

**Town of Westborough
Road Management System
Executive Summary
FY16**

Purpose

To develop a prioritized rating system based on the functional classification of roads, road type and road condition and to estimate costs to maintain the Town's infrastructure at current costs over a five year planning period.

Background

Beginning in 2009 the Town Manager and DPW Manager worked to develop a complete listing of roads, functional classification of roads (as per MA DOT) and the road surface. The Town Manager and DPW Manager inspected the road condition of every road in the community and rated these roads on the factors listed below. Through this analysis, estimated costs and estimated life expectancy based on surface type was reviewed and an estimated annual budget required to *maintain* and/or improve roads in Town was developed. In the attached summary spreadsheet roads are listed in order of condition with the worse roads in town (priorities to receive maintenance) listed first.

Rating Process

Functional Classification of Roads (MA DOT Standard)

- Class 5 = Urban minor arterial or rural major collector
- Class 6 = Urban collector or rural minor collector
- Class 0 = Local

Surface Type

- Surface Type 6 = Bituminous Pavement
- Surface Type 5 = Stone or Sand Sealed
- Surface Type 2 = Gravel

Criteria

The criteria to be reviewed on each road for the road program include:

1. Year Road was paved – If a road was paved within the past five years, it's possible for the road to be rated a 9 or above. If a road has been paved over five years ago and less than ten years ago, it's possible for the road to be rated up to a 9. If a road has been paved over 10 years ago and less than 15 years ago, it's possible for a road to be rated up to an 8. The actual road rating will depend on the other factors below affecting road condition.

2. Crack-Sealed – Has the road been crack-sealed to fill any cracks to prevent potholes. If so, has it been effective, does it provide a smooth surface for drivers? If so, add +1. If not, subtract -1 if crack-sealing is needed but has not been undertaken.
3. “Rideability” – Does the road surface provide a smooth ride for vehicles? If so, add +2. If not, subtract -1.
4. Utility Work – Has the road had utility work, has it been repaired or repaved? If not, subtract -1.
5. Quality of Drainage – Is there substantial standing water during rain storms or does the road flood? If not, add +1, if so, subtract -1.
6. Cracking – Is the road in excellent condition with no cracking? If so, add +2; with minimal cracking +1; with additional cracking that does not effect rideability +.5. If there is severe cracking, rough riding surface and potholes, subtract -2; if there are some potholes and ride is somewhat rough subtract -1.
7. Roadside Deterioration – If the sides of the road are in good condition add +1. If the roadsides are deteriorating and there are sections missing, subtract -1.
8. Road Classification – If the road is a Class 5 and considered in excellent condition, add +1, if it is in poor condition, subtract -1. If the road is a Class 6 and in excellent condition add +.75, if it is in poor condition, subtract -.75. If the road is a Class 0 road in excellent condition, add +.5, and if it is in poor condition, subtract -.5.
9. Safety – If there are no safety concerns (adequate guardrail, lines of sight, etc.) add +1, if not subtract -1.
10. Snow Plowing – If the road is not rutted from traffic, add +1 if it is subtract -1.

As a general guideline, persons conducting the rating can give partial credit in increments of .25; .50 and .75.

Road Surface Rating

The following scale is used to determine the need for maintenance on any particular road surface (by type of road) based on road surface rating:

Functional Classification	Surface Type		
	<u>6</u>	<u>5</u>	<u>2</u>
0 - 3			
5	Unacceptable	Unacceptable	Unacceptable
6	Unacceptable	Unacceptable	Unacceptable
0	Unacceptable	Unacceptable	Unacceptable
3.1 - 4.0			
5	Unacceptable	Unacceptable	Acceptable
6	Acceptable	Acceptable	Acceptable
0	Acceptable	Acceptable	Acceptable
4.1 - 5.0			
5	Acceptable	Acceptable	N/A
6	Good	Good	N/A
0	Good	Good	Very Good
5.1 - 7.0			
5	Good	Good	Excellent
6	Very Good	Very Good	Excellent
0	Very Good	Very Good	Excellent
7.1 - 8.5			
5	Very Good	Very Good	N/A
6	Very Good	Excellent	Excellent
0	Excellent	Excellent	Excellent
8.6 - 10.0			
5	Excellent	Excellent	Excellent
6	Excellent	Excellent	Excellent
0	Excellent	Excellent	Excellent

Summary of Town Roads

The Massachusetts DOT defines the functional classification of roads as follows¹:

Collectors

These roadways provide an intra regional level of mobility, connecting the arterial network with the local roadways. In rural municipalities with no arterial roadways, these roadways can provide the highest mobility. There are two subcategories for this type of roadway:

- **Major Collectors:** These roadways provide service to any area of the state not serviced by arterials and service land use of a regional importance such as schools, parks, and smaller scale retail use. Vehicular speeds vary between 25 M.P.H. in urban areas to as high as 55 M.P.H. in rural hinterlands. In many rural municipalities, these roadways travel through town centers.
- **Minor Collectors:** These roadways collect traffic from the local roadway network and distribute them to the major collector or arterial system. In addition, these roadways provide service to smaller municipalities and link to important small scale land use serving the local community. Vehicular speed limits range from 25 M.P.H. in the urban areas to as high as 50 M.P.H. in the rural hinterlands.

Local Roadways

These roadways provide the lowest level of mobility by accessing adjacent land use, serving local trip purposes, and connecting to higher order roadways. Vehicular speed limits range from 15 M.P.H. in urban centers to 40 M.P.H. in the rural hinterlands.

Using the MA DOT standards, the following are statistics on Town roads:

<u>Type</u>	<u>2014 Miles</u>	<u>2013 Avg Condition</u>	<u>2014 Avg Condition</u>	<u>+/-</u>
Local Gravel Roads	1.19	5.13	6.54	1.41
Local Stone Sealed Roads	39.90	7.34	7.51	0.17
Local Paved (Bituminous)	26.34	7.56	7.58	0.02
Urban Collector/Rural Minor Collector Stone Sealed	9.69	7.52	7.70	0.18
Urban Collector/Rural Minor Collector Paved	1.12	7.50	7.50	-
Urban Minor Collector/Rural Major Collector Stone Sealed	14.69	7.38	7.55	0.17
Urban Minor Collector/Rural Major Collector Paved	4.03	7.37	7.15	(0.22)

¹ FHWA Functional Classification Guidelines, Concepts, Definitions, and System Characteristics, US Department of Transportation, Federal Highway Administration, 2000. 2006 Massachusetts Highway Department Project Development & Design Guide, Executive Office of Transportation, Massachusetts Highway Department, 2006

As with many communities, Westborough seeks to be “walkable” with sidewalks for commuting around town and to generally promote a healthy community. During 2014 the Town undertook a major reconstruction of sidewalks on West Main Street. In the Fall of 2014, the Board of Selectmen requested that staff develop a sidewalk plan similar to the road program that would include sidewalk improvements and establishing additional connectivity throughout the community. Town staff has developed a “sidewalk map” which shows where sidewalks exist throughout town and will be developing a rating plan during 2015 that will be included in next year’s budget packet. The following is a summary of how many miles of roadways there are with sidewalks on one side of the street, both sides of the street and how many miles where there are no sidewalks:

<u>Sidewalks</u>	<u>Miles</u>
1 Side	27.160
Both Sides	14.564
No Sidewalks	53.152

Using the rating system discussed above, the overall condition of the Town’s roads are as follows:

	2012	2013	2014	3-Yr
<u>Road Condition</u>	<u>Miles</u>	<u>Miles</u>	<u>Miles</u>	<u>Change</u>
Unacceptable	5.85	3.73	1.96	(3.89)
Acceptable	5.43	2.64	0.94	(4.49)
Good	8.37	5.82	6.71	(1.67)
Very Good	26.58	32.10	28.64	2.06
Excellent	50.73	52.67	58.71	7.98

Overall, the Town’s roads improved slightly in 2014 with a rating of 7.44² compared to an overall rating of 7.21 in 2013. During 2014 the following roads were paved: Mill Road (including 500 feet of new drainage), Park Street, Bridle Lane, Spring Road, Morse Street, Lee Ann Circle and Adams Street (Orchard Hill to Ruggles Street). Kay Street, Maynard Street, Bowman Street, Bowman Lane, Adams Street (W. Main Street to Mt. View) have were shimmed and chip sealed in 2014.

