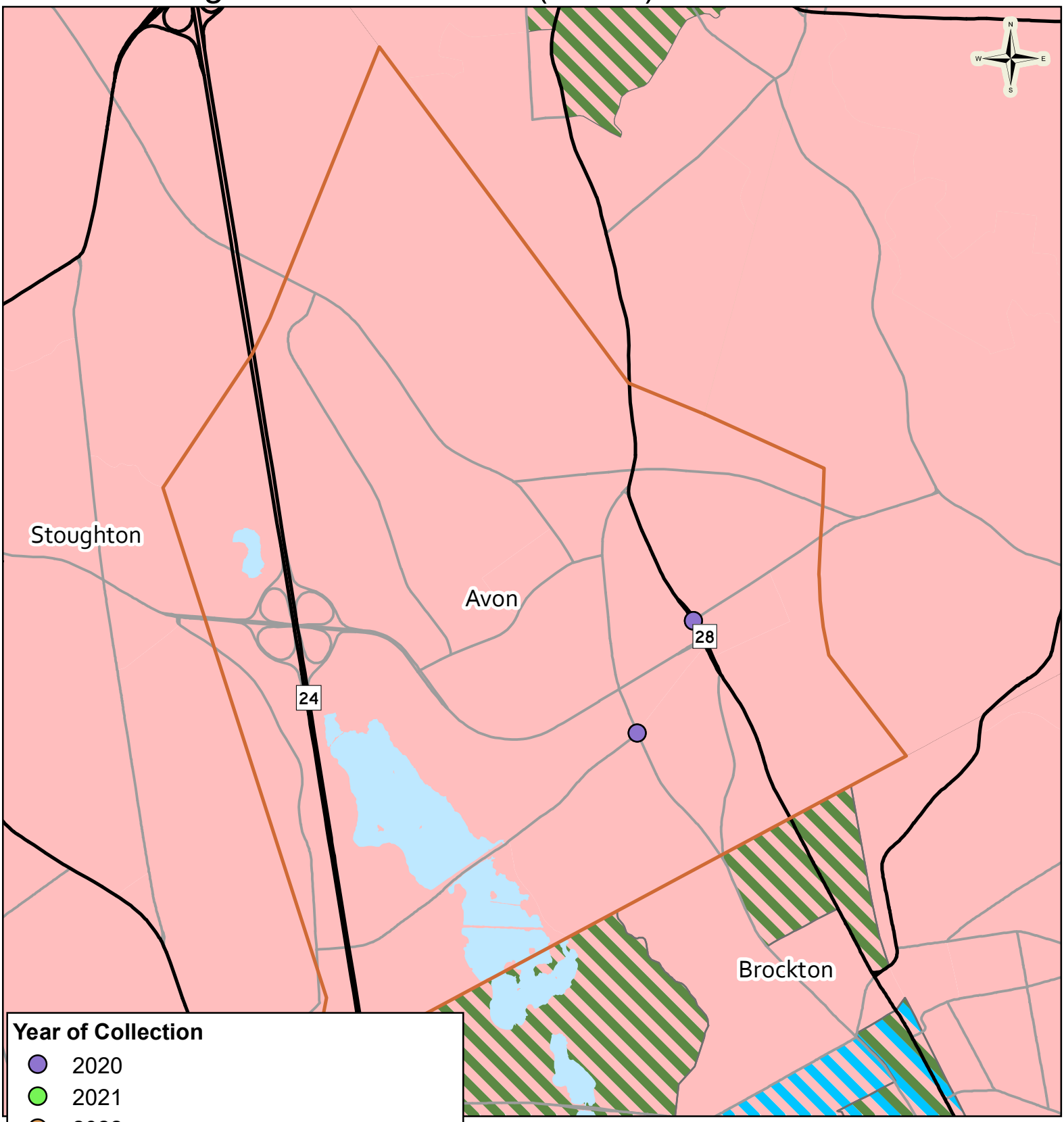
Appendix C: 2020-2022 TMC Count Locations by Municipality

Avon: Turning Movement Counts (TMCs)



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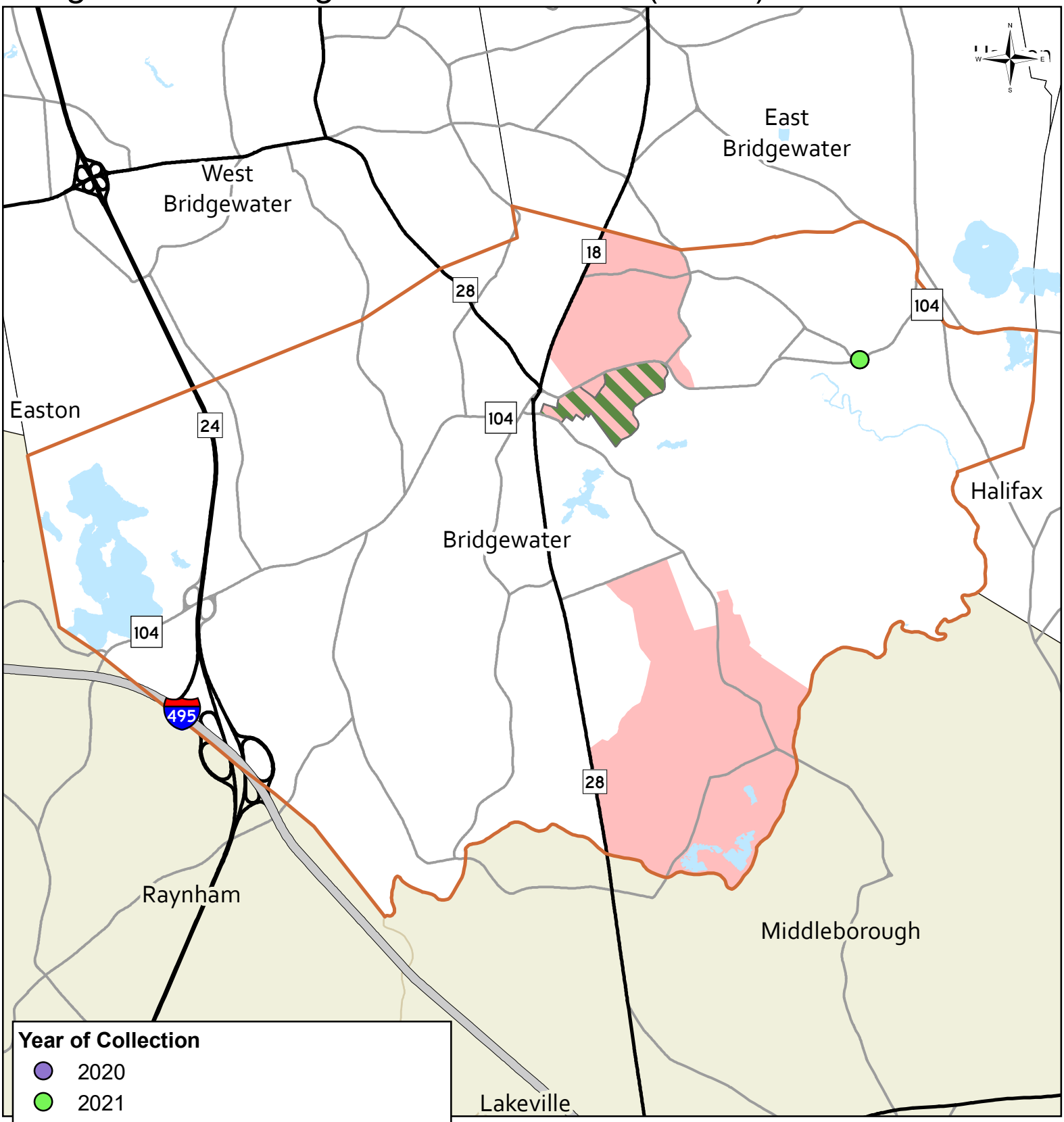
Bridgewater: Turning Movement Counts (TMCs)



