Appendix F: Pavement Management

Pavement Management is a process in which a network of roads is evaluated and rated to determine a schedule of maintenance to keep the roads in good to excellent condition. The ultimate goal of a pavement management program is to maintain these good to excellent road conditions into the future in the most cost-effective manner. Local and state officials must consider public opinion on pavement improvement projects, but ultimately, decisions must be made with regards to cost effectiveness and appropriate engineering standards.

Deterioration of pavement over time is inevitable because of wear and tear caused by traffic and the materials that make up asphalt begin to break down and become affected by elements such as rain, sunlight and chemicals that come into contact with the pavement surface. The liquid asphalt binder that is the "glue" of the pavement begins to lose its natural resistance to water, allowing moisture to penetrate into and underneath the pavement.

Deterioration of asphalt pavements can also be due to factors that go beyond just normal wear and tear causing premature deterioration. The premature deterioration of asphalt pavement can be due to failures in construction – or human error. This can be due to a number of factors including insufficient or improperly compacted base below the asphalt; over or under compaction of asphalt; improper temperature of asphalt when applied; and poor drainage.

The truth is no asphalt is exempt from deterioration no matter how well it is constructed. Asphalt deterioration begins immediately. Even in normal conditions substantial deterioration can begin to take place after 3 to 5 years. It is normal after this amount of time for asphalt to begin to turn gray, become brittle and start cracking. Water begins entering the cracks, freezes and thaws during the yearly cycle and causes larger cracks and potholes to form. When asphalt pavement is constructed and maintained properly it wears out slowly and can last up to 25 years or more. Proper maintenance is vital to protecting it from the external factors that wear it out. (See Figure F-1)

The cost of repairs increases dramatically if not completed at the appropriate time, so it is therefore less expensive to keep presently good roads in good shape. SRPEDD, on behalf of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), has been providing pavement management services for member communities since 1984. SRPEDD completed a regional pavement conditions survey of functionally classified, federal-aid eligible roadways as part of our Unified Planning Work Program (UPWP). Data collected is used to aid in the evaluation criteria process and project selection for the Transportation Improvement Program (TIP) as well as updating the Regional Transportation Plan.

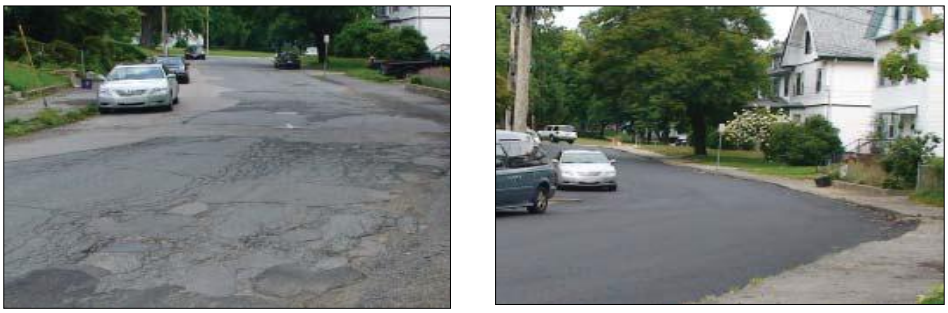

Figure F-1: Pavement conditions before and after repairs

Local Pavement Management

SRPEDD provides assistance to our communities in developing a local pavement management program. The program provides an evaluation of pavement conditions and recommended improvements for the community's road network. Staff from participating municipalities are instructed on procedures to collect road condition data that is then provided to SRPEDD for analysis. SRPEDD uses the computer software Road Manager to analyze the condition data. The final product is a pavement management report that includes a summary of all road conditions, recommended repairs, and a priority list of roads needing repair with cost estimates.

Since its inception in 1984, the following communities have participated in the program: Acushnet, Carver, Dartmouth, Fairhaven, Freetown, Marion, Mattapoisett, New Bedford, North Attleborough, Rehoboth, Rochester, Seekonk, Somerset, Swansea, and Taunton. SRPEDD continues to offer this assistance to our communities with support from the Federal Highway Administration (FHWA) and the Massachusetts Department of Transportation (MassDOT).

Regional Pavement Management

The regional pavement management program consists of collecting, evaluating, and reporting on the pavement conditions of all federal aid eligible roads. These roads provide access to urban centers, government, residential areas, emergency facilities, retail establishments, schools, and places of employment. Many of these roads are U.S. or state-numbered highways. Our survey does not include roads classified as Interstate Highways or roadways that are part of the National Highway System which are surveyed by MassDOT. Results of SRPEDD's survey are shown in combination with results from MassDOT's data in Figure F-2.

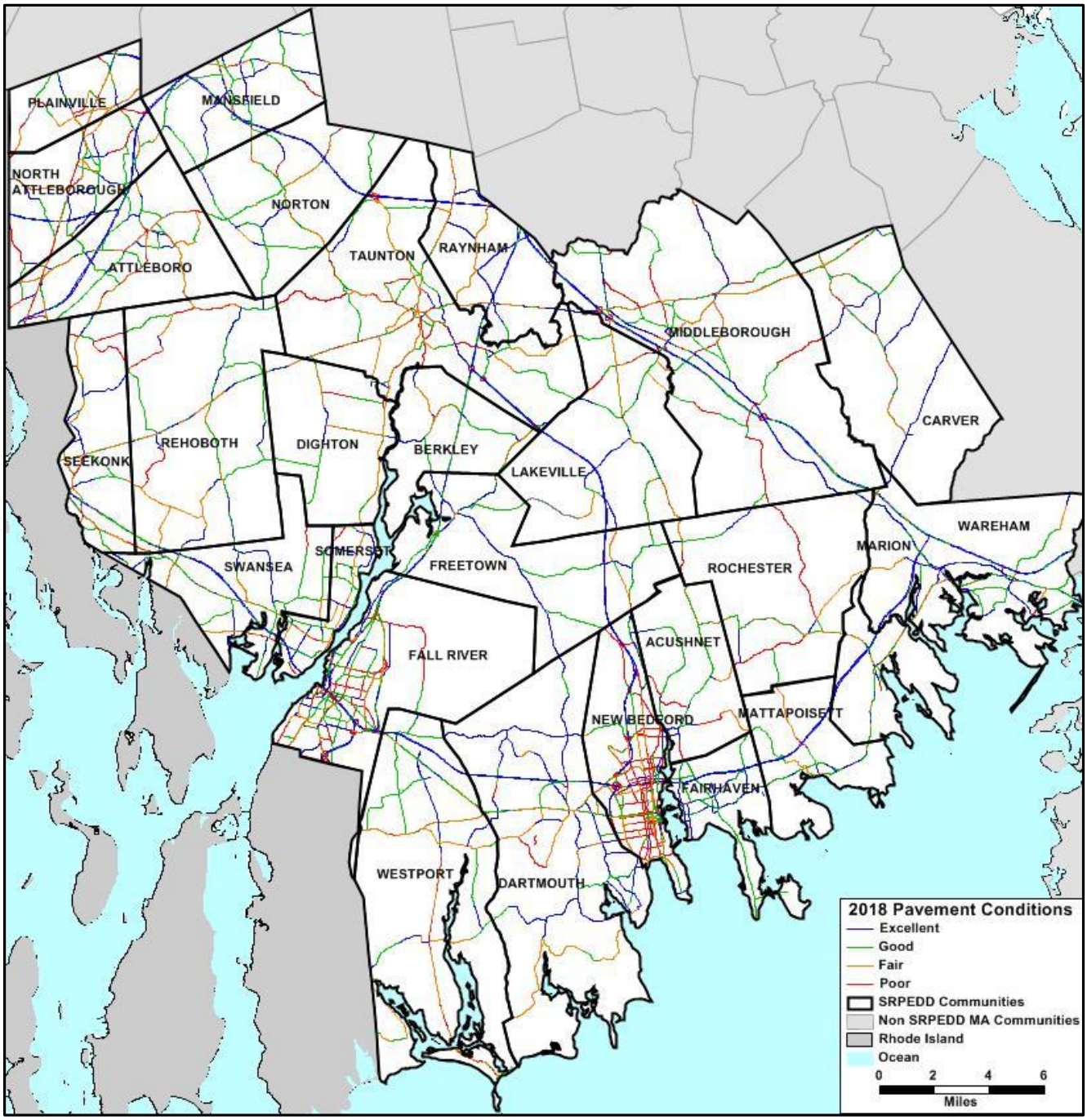

Figure F-2: 2018 Pavement conditions for SRPEDD region

As of 2018, 16% of STP-funded roadways in the SMMPO region were found to be in excellent condition, 49% in good condition, 12% in fair condition, and 23% in poor condition (See Figure F-3 below). Pavement conditions on locally maintained federal aid eligible roads are broken down by repair category and community in Table F-1 on the next page.

Figure F-3: 2018 Pavement conditions by repair category and percentage on locally maintained federal aid eligible roads

Roads in excellent condition require no maintenance or routine maintenance. Roads in good condition require relatively inexpensive treatments, such as crack sealing or patching and/or preventative maintenance such as chip sealing to maintain their good condition. In general, roads in fair condition require rehabilitation, while roads in poor condition require reconstruction. Rehabilitation or reconstruction maintenance requires a more durable surface treatment or possibly sub-surface improvement. These repairs are typically more expensive.

A comparison of pavement management results from 2015 and 2018 indicates that over 1/3 of the pavement conditions in the region fall under fair or poor conditions but that there was a minor improvement of the roadway system (Figure F-4). This improvement can be justified with the change in Pavement Management Software and difference in rating systems and criteria rated in the previous years. The ratings for example in the previous software considered the PCI for excellent conditions to be rated between 100 and 97 whereas the new software rates it between 100 and 93. Additional criteria such as bleeding has been included in the new software whereas conditions such as drainage have no effect on the rating.

