

**Town of Westborough
Road Management System
Executive Summary
FY15**

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>2012 Miles</u>	<u>2012 Avg Condition</u>	<u>2013 Avg Condition</u>	<u>+/-</u>
Local Gravel Roads	1.19	6.42	5.13	(1.29)
Local Stone Sealed Roads	40.12	6.94	7.34	0.40
Local Paved (Bituminous)	26.34	7.46	7.56	0.10
Urban Collector/Rural Minor Collector Stone Sealed	9.69	7.18	7.52	0.34
Urban Collector/Rural Minor Collector Paved	1.12	7.50	7.50	-
Urban Minor Collector/Rural Major Collector Stone Sealed	14.69	7.26	7.38	0.12
Urban Minor Collector/Rural Major Collector Paved	4.03	7.21	7.37	0.16

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. Town staff has developed a “sidewalk map” which shows where sidewalks exist throughout town and will be developing a plan to link areas with additional sidewalks, however at this time, no additional sidewalks are being recommended. 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:

<u>Road Condition</u>	<u>2011 Miles</u>	<u>2012 Miles</u>	<u>2013 Miles</u>	<u>3-Yr Change</u>
Unacceptable	6.34	6.07	3.73	(2.61)
Acceptable	4.06	5.43	2.64	(1.42)
Good	10.74	8.37	5.82	(4.92)
Very Good	22.70	26.58	32.10	9.40
Excellent	50.83	50.73	52.67	1.84

Overall, the Town’s roads improved slightly in 2013 with a rating of 7.21² compared to an overall rating of 6.86 in 2012. During 2013 the following roads were paved: Water Street (from E. Main Street to High Street Ext.), High Street Extension, Mayberry Drive, Holmes Street, Milk Street (Fisher Street to the Northborough Town Line), Davis Street and Bridle Lane (level course). Juniper Circle, Kings Grant Road, Gary Circle, West End Avenue, Jennings Road, Harvey Lane and O’Neil Drive have all be shimmed and chip sealed. The Town also paved the Senior Center Parking Lot.

2014 Road Management

In 2014 the following roads are planned to be paved: Hopkinton Road, Bridle Lane (top coat), West Street, Mill Road, Morse Street, Spring Road (Upton Road to Lee Ann Circle), Lee Ann Circle, Crownridge Road, Fox Lane. Belknap Street will be chip sealed in 2014. For the

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

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 \$1,037,937 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 \$797,253 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 \$133,558. 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.