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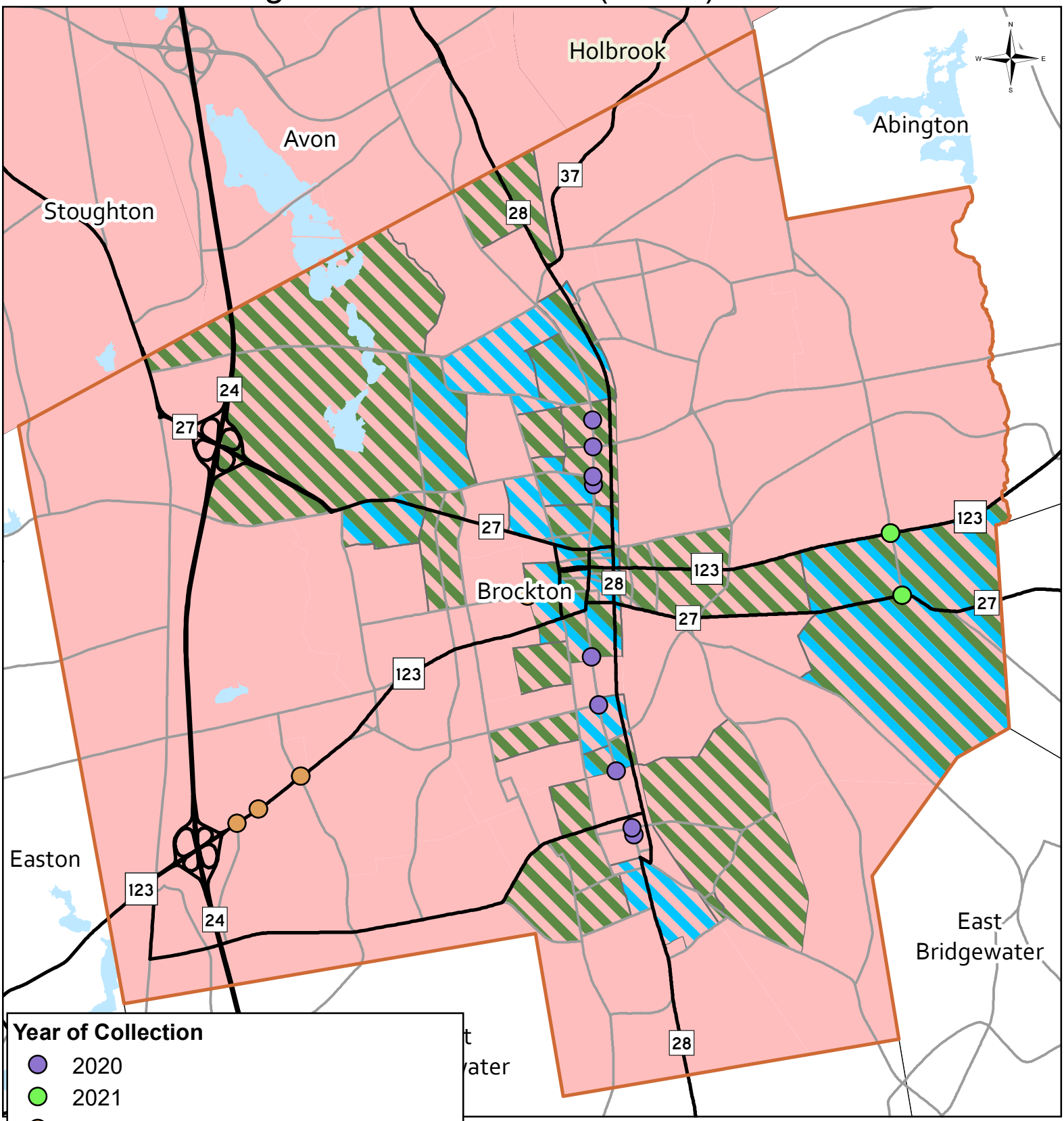
Brockton: Turning Movement Counts (TMCs)