Table F-1: Regional Pavement Conditions for federal aid eligible roadways by community

COMMUNITY	Excellent		Good				Fair		Poor		Total
	No Maintenance Req.		Routine		Preventive		Rehabilitation		Reconstruction		
	Mileage	Percent	Mileage	Percent	Mileage	Percent	Mileage	Percent	Mileage	Percent	
Acushnet	2.0	12%	1.8	10%	4.7	27%	3.8	22%	5.0	29%	17.3
Attleboro	9.4	27%	14.0	40%	8.2	23%	1.1	3%	2.4	7%	35.2
Berkley	1.0	9%	5.6	54%	2.1	20%	1.8	17%	0.0	0%	10.5
Carver	10.2	42%	12.3	51%	1.9	8%	0.0	0%	0.0	0%	24.3
Dartmouth	13.0	21%	28.3	47%	4.2	7%	10.8	18%	4.4	7%	60.7
Dighton	1.5	12%	0.9	7%	8.0	62%	0.0	0%	2.5	19%	12.9
Fairhaven	6.1	35%	11.4	65%	0.0	0%	0.0	0%	0.0	0%	17.4
Fall River	12.3	19%	20.3	31%	7.7	12%	5.7	9%	19.0	29%	65.1
Freetown	2.9	12%	7.9	33%	12.4	52%	0.0	0%	0.5	2%	23.6
Lakeville	4.1	24%	4.9	28%	3.9	23%	3.1	18%	1.3	7%	17.3
Mansfield	8.6	36%	14.3	59%	1.3	5%	0.0	0%	0.0	0%	24.2
Marion	0.9	29%	0.0	0%	0.0	0%	1.0	34%	0.6	22%	2.9
Mattapoisett	0.0	0%	0.1	1%	0.1	2%	1.4	32%	2.7	64%	4.2
Middleborough	2.6	6%	3.8	9%	21.3	52%	2.9	7%	10.6	26%	41.1
New Bedford	4.8	8%	5.7	9%	6.5	10%	7.1	11%	39.5	62%	63.6
North Attleborough	4.9	15%	4.8	15%	7.4	23%	4.2	13%	11.5	35%	32.8
Norton	6.3	34%	8.1	44%	2.7	15%	0.8	4%	0.7	4%	18.7
Plainville	1.2	7%	3.2	21%	1.2	8%	4.2	27%	5.9	38%	15.6
Raynham	0.2	2%	6.7	52%	5.3	41%	0.0	0%	0.7	5%	12.9
Rehoboth	7.9	20%	1.6	4%	11.7	29%	6.5	16%	12.5	31%	40.2
Rochester	0.7	4%	1.9	10%	3.2	17%	1.6	8%	11.4	61%	18.7
Seekonk	1.8	10%	4.5	24%	6.7	36%	1.5	8%	4.3	23%	18.7
Somerset	2.7	14%	5.9	31%	4.2	23%	1.9	10%	4.1	22%	18.8
Swansea	2.0	8%	3.7	15%	5.9	24%	8.6	35%	4.2	17%	24.5
Taunton	3.9	8%	16.7	33%	5.9	12%	12.1	24%	11.7	23%	50.2
Wareham	4.3	22%	10.6	54%	1.7	8%	1.5	7%	1.7	9%	19.7
Westport	3.4	11%	4.3	14%	13.7	44%	4.0	13%	5.8	19%	31.2
Total	**118.5**	**16%**	**203.0**	**28%**	**151.8**	**21%**	**85.4**	**12%**	**163.1**	**23%**	**722.3**

Roadways considered in excellent condition increased by 5%, while roads in good condition remained the same. Fair condition roads increased by 1% while the percentage in poor condition decreased by 6%. Historically between 2007 and 2015, the trend is even more drastic, showing a decrease of excellent condition roads an increase of poor condition roads indicating that current maintenance programs fall short of adequately maintaining the existing road network.

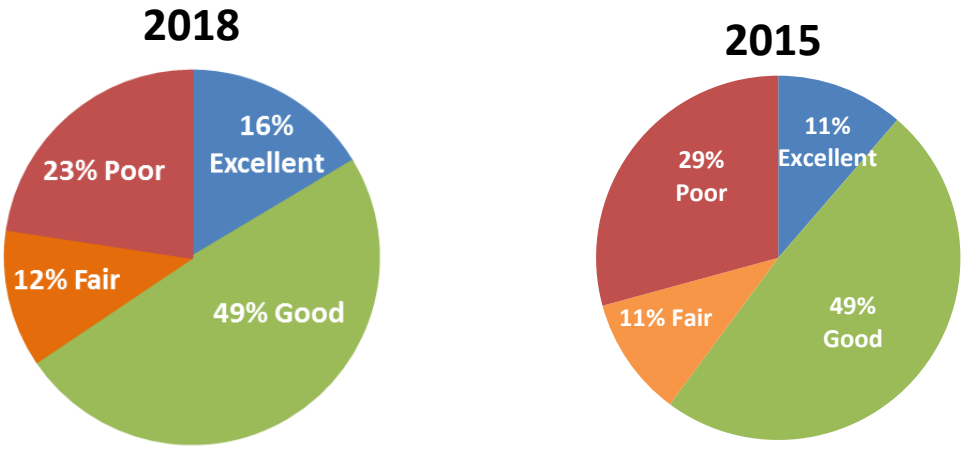

Figure F-4: A comparison of results from the 2018 and 2015 surveys

The Massachusetts Budget and Policy Center released a report in March 2016 entitled "Maintaining an Effective Transportation System" in which they reported that 37% of the nation's major roads and highways are in poor or fair condition. Deteriorated road conditions cost an average of $483 annually per Massachusetts motorist in additional vehicle operating costs a total of $2.3 billion annually for the state in additional costs. These conditions accelerate vehicle deterioration and depreciation; increase the frequency of needed maintenance; and increase fuel consumption and tire wear. They also state that MassDOT currently invests an average of $54 million annually to repave roads and that at this level, they project road conditions will further deteriorate, with 79% of roads in poor or fair condition by 2025. TRIP, a national transportation research group, released a report in October of 2018 entitled "Bumpy Road Ahead: America's Roughest Rides and Strategies to Make Our Roads Smoother" claiming that driving on deteriorated urban roads costs motorists in the U.S. an average of $599 annually in additional vehicle operating costs, with a total of $130 billion nationwide.

It is estimated that a onetime cost of approximately $156 million is needed to improve all federal aid eligible roads in the SRPEDD region to excellent condition and of which, $141 million is necessary to repair roads in fair or poor condition. An additional $15 million is needed to maintain roads in good or excellent condition. Average costs of repairs are shown in Table F-2.

Table F-2: Average Cost of Repairs for the SRPEDD Region

Repair Category	Condition (Miles)	Total Costs
No Maintenance Required	118.5	0
Routine Maintenance	203.0	$3,103,661
Preventative	151.8	$12,104,484
Rehabilitation	85.4	$25,414,140
Reconstruction	163.1	$115,073,911
	722.3	**$155,696,195**

Annual investments to maintain a road network in good to excellent condition are necessary. Allowing roads to deteriorate beyond the point at which normal maintenance is effective will double, and more often triple, the cost for corrective measures. The software's scenario manager calculates that it would cost $4.99 to reconstruct a square foot of pavement. The cost to reconstruct a one mile by 24-foot-wide road in poor condition would cost approximately $630,000.

The reality is that the region has not been able to financially keep up with the normal deterioration of pavement. The ideal goal of pavement management is to repair as many road miles as possible resulting in upgrades to the "excellent" and "good" category. If that could be accomplished, in the long run we would require less tax dollars to maintain the existing road network. However, because of the extremely high rehabilitation and reconstruction costs, this is fiscally and physically impossible to attain under current funding constraints.

Estimated 5-year and 10-year investment plans to bring all the locally maintained federal-aid eligible roads up to maintainable levels were developed using a forecasting model that takes into account pavement deterioration. The 5-year plan recommends a "Best First" approach (concentrates on preventative maintenance) with an estimated $75 million investment per year for 5 years. After the initial 5-year investment, the network would require an estimated $2.5 million per year to maintain. This would cost a total of $387.5 million over the next 10 years. The 10-year plan recommends a best-first approach with an estimated $40 million per year for 10 years. This would cost a total of $400 million over the next 10 years. After the initial 10-year investment the network would require an estimated $2.5 million per year to maintain. Utilizing the 5-year investment plan would reduce costs by 12.5 million over the next 10 years.

The state funded Chapter 90 program reimburses municipalities for documented expenses allocated to roadway projects such as resurfacing. Communities within the region are given an apportionment, which can be spent immediately or saved up over time. Table F-3 on page F-9 shows a breakdown of 2019 Chapter 90 Apportionment by community. Chapter 90 funds can also be used to build bikeways, purchase equipment, construct salt sheds and garages, pay for design needs, lighting, landscaping and much more.

The amount of Chapter 90 funding in the SMMPO region has fluctuated since the late 1990's (See Table F-4 on page F-9). In 1997, Chapter 90 funding was over $13 million. By the year 2000, the funding had dropped to just over $9 million and by 2012 increased to over $18 million. In 2015 Chapter 90 funding in the region saw an increase to over $27 million and decreased back to over $18 million the following year and has remained the same until present year. While the funding has increased over time, it does not account for recent increases in the cost of materials, specifically asphalt. In 2001, the average market price of asphalt was $33 per ton and that has increased to $125 per ton. Chapter 90 allocation is fairly level when compared to the rapid increase in the average price of asphalt as shown in Figures F-5 and F-6 on page F-10.

With these additional, but viable uses for money, communities are forced to make difficult choices within their own budgets for roadway improvements. Due to the amount of funding and various needs of the communities, many decide to save their yearly allocation over several years to complete a project. Based on the region's existing pavement conditions, it is apparent that the road network cannot be adequately maintained based on the amount of existing funds. Additional funding must be made available at the federal, state, and local levels of government. Based on the SMMPO's FFY 2019-2023 Transportation Improvement Program (TIP), approximately $84 million is currently programmed for projects that address both pavement conditions as well as safety issues, geometric improvements and multi modal accommodations.