2014 Road Management

² The total of each individual road rating multiplied by the length of that section of road divided by total miles of roads.

In 2015 the following roads are planned to be paved: Milk Street from Fisher to W. Main Street, Crownridge Road and Fox Lane. For the upcoming three years, the list of roads included in the attached Road Management System spreadsheet will be undertaken in order of condition and functional classification.

The variables that will affect the Town's ability to maintain the infrastructure include:

1. The rate that a road may deteriorate – based on traffic patterns and road base, some roads will deteriorate at a faster rate than others, this rating system needs to be reviewed and analyzed on an annual basis. Based upon this, some roads that are not on the list currently may move up and others may drop off.
2. Funding – Using the current cost to stone seal and re-pave with bituminous pavement (asphalt) and a useful life expectancy of 12 years for the average paved road and 6 years for the average stone sealed road, the Town needs to be spending \$1,082,937 on an annual basis for the roads in town to be maintained before the useful life expectancy of the road expires. Currently, the Town receives \$776,689 from the State in Chapter 90 funds for roads. The Town budgets another \$106,689 for road maintenance/materials leaving the Town *short* of meeting this funding level by \$199,559. Not funding road maintenance adequately will result in long-term road conditions being unacceptable and replacement cost of roads to be higher if the roads need to be completely reconstructed.
3. Whether the Town chooses to upgrade or widen roads will add to expense, but may be necessary based on heavier traffic, or road conditions or the availability of lower cost stone seal.

Summary

Overall, the Town's roads are in relatively good condition through the efforts of the Public Works Department. However, without a systematic maintenance schedule that maintains roads on a rotating schedule based on the road conditions and adequate funding, the roads in Town will continue to deteriorate faster than they are maintained. Chapter 90 has been level funded (with minor variations up/down) for many years and has not been substantively adjusted for inflation related to paving (petroleum) costs which have doubled in the past decade. It is important for the Town to maintain funding to provide for regular road resurfacing and reconstruction.

Attached is a condensed summary spreadsheet of the rating of each road in Town, width, length, etc. and the cost for maintaining each road with its present surface and the additional cost to pave each road in town.

Street Name	From St. - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk Width	Right Sidewalk Width	Structural Condition	ROW Width	Section Length	Total	Replace In Kind	Cost to If Paved, Cost
GLEN STREET	GRAFTON TOWN LINE - NOURSE STREET	6	16	5	2	0			1	50	0.720	1.00	11,827	130,596
GILMORE ROAD	FLANDERS LANE - SOUTHBOROUGH TOWN LINE	0	14	5	1	0			2	40	0.370	1.50	5,318	58,723
BELKNAP STREET	WARREN STREET -	0	19	5	2	0			2	40	0.802	2.75	15,644	172,744
FRANKLIN AVENUE	FISHER STREET - DEAD END	0	24	5	2	0	5		1	35	0.070	3.00	1,725	19,045
GRANGER ROAD	Gravel Portion	0	14	2	1	0			3	40	0.051	3.75	733	8,094
HEATH STREET	CHURCH STREET - DEAD END	0	17	5	2	0	5		3	35	0.190	4.25	3,316	36,617
JOHN STREET		0	28	5	2	1	4	4	2	45	0.068	4.25	1,955	21,585
UNDERWOOD COURT	GROVE STREET - DEAD END	0	16	5	2	0	2	2	3	25	0.040	4.25	657	7,255
WASHINGTON STREET	FLANDERS ROAD - SOUTHBOROUGH TOWN LINE	5	23	5	2	0			1	40	0.890	4.50	21,016	232,057
BELLOWS ROAD	BOSTON WORCESTER TPK - E MAIN ST EXT SOUTH	0	19	2	2	0			3	40	0.180	5.00	3,511	38,771
CEDAR STREET	BEACHMONT STREET - SOUTH STREET	0	18	5	2	0			2	35	0.140	5.00	2,587	28,568
CROWNRISE ROAD	SPRING ROAD - SPRING ROAD	0	30	6	2	3			1	50	0.320	5.00	108,830	108,830
RUGGLES STREET		0	21	6	2	0			2	40	0.100	5.00	23,806	23,806
RUGGLES STREET		0	21	6	2	0			2	40	0.730	5.00	173,787	173,787
CHAUNCEY STREET	LYMAN STREET - OAK STREET	0	18	5	2	0			2	35	0.510	5.25	9,425	104,068
FOX LANE	CROWNRISE ROAD - CUL_DE_SAC	0	30	6	2	3			1		0.160	5.25	54,415	54,415
JOHN STREET	WELD STREET - WEST MAIN STREET	0	28	5	2	0			2	45	0.052	5.25	1,495	16,506
MEADOW ROAD	MILK STREET - DEAD END	0	13	5	1	0			3	20	0.050	5.25	667	7,369
MEADOW ROAD		0	21	5	2	0			3	30	0.210	5.25	4,528	49,994
MEADOW ROAD		5	32	5	2	2			1	50	0.173	5.25	5,684	62,758
MEADOW ROAD		5	32	5	2	2			1	50	0.480	5.25	15,770	174,127
MEADOW ROAD		5	26	5	2	0			1	50	1.000	5.25	26,693	294,747
ROBINSON PLACE	EAST MAIN STREET - DEAD END	0	40	5	2	3			1	50	0.154	5.25	6,324	69,832
WARREN STREET	MOUNT PLEASANT STREET - BELKNAP STREET	0	15	5	1	0			3	30	0.030	5.25	462	5,101
BAYLOR AVENUE	CANFIELD STREET - ENDICOTT STREET	0	19	5	2	0			2	40	1.045	5.25	20,384	225,085
CANFIELD STREET	LYMAN STREET - ENDICOTT STREET	0	22	5	2	0			2	40	0.150	5.50	3,388	37,410
ENDICOTT STREET	BAYLOR AVENUE - DEAD END	0	24	5	2	0			3	40	0.080	5.50	1,971	21,766
OLD FLANDERS ROAD	FLANDERS ROAD - FRUIT STREET	0	22	5	2	0			1	40	0.160	5.50	3,614	39,904
OLD FLANDERS ROAD		0	18	5	2	0			3	40	0.114	5.50	2,107	23,262
FAY STREET	MILK STREET - CHURCH STREET	0	16	5	2	0			3	40	0.226	5.50	3,712	40,993
FORREST LANE	ROGERS ROAD - CUL_DE_SAC	0	26	5	2	0	4	4	3	36	0.100	5.75	2,669	29,475
WATER STREET	ORCHARD STREET - HIGH STREET	0	20	6	2	0			1		0.090	5.75	20,406	20,406
WEST STREET	FISHER STREET - WEST MAIN STREET	0	23	5	2	0			1	40	0.160	5.75	3,778	41,718
DENNY STREET	RUGGLES STREET - SOUTH STREET	0	22	5	2	0			2	35	0.180	5.75	4,066	44,892
ELM STREET	SPRUCE STREET - GREEN STREET	0	17	6	2	0			2	40	0.180	6.00	34,689	34,689
ELM STREET		0	22	5	2	0	5	5	2	40	0.090	6.00	2,033	22,446
FLANDERS ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	5	22	5	2	0			2	40	0.070	6.00	1,581	17,458
FLANDERS ROAD		5	25	5	2	0			1	40	0.300	6.00	7,700	85,023
FLANDERS ROAD		5	22	5	2	0			1	40	2.440	6.00	55,111	608,539
GRANT STREET	WEST STREET - CHURCH STREET	0	22	5	2	0			1	40	0.320	6.00	7,228	79,808
GRANT STREET		0	26	5	2	0	4	4	1	45	0.080	6.00	2,135	23,580