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to Replace in Kind	If Paved, Cost
							Sidewalk Width	Sidewalk Width							
ADAMS STREET		0	27	5	2	0				2	40	0.310	1.00	6	86,635
GLEN STREET	GRAFTON TOWN LINE - NOURSE STREET	6	16	5	2	0				1	50	0.720	1.00	6	119,239
GILMORE ROAD	FLANDERS LANE - SOUTHBOROUGH TOWN LINE	0	14	5	1	0				2	40	0.370	1.50	6	53,616
WALKUP STREET	FLANDERS ROAD - CUL_DE_SAC	0	14	2	1	0				3	20	0.230	2.00	6	33,329
BELKNAP STREET	WARREN STREET -	0	19	5	2	0				2	40	0.802	2.75	6	157,723
PARK STREET	Route 9 - OAK STREET	0	24	5	2	0				2	40	0.080	2.75	6	19,873
FRANKLIN AVENUE	FISHER STREET - DEAD END	0	24	5	2	0	5			1	35	0.070	3.00	6	17,389
HOPKINTON ROAD	HOPKINTON TOWN LINE - UPTON ROAD	5	24	5	2	0				1	40	1.145	3.00	6	284,436
BOWMAN STREET	UPTON ROAD - UPTON ROAD	0	19	5	2	0				2	40	1.025	3.25	6	201,579
BOWMAN LANE	RUGGLES STREET - BOWMAN STREET	0	19	5	2	0				3	35	0.330	3.75	6	64,899
PARK STREET	Milk Street - Route 9	0	22	5	2	0				3	35	0.390	3.75	6	88,809
BOWMAN STREET		0	23	5	2	0				2	40	0.495	4.25	6	117,842
JOHN STREET		0	28	5	2	1	4	4		2	45	0.068	4.25	6	19,708
UNDERWOOD COURT	GROVE STREET - DEAD END	0	16	5	2	0	2	2		3	25	0.040	4.25	6	6,624
WASHINGTON STREET	FLANDERS ROAD - SOUTHBOROUGH TOWN LINE	5	23	5	2	0				1	40	0.890	4.50	6	211,878
WEST STREET	FISHER STREET - WEST MAIN STREET	0	22	5	2	0		5		2	35	0.180	4.75	6	40,989
BELLOWS ROAD	BOSTON WORCESTER TPK - E MAIN ST EXT SOUTH	0	19	2	2	0				3	40	0.180	5.00	6	35,399
FOX LANE	CROWNRIIDGE ROAD - CUL_DE_SAC	0	30	6	2	3		5		1		0.160	5.25	12	49,683
LEE ANN CIRCLE	SPRING ROAD - CUL_DE_SAC	0	30	6	2	3		5		1		0.130	5.25	12	40,368
MEADOW ROAD	MILK STREET - DEAD END	0	13	5	1	0				3	20	0.050	5.25	6	6,728
MEADOW ROAD		0	21	5	2	0				3	30	0.210	5.25	6	45,646
MEADOW ROAD		5	32	5	2	2		6		1	50	0.173	5.25	6	57,301
MEADOW ROAD		5	32	5	2	2		4		1	50	0.480	5.25	6	158,986
MEADOW ROAD		5	26	5	2	0				1	50	1.000	5.25	6	269,117
MEADOW ROAD		5	40	5	2	3		6		1	50	0.154	5.25	6	63,760
MILL ROAD	FISHER STREET - WEST MAIN STREET	6	19	5	2	0				3	40	0.870	5.25	6	171,096
ROBINSON PLACE	EAST MAIN STREET - DEAD END	0	15	5	1	0				3	30	0.030	5.25	6	4,658
WARREN STREET	MOUNT PLEASANT STREET - BELKNAP STREET	0	19	5	2	0				2	40	1.045	5.25	6	205,512
BAYLOR AVENUE	CANFIELD STREET - ENDICOTT STREET	0	22	5	2	0				2	40	0.150	5.50	6	34,157
CANFIELD STREET	LYMAN STREET - ENDICOTT STREET	0	24	5	2	0				3	40	0.080	5.50	6	19,873
CEDAR STREET	BEACHMONT STREET - SOUTH STREET	0	18	5	2	0		5		2	35	0.140	5.50	6	26,084
ENDICOTT STREET	BAYLOR AVENUE - DEAD END	0	22	5	2	0				1	40	0.160	5.50	6	36,434
JOHN STREET	WELD STREET - WEST MAIN STREET	0	28	5	2	0		4		2	45	0.052	5.50	6	15,071
KIMBALL ROAD	FISHER STREET - MILL ROAD	0	22	5	2	0				1	30	0.120	5.50	6	27,326
OLD FLANDERS ROAD	FLANDERS ROAD - FRUIT STREET	0	18	5	2	0				3	40	0.114	5.50	6	21,240
OLD FLANDERS ROAD		0	16	5	2	0				3	40	0.226	5.50	6	37,428
RUGGLES STREET		0	21	6	2	0		4		2	40	0.100	5.50	12	21,736
RUGGLES STREET		0	21	6	2	0				2	40	0.730	5.50	12	158,675
WALKER STREET		0	15	2	1	0				3	35	0.155	5.50	6	24,065
FORREST LANE	ROGERS ROAD - CUL_DE_SAC	0	20	6	2	0				1		0.090	5.75	12	18,631
PHILLIPS STREET	CHURCH STREET - SUMMER STREET	0	31	5	2	0	4	4		1	50	0.112	5.75	6	35,937
WATER STREET	ORCHARD STREET - HIGH STREET	0	23	5	2	0		4		1	40	0.160	5.75	6	38,090