Communities are currently struggling to maintain their local roadways, which on average account for 69% of the total roadway mileage in our region. Based on limited funding levels and increasing costs, it has become extremely difficult to keep up with maintenance of our road network.

Table F-3: Chapter 90 Apportionment by Community

Community	FFY 2019 Apportionment
ACUSHNET	$317,144
ATTLEBORO	$1,214,257
BERKLEY	$261,020

Table F-4: Chapter 90 funding In the SMMPO region

Year	Chapter 90 Allocation
1997	$13,668,583
1998	$13,745,316

CARVER	$415,260
DARTMOUTH	$1,193,570
DIGHTON	$300,511
FAIRHAVEN	$519,997
FALL RIVER	$1,907,140
FREETOWN	$396,846
LAKEVILLE	$375,992
MANSFIELD	$744,966
MARION	$170,960
MATTAPOISETT	$229,364
MIDDLEBOROUGH	$873,300
NEW BEDFORD	$2,105,709
NORTH ATTLEBOROUGH	$802,425
NORTON	$559,958
PLAINVILLE	$291,860
RAYNHAM	$478,782
REHOBOTH	$612,055
ROCHESTER	$301,992
SEEKONK	$582,281
SOMERSET	$509,713
SWANSEA	$571,544
TAUNTON	$1,430,022
WAREHAM	$747,619
WESTPORT	$668,412
Grand Total	**$18,582,699**

1999	$13,668,583
2000	$9,128,160
2001	$9,099,506
2002	$9,128,142
2003	$9,177,413
2004	$9,159,636
2005	$11,072,797
2006	$11,123,094
2007	$10,949,383
2008	$13,941,220
2009	$13,932,182
2010	$13,941,319
2011	$14,372,885
2012	$18,451,921
2013	$18,516,961
2014	$18,498,044
2015	$27,735,732
2016	$18,477,115
2017	$18,462,198
2018	$18,510,066
2019	$18,582,699

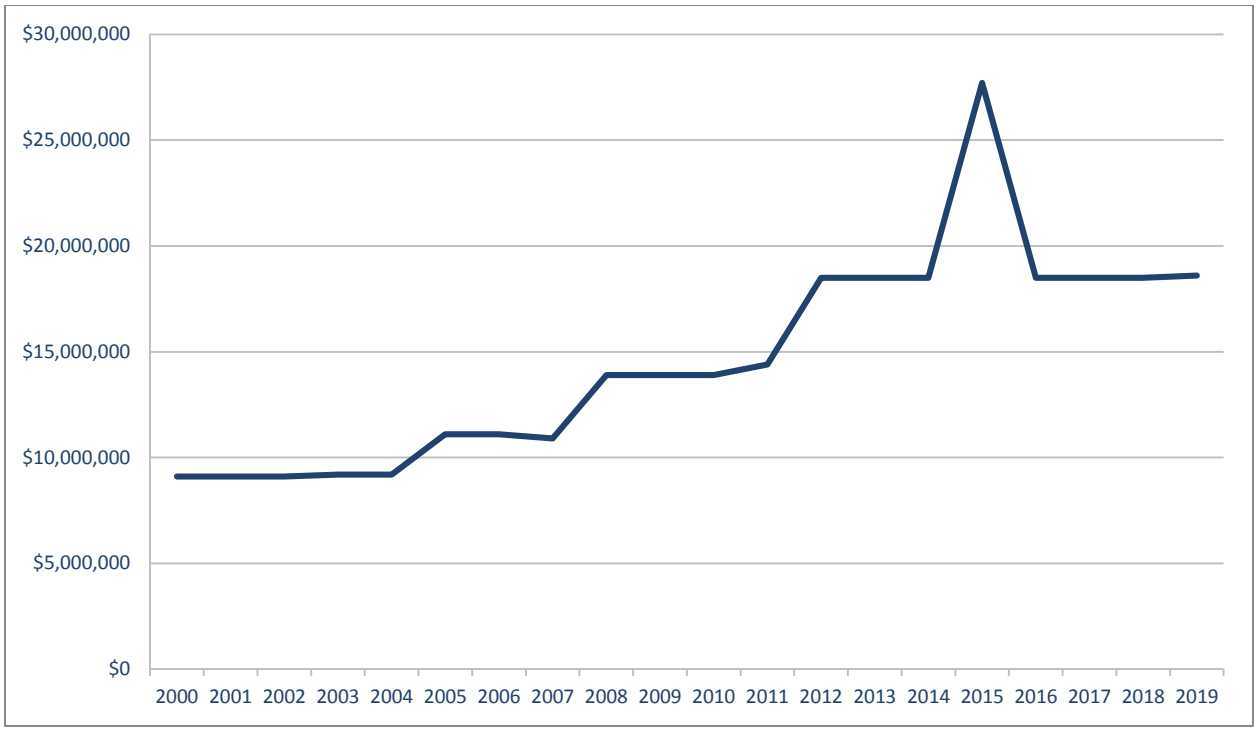

Figure F-5: Average SRPEDD community Chapter 90 allocation 1997-2019

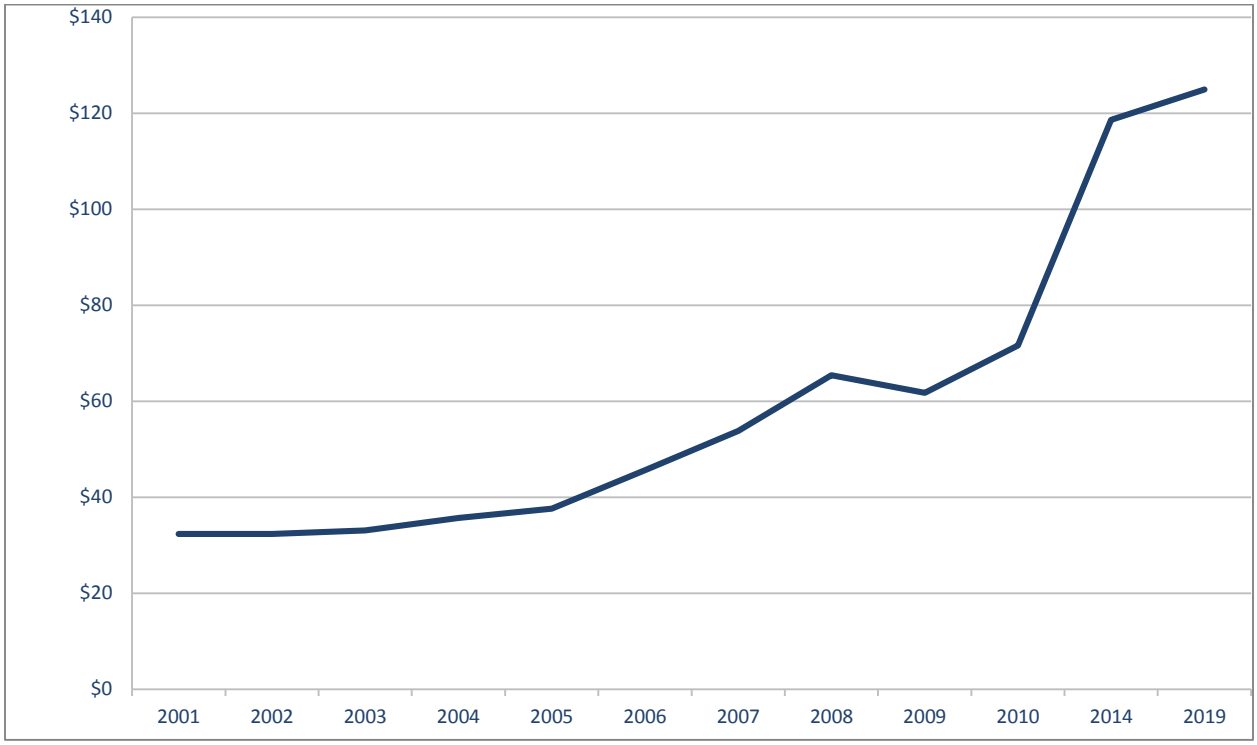

Figure F-6: Average SRPEDD community asphalt pricing per ton 2001-2019

In the selection of highway projects competing for limited funds, it has been the SMMPO's policy to give precedence to projects that address safety and mobility issues, causing a simple

reconstruction or rehabilitation project to have less significance and take years to be programmed into the TIP. It has also been our policy to scrutinize proposed projects to identify other needs. For example, a roadway proposed for reconstruction may also have drainage issues that contribute to a more rapid deterioration of the road and may even contribute to safety problems. SRPEDD's Geographic Roadway Runoff Inventory Program (GRRIP), Safety Management Program and Congestion Management Program are valuable tools that a community can use to identify other needs. Addressing all problems at once, although more costly in the short term, is more cost effective in the long term. Since these roads qualify for federal funding, they are subject to federal design standards including complete streets which include the consideration of accommodations (sidewalks & bike paths) which also increase the cost of a project. In some cases, waivers are possible, but often these roads are repaired through Chapter 90 funding or non-federal aid programs because of cost effectiveness and less stringent design standards.

Projects

Projects that address pavement improvements only, generally do not take precedence over projects that address safety or congestion improvements; however, there are roads in our region that are severely deteriorated and deserve consideration for improvement with the limited funds available.

Ideally, a pavement management program promotes maintaining roads in good condition rather than allowing pavement to deteriorate to the point where more expensive repairs (i.e. rehabilitation and reconstruction) become necessary.

The strategy generally considered to be the most cost-effective is the "Best First" approach, which initially concentrates investment on routine and preventative maintenance to the roads currently in fair to good condition. As shown in Figure F-7, in the early years of a pavement's design life, the rate of deterioration is fairly slow. When the pavement reaches approximately 75% of its design life, the rate of deterioration starts to accelerate as the pavement condition quickly drops from fair to poor. The pavement deteriorates another 40 % in the next 18% of its design life. It also shows that for every dollar required to rehabilitate a pavement that has reached 75% of its design life, it will take at least four to five dollars to rehabilitate a pavement if rehabilitation is delayed 3 years. The reason for this drastic increase in rehabilitation costs in the type of repair necessary to properly upgrade the more distressed pavement.