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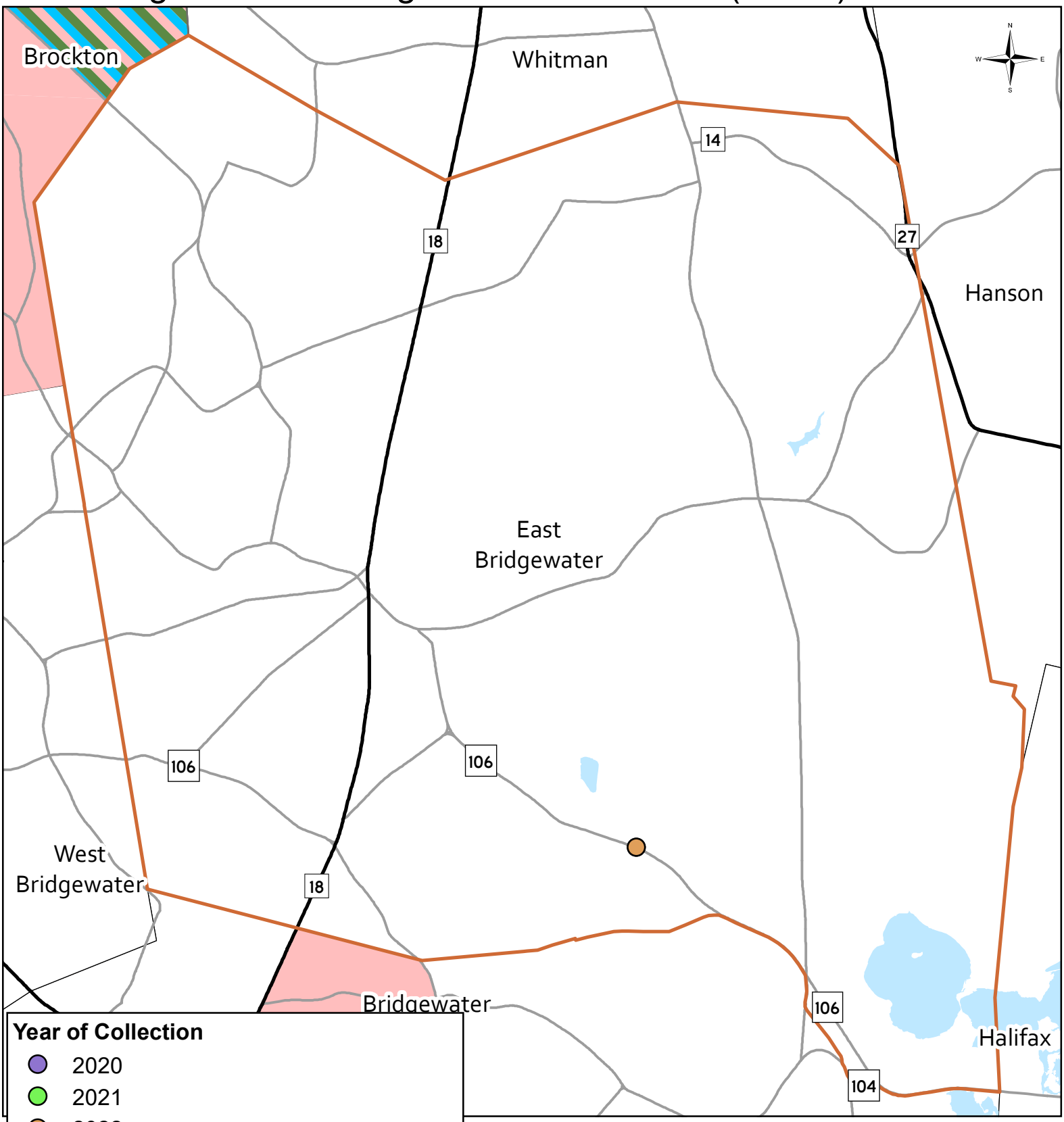

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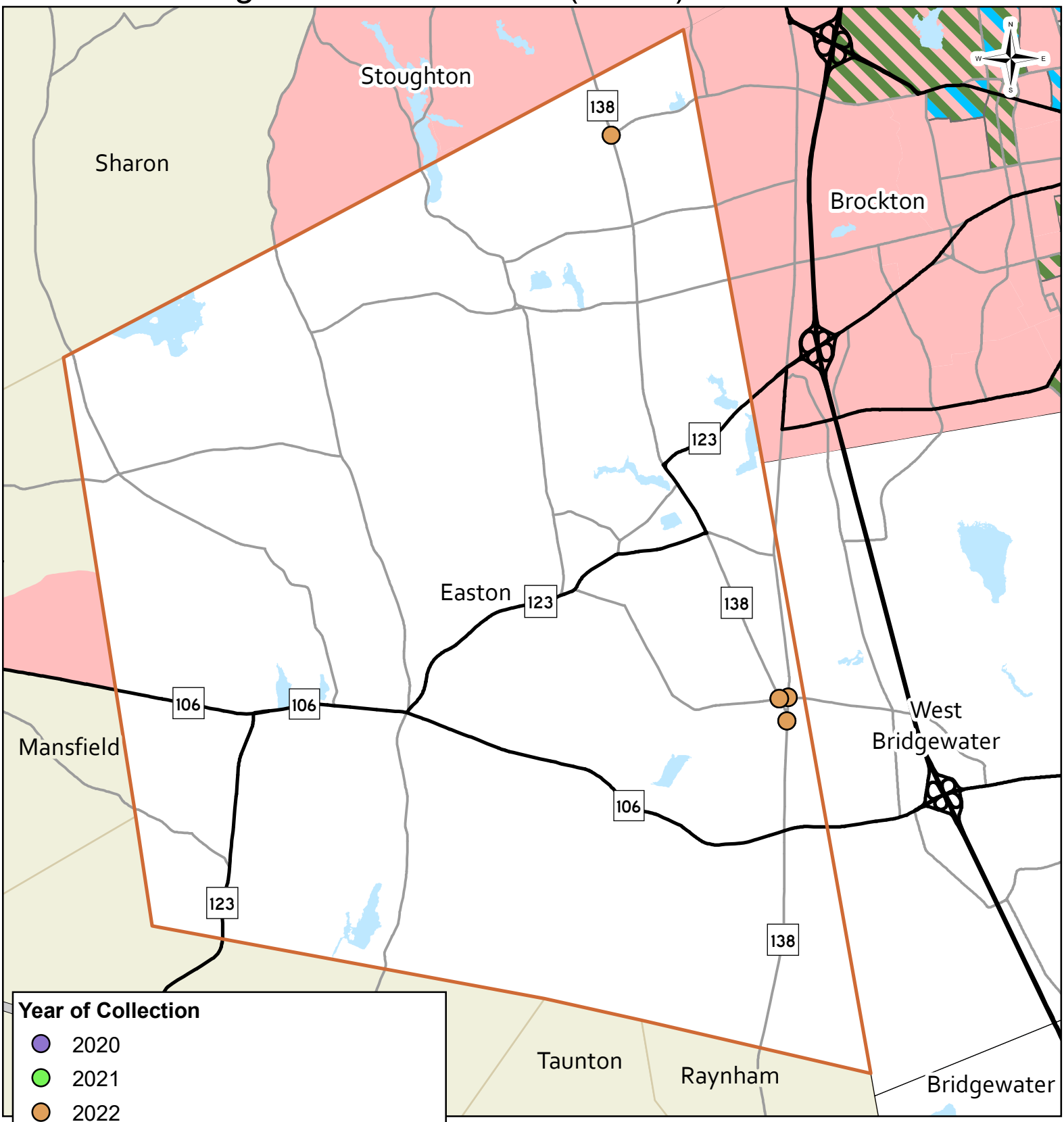