Street Name	From St. - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk Width	Right Sidewalk Width	Structural Condition	ROW Width	Section Length	Total	Replace In Kind	Cost to If Paved, Cost
HASKELL STREET	EAST MAIN STREET - LYMAN STREET	0	19	5	2	0			2	30	0.890	6.00	17,361	191,699
JASPER STREET EXTENSION	LINDA STREET - GLEN STREET	0	24	6	2	2			1	40	0.130	6.00	35,370	35,370
KIMBALL ROAD	FISHER STREET - MILL ROAD	0	22	5	2	0			1	30	0.120	6.00	2,710	29,928
MAIN STREET ROTARY	MILK STREET - MILK STREET	5	18	6	2	3			1	25	0.040	6.00	8,162	8,162
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.010	6.00	2,041	2,041
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.030	6.00	6,122	6,122
OAK STREET	CHAUNCEY CIRCLE - MILK STREET	0	18	5	2	0			2	40	0.364	6.00	6,727	74,276
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	39	6	2	3	8	10	1	60	0.090	6.00	39,791	39,791
ARCH STREET	GLEN STREET - FISHER STREET	6	19	5	2	0			3	40	0.870	6.25	16,971	187,391
BAXTER STREET	SOUTH STREET - RUGGLES STREET	0	23	5	2	0	4		3	40	0.190	6.25	4,487	49,540
BOARDMAN STREET	CHURCH STREET - MILK STREET	0	21	5	2	0	4	4	3	35	0.120	6.25	2,587	28,568
BUCKSKIN DRIVE	DEERSLAYER LANE - CUL_DE_SAC	0	30	6	2	3	5		1		0.140	6.25	47,613	47,613
DEERSLAYER LANE	RUGGLES STREET - MOUNT PLEASANT STREET	0	30	6	2	3		5	1		0.250	6.25	85,023	85,023
FAIRVIEW COURT	MEADOW ROAD - FAIRVIEW ROAD	0	19	5	2	0			2	30	0.060	6.25	1,170	12,924
FAY MOUNTAIN DRIVE	MOUNTAIN VIEW DRIVE - CUL_DE_SAC	0	30	6	2	3			2		0.120	6.25	40,811	40,811
GARFIELD DRIVE	RUGGLES STREET - CUL_DE_SAC	0	30	6	2	3			2	40	0.290	6.25	98,627	98,627
NOTTINGHAM STREET	HUNDREDS ROAD - LONGMEADOW ROAD	0	24	6	2	3			1	40	0.290	6.25	78,902	78,902
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	3	8	10	1	70	0.080	6.25	43,532	43,532
WHITNEY STREET		0	23	5	2	0			2	35	0.100	6.25	2,361	26,074
BICKFORD LANE	CHAUNCEY CIRCLE - DEAD END	0	23	6	2	0			1		0.080	6.50	20,859	20,859
BYARD LANE	HASKELL STREET - BYARD LANE	0	24	5	2	3	6	6	2	40	0.590	6.50	14,538	160,524
CHESTNUT STREET	RUGGLES STREET - WEST MAIN STREET	0	20	5	2	0			2	30	0.910	6.50	18,685	206,323
COLONIAL DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3	5		1		0.110	6.50	37,410	37,410
FAIRVIEW CIRCLE ROAD	FAIRVIEW ROAD - CUL_DE_SAC	0	20	6	2	3			1	40	0.030	6.50	6,802	6,802
FAIRVIEW ROAD	MILK STREET - FAIRVIEW CIRCLE ROAD	0	20	5	2	0			3	30	0.180	6.50	3,696	40,811
FLANDERS LANE	FLANDERS ROAD - FLANDERS ROAD	0	14	5	1	0			2	30	0.170	6.50	2,443	26,981
SLEIGH LANE	GARFIELD DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1	40	0.130	6.50	44,212	44,212
WALKUP STREET	FLANDERS ROAD - CUL_DE_SAC	0	14	2	1	0			3	20	0.230	6.50	3,306	36,503
WAYSIDE ROAD	RUGGLES STREET - RUGGLES STREET	0	30	6	2	3		5	1		0.880	6.50	299,282	299,282
FRUIT STREET	HOPKINTON TOWN LINE - FLANDERS ROAD	0	30	5	2	3		5	1	50	0.149	6.75	4,589	50,674
GREEN STREET	BRIGHAM STREET - PINE STREET	0	25	5	2	0	5	5	2	35	0.080	6.75	2,053	22,673
GROVE STREET	MILK STREET - CHURCH STREET	0	22	5	2	3	5	5	1	35	0.190	6.75	4,291	47,386
LACKEY STREET	SPRING ROAD - PHYLOR DRIVE	0	23	5	2	0			3	40	0.479	6.75	11,311	124,893
LONG DRIVE	RUGGLES STREET - COOK STREET	0	24	6	2	3	5		1	50	0.583	6.75	158,619	158,619
PINECREST DRIVE	WEST MAIN STREET - PINECREST DRIVE	0	23	5	2	3	5	5	1	35	0.090	6.75	2,125	23,466
PINECREST DRIVE		0	23	5	2	3		5	1	35	0.230	6.75	5,431	59,970
RAYMOND STREET	ARCH STREET - HYDER STREET	0	25	6	2	3	5	5	1	40	0.050	6.75	14,171	14,171
REED AVENUE	LONG DRIVE - Cul-de-sac	0	24	6	2	3	5		1	50	0.176	6.75	47,885	47,885
ROY STREET	REED AVENUE - Cul-de-sac	0	24	6	2	3	5		1	50	0.101	6.75	27,479	27,479
SAMPSON DRIVE	FLANDERS ROAD - FLANDERS ROAD	0	22	5	2	0			2	30	0.200	6.75	4,517	49,880
SPRUCE STREET	COTTAGE STREET - ELM STREET	0	18	5	2	0	5	5	2	40	0.050	6.75	924	10,203
STATE STREET	HIGH STREET - EAST MAIN STREET	0	20	5	2	0	4	4	1	30	0.090	6.75	1,848	20,406