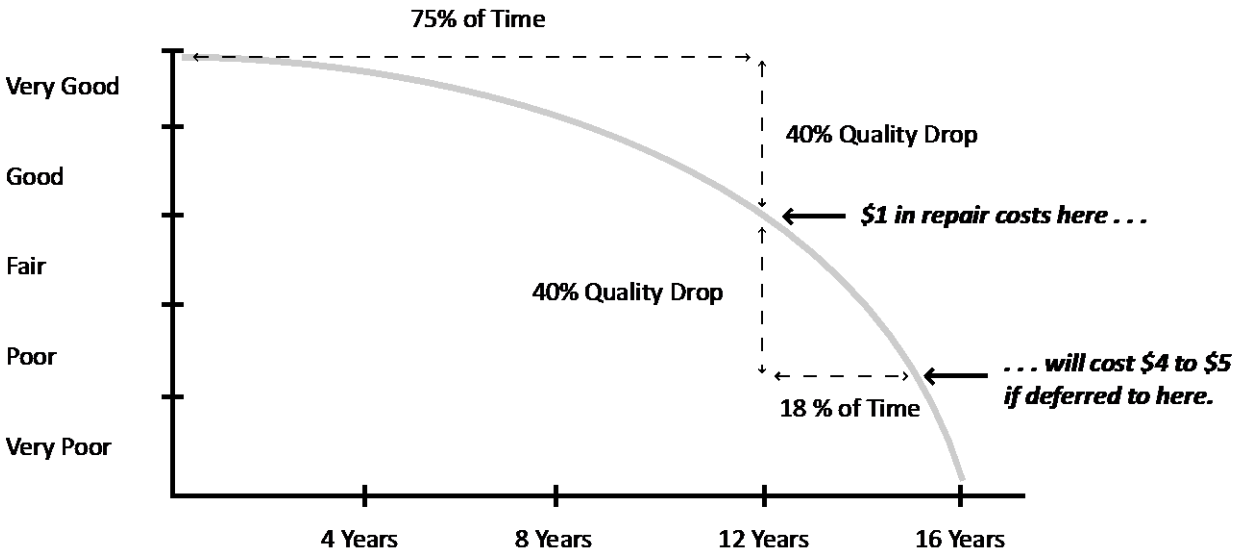

Figure F-7 : Pavement deterioration, time versus cost. Adapted from: Road Surface Management for Local Goverments FHWA, DOT-1-85-37

According to the TRIP report, transportation agencies can reduce pavement life cycle costs by adopting a pavement preservation approach similar to the "Best First" approach that emphasizes making early initial repairs to pavement surfaces while they are still in good condition and with the use of higher-quality paving materials, which reduces the cost of keeping roads smooth by delaying the need for costly reconstruction.

Although the "Best First" approach is considered the most efficient, current levels of funding do not provide sufficient dollars to effectively carry out a maintenance program while also addressing severely deteriorated roads. The result is an ever-worsening road network that will lead to more expensive repairs. The ultimate goal of this program is to improve conditions to a maintainable level. A balance needs to be created between improving the fair to poor condition roads while insuring that roads in good to excellent conditions remain that way.

Whether from wear and tear, weather or construction failures, deterioration of pavement is inevitable. Communities should have a pavement management program to evaluate current road conditions and plan future repair and maintenance. Communities should also have quality control measures in place to insure proper construction techniques and may even consider hiring a quality control inspector.

Highway preservation projects provide significant economic benefits by improving travel speeds, capacity, load-carry abilities and safety, and reducing operating costs for people and

businesses. Roadway repairs can also extend the service life of a road, which saves money by either postponing or eliminating the need for more expensive future repairs. A Federal Highway Administration (FHWA) report: "Highway Infrastructure Investment and Job Generation: A Look at the Positive Employment Impacts of Highway Investment" states that every $1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 13,800 in the construction sector and supporting industries, and approximately 14,000 other jobs induced in non-construction-related sectors of the economy.

Recent advances in pavement technologies are working to increase the service life of pavement as well as use more environmentally friendly and sustainable methods. Technology advances include the recycling of materials such as shingles and tires, and the reduction of temperatures used in the paving process. The use of recycled materials reduces the amount of asphalt needed and contributes to the overall service life of the pavement and reduces the material costs. The reduction of temperatures associated with the paving process, such as the use of Warm Mixed Asphalt or Half Warm Mixed Asphalt instead of Hot Mixed Asphalt, significantly reduces the amount of energy required and therefore, cost. A policy to incorporate the use of these technologies could significantly improve the overall service life, provide more sustainable and ecologically sound alternatives, and significantly decrease costs associated with paving projects.

Based on the Road Surface Management System results, Table F-5 on page F-15 through F-26 and Table F-6 on page F-27 through F-33 provide lists of specific roads recommended for reconstruction and rehabilitation. In many instances, these recommendations are for specific segments within each roadway. It is also important to note that some of these roads may have already been repaired since the completion of the roadway surveys. The lists are intended to be used as a guide and it is the responsibility of each community's highway department to determine if these repairs are appropriate.

Recommendations

The SMMPO recommends the following for improving the pavement conditions in Southeastern Massachusetts:

F-1: The continuous update of pavement conditions for all federal aid eligible roads in the SMMPO region. This would include a continuation of data collection of the region's road conditions over a four-year period cycle, beginning in the SRPEDD FFY 2019 Unified Planning Work Program. The results from this effort will continue to provide a tool for local communities, planners, engineers, and MassDOT Highway Division to protect and maintain the investment in our road network for the foreseeable future.

F-2: Communities should consider incorporating safety, congestion, and other elements (i.e. improved drainage, and Complete Streets) into road reconstruction and rehabilitation projects to be more competitive for federal funding. SRPEDD's Geographic Roadway Runoff Inventory Program (GRRIP), Safety Management Program and Congestion Management Program are valuable tools in this effort.

F-3: The amount of state and federal funds available for the maintenance of roads needs to be increased to keep pace with the rising costs of materials and labor. The rate at which roads are currently deteriorating shows a dire need for increased maintenance. This deficiency requires drastic fiscal measures, such as dedicated sources of revenue to be reserved solely for transportation improvements throughout the state. Additional funding for maintenance, rehabilitation and reconstruction is necessary to achieve the goal of a good, sound road network that will last for many years.

F-4: Communities should consider using advanced pavement technologies to significantly improve the overall service life, provide more sustainable and ecologically sound alternatives, and significantly decrease costs associated with paving projects.

F-5: Communities should consider the implementation of quality control guidelines for all paving projects and may consider hiring a quality control inspector to guard against premature pavement deterioration due to construction error.

Table F-5: Roadways requiring reconstruction

Community	Roadway	From Street	To Street	Functional Classification	Length
Acushnet	Hamlin Street	Main Street	Middle Road	Major Collector	1.17
Acushnet	Hathaway Road	Mattapoisett Road	Noyer Street	Major Collector	1.30
Acushnet	Mattapoisett Road	New Boston Road	Mendall Road	Major Collector	1.50
Acushnet	New Boston Road	Mattapoisett Road	Fairhaven Town Line	Major Collector	0.05
Acushnet	New Boston Road	Mattapoisett Town Line	Mattapoisett Road	Major Collector	0.06
Acushnet	Nyes Lane	Middle Road	Midpoint To Pine Street	Major Collector	0.23
Acushnet	Nyes Lane	Midpoint To Pine Street	New Bedford Line	Major Collector	0.71
Attleboro	Bishop Street	Park Street	Pike Avenue	Major Collector	0.86
Attleboro	Brown Street	Gardner Street	Mendon Street	Major Collector	0.37
Attleboro	Brown Street	Mendon Road	Rhode Island State Line	Major Collector	0.29
Attleboro	Collins Street	Newport Avenue	Mendon Road	Major Collector	0.61
Attleboro	Washington Street	Route 1A Connector	Como Drive	Minor Arterial	0.29
Dartmouth	Bryant Street	Wilbur Avenue	Wilbur Avenue	Major Collector	0.02
Dartmouth	Lucy Little Road	Chase Road	Old Westport Road	Major Collector	1.66
Dartmouth	Old Westport Road	Delta Avenue	Sharon Avenue	Minor Arterial	0.13
Dartmouth	Old Westport Road	State Road	Dartmouth Orchards	Minor Arterial	0.75
Dartmouth	Smith Neck Road	Gulf Road	Rock Odundee Road	Major Collector	1.89
Dighton	Center Street	Williams Street	Middle Street	Principal Arterial – Other	0.82
Dighton	Old Somerset Avenue	Taunton City Line	Somerset Avenue	Major Collector	0.37
Dighton	Sharps Lot Road	Williams Street	Swansea Town Line	Minor Arterial	0.06
Dighton	Tremont Street	Forest Street	Williams Street	Major Collector	1.07
Dighton	Warner Boulevard	Spring Street	Taunton City Line	Minor Arterial	0.17
Fall River	Bay Street	Dwelly Street	Rhode Island State Line	Minor Arterial	0.94
Fall River	Baylies Street	North Main Street	Durfee Street	Minor Arterial	0.05