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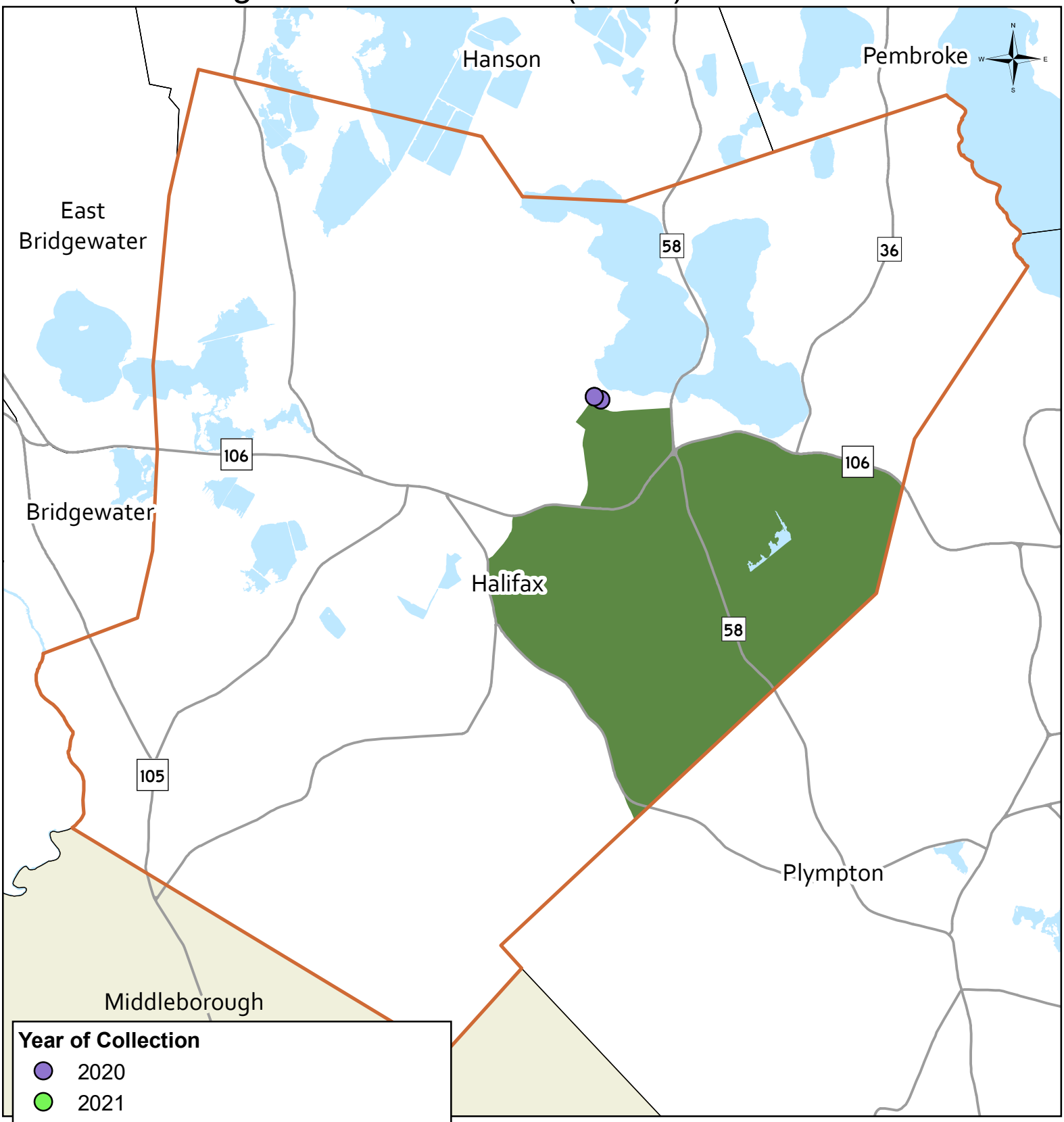
Halifax: Turning Movement Counts (TMCs)



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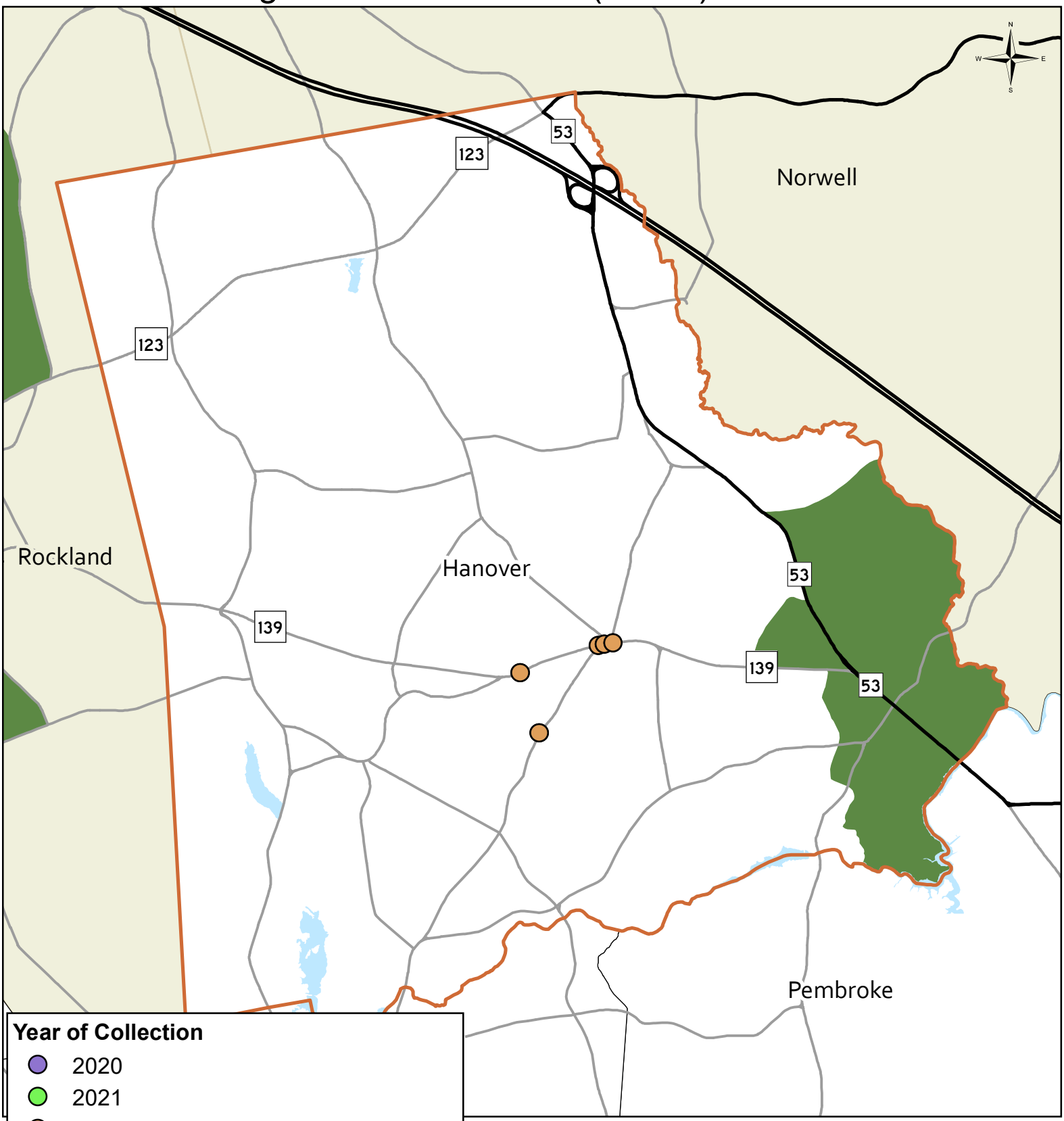
Hanover: Turning Movement Counts (TMCs)