Street Name	From St. - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk Width	Right Sidewalk Width	Structural Condition	ROW Width	Section Length	Total	Replace In Kind	Cost to If Paved, Cost
STATE STREET	EAST MAIN STREET - DEAD END	0	20	5	2	0			1	30	0.050	6.75	1,027	11,336
THOMAS NEWTON DRIVE	BYARD LANE - BYARD LANE	0	30	6	2	3		5	1	40	0.740	6.75	251,669	251,669
UHLMAN DRIVE		0	24	5	2	3	5	5	1	40	0.190	6.75	4,682	51,694
WEST STREET		0	22	5	2	0	4	4	2	35	0.310	6.75	7,002	77,314
ALPINE DRIVE	CRESTVIEW DRIVE - CUL DE SAC	0	24	5	2	0	4	4	2	40	0.080	7.00	1,971	21,766
BREEN ROAD	VALLEY BROOK ROAD - ELI WHITNEY STREET	0	24	5	2	3	5	5	2	40	0.060	7.00	1,478	16,324
CHAUNY CIRCLE	CHAUNY STREET - OAK STREET	0	19	5	2	0			2	30	0.200	7.00	3,901	43,078
COOK STREET	RUGGLES STREET - LONG DRIVE	0	24	6	2	3		5	1	50	0.498	7.00	135,493	135,493
CRESTVIEW DRIVE	HILLCREST DRIVE - LYONS STREET	0	23	5	2	0	4	4	2	40	0.140	7.00	3,306	36,503
CRESTVIEW DRIVE		0	23	5	2	3	4	4	2	40	0.200	7.00	4,723	52,148
ELI WHITNEY STREET	RUGGLES STREET - WEST MAIN STREET	0	27	6	2	3		5	2	50	0.423	7.00	129,473	129,473
ELI WHITNEY STREET		0	27	5	2	0		5	2	50	0.210	7.00	5,821	64,278
ELI WHITNEY STREET		0	27	5	2	3		5	2	50	0.097	7.00	2,689	29,690
GLEN STREET	NOURSE ST TO NOURSE ST	0	16	5	2	0			1	50	0.340	7.00	5,585	61,670
HILLCREST DRIVE	EAST MAIN STREET - CRESTVIEW DRIVE	0	24	5	2	3	4	4	2	40	0.220	7.00	5,421	59,856
HUNDREDS ROAD	LONGMEADOW ROAD - BOSTON WORCESTER TPK	0	24	6	2	3		8	1	40	0.223	7.00	60,673	60,673
HUNDREDS ROAD		0	24	6	2	3		5	1	40	0.197	7.00	53,599	53,599
HUNDREDS ROAD		0	24	6	2	3		5	1	40	0.251	7.00	68,291	68,291
HUNDREDS ROAD		0	24	6	2	3			1	40	0.179	7.00	48,701	48,701
ISSAC MILLER ROAD	ADAMS STREET - CUL DE SAC	0	20	5	2	0			1	40	0.270	7.00	5,544	61,217
JEFFERSON ROAD	HUNDREDS ROAD - DEAD END	0	24	6	2	3	5		1	40	0.110	7.00	29,928	29,928
LAWTON'S WAY	MILK STREET - CUL DE SAC	0	26	6	2	3		4	1	35	0.150	7.00	44,212	44,212
LOWFELLOW ROAD	WAYSIDE ROAD - CUL DE SAC	0	30	6	2	3		5	1		0.110	7.00	37,410	37,410
PHILLIPS STREET	CHURCH STREET - SUMMER STREET	0	31	5	2	0	4		1	50	0.112	7.00	3,565	39,360
ROGERS ROAD	EAST MAIN STREET - DEAD END	0	26	6	2	3			1		0.300	7.00	88,424	88,424
VALLEY BROOK ROAD	RUGGLES STREET - BREEN ROAD	0	24	5	2	3	5	5	2	40	0.220	7.00	5,421	59,856
WALKER STREET		0	15	2	1	0			3	35	0.155	7.00	2,387	26,357
WARBURTON DRIVE	EAST MAIN STREET - EAST MAIN STREET	0	23	5	2	0			2	40	0.160	7.00	3,778	41,718
YORKSHIRE CIRCLE	LONGMEADOW ROAD - CUL DE SAC	0	24	6	2	3	5	5	1	40	0.110	7.00	29,928	29,928
ASSABET DRIVE	FISHER STREET - Cul-de-sac	0	24	6	2	3	5		1	50	0.192	7.25	52,238	52,238
CAROLYN DRIVE	JASPER STREET EXTENSION - LINDA STREET	0	24	6	2	3	5	5	1	40	0.250	7.25	68,019	68,019
CROSSMAN AVENUE	UPTON ROAD - PHYLOR DRIVE	0	24	5	2	3			1	45	0.040	7.25	986	10,883
DOHERTY ROAD	WALKER STREET - STOREY ROAD	0	22	5	2	0			2	35	0.090	7.25	2,033	22,446
EDGEWOOD ROAD	WAYSIDE ROAD - CUL DE SAC	0	30	6	2	3		5	1		0.110	7.25	37,410	37,410
ERIC DRIVE	HYDER STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.050	7.25	13,604	13,604
GRANGER ROAD	EAST MAIN STREET - DEAD END	0	21	5	2	0			2	40	0.119	7.25	2,566	28,330
HYDER STREET	GLEN STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.520	7.25	141,479	141,479
INDIAN POND ROAD	MEADOW ROAD - Cul-de-sac	0	34	6	2	3	5		1	50	0.197	7.25	75,931	75,931
JACOB AMSDEN ROAD	THOMAS NEWTON DRIVE - EAST MAIN STREET	0	30	6	2	3		5	1	40	0.480	7.25	163,245	163,245
JOHN PRATT CIRCLE	SAMUEL HARRINGTON ROAD - CUL DE SAC	0	26	6	2	3			1	35	0.120	7.25	35,370	35,370
LINDA STREET	HYDER STREET - JASPER STREET EXTENSION	0	24	6	2	3	5	5	1	40	0.470	7.25	127,875	127,875
LYMAN STREET	EAST MAIN STREET - NORTHBOROUGH TOWN LINE	6	30	5	2	3			1	50	1.480	7.25	45,584	503,337