Community	Roadway	From Street	To Street	Functional Classification	Length
Fall River	Blossom Road	Bell Rock Road	2116 Blossom Road	Major Collector	2.16
Fall River	Brayton Avenue	Jefferson Street	Stafford Road	Minor Arterial	0.73
Fall River	Columbia Street	Broadway	Milliken Boulevard	Minor Arterial	0.33
Fall River	County Street	County Street	Pleasant Street	Major Collector	0.21
Fall River	County Street	County Street	Pleasant Street	Major Collector	0.23
Fall River	County Street	Pleasant Street	Eastern Avenue	Major Collector	0.90
Fall River	Borden Street	Hartwell Street	Second Street	Minor Arterial	0.13
Fall River	County Street	Quarry Street	Pleasant Street	Major Collector	0.05
Fall River	Dwelly Street	Laurel Street	South Main Street	Minor Arterial	0.54
Fall River	Eastern Avenue South	Horton Street	Pleasant Street	Minor Arterial	0.15
Fall River	Eastern Avenue South	Martine Street	Bedford Street	Minor Arterial	0.54
Fall River	Eastern Avenue South	Pleaseant Street	Martine Street	Minor Arterial	0.40
Fall River	Eastern Avenue	Martine Street	Bedford Street	Minor Arterial	1.09
Fall River	Globe Street	Bay Street	Lane Street	Minor Arterial	0.28
Fall River	Hartwell Street	Rodman Street	Fourth Street	Minor Arterial	0.25
Fall River	High Street	Bedford Street	President Avenue	Major Collector	0.25
Fall River	High Street	Bedford Street	President Avenue	Major Collector	0.15
Fall River	Locust Street	Hyacinth Street	Doctor Street	Major Collector	0.59
Fall River	Locust Street	North Main Street	Plain Street	Major Collector	0.79
Fall River	Mariano S. Bishop Boulevard	Tucker Street	Rhode Island State Line	Minor Arterial	0.15
Fall River	Mariano S. Bishop Boulevard	Tucker Street	Rhode Island State Line	Minor Arterial	0.14
Fall River	Mariano S. Bishop Boulevard	Tucker Street	Rhode Island State Line	Minor Arterial	0.01
Fall River	Meridian Street	Bergeron Street	Willow Street	Major Collector	0.20
Fall River	Middle Street	Broadway	Bay Street	Major Collector	0.39

Community	Roadway	From Street	To Street	Functional Classification	Length
Fall River	Oak Grove Avenue	Bedford Street	New Boston Road	Major Collector	0.84
Fall River	Plymouth Avenue	Lyon Street	Stafford Street	Minor Arterial	0.23
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.06
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.02
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.04
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.39
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.20
Fall River	Plymouth Avenue	Pleasant Street	Slade Street	Minor Arterial	0.20
Fall River	Plymouth Avenue	Slade Street	Stafford Street	Minor Arterial	0.41
Fall River	Plymouth Avenue	Stafford Street	Lyon Street	Minor Arterial	0.31
Fall River	Ponta Delgada Street	Ferry Street	Central Street	Minor Arterial	0.20
Fall River	Ponta Delgada Street	Columbia Street	Ferry Street	Minor Arterial	0.07
Fall River	President Avenue	President Avenue Rotary	Davol Street West	Principal Arterial	0.38
Fall River	Quarry Street	Bedford Street	Quequechan Street	Minor Arterial	0.27
Fall River	Quequechan Street	Pleasant Street	Alden Street	Minor Arterial	0.22
Fall River	Robeson Street	Bedford Street	President Avenue	Minor Arterial	0.99
Fall River	Stafford Road	Lawton Street	Globe Street	Major Collector	0.71
Fall River	Sullivan Street	Sullivan Street	South Main Street	Minor Arterial	0.14
Fall River	Tucker Street	Rhode Island Avenue	Stafford Road	Major Collector	0.41
Fall River	Turner Street	Davol Street East	Durfee Street	Minor Arterial	0.04
Fall River	Twelfth Street	Bedford Street	Plymouth Avenue	Major Collector	0.14
Fall River	Valentine Street	Robeson Street	Chestnut Street	Major Collector	0.26
Fall River	Water Street	Central Treet	Anawan Street	Minor Arterial	0.11
Fall River	Wilson Road	Dead End	Bell Rock Road	Major Collector	0.07
Fall River	Wilson Road	Dead End	Bell Rock Road	Major Collector	0.15
Fall River	Wilson Road	Dead End	Bell Rock Road	Major Collector	0.24
Fall River	Wilson Road	Dead End	Bell Rock Road	Major Collector	0.27

Community	Roadway	From Street	To Street	Functional Classification	Length
Freetown	Mill Street	Elm Street	Forge Road	Principal Arterial – Other	0.47
Lakeville	Rhode Island Road	Crooked Lane	Precinct Street	Minor Arterial	1.30
Marion	Spring Street	Main Street	Midpoint To Holmes Lane	Major Collector	0.14
Marion	Spring Street	Midpoint To Holmes Lane	Tabor Academy	Major Collector	0.28
Marion	Spring Street	Ryders Lane	Wareham Street	Major Collector	0.22
Mattapoisett	Acushnet Road	Main Street	Field Street	Major Collector	0.47
Mattapoisett	North Street	Lebron Way	Ramp-Rt 195 Eb	Major Collector	0.22
Mattapoisett	North Street	Rochester Town Line	Winter Hill Road	Major Collector	2.00
Middleborough	Courtland Street	South Main Street	Station Street	Minor Arterial	0.03
Middleborough	Courtland Street	South Main Street	Station Street	Minor Arterial	0.20
Middleborough	Everett Street	Cross Street	Route 44	Minor Arterial	0.41
Middleborough	Everett Street	Murdock Street	Cross Street	Minor Arterial	0.83
Middleborough	Everett Street	Route 44	Frank Street	Minor Arterial	0.91
Middleborough	Highland Street	Metacomet Road	South Street	Minor Collector	1.95
Middleborough	Highland Street	Midpoint	Metacomet Road	Minor Collector	0.61
Middleborough	Highland Street	Miller Street	Midpoint	Minor Collector	0.28
Middleborough	Miller Street	Cushman Street	Walnut Street	Urban Collector	0.59
Middleborough	Miller Street	Rocky Gutter Street	Cushman Street	Urban Collector	0.36
Middleborough	Plympton Street	Katrina Street	Thompson Street	Minor Arterial	0.89
Middleborough	Purchase Street	Chestnut Street	Neyes Way	Major Collector	0.61
Middleborough	Purchase Street	Neyes Way	Carver Town Line	Major Collector	1.36
Middleborough	River Street	Summer Street	Halifax Town Line	Major Collector	0.02
Middleborough	River Street	Summer Street	Halifax Town Line	Major Collector	0.10
Middleborough	Rocky Gutter Street	France Street	Wareham Street	Major Collector	0.26
Middleborough	Titicut Street	Plymouth Street	Bridgewater Town Line	Minor Arterial	0.20

Community	Roadway	From Street	To Street	Functional Classification	Length
Middleborough	Wood Street	East Grove Street	Wareham Street	Major Collector	0.44
Middleborough	Wood Street	Wareham Street	Sachem Street	Major Collector	0.52
New Bedford	Acushnet Avenue	Freetown Town Line	Coggeshall Street	Principal Arterial	0.12
New Bedford	Acushnet Avenue	Freetown Town Line	Coggeshall Street	Minor Arterial	0.63
New Bedford	Acushnet Avenue	Freetown Town Line	Coggeshall Street	Minor Arterial	2.51
New Bedford	Allen Street	County Street	Dartmouth Street	Minor Arterial	0.12
New Bedford	Allen Street	Dartmouth Street	Dartmouth Town Line	Major Collector	1.15
New Bedford	Ashley Boulevard	Acushnet Avenue	Tarklin Hill Road	Principal Arterial	1.09
New Bedford	Ashley Boulevard	Nash Road	Coggeshall Street	Principal Arterial	0.73
New Bedford	Ashley Boulevard	Tarklin Hill Road	Nash Road	Principal Arterial	1.14
New Bedford	Bolton Street	Dartmouth Town Line	Fair Street	Major Collector	0.68
New Bedford	Braley Road	Angelica Avenue	Acushnet Avenue	Minor Arterial	0.83
New Bedford	Braley Road	Freetown Town Line	Angelica Avenue	Minor Arterial	0.55
New Bedford	Brook Street	Deane Street	Coffin Avenue	Minor Arterial	0.06
New Bedford	Brownell Avenue	Kempton Street	Dartmouth Town Line	Minor Arterial	0.02
New Bedford	Brownell Avenue	Kempton Street	Pinette Street	Minor Arterial	0.35
New Bedford	Brownell Avenue	Pinette Street	Hawthorn Street	Minor Arterial	0.30
New Bedford	Coffin Avenue	Belleville Avenue	Brook Street	Major Collector	0.44
New Bedford	Coffin Avenue	Brook Street	Quanset Street	Minor Arterial	0.08
New Bedford	Coffin Avenue	Riverside Avenue	Belleville Avenue	Minor Arterial	0.20
New Bedford	Coggeshall Street	Shawmut Avenue	Ashley Boulevard	Major Collector	0.80
New Bedford	County Street	Linden Street	Cove Road	Minor Arterial	2.50
New Bedford	County Street	Purchase Street	Linden Street	Minor Arterial	0.01
New Bedford	County Street	Purchase Street	Linden Street	Minor Arterial	0.33
New Bedford	County Street	Purchase Street	Linden Street	Minor Arterial	0.28
New Bedford	Downey Street	Mount Pleasant Street	Airport Access Road	Minor Arterial	0.13
New Bedford	Fair Street	County Street	Dartmouth Street	Major Collector	0.03