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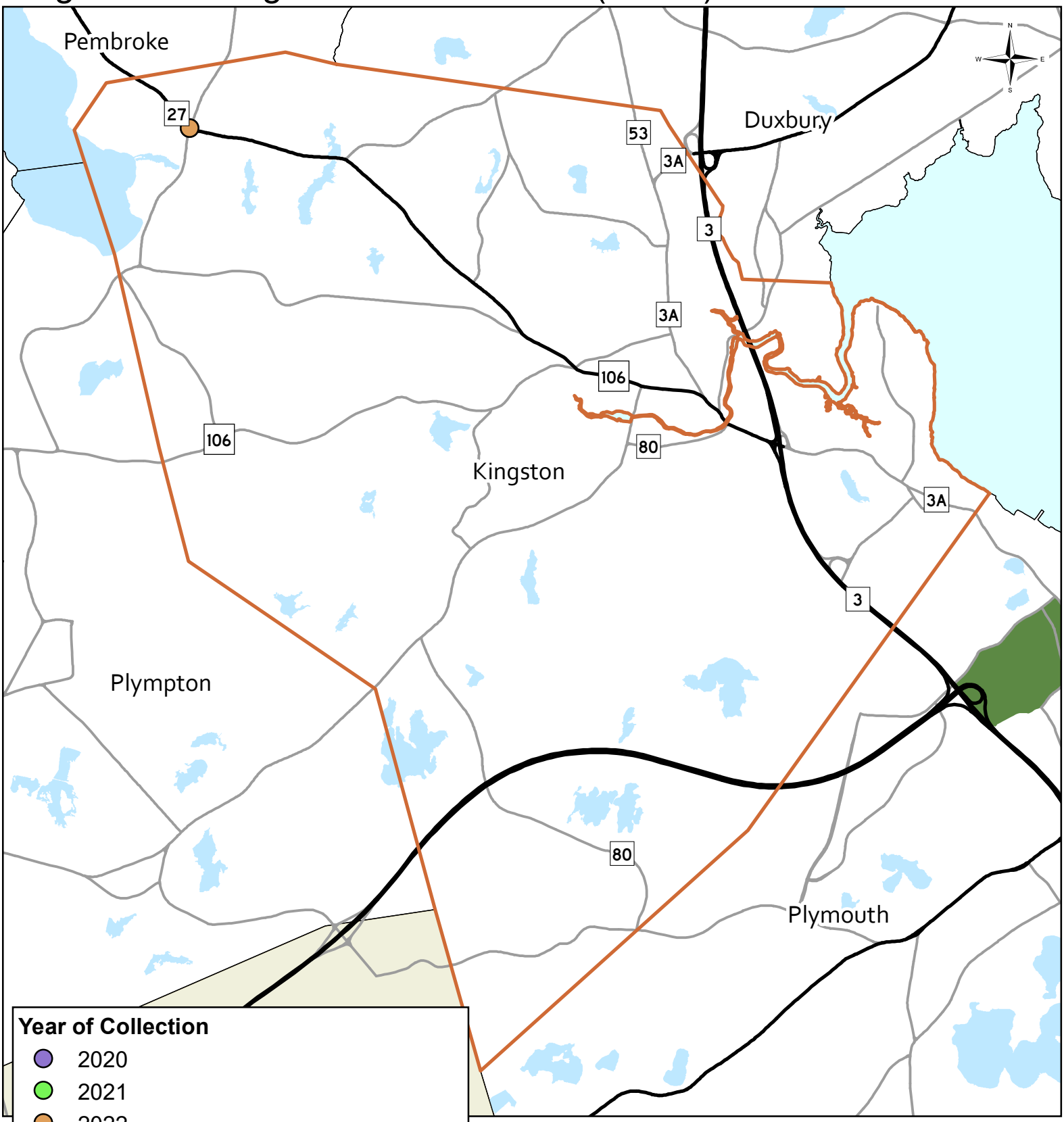
GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Kingston: Turning Movement Counts (TMCs)



Year of Collection

- 2020
- 2021
- 2022

Environmental Justice Criteria

- Income
- Minority
- Minority and Income
- Minority and English Isolation
- Minority, Income, and English Isolation