Street Name	From St - To St	Functional Classification	Surface		Curbs	Left		Right	Structural Condition	ROW		Section Length	Total	Cost to	
			Width	Type		Sidewalk Width	Sidewalk Width			Width	Width			Replace In Kind	If Paved, Cost
LYMAN STREET	EAST MAIN STREET - COMPUTER DRIVE	6	30	5	2	4	4		1	50	50	0.410	7.25	12,628	139,438
LYONS STREET	SOUTH STREET - DEAD END	0	20	5	2	0	0		1	40	40	0.180	7.25	3,326	36,730
MAPLE AVENUE	SOUTH STREET - RUGGLES STREET	0	21	5	2	0	0		2	40	40	0.304	7.25	1,437	15,871
MOUNT PLEASANT STREET	CHAUNY CIRCLE TO CHAUNY ST	0	20	5	2	0	0		2	40	40	0.596	7.25	6,554	72,372
OAK STREET	GROVE STREET - WEST MAIN STREET	0	24	5	2	0	0		2	40	40	0.899	7.25	14,291	157,803
PARKMAN STREET	GREEN STREET - ELM STREET	0	22	5	2	3	5	5	1	32	32	0.120	7.25	2,710	29,928
PINE STREET	PARTRIDGE ROAD - CUL DE SAC	0	18	5	2	0	0		2	35	35	0.120	7.25	2,218	24,487
ROSEWOOD PLACE	JACOB AMSDEN ROAD - SAMUEL HARRINGTON RD	0	30	6	2	3	5	5	1	35	35	0.140	7.25	47,613	47,613
SAMUEL HARRINGTON ROAD	JEFFERSON ROAD - HUNDREDS ROAD	0	24	6	2	3	5		1	40	40	0.170	7.25	46,253	147,374
SHERBURN ROAD	EAST MAIN STREET - WALKER STREET	0	21	5	2	0	0		3	30	30	0.070	7.25	1,509	16,665
STOREY ROAD	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	1	4	4	1	60	60	0.043	7.25	23,398	23,398
WEST MAIN STREET	OLD NOURSE STREET - DEAD END	0	22	5	2	0	0		2	40	40	0.304	7.50	6,866	75,818
ANDREWS STREET	BRADY ROAD - CUL DE SAC	0	13	5	1	0	0		2	40	40	0.306	7.50	4,084	45,096
ANDREWS STREET	HASKELL STREET - THOMAS NEWTON DRIVE	0	26	5	2	0	0		2	40	40	0.131	7.50	3,497	38,612
BRADY ROAD EXTENSION	CONNECTOR ROAD - BUTTERFIELD DRIVE	0	26	6	2	3	5		1	50	50	0.466	7.50	1,575	17,390
BRADY ROAD EXTENSION	BUTTERFIELD DRIVE - CUL DE SAC	0	26	6	2	3	5		1	50	50	0.094	7.50	27,706	137,352
BRICKYARD LANE	ARCH STREET - MILK STREET	5	25	5	2	0	0		3	40	40	0.660	7.50	16,940	27,706
BUTTERFIELD DRIVE	WACHUSETT VIEW DRIVE - CUL DE SAC	0	30	6	2	3	5	5	1	40	40	0.090	7.50	30,608	187,051
CHAMBERLAIN COURT	WINTER STREET - SPRING STREET	0	16	5	2	0	0		3	40	40	0.321	7.50	5,273	30,608
FISHER STREET	FLANDERS ROAD - BOSTON WORCESTER TPK	0	24	6	2	3	5		1	50	50	0.100	7.50	2,464	58,224
GALE MEADOW WAY	LACKEY STREET - CUL DE SAC	0	26	6	2	3	5		1	50	50	0.166	7.50	2,464	27,207
LACKEY STREET	BUTTERFIELD DRIVE - CUL DE SAC	0	30	6	2	3	5		1	50	50	0.130	7.50	44,212	127,761
LINCOLN STREET	SOUTH STREET - CUL DE SAC	0	21	5	2	0	0		2	40	40	1.360	7.50	29,322	89,784
LONGMEADOW ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	19	5	2	0	0		2	35	35	0.450	7.50	8,778	48,928
PHYLOR DRIVE	UPTON ROAD - HOPKINTON TOWN LINE	0	17	5	2	0	0		2	35	35	0.840	7.50	14,661	44,212
ROCKLAWN ROAD	LACKEY STREET - CUL DE SAC	0	30	6	2	3	5		1	50	50	0.120	7.50	40,811	323,768
RUGGLES POND ROAD	HASKELL STREET - BRICKYARD LANE	0	30	6	2	3	5		1	40	40	0.550	7.50	187,051	96,926
RUGGLES STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	18	5	2	0	0		2	35	35	0.320	7.50	5,914	161,884
SMITH STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	15	5	1	0	0		2	35	35	0.175	7.50	2,695	187,051
SPRING ROAD	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2	4	4	1	50	50	0.260	7.50	76,634	65,298
STRATTON DRIVE	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	3	4		1	40	40	0.440	7.50	2,695	29,758
WACHUSETT VIEW DRIVE	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	5	2	0	0		1	40	40	0.287	7.50	76,634	76,634
WALKER STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3	4		1	40	40	0.420	7.50	129,689	129,689
WALKER STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3	4		1	40	40	0.260	7.50	104,114	104,114
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3	4		1	40	40	0.340	7.50	152,362	152,362
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3	4		1	40	40	0.340	7.50	6,673	73,687
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3	4		1	40	40	0.340	7.50	96,360	96,360
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	32	6	2	1	4	4	1	50	50	0.337	7.50	122,252	122,252