Community	Roadway	From Street	To Street	Functional Classification	Length
New Bedford	Fair Street	Dartmouth Street	Bolton Street	Major Collector	0.07
New Bedford	Hathaway Road	Mount Pleasant Street	Dartmouth Town Line	Minor Arterial	1.73
New Bedford	Herman Melville Boulevard	Macarthur Drive	Wamsutta Street	Major Collector	0.68
New Bedford	Kempton Street	Dartmouth Town Line	Pleasant Street	Principal Arterial	0.12
New Bedford	Kempton Street	Dartmouth Town Line	Pleasant Street	Principal Arterial	0.10
New Bedford	Mill Road	Acushnet Avenue	Mazeppa Street	Minor Arterial	0.20
New Bedford	Mill Road	Mazeppa Street	Tarkiln Hill Road	Minor Arterial	0.20
New Bedford	Mill Street	Pleasant Street	Kempton Street	Minor Arterial	1.24
New Bedford	Mount Pleasant Street	New Plainville Road	Durfee Street	Minor Arterial	0.57
New Bedford	Mount Pleasant Street	New Plainville Road	Durfee Street	Minor Arterial	0.07
New Bedford	Mount Pleasant Street	New Plainville Road	Durfee Street	Minor Arterial	0.39
New Bedford	Mount Pleasant Street	New Plainville Road	Durfee Street	Minor Arterial	1.01
New Bedford	Mount Pleasant Street	New Plainville Road	Durfee Street	Minor Arterial	0.21
New Bedford	Nash Road	Acushnet Avenue	Riverside Avenue	Minor Arterial	0.44
New Bedford	Nash Road	Shawmut Avenue	Acushnet Avenue	Minor Arterial	1.12
New Bedford	Park Avenue	Church Street	Ashley Boulevard	Major Collector	0.26
New Bedford	Park Avenue	Tarkiln Hill Road	Church Street	Minor Arterial	0.05
New Bedford	Parker Street	County Street	Liberty Street	Minor Arterial	0.64
New Bedford	Parker Street	Liberty Street	Rockdale Avenue	Minor Arterial	0.40
New Bedford	Penniman Street	Mount Pleasant Street	Myrtle Street	Minor Arterial	0.11
New Bedford	Penniman Street	Myrtle Street	Purchase Street	Minor Arterial	0.25
New Bedford	Phillips Road	Church Street	Braley Road	Major Collector	0.02
New Bedford	Phillips Road	Church Street	Braley Road	Major Collector	1.42
New Bedford	Phillips Road	Cul_De_Sac	Dead End	Major Collector	0.12
New Bedford	Phillips Road	Cul_De_Sac	Dead End	Major Collector	0.19
New Bedford	Pleasant Street	Madison Street	Wing Street	Major Collector	0.27
New Bedford	Pleasant Street	Union Street	Madison Street	Major Collector	0.23

Community	Roadway	From Street	To Street	Functional Classification	Length
New Bedford	Pleasant Street	Weld Street	Washington Street	Major Collector	0.16
New Bedford	Potomska Street	Acushnet Avenue	John F Kennedy Highway	Major Collector	0.11
New Bedford	Potomska Street	John F Kennedy Highway	Macarthur Drive	Major Collector	0.09
New Bedford	Potomska Street	Purchase Street	Acushnet Avenue	Major Collector	0.04
New Bedford	Potter Street	Hathaway Boulevard	Shawmut Avenue	Minor Arterial	0.36
New Bedford	Potter Street	Rockdale Avenue	Hathaway Boulevard	Minor Arterial	0.30
New Bedford	Riverside Avenue	Belleville Avenue	Coffin Avenue	Minor Arterial	0.40
New Bedford	Rivet Street	Bolton Street	County Street	Major Collector	0.34
New Bedford	Rivet Street	County Street	John F Kennedy Highway	Major Collector	0.22
New Bedford	Rivet Street	Dartmouth Street	Bolton Street	Major Collector	0.24
New Bedford	Rockdale Avenue	Bluefield Street	Dartmouth Street	Principal Arterial	0.05
New Bedford	Rockdale Avenue	Dartmouth Street	Gull Street	Principal Arterial	0.34
New Bedford	Rockdale Avenue	Hathaway Road	Cove Road	Principal Arterial	1.02
New Bedford	Rockdale Avenue	Schofield Street	Bluefield Street	Principal Arterial	0.52
New Bedford	Shawmut Avenue	Airport Access Road	Nash Road	Minor Arterial	0.79
New Bedford	Shawmut Avenue	Hathaway Road	Sutton Street	Minor Arterial	0.30
New Bedford	Shawmut Avenue	Mount Vernon Street	Parker Street	Minor Arterial	0.60
New Bedford	Shawmut Avenue	Nash Road	Hathaway Road	Minor Arterial	0.39
New Bedford	Shawmut Avenue	Sutton Street	Mount Vernon Street	Minor Arterial	0.29
New Bedford	Spring Street	County Street	Sixth Street	Major Collector	0.14
New Bedford	Summer Street	Weld Street	Kempton Street	Minor Arterial	0.95
New Bedford	Sutton Street	Shawmut Avenue	Mount Pleasant Street	Major Collector	0.31
New Bedford	Tarkiln Hill Road	Belleville Avenue	Acushnet Town Line	Minor Arterial	0.10
New Bedford	Tarkiln Hill Road	Kings Highway	Belleville Avenue	Minor Arterial	1.09
New Bedford	Union Street	J.F.K. Memorial Highway	Macharthur Drive	Major Collector	0.02

Community	Roadway	From Street	To Street	Functional Classification	Length
New Bedford	Union Street	Orchard Street	Pleasant Street	Minor Arterial	0.24
New Bedford	Union Street	Pleasant Street	Water Street	Minor Arterial	0.21
New Bedford	Union Street	Rockdale Avenue	Orchard Street	Minor Arterial	0.88
New Bedford	Union Street	Water Street	John F Kennedy Highway	Minor Arterial	0.06
New Bedford	Washburn Street	Belleville Avenue	North Front Street	Major Collector	0.08
New Bedford	Washburn Street	Interstate 195	Belleville Avenue	Minor Arterial	0.08
New Bedford	Weld Street	John F Kennedy Highway	Mount Pleasant Street	Minor Arterial	0.49
New Bedford	Wood Street	Church Street	Acushnet Town Line	Major Collector	1.08
North Attleborough	Elm Street	South Washington Street	East Washington Street	Minor Arterial	0.16
North Attleborough	Elmwood Street	North Washington Street	Plainville Town Line	Minor Arterial	1.07
North Attleborough	Hickory Road	Holmes Road	Rhode Island State Line	Minor Arterial	0.56
North Attleborough	Hickory Road	Hoppin Hill Avenue	Holmes Road	Minor Arterial	1.32
North Attleborough	Hoppin Hill Avenue	Lakeview Avenue	Hickory Road	Minor Arterial	0.24
North Attleborough	Hoppin Hill Avenue	South Washington Street	Lakeview Avenue	Minor Arterial	0.19
North Attleborough	Kelley Boulevard	Plainville Town Line	I-95 Overpass	Minor Arterial	1.02
North Attleborough	Landry Avenue	Kelley Boulevard	North Attleborough H.S.	Minor Arterial	1.40
North Attleborough	Linden Street	Attleboro City Line	Mount Hope Street	Major Collector	0.14

Community	Roadway	From Street	To Street	Functional Classification	Length
North Attleborough	Mendon Road	Rhode Island State Line	May Street	Major Collector	1.59
North Attleborough	North Avenue	Commonwealth Avenue	Attleboro City Line	Minor Arterial	0.31
North Attleborough	Plain Street	Kelley Boulevard	Mansfield Town Line	Major Collector	1.11
North Attleborough	South Washington Street	Bruce Avenue	Richards Avenue	Minor Arterial	0.07
North Attleborough	South Washington Street	Hoppin Hill Road	Bruce Avenue	Minor Arterial	1.06
Norton	Reservoir Street	Mansfield Avenue	Mansfield Town Line	Major Collector	0.70
Plainville	Allen Street	Fales Road	North Attleborough Line	Major Collector	0.15
Plainville	East Bacon Street	Hilltop Terrace	Messenger Street	Minor Arterial	0.52
Plainville	East Bacon Street	South Street	Vernon Young Drive	Minor Arterial	0.49
Plainville	East Bacon Street	Vernon Young Drive	Hilltop Terrace	Minor Arterial	0.41
Plainville	East Bacon Street	Washington Street Wb		Minor Arterial	0.13
Plainville	Green Street		South Street	Major Collector	0.16
Plainville	High Street	Hawkins Street	Hancock Street	Major Collector	1.33
Plainville	Messenger Street	Foxborough Town Line	Millbrook Drive	Minor Arterial	0.69
Plainville	Messenger Street	Millbrook Drive	Wilkins Drive	Minor Arterial	0.54
Plainville	Messenger Street	Wilkins Drive	East Bacon Street	Minor Arterial	0.07
Plainville	School Street	Highland Avenue	68 School Street	Major Collector	0.18
Plainville	School Street	South Street	Highland Avenue	Major Collector	0.36
Plainville	Taunton Street	Wrentham Town Line	Old Taunton Tstreet	Minor Arterial	0.44
Plainville	Walnut Street	Fuller Street	High Street	Major Collector	0.39
Raynham	Carver Street	Old Carver Street	Broadway	Major Collector	0.53
Raynham	New Carver Street	Carver Street	Taunton City Line	Major Collector	0.13

Community	Roadway	From Street	To Street	Functional Classification	Length
Rehoboth	Agricultural Avenue	Tremont Street	Rocky Hill Road	Major Collector	1.00
Rehoboth	Homestead Avenue	Rocky Hill Road	Pine Street	Major Collector	1.46
Rehoboth	Mason Street	Davis Street	Providence Street	Major Collector	1.49
Rehoboth	Mason Street	Swansea Town Line	Davis Street	Major Collector	0.31
Rehoboth	Moulton Street	Bay State Road	Summer Street	Principal Arterial – Other	0.42
Rehoboth	Moulton Street	Emmaus Road	Brook Street	Principal Arterial – Other	0.84
Rehoboth	Moulton Street	Summer Street	Emmaus Road	Principal Arterial – Other	0.98
Rehoboth	Providence Street	Benjamin Road	Peckham Street	Major Collector	0.16
Rehoboth	Providence Street	Peckham Street	Wood Street	Major Collector	0.39
Rehoboth	Providence Street	Seekonk Town Line	Benjamin Road	Major Collector	1.43
Rehoboth	Providence Street	Wood Street	Pleasant Street	Major Collector	0.97
Rehoboth	Summer Street	Wheeler Street	Pond Street	Major Collector	0.18
Rehoboth	Tremont Street	Park Street	Agricultural Avenue	Minor Arterial	0.92
Rehoboth	Walker Street	Pine Street	Seekonk Town Line	Major Collector	0.09
Rehoboth	Wheeler Street	Lake Street	Water Street	Major Collector	0.85
Rehoboth	Wheeler Street	Summer Street	Lake Street	Major Collector	0.65
Rehoboth	Wheeler Street	Water Street	Providence Street	Major Collector	0.41
Rochester	Braley Hill Road	Acushnet Town Line	North Avenue	Minor Arterial	0.88
Rochester	Marys Pond Road	Deerfield Terrace	Walnut Plain Road	Minor Arterial	0.15
Rochester	Marys Pond Road	Wareham Town Line	Deerfield Terrace	Minor Arterial	2.55
Rochester	New Bedford Road	Rounseville Road	Acushnet Town Line	Minor Arterial	3.02
Rochester	Walnut Plain Road	Marys Pond Road	Middleborough Town Line	Minor Collector	4.84
Seekonk	Arcade Avenue	Taunton Avenue	Fall River Avenue	Minor Arterial	0.86