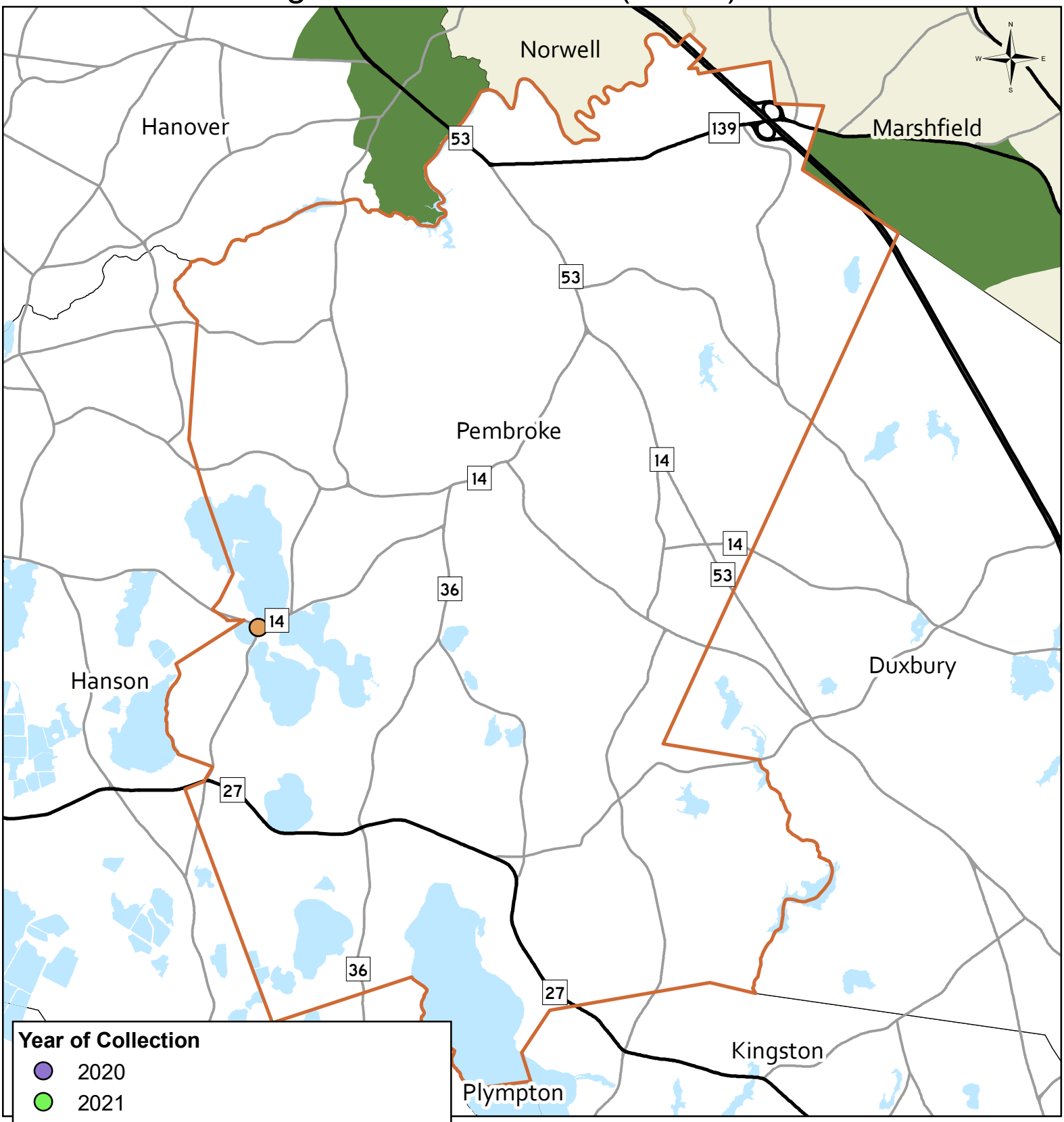
OLD COLONY PLANNING COUNCIL

Old Colony Planning Council
70 School Street, Brockton, MA 02301

oldcolonyplanning.org
Created June 2023

GIS Data Sources: MassDOT, Office of Geographic Information (MassGIS), Old Colony Planning Council

Pembroke: Turning Movement Counts (TMCs)



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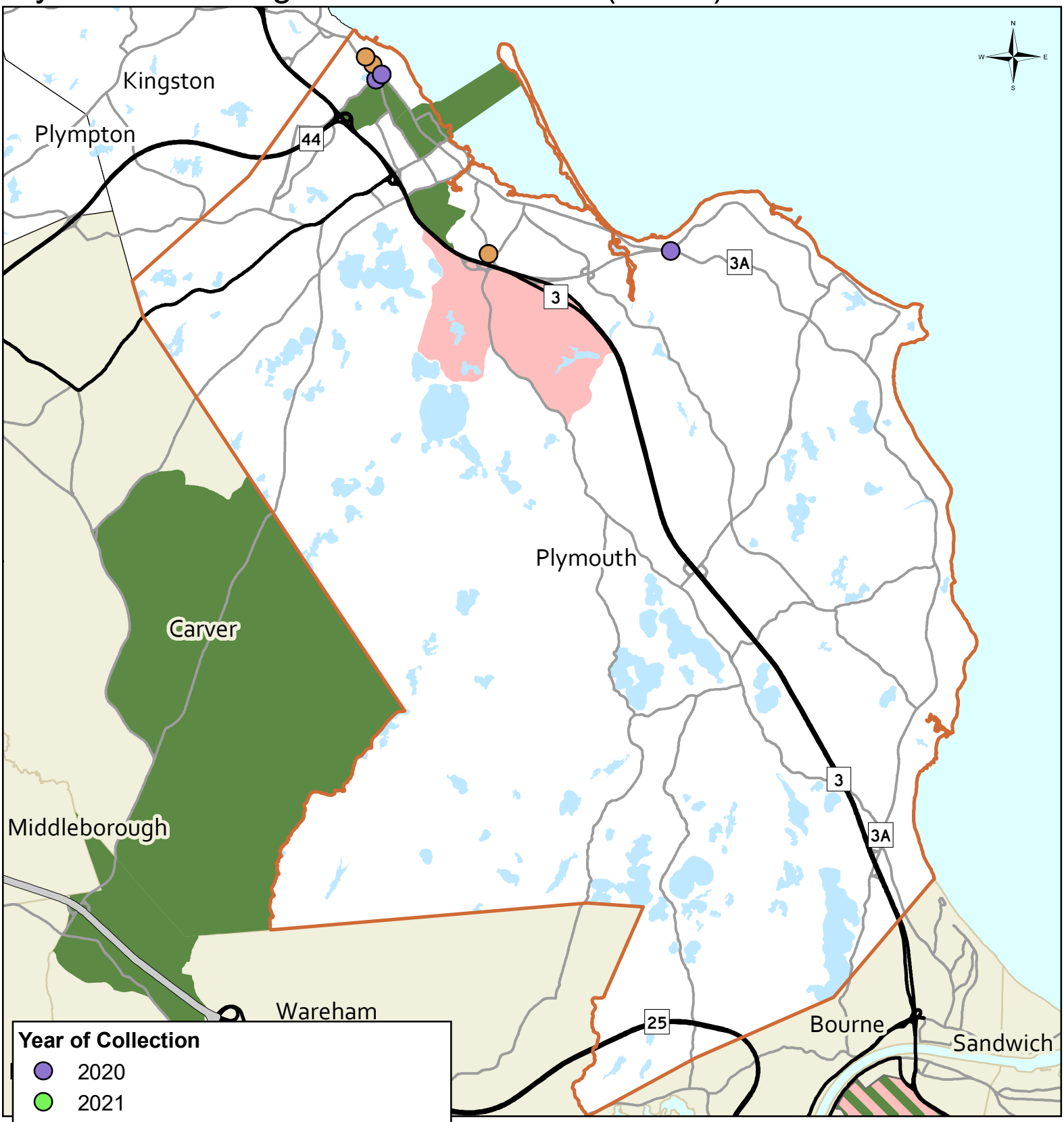
Plymouth: Turning Movement Counts (TMCs)