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk Width	Right Sidewalk Width	Structural Condition	ROW Width	Section Length	Total	Replace In Kind	Cost to If Paved, Cost
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	51	6	2	3			12	1	73	0.140	7.50	80,942
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	26	6	2	2				1	40	0.073	7.50	21,517
WINTER STREET	HIGH STREET - SUMMER STREET	0	20	5	2	0	4	4	3	35	0.080	7.50	1,643	18,138
BERTIS ADAMS WAY	GABLE RIDGE ROAD - WARREN STREET	0	30	6	2	3			5	1	50	0.367	7.75	124,814
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4	4	2	40	0.174	7.75	4,287	47,341
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4	4	2	40	0.016	7.75	394	4,353
CAPTAIN SAMUEL FORBUSH RD	NOURSE STREET - CUL DE SAC	0	30	6	2	3	5	5	1		0.300	7.75	102,028	102,028
CHARLES STREET	RUGGLES STREET - WEST MAIN STREET	0	21	5	2	0	4	4	3	40	0.200	7.75	4,312	47,613
DAVID WAY	BYARD LANE - HASKELL STREET	0	21	5	2	0	4	4	3	40	0.070	7.75	1,509	16,665
GRINDSTONE COURT	PICCADILLY WAY - Cul-de-sac	0	25	5	2	3	5	5	1	40	0.050	7.75	1,283	14,171
HEYWOOD DRIVE	WEST MAIN STREET - CUL DE SAC	0	30	6	2	3	5	5	1	50	0.150	7.75	39,179	39,179
HOPKINTON ROAD	HOPKINTON TOWN LINE - UPTON ROAD	5	24	5	2	0			1	40	1.145	7.75	28,213	51,014
JACKSTRAW ROAD	OLDE COACH ROAD - CUL DE SAC	0	24	6	2	3			1	40	0.120	7.75	32,649	311,525
LYDIAS PATH	MAYNARD STREET - Cul-de-sac	0	24	6	2	3			1	50	0.116	7.75	31,561	32,649
MCTAGGART STREET	HEYWOOD DRIVE - CAPTAIN SAMUEL FORBUSH RD	0	30	6	2	3	5	5	1		0.230	7.75	78,221	31,561
OLD COLONY DRIVE	WEST MAIN STREET - CUL DE SAC	0	24	5	2	3	4	4	1	45	0.570	7.75	14,045	78,221
OLD NOURSE STREET	NOURSE STREET - NOURSE STREET	0	22	5	2	0			2	40	0.550	7.75	12,423	155,082
OLDE CONNECTICUT PATH	BERTIS ADAMS WAY - Cul-de-sac	0	30	6	2	3			1	50	0.106	7.75	36,050	137,171
OLDE STONEBRIDGE PATH	NOURSE STREET - CUL DE SAC	0	30	6	2	3			2	40	0.140	7.75	47,613	36,050
ORCHARD STREET	SPRING STREET - WATER STREET	0	26	5	2	0			1	40	0.080	7.75	2,135	47,613
PICCADILLY WAY	MORSE STREET - MORSE STREET	0	24	6	2	3	5	5	1	50	0.143	7.75	15,236	23,580
RICHARDSON COURT	PARTRIDGE ROAD - CUL DE SAC	0	24	5	2	3			1	50	0.950	7.75	258,470	38,907
RUGGLES STREET	WEST MAIN STREET - UPTON TOWN LINE	0	28	5	2	0	5	5	1	45	0.160	7.75	3,942	5,873
SAWMILL DRIVE	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3			2	40	0.530	7.75	15,236	64,844
SPRING STREET	HIGH STREET - MILK STREET	0	26	5	2	0			1	50	0.220	7.75	7,084	78,221
STEVENS ROAD	LYMAN STREET - EAST MAIN STREET	0	23	5	2	0			1	40	0.300	7.75	37,410	78,221
STONE HILL ROAD	WOODCREST ROAD - CUL DE SAC	0	30	6	2	3			1		0.110	7.75	7.75	37,410
UPTON ROAD	HOPKINTON ROAD - UPTON TOWN LINE	5	23	5	2	0			3	40	2.260	7.75	53,366	589,267
WOODCREST ROAD	WAYSIDE ROAD - WAYSIDE ROAD	0	30	6	2	3			1		0.280	7.75	95,226	95,226
ARROWHEAD LANE	CHESTNUT STREET - Cul-de-sac	0	24	6	2	3			1	50	0.488	8.00	132,772	132,772
BAKER WAY	EAST MAIN STREET - DEAD END	0	18	5	2	0			1	30	0.030	8.00	554	6,122
BENJAMIN DRIVE	JASPER STREET - WEST MAIN STREET	0	30	6	2	3			1	40	0.180	8.00	61,217	61,217
BLAKE STREET	WEST MAIN STREET - WHITNEY STREET	0	20	5	2	0			3	30	0.180	8.00	3,696	40,811
BLAKE STREET	NOURSE STREET - NOURSE STREET	0	20	5	2	0	4	4	3	30	0.110	8.00	2,259	24,940
BREWER DRIVE	NOURSE STREET - NOURSE STREET	0	30	6	2	3	5	5	1	40	0.450	8.00	153,042	153,042
BROOK WAY	OLD NOURSE STREET - OLD NOURSE STREET	0	30	6	2	3			1		0.240	8.00	81,622	81,622
CABOT CIRCLE	OLD COLONY DRIVE - CUL DE SAC	0	24	5	2	3	5	5	1	45	0.070	8.00	1,725	19,045
CARROLL DRIVE	FRANCES DRIVE - Cul-de-sac	0	30	6	2	3			1	50	0.158	8.00	53,735	53,735
CATIE DRIVE	BREWER DRIVE - CUL DE SAC	0	30	6	2	3			1	40	0.110	8.00	37,410	37,410
CENTRAL STREET	WEST MAIN STREET - CROSS STREET	0	21	5	2	3	5	5	2	35	0.110	8.00	2,372	26,187
DANE WAY	OLD COLONY DRIVE - WESTMINSTER WAY	0	24	5	2	3			1	45	0.040	8.00	986	10,883

Street Name	From St. To St	Functional Classification	Surface		Curbs	Left		Right	Cost to	
			Width	Type		Sidewalk	Width		Replace	If Paved, Cost
EDMUND BRIGHAM WAY	MOUNT PLEASANT STREET - Cul-de-sac	0	24	6	2	5	5		8.00	54,143
EDWARD DUNN WAY	ASSABET DRIVE - Cul-de-sac	0	24	6	2	5	5		8.00	48,973
ELIZABETH DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3	3		8.00	30,608
FORBES STREET	RUGGLES STREET - SOUTH STREET	0	24	5	2	0	4	4	8.00	54,415
FRANCES DRIVE	KENDALL DRIVE -	0	30	6	2	3	5		8.00	68,359
GABLE RIDGE ROAD	WARREN STREET - BERTIS ADAMS WAY	0	30	6	2	3	5		8.00	86,043
HARRISON AVENUE	RUGGLES STREET - SCHOOL STREET	0	19	5	2	0	4	4	8.00	1,951
HARVEST WAY	NASH STREET - Cul-de-sac	0	30	6	2	3	5	5	8.00	68,699
HERON WAY	ARROWHEAD LANE - OLD COLONY DRIVE	0	12	6	1	0			8.00	12,107
JANLYN CIRCLE	WATER STREET - CUL_DE_SAC	0	30	6	2	3			8.00	20,406
JASPER STREET	WEST MAIN STREET - NOURSE STREET	0	18	5	2	0			8.00	8,316
JENNINGS ROAD	HARVEY LANE - CHESTNUT STREET	0	23	5	2	0			8.00	5,195
KENDALL DRIVE	WEST MAIN STREET - WEST MAIN STREET	0	24	6	2	3	5	5	8.00	100,940
MAPLE CIRCLE	MILK STREET - MILK STREET	0	21	5	2	0			8.00	4,312
MARY LOU CIRCLE	MATHIEU DRIVE - CUL_DE_SAC	0	30	6	2	3	5		8.00	23,806
MATHIEU DRIVE	OLD NOURSE STREET - ANDREWS STREET	0	30	6	2	3	5		8.00	105,429
MILK STREET		6	30	5	2	2	4		8.00	70,840
MYRTLE STREET	SCHOOL STREET - CHARLES STREET	0	24	5	2	0		4	8.00	4,682
NAUSET AVENUE	MILK STREET - NIPMUCK DRIVE	0	28	6	2	3	5		8.00	34,281
NICHOLS TERRACE	FISHER STREET - Cul-de-sac	0	30	6	2	3		5	8.00	58,496
NIPMUCK DRIVE	MILK STREET - Cul-de-sac	0	30	6	2	3			8.00	139,098
OAK STREET BRANCH	MILK STREET - OAK STREET	0	24	5	2	0			8.00	2,070
OLDE COACH ROAD	BOWMAN STREET - BOWMAN LANE	0	25	5	2	3	5		8.00	6,391
OLDE COACH ROAD		0	25	5	2	3			8.00	2,079
OLDE MEETING HOUSE ROAD	REV THOMAS HOOKER ROAD - CUL_DE_SAC	0	24	6	2	3			8.00	78,902
PHILLIPS STREET		0	31	5	2	1	4	4	8.00	3,437
PROSPECT STREET	EAST MAIN STREET - STATE STREET	0	14	5	1	0			8.00	719
PROSPECT STREET		0	21	5	2	0			8.00	1,078
REV THOMAS HOOKER ROAD	BOWMAN LANE - OLDE MEETING HOUSE ROAD	0	24	6	2	3			8.00	76,181
SANDRA POND ROAD	BOWMAN STREET - THOMAS RICE LANE	0	24	6	2	3			8.00	21,766
SHEPHERD ROAD	EAST MAIN STREET - STEVENS ROAD	0	21	5	2	0			8.00	3,881
SMITH PARKWAY	OTIS STREET - FISHER STREET	0	36	6	2	3			8.00	171,407
SUMMER STREET	MILK STREET - Dead end	0	21	5	2	0		5	8.00	2,803
SUMMER STREET		0	27	5	2	0	5	5	8.00	3,049
SUMMER STREET		0	27	5	2	0	5	5	8.00	3,326
THOMAS RICE LANE	CUL_DE_SAC - CUL_DE_SAC	0	24	6	2	3			8.00	43,532
UNION STREET	EAST MAIN STREET - Dead end	0	37	5	2	3	4		8.00	6,800
WARD LANE	WEST MAIN STREET - DEAD END	0	24	5	2	3	5	5	8.00	6,160
WEST END AVENUE	ONEIL DRIVE - WEST MAIN STREET	0	29	5	2	0			8.00	6,252
WESTMINSTER WAY	WARD LANE - DEAD END	0	24	5	2	3	5	5	8.00	7,638
APPLESEED DRIVE	ADAMS STREET - Cul-de-sac	0	30	6	2	3	5		8.25	135,697
CROSS STREET		0	20	5	2	3	3	4	8.25	1,027