Community	Roadway	From Street	To Street	Functional Classification	Length
Seekonk	Central Avenue	Newman Avenue	Rhode Island State Line	Minor Arterial	0.40
Seekonk	Pine Street	Woodland Avenue	Rehoboth Town Line	Major Collector	1.80
Seekonk	Woodland Avenue	Pine Street	Rehoboth Town Line	Minor Arterial	1.22
Somerset	Almy Road	Whetstone Hill Road	Chace Street	Major Collector	1.05
Somerset	Elm Street	Swansea Town Line	North Street	Major Collector	0.84
Somerset	New York Avenue	Rounseville Avenue	Regan Road	Major Collector	0.18
Somerset	Oneil Road	Angus Street	Stanley Street	Major Collector	0.05
Somerset	Oneil Road	Dead End	Angus Street	Major Collector	0.14
Somerset	Oneil Road	Stanley Street	Brayton Point Road	Major Collector	0.29
Somerset	Prospect Street	Buffinton Street	Read Street	Major Collector	1.08
Somerset	Regan Road	Chace Street	Feno Court	Major Collector	0.04
Somerset	Regan Road	Feno Court	New York Avenue	Major Collector	0.47
Swansea	Bark Street	Somerset Town Line	Buffington Street	Minor Arterial	0.70
Swansea	Barton Avenue	Pearse Road	Rhode Island State Line	Major Collector	0.03
Swansea	Pearse Road	Barton Avenue	Old Warren Road	Major Collector	0.86
Swansea	Sharps Lot Road	Marvel Street	Dighton Town Line	Minor Arterial	1.62
Swansea	Swansea Mall Drive	Firstfed Park	Swansea Mall	Principal Arterial – Other	0.37
Swansea	Swansea Mall Drive	Swansea Mall	G.A.R. Highway	Principal Arterial – Other	0.36
Swansea	Swansea Mall Drive	Wood Street	Firstfed Park	Principal Arterial – Other	0.24
Taunton	Berkley Street	East Water Street	Berkley Town Line	Minor Arterial	0.95
Taunton	Bow Street	Weir Street	High Street	Minor Arterial	0.11
Taunton	Church Green	Main Street	Summer Street	Minor Arterial	0.15
Taunton	Court Street	Washington Street	Taunton Green	Minor Arterial	0.03
Taunton	Court Street	Washington Street	Taunton Green	Minor Arterial	0.05

Community	Roadway	From Street	To Street	Functional Classification	Length
Taunton	Court Street	Washington Street	Taunton Green	Minor Arterial	0.18
Taunton	Hart Street	Plain Street	Middleboro Avenue	Major Collector	1.00
Taunton	Ingell Street	County Street	West Water Street	Major Collector	0.61
Taunton	Middleboro Avenue	Hart Street	Lakeville Town Line	Major Collector	0.21
Taunton	Middleboro Avenue	Hart Street	Lakeville Town Line	Major Collector	0.31
Taunton	Myricks Street	Lakeville Town Line	Berkley Town Line	Minor Arterial	1.29
Taunton	Purchase Street	Bay Street	School Street	Major Collector	0.34
Taunton	Tremont Street	Washington Street	Rehoboth Town Line	Minor Arterial	2.90
Taunton	Tremont Street	Washington Street	Rehoboth Town Line	Minor Arterial	0.93
Taunton	Tremont Street	Washington Street	Rehoboth Town Line	Minor Arterial	0.98
Taunton	Weir Street	Taunton Green	West Water Street	Minor Arterial	0.63
Taunton	West Britannia Street	Bay Street	Fremont Street	Major Collector	0.36
Taunton	West Britannia Street	Bay Street	Fremont Street	Major Collector	0.16
Taunton	West Britannia Street	Bay Street	Fremont Street	Major Collector	0.45
Wareham	Fearing Hill Road	County Road	Main Street	Minor Arterial	1.50
Wareham	Union Avenue	Cw Bishop Avenue	East Boulevard	Minor Arterial	0.16
Wareham	Union Avenue	Onset Avenue	Cw Bishop Avenue	Minor Arterial	0.06
Westport	Beeden Road	State Road	American Legion Highway	Minor Arterial	0.07
Westport	Hixbridge Road	Pine Hill Road	Vfw Memorial Drive	Minor Arterial	1.50
Westport	John Reed Road	East Beach Road	John Reed Road Split	Minor Arterial	1.71
Westport	Main Road	Hixbridge Road	Adamsville Road	Major Collector	0.25
Westport	Old County Road	Route 88	Dartmouth Town Line	Major Collector	2.29

Table F-6: Roadways requiring rehabilitation

Community	Roadway	From Street	To Street	Functional Classification	Length
Acushnet	Middle Road	Arrow Lane	Fairway Drive	Minor Arterial	2.02
Acushnet	Middle Road	Fairway Drive	Nyes Lane	Minor Arterial	0.73
Acushnet	Perry Hill Road	Mendall Drive	Rochester Town Line	Minor Arterial	1.02
Attleboro	Adamsdale Road	Highland Avenue	North Attleborough Town Line	Major Collector	0.17
Attleboro	Pike Avenue	Kay Avenue	Pleasant Street	Major Collector	0.64
Attleboro	South Avenue	West Street	Tiffany Street	Principal Arterial – Other	0.29
Berkley	Myricks Street	County Street	Taunton City Line	Principal Arterial – Other	0.22
Berkley	North Main Street	Berkley Street	Burt Street	Minor Arterial	0.27
Berkley	North Main Street	Burt Street	Porter Street	Minor Arterial	1.30
Dartmouth	Chase Road	Old Westport Road	Lucy Little Road	Major Collector	1.78
Dartmouth	Cross Road	Old Westport Road	State Road	Major Collector	0.45
Dartmouth	Dartmouth Street	Howland Street	Middle Street	Minor Arterial	0.54
Dartmouth	Hawthorn Street	Slocum Road	New Bedford City Line	Minor Arterial	0.59
Dartmouth	Horseneck Road	Allens Neck Road	Westport Town Line	Major Collector	0.70
Dartmouth	Horseneck Road	Slades Corner Road	Allens Neck Road	Major Collector	2.83
Dartmouth	Old Westport Road	25 Old Westport Road	Chase Road	Minor Arterial	0.37
Dartmouth	Old Westport Road	State Road	Dartmouth Orchards	Minor Arterial	0.65
Dartmouth	Rock Odundee Road	Potomska Road	Bakerville Road	Major Collector	1.08
Dartmouth	Rock Odundee Road	Potomska Road	Russells Mills Road	Major Collector	0.97
Dartmouth	Rock Odundee Road	Smith Neck Road	Holly Hill Way	Major Collector	0.56
Dartmouth	School Street	Elm Street	Chestnut Street	Major Collector	0.28
Fall River	Bay Street	Bradford Street	William Street	Minor Arterial	0.14
Fall River	Bay Street	Dwelly Street	Middle Street	Minor Arterial	0.79
Fall River	Bedford Street	North Main Street	Durfee Street	Minor Arterial	0.10

Community	Roadway	From Street	To Street	Functional Classification	Length
Fall River	Broadway	Columbia Street	Hope Street	Minor Arterial	0.06
Fall River	Broadway	Hope Street	Bradford Street	Minor Arterial	0.19
Fall River	Chace Street	Globe Street	Bay Street	Major Collector	0.20
Fall River	Davol Street	Brightman Street	Central Street	Minor Arterial	0.10
Fall River	Davol Street	Brightman Street	Central Street	Minor Arterial	0.44
Fall River	Davol Street	Brightman Street	Central Street	Minor Arterial	0.23
Fall River	Davol Street	Brightman Street	Central Street	Minor Arterial	0.29
Fall River	Globe Street	Chace Street	East Main Street	Minor Arterial	0.48
Fall River	Globe Street	East Main Street	Plymouth Street	Minor Arterial	0.24
Fall River	Jefferson Street	Warren Street	Jefferson Street	Minor Arterial	0.27
Fall River	Mariano S. Bishop Boulevard	Tucker Street	Rhode Island State Line	Minor Arterial	0.02
Fall River	New Boston Road	Highland Avenue	Willow Street	Major Collector	0.25
Fall River	New Boston Road	Highland Avenue	Willow Street	Major Collector	1.09
Fall River	Rhode Island Avenue	Slade Street	Tucker Street	Minor Arterial	0.39
Fall River	Rhode Island Avenue	Slade Street	Tucker Street	Minor Arterial	0.39
Fall River	Second Street	Borden Street	Spring Street	Minor Arterial	0.09
Lakeville	Bridge Street	Main Street	Middleborough Town Line	Major Collector	0.73
Lakeville	Freetown Street	Howland Road	County Street	Minor Arterial	1.32
Lakeville	Vaughan Street	Main Street	Middleborough Town Line	Major Collector	1.07
Marion	Front Street	Wareham Street	Main Street	Major Collector	0.99
Mattapoisett	Acushnet Road	Field Street	River Road	Major Collector	0.47
Mattapoisett	Main Street	Acushnet Road	County Road	Major Collector	0.08
Mattapoisett	Main Street	County Road	Hammond Street	Major Collector	0.10
Mattapoisett	Main Street	Hammond Street	Water Street	Major Collector	0.16
Mattapoisett	North Street	Winter Hill Road	Lebaron Way	Major Collector	0.14