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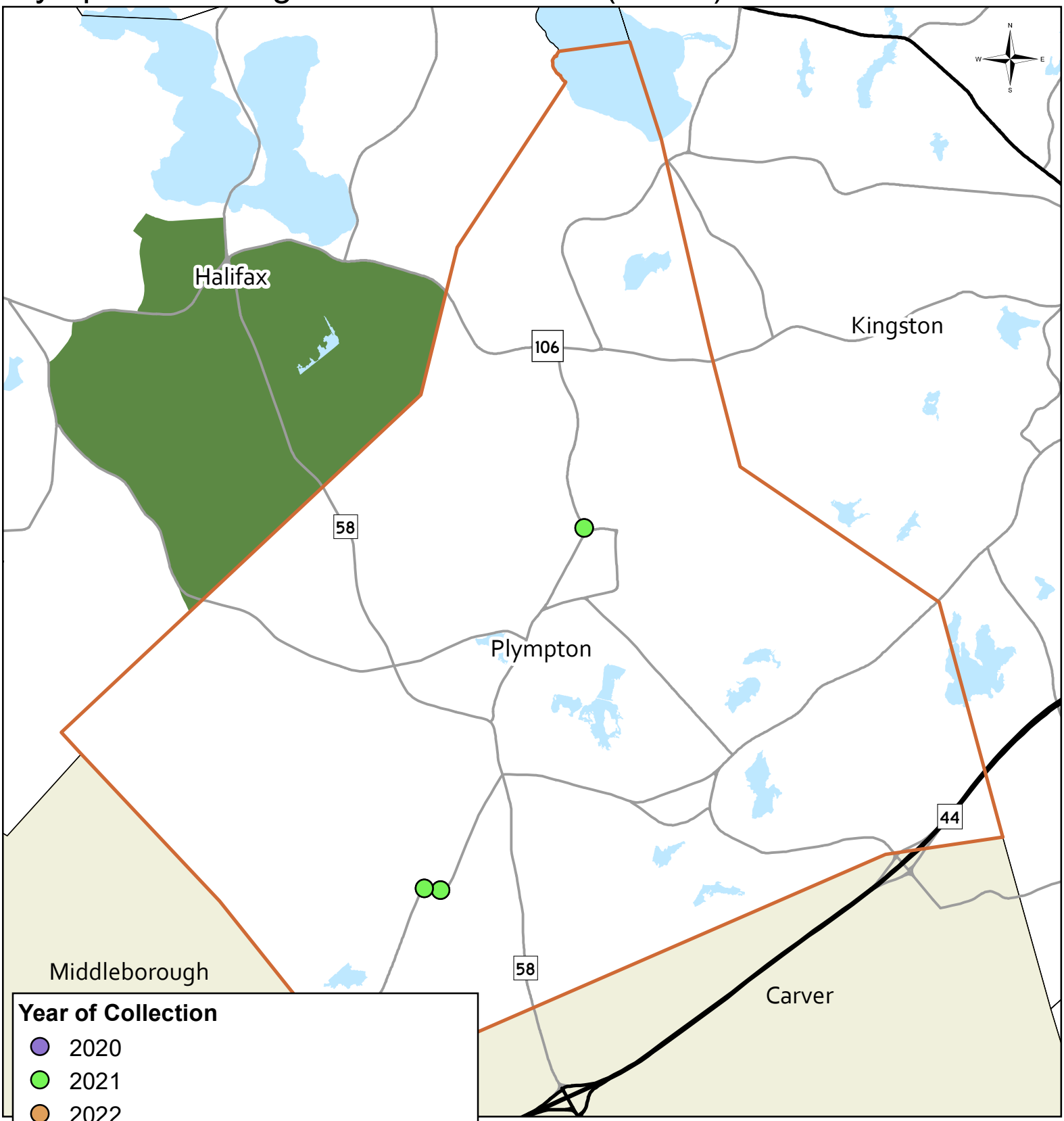
Plympton: Turning Movement Counts (TMCs)