Street Name	From St. - To St	Functional Classification	Surface		Left			Right		Cost to				
			Width	Type	Lanes	Curbs	Sidewalk Width	Sidewalk Condition	ROW Width	Section Length	Total	Replace In Kind	If Paved, Cost	
CROSS STREET	CHARLES STREET - SOUTH STREET	0	22	5	2	3	3	4	2	32	0.120	8.25	2,710	29,928
CROSS STREET		0	20	5	2	0	0	4	2	32	0.080	8.25	1,643	18,138
FISHER STREET		5	20	5	2	0	0		3	30	0.370	8.25	7,597	83,890
HADLEY LANE	MAPLE CIRCLE - CUL_DE_SAC	0	25	5	2	0	0		3	35	0.120	8.25	3,080	34,009
HARVEY LANE	ONEIL DRIVE - WEST END AVENUE	0	26	5	2	0	0		3	36	0.232	8.25	6,193	68,381
HARVEY LANE		0	18	5	2	0	0		3	30	0.208	8.25	3,844	42,444
MAYNARD STREET	MILK STREET - FISHER STREET	0	19	5	2	0	0		3	30	0.590	8.25	11,509	127,081
MOHAWK CIRCLE	MOHAWK DRIVE - CUL_DE_SAC	0	24	6	2	3	3	5	1	40	0.070	8.25	19,045	19,045
MOHAWK DRIVE	MAYNARD STREET - MOHAWK CIRCLE	0	24	6	2	3	3	5	1	40	0.070	8.25	19,045	19,045
MOUNTAIN VIEW DRIVE	ADAMS STREET - DEAD END	0	24	5	2	3	3	5	1	35	0.220	8.25	5,421	59,856
NASH STREET	ADAMS STREET - DEAD END	0	20	2	2	0	0		3	40	0.510	8.25	10,472	115,632
NOURSE STREET	WEST MAIN STREET - GRAFTON TOWN LINE	5	28	5	2	0	0		3	50	2.380	8.25	68,417	755,459
QUAIL HOLLOW	BROOK WAY - CUL_DE_SAC	0	30	6	2	3	3	5	1	0.100	0.100	8.25	34,009	34,009
SCHOOL STREET	SOUTH STREET - WEST MAIN STREET	6	28	5	2	0	0	3	2	40	0.330	8.25	9,486	104,749
WHIPPLETREE LANE	FISHER STREET - CUL_DE_SAC	0	30	6	2	3	3	5	1	0.100	0.100	8.25	34,009	34,009
BEACH STREET		0	23	5	2	0	0		2	40	0.098	8.50	2,314	25,552
BIRCH DRIVE	OVERLOOK DRIVE - WHEELER ROAD	0	24	6	2	3	3	5	1	35	0.070	8.50	19,045	19,045
BOWMAN LANE	RUGGLES STREET - BOWMAN STREET	0	19	5	2	0	0		3	35	0.330	8.50	6,437	71,079
BOWMAN STREET	UPTON ROAD - UPTON ROAD	0	19	5	2	0	0		2	40	1.025	8.50	19,994	220,777
BOWMAN STREET		0	23	5	2	0	0		2	40	0.495	8.50	11,689	129,065
CHURCH STREET	WEST MAIN STREET - MILK STREET	6	29	5	2	0	0	6	3	45	0.470	8.50	13,993	154,515
CIDER CIRCLE		0	15	6	2			5	1	50	0.014	8.50	2,381	2,381
COTTAGE STREET	SOUTH STREET - BRIGHAM STREET	0	26	5	2	0	0		2	40	0.170	8.50	4,538	50,107
EAST MAIN STREET	MAIN STREET ROTARY - SOUTHBORO TOWN LINE	5	40	6	2	3	3		1	53	1.340	8.50	607,632	607,632
EAST MAIN STREET		5	40	6	2	3	3		1	53	0.620	8.50	281,143	281,143
EAST MAIN STREET		5	30	6	2	3	3	6	1	53	0.600	8.50	204,056	204,056
GARY CIRCLE	FISHER STREET - FISHER STREET	0	24	5	2	3	3	5	3	45	0.340	8.50	8,378	92,505
HIGH STREET	WATER STREET - EAST MAIN STREET	0	28	5	2	0	0		1	40	0.170	8.50	4,887	53,961
HIGH STREET		0	28	5	2	2	2	5	1	40	0.110	8.50	3,162	34,916
KINGS GRANT ROAD	GARY CIRCLE - MILK STREET	0	24	5	2	3	3	5	3	45	0.260	8.50	6,406	70,739
ONEIL DRIVE	WEST MAIN STREET - HARVEY LANE	0	26	5	2	0	0		3	40	0.389	8.50	10,384	114,657
ONEIL DRIVE		0	19	5	2	0	0		3	40	0.121	8.50	2,360	26,062
OTIS STREET	FISHER STREET - NORTHBOROUGH TOWN LINE	6	23	5	2	0	0		3	40	0.040	8.50	945	10,430
OTIS STREET		5	23	5	2	0	0		3	40	0.634	8.50	14,971	165,308
OTIS STREET		5	17	5	2	0	0		3	40	0.525	8.50	9,163	101,178
OTIS STREET		6	16	5	2	0	0		3	40	0.080	8.50	1,314	14,511
PARTRIDGE ROAD	OLDHAM ROAD - MOUNTAIN VIEW DRIVE	0	24	6	2	3	3	5	2	45	0.150	8.50	40,811	40,811
PRIMROSE LANE	ADAMS STREET - Cul-de-sac	0	26	6	2	3	3		1	50	0.210	8.50	61,897	61,897
BRIGHAM STREET	COTTAGE PLACE - GREEN STREET	0	31	5	2	3	3	5	1	40	0.036	8.75	1,146	12,651
BRIGHAM STREET	EAST MAIN STREET - Dead end	0	31	5	2	3	3		1	40	0.200	8.75	6,365	70,286
FISHER STREET		6	20	5	2	0	0		3	30	1.239	8.75	25,441	280,917
IRVING STREET	WHITNEY STREET - CUL_DE_SAC	0	26	5	2	0	0		1	35	0.060	8.75	1,602	17,685