Community	Roadway	From Street	To Street	Functional Classification	Length
Mattapoisett	Water Street	Main Street	North Street	Major Collector	0.21
Mattapoisett	Water Street	North Street	Ship Yard Lane	Major Collector	0.19
Middleborough	Thompson Street	Halifax Town Line	Meadowbrook Road	Minor Arterial	2.86
New Bedford	Church Street	Nash Road	Coffin Avenue	Minor Arterial	0.34
New Bedford	Church Street	Tarklin Hill Road	Nash Road	Minor Arterial	1.01
New Bedford	Deane Street	Brook Street	Belleville Avenue	Major Collector	0.43
New Bedford	Deane Street	Purchase Street	Brook Street	Minor Arterial	0.11
New Bedford	Durfee Street	Liberty Street	Summer Street	Major Collector	0.66
New Bedford	Durfee Street	Rockdale Avenue	Liberty Street	Major Collector	0.36
New Bedford	Old Plainville Road	Dead End	Dartmouth Town Line	Minor Arterial	0.20
New Bedford	Page Street	Bedford Street	Allen Street	Major Collector	0.08
New Bedford	Page Street	Hawthorn Street	Bedford Street	Major Collector	0.16
New Bedford	Pearl Street	Pleasant Street	Purchase Street	Minor Arterial	0.05
New Bedford	Pearl Street	Purchase Street	County Street	Minor Arterial	0.14
New Bedford	Pleasant Street	Purchase Street	Union Street	Minor Arterial	0.23
New Bedford	Pleasant Street	Union Street	Market Street	Minor Arterial	0.05
New Bedford	Pleasant Street	Weld Street	Washington Street	Minor Arterial	0.09
New Bedford	Purchase Street	County Street	Weld Street	Minor Arterial	0.52
New Bedford	Purchase Street	Maxfield Street	Pleasant Street	Minor Arterial	0.10
New Bedford	Purchase Street	Middle Street	Rivet Street	Major Collector	0.11
New Bedford	Purchase Street	Nauset Street	County Street	Minor Arterial	0.37
New Bedford	Purchase Street	Weld Street	Maxfield Street	Minor Arterial	0.78
New Bedford	Rockdale Avenue	Gull Street	Cove Road	Principal Arterial	0.02
New Bedford	School Street	John F Kennedy Highway	County Street	Minor Arterial	0.11
New Bedford	School Street	Second Street	Water Street	Minor Arterial	0.03
New Bedford	Sixth Street	County Street	School Street	Major Collector	0.50
New Bedford	Sixth Street	Kempton Street	Mechanics Lane	Minor Arterial	0.09

Community	Roadway	From Street	To Street	Functional Classification	Length
New Bedford	Sixth Street	Kempton Street	Spring Street	Minor Arterial	0.07
New Bedford	Sixth Street	Kempton Street	Spring Street	Minor Arterial	0.08
New Bedford	Sixth Street	Mechanics Lane	School Street	Major Collector	0.10
New Bedford	Sixth Street	Mechanics Lane	Union Street	Minor Arterial	0.11
New Bedford	Spring Street	Sixth Street	Second Street	Major Collector	0.18
North Attleborough	Adamsdale Road	May Street	Attleboro City Line	Major Collector	0.54
North Attleborough	Chestnut Street	East Washington Street	South Washington Street	Major Collector	0.25
North Attleborough	Chestnut Street	Elm Street	South Washington Street	Major Collector	0.28
North Attleborough	Chestnut Street	Mount Hope Street	Elm Street	Major Collector	0.30
North Attleborough	Elm Street	East Washington Street	Mount Hope Street	Minor Arterial	0.77
North Attleborough	Mansfield Road	Bungay Road	Mansfield Town Line	Major Collector	0.48
North Attleborough	Mount Hope Street	Lakewood Drive	Reservoir Street	Major Collector	0.61
North Attleborough	Mount Hope Street	Linden Street	Fitzys Way	Major Collector	0.79
North Attleborough	Mount Hope Street	Old Post Road	Linden Street	Major Collector	0.15
North Attleborough	Mount Hope Street	Reservoir Street	Towne Street	Major Collector	0.15
Norton	John Bryson Scott Boulevard	Sturdy Street	Harvey Street	Minor Arterial	0.83
Plainville	George Street	East Bacon Street	Route 1	Major Collector	0.51
Plainville	George Street	Messenger Street	East Bacon Street	Major Collector	0.11
Plainville	Hawkins Street	High Street	Allen Street	Major Collector	0.78
Plainville	Messenger Street	Messenger Street	George Street	Minor Arterial	0.19
Plainville	School Street	68 School Street	Everett Skinner Road	Major Collector	0.61
Plainville	Taunton Street	Shepard Street	North Attleborough Town Line	Minor Arterial	0.93
Plainville	Walnut Street	West Bacon Street	Field Drive	Major Collector	0.43
Plainville	West Bacon Street	East Bacon Street	Walnut Street	Major Collector	0.63
Rehoboth	Bay State Road	Winthrop Street	Moulton Street	Principal Arterial – Other	0.78

Community	Roadway	From Street	To Street	Functional Classification	Length
Rehoboth	Park Street	Tremont Street	Attleboro City Line	Principal Arterial – Other	0.48
Rehoboth	Pleasant Street	Brook Street	Chestnut Street	Minor Arterial	0.35
Rehoboth	Pleasant Street	Chestnut Street	Pierce Lane	Minor Arterial	1.19
Rehoboth	Simmons Street	Cedar Street	Reservoir Avenue	Major Collector	0.61
Rehoboth	Tremont Street	Anawan Street	Fairview Avenue	Principal Arterial – Other	1.60
Rehoboth	Tremont Street	Fairview Avenue	Park Street	Principal Arterial – Other	0.08
Rehoboth	Tremont Street	Taunton City Line	Anawan Street	Minor Arterial	1.37
Rochester	North Avenue	Benson Road	Braley Hill Road	Minor Collector	1.58
Seekonk	County Street	Briarwood Drive	Rehoboth Town Line	Major Collector	1.50
Somerset	Bourn Avenue	Riverside Avenue	County Street	Major Collector	0.33
Somerset	Lees River Avenue	Wilbur Avenue	G.A.R. Highway	Minor Arterial	0.83
Somerset	North Street	Elm Street	Water Street	Major Collector	0.47
Somerset	South Street	County Street	Dublin Street	Minor Arterial	0.22
Swansea	Bark Street	316 Bark Street	Marvel Street	Major Collector	1.38
Swansea	Bark Street	Buffington Street	614 Bark Street	Major Collector	0.40
Swansea	Buffington Street	Somerset Town Line	Bark Street	Minor Arterial	0.29
Swansea	Elm Street	Main Street	Somerset Town Line	Minor Arterial	0.31
Swansea	Main Street	Gardners Neck Road	Elm Street	Minor Arterial	0.43
Swansea	Maple Avenue	Old Warren Road	Gar Highway	Minor Arterial	0.39
Swansea	New Meadow Road	Warren Avenue	Rhode Island State Line	Major Collector	0.31
Swansea	Old Providence Road	G.A.R. Highway	Barneyville Road	Major Collector	0.76
Swansea	Pearse Road	Wilbur Avenue	Old Warren Road	Minor Arterial	0.78
Swansea	Sharps Lot Road	Merlin Drive	Marvel Street	Minor Arterial	1.53
Swansea	Stevens Road	Sharps Lot Road	Elm Street	Minor Arterial	0.54

Community	Roadway	From Street	To Street	Functional Classification	Length
Swansea	Swansea Mall Drive	Firstfed Park	Swansea Mall	Principal Arterial – Other	0.38
Swansea	Swansea Mall Drive	Swansea Mall	G.A.R. Highway	Principal Arterial – Other	0.38
Swansea	Swansea Mall Drive	Wood Street	Firstfed Park	Principal Arterial – Other	0.24
Swansea	Warren Avenue	Seekonk Town Line	New Meadow Road	Major Collector	0.53
Taunton	Bay Street	Broadway	Norton Town Line	Minor Arterial	3.00
Taunton	Bay Street	Broadway	Norton Town Line	Major Collector	1.17
Taunton	Bay Street	Broadway	Norton Town Line	Major Collector	0.31
Taunton	Caswell Street	Pinehill Street	South Precinct Street	Major Collector	1.02
Taunton	Cohannet Street	Taunton Green	Winthrop Street	Minor Arterial	0.12
Taunton	Cohannet Street	Taunton Green	Winthrop Street	Major Collector	0.05
Taunton	East Water Street	Plain Street	Okeefe Street	Minor Arterial	0.03
Taunton	Industrial Park Road	Bay Street	Myles Standish Boulevard	Major Collector	0.29
Taunton	Industrial Park Road	Bay Street	Myles Standish Boulevard	Major Collector	0.29
Taunton	Joseph E Warner Boulevard	Winthrop Street	Dighton Town Line	Minor Arterial	1.55
Taunton	Middleboro Avenue	Hart Street	Lakeville Town Line	Major Collector	2.84
Taunton	Oak Street	Washington Street	Florence Street	Major Collector	0.22
Taunton	Plain Street	West Water Street	Berkley Town Line	Minor Arterial	0.05
Taunton	Plain Street	West Water Street	Berkley Town Line	Major Collector	0.25
Taunton	Plain Street	West Water Street	Berkley Town Line	Major Collector	0.21
Taunton	Tremont Street	Washington Street	Rehoboth Town Line	Minor Arterial	0.33
Taunton	Weir Street	Taunton Green	West Water Street	Minor Arterial	0.38
Wareham	Main Avenue	Cranberry Highway	17Th Street	Minor Arterial	0.54
Wareham	Plymouth Avenue	Glen Charlie Road	Scheffler Drive	Major Collector	0.94
Westport	East Beach Road	Gooseberry Neck Road	Horseneck Road	Major Collector	1.08

Community	Roadway	From Street	To Street	Functional Classification	Length
Westport	Old Harbor Road	Mullin Hill Road	Howland Road	Minor Collector	0.55
Westport	River Road	Old Harbor Road	Cross Road	Minor Collector	2.35