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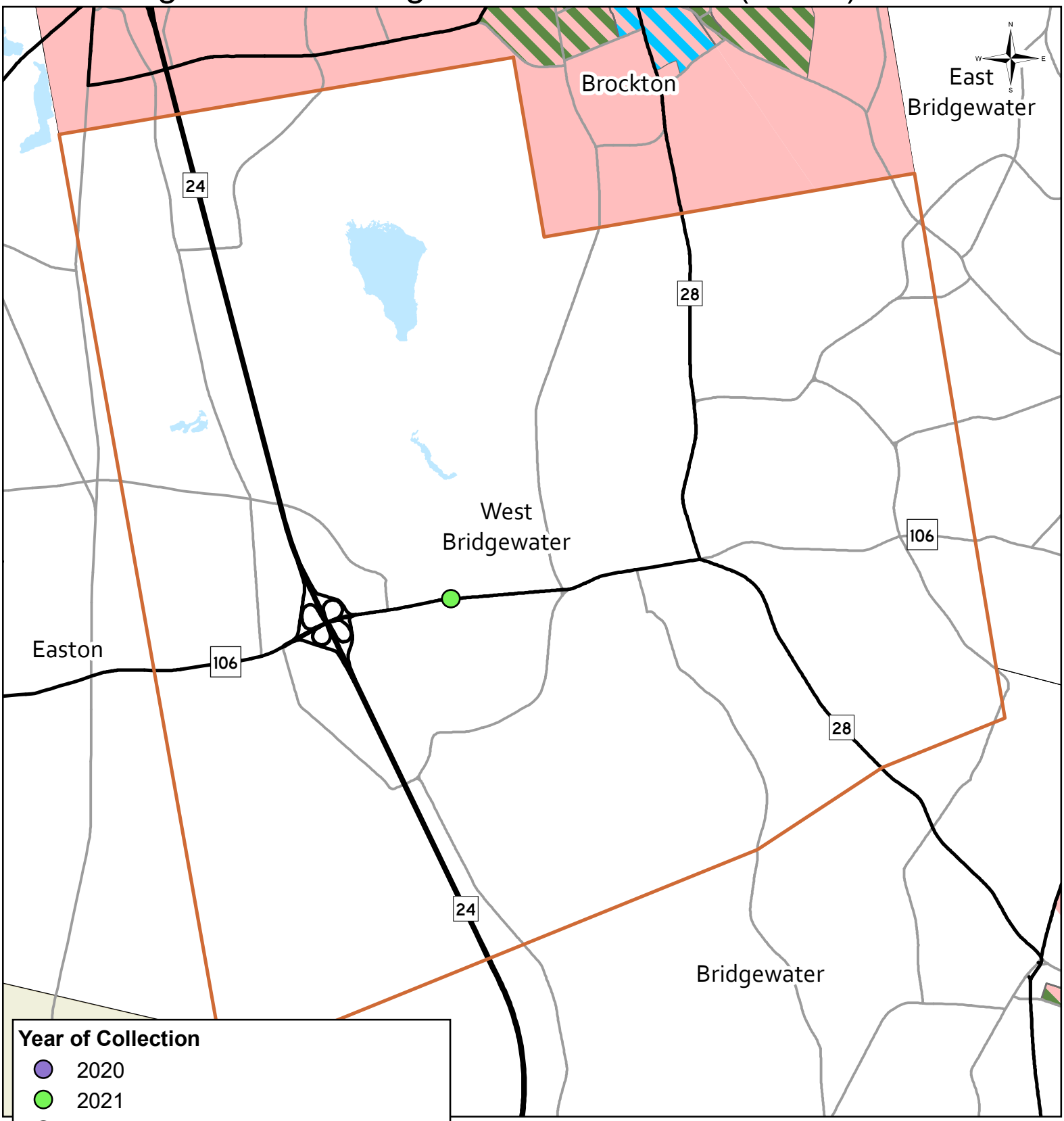
West Bridgewater: Turning Movement Counts (TMCs)



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Appendix D: 2020-2022 Identified Congested Intersections (LOS of "D" or Worse)

Community	Intersection	Traffic Control	AM LOS	PM LOS	Notes
Avon	East Main Street (Route 28) & East Spring/West Spring Streets	Stop Sign	D	D	
Bridgewater	Bedford Street (Route 18/28)/Central Square & South/Church/School Streets	Stop Sign	F	F	
Bridgewater	Bedford Street (Route 18/28) & Cottage Street	Stop Sign	C	E	
Bridgewater	Bedford Street (Route 18/28) & Flagg Street	Stop Sign	D	F	
Bridgewater	Bedford Street (Route 18/28) & Maple Avenue	Stop Sign	C	E	
Bridgewater	Bedford Street (Route 18/28) & Winter Street	Traffic Signal	E	E	
Bridgewater	Broad Street (Route 18)/Central Square & Main Street (Route 28)/Summer Street (Route 104)	Traffic Signal	E	E	
Bridgewater	Broad Street (Route 18) & Roche Brothers Plaza (North Entrance)	Stop Sign	F	F	
Bridgewater	Broad Street (Route 18) & Roche Brothers Plaza (South Entrance)	Stop Sign	F	E	
Brockton	Centre Street (Route 123) & Quincy Street	Traffic Signal	D	C	
Brockton	Main Street (Route 28) & Hayward Avenue	Stop Sign	D	D	
Brockton	Main Street & East/West Chestnut Streets	Stop Sign	B	D	
Brockton	Main Street & East Nilsson/Nilsson Streets	Stop Sign	C	D	
Brockton	Main Street & Forest Avenue & Martin Place	Stop Sign	C	D	
Brockton	Main Street & Grove Street	Stop Sign	D	D	
Brockton	Main Street & Lawrence Street	Stop Sign	C	D	
Brockton	Main Street & Market Street	Stop Sign	C	D	
Brockton	North Main Street & Elliot Street/Waverly Street	Stop Sign	B	D	
Brockton	North Main Street & Oak Street/Howard Street (Route 37)	Traffic Signal	C	E	
Brockton	North Main Street & Prospect Street	Stop Sign	C	D	
East Bridgewater	Bedford Street (Route 18) & East Bridgewater High School	Stop Sign	F	D	
East Bridgewater	Bedford Street (Route 18) & Spring Street/Central Street/Maple Avenue	Traffic Signal	F	F	
East Bridgewater	Central Street/North Central Street & Union Street/West Union Street	Stop Sign	C	F	
East Bridgewater	North Bedford Street (Route 18) & Compass Way	Stop Sign	D	E	
East Bridgewater	North Bedford Street (Route 18) & Union Street (North Intersection)	Stop Sign	F	F	
East Bridgewater	North Bedford Street (Route 18) & Union Street (South Intersection)	Stop Sign	F	F	
Hanover	Hanover Street (Route 139) & Center Street	Stop Sign	F	D	
Hanover	Hanover Street (Route 139) & Center Street/Town Hall Driveway	Stop Sign	F	F	
Hanover	Hanover Street (Route 139) & Grove Street	Stop Sign	F	F	
Hanover	Hanover Street (Route 139) & Main Street	Stop Sign	F	F	
Hanover	Hanover Street (Route 139) & Plain Street	Stop Sign	F	F	
Hanover	Hanover Street (Route 139) & Pleasant Street & Circuit Street	Traffic Signal	F	F	
Hanover	Hanover Street (Route 139) & Spring Street	Stop Sign	F	F	
Hanover	Rockland Street (Route 139) & Columbia Road (Route 53)	Traffic Signal	D	E	