Street Name	From St. - To St	Functional Classification	Surface			Left			Right	Cost to		
			Width	Type	Lanes	Curbs	Sidewalk Width	Sidewalk Width		Replace In Kind	Total	Cost
ROBIN CIRCLE	ROBIN LANE - DEAD END	0	24	5	2	0	4	4	3	1,971	8.75	21,766
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	24	5	2	0	4	4	3	1,971	8.75	21,766
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	14	2	1	0			3	862	8.75	9,523
ROBIN ROAD	MILK STREET - ROBIN LANE	0	24	5	2	0	4	4	3	4,953	8.75	54,687
ROBIN ROAD		0	24	5	2	0			3	7,121	8.75	78,629
ARMSTRONG DRIVE	WHEELER ROAD - OLDHAM ROAD	0	24	5	2	0			1	5,421	9.00	59,856
BEACH STREET	SOUTH STREET - DEAD END	0	24	5	2	0			2	1,700	9.00	18,773
BEACHMONT STREET	PINE STREET - BEACH STREET	0	23	5	2	0	4	5	2	3,542	9.00	39,111
FOLLY LANE	WHITNEY STREET - DEAD END	0	23	5	2	0			1	1,643	9.00	18,138
JOANNE DRIVE	ELI WHITNEY STREET - OVERLOOK DRIVE	0	20	5	2	0			1	48,973	9.00	48,973
JUNIPER CIRCLE	KING GRANT ROAD - CUL DE SAC	0	24	5	2	3	5	5	1	2,710	9.00	29,928
KAY STREET	ADAMS STREET - WEST MAIN STREET	0	24	5	2	0	5	5	1	9,117	9.00	100,667
OVERLOOK DRIVE	ELI WHITNEY STREET - WEST MAIN STREET	0	24	6	2	3	5	5	2	133,316	9.00	133,316
SUMMER STREET EXTENSION	HIGH STREET EXTENSION - DEAD END	0	20	5	2	0			2	3,491	9.00	38,544
CORTLAND DRIVE	OLDHAM ROAD - WHEELER ROAD	0	23	5	2	0			1	5,431	9.25	59,970
DENFIELD DRIVE	OLDHAM ROAD - WHEELER ROAD	0	25	5	2	0	4	4	1	5,390	9.25	59,516
OLDE HICKORY PATH	NOURSE STREET - Dead end	0	28	6	2	3			1	150,774	9.25	150,774
OLDHAM ROAD	WEST MAIN STREET - WHEELER ROAD	0	23	5	2	0			1	2,125	9.25	23,466
OLDHAM ROAD		0	23	5	2	0			1	6,139	9.25	67,792
WELD STREET	BLAKE STREET - DEAD END	0	18	5	2	0			2	4,435	9.25	48,973
WHEELER ROAD	WEST MAIN STREET - DENFIELD DRIVE	0	20	5	2	0			1	3,080	9.25	34,009
WHEELER ROAD		0	20	5	2	3	5	5	1	4,517	9.25	49,880
WHEELER ROAD		0	20	5	2	0	4	4	1	1,027	9.25	11,336
WHITNEY STREET	CHURCH STREET - FOLLY LANE	0	23	5	2	0			2	4,250	9.25	46,933
ADAMS STREET	RUGGLES STREET - WEST MAIN STREET	0	17	5	2	0			2	27,227	9.50	300,642
CIDER CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2		5		1	2,041	9.50	2,041
COPPERBEECH CIRCLE	OLDE HICKORY PATH - Cul-de-sac	0	26	6	2	3	5		1	34,485	9.50	34,485
DAVIS STREET	MILK STREET - NORTHBOROUGH TOWN LINE	6	17	5	2	0			3	925	9.50	10,214
EDEN CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2				1	4,421	9.50	4,421
GLEASON STREET	FISHER STREET - SHREWSBURY TOWN LINE	6	18	5	2	0			3	7,207	9.50	79,582
HIGH STREET EXTENSION	WATER STREET - SUMMER STREET EXTENSION	0	20	5	2	0			1	3,285	9.50	36,277
HIGH STREET EXTENSION		0	20	5	2	0			1	821	9.50	9,069
HOLMES STREET	STATE STREET - DEAD END	0	19	5	2	0			2	1,170	9.50	12,924
HOLMES STREET	WATER STREET - DEAD END	0	18	5	2	0	5		1	924	9.50	10,203
LEE ANN CIRCLE	SPRING ROAD - CUL DE SAC	0	30	6	2	3			1	44,212	9.50	44,212
MAYBERRY DRIVE	WATER STREET - HIGH STREET EXTENSION	0	24	6	2	3	5	5	1	49,790	9.50	49,790
MAYBERRY DRIVE		0	24	6	2	3			1	42,716	9.50	42,716
MILL ROAD	FISHER STREET - WEST MAIN STREET	6	19	5	2	0			3	16,971	9.50	187,391
MORSE STREET	HOPKINTON ROAD - WARREN STREET	0	18	5	2	0			3	14,599	9.50	161,204
PARK STREET	Route 9 - OAK STREET	0	24	5	2	0			2	1,971	9.50	21,766
PARK STREET	Milk Street - Route 9	0	22	5	2	0			3	8,809	9.50	97,267
THISTLE HILL LANE	Dead end - OLDE HICKORY PATH	0	24	6	2	3			1	11,971	9.50	11,971

Road Management System
FY16 Summary

Street Name	From St - To St	Functional Classification	Surface			Left			Right			Cost to		
			Width	Type	Lanes	Curbs	Sidewalk Width	Sidewalk Width	Structural Condition	ROW Width	Section Length	Total	Replace In Kind	If Paved, Cost
WATER STREET	HIGH STREET EXTENSION - EAST MAIN STREET	0	25	5	2	0	4	4	1	40	0.120	9.50	3,080	34,009
WATER STREET		0	25	5	2	0	4	4	1	40	0.210	9.50	5,390	59,516
WHISPERING PINE	NOURSE STREET - OLDE HICKORY PATH	0	28	6	2	3	5	5	1	50	0.185	9.50	58,723	58,723
WILLOW STREET	EAST MAIN STREET - WATER STREET	0	23	5	2	0			1	40	0.170	9.50	4,014	44,325
WOODMAN AVENUE	OAK STREET - BOSTON WORCESTER TURNPIKE	0	16	5	2	0			1	30	0.080	9.50	1,314	14,511
SOUTH STREET	MAIN STREET ROTARY - HOPKINTON ROAD	5	65	5	2	3		6	1	81	0.130	9.75	8,675	95,793
SOUTH STREET		5	48	5	2	2	6	6	1	60	0.150	9.75	7,392	81,622
SOUTH STREET		5	48	5	2	0	5	5	1	60	0.240	9.75	11,827	130,596
SOUTH STREET		5	28	5	2	0			1	40	0.240	9.75	6,899	76,181
SOUTH STREET		5	28	5	2	0	5	5	1	40	0.180	9.75	5,174	57,136
SOUTH STREET		5	40	5	2			10	1	81	0.014	9.75	575	6,348
ADAMS STREET		0	27	5	2	0			2	40	0.310	10.00	8,593	94,886
BRIDLE LANE	OAK STREET - CUL_DE_SAC	0	30	6	2	3			2	40	0.290	10.00	98,627	98,627
RICE LANE	MILK STREET - LYMAN SCHOOL ROAD	0	13	5	1	0			3	30	0.220	n/a	2,936	32,422