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to Replace in Kind	If Paved, Cost
							Sidewalk Width	Sidewalk Width							
WEST STREET		0	22	5	2	0	4	4	2	35	0.310	5.75	6	7,762	70,591
CHAUNCY STREET	LYMAN STREET - OAK STREET	0	18	5	2	0			2	35	0.510	6.00	6	10,448	95,019
FAY STREET	MILK STREET - CHURCH STREET	0	26	5	2	0	4	4	3	36	0.100	6.00	6	2,959	26,912
GRANT STREET	WEST STREET - CHURCH STREET	0	26	5	2	0	4	4	1	45	0.080	6.00	6	2,367	21,529
HEATH STREET	CHURCH STREET - DEAD END	0	17	5	2	0	5		3	35	0.190	6.00	6	3,676	33,433
JASPER STREET EXTENSION	LINDA STREET - GLEN STREET	0	24	6	2	2			1	40	0.130	6.00	12	32,294	32,294
KAY STREET	ADAMS STREET - WEST MAIN STREET	0	24	5	2	0	5	5	1	45	0.370	6.00	6	10,107	91,914
MAIN STREET ROTARY	MILK STREET - MILK STREET	5	18	6	2	3			1	25	0.040	6.00	12	7,452	7,452
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.010	6.00	12	1,863	1,863
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.030	6.00	12	5,589	5,589
ARCH STREET	GLEN STREET - FISHER STREET	6	19	5	2	0			3	40	0.870	6.25	6	18,813	171,096
BAXTER STREET	SOUTH STREET - RUGGLES STREET	0	23	5	2	0	4		3	40	0.190	6.25	6	4,974	45,232
BOARDMAN STREET	CHURCH STREET - MILK STREET	0	21	5	2	0	4	4	3	35	0.120	6.25	6	2,868	26,084
CAROLYN DRIVE	JASPER STREET EXTENSION - LINDA STREET	0	24	6	2	3	5	5	1	40	0.250	6.25	12	62,104	62,104
CHAUNCY CIRCLE	CHAUNCY STREET - OAK STREET	0	19	5	2	0			2	30	0.200	6.25	6	4,325	39,332
CROWNRISE ROAD	SPRING ROAD - SPRING ROAD	0	30	6	2	3		5	1	50	0.320	6.25	12	99,366	99,366
DENNY STREET	RUGGLES STREET - SOUTH STREET	0	17	6	2	0			2	40	0.180	6.25	12	31,673	31,673
ERIC DRIVE	HYDER STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.050	6.25	12	12,421	12,421
FLANDERS ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	5	25	5	2	0		5	1	40	0.300	6.25	6	8,536	77,630
FLANDERS ROAD		5	22	5	2	0			1	40	2.440	6.25	6	61,095	555,623
FLANDERS ROAD		5	22	5	2	0			1	40	0.320	6.25	6	8,012	72,869
GARFIELD DRIVE	RUGGLES STREET - CUL_DE_SAC	0	30	6	2	3		5	1	40	0.290	6.25	12	90,051	90,051
HYDER STREET	GLEN STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.520	6.25	12	129,176	129,176
LINDA STREET	HYDER STREET - JASPER STREET EXTENSION	0	24	6	2	3	5	5	1	40	0.470	6.25	12	116,755	116,755
OAK STREET	CHAUNCY CIRCLE - MILK STREET	0	18	5	2	0			2	40	0.364	6.25	6	7,457	67,817
WALKER STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	18	5	2	0			2	35	0.320	6.25	6	6,556	59,620
WALKER STREET		0	15	5	1	0			2	35	0.175	6.25	6	2,988	27,170
BICKFORD LANE	CHAUNCY CIRCLE - DEAD END	0	23	6	2	0			1		0.080	6.50	12	19,045	19,045
BUCKSKIN DRIVE	DEERSLAYER LANE - CUL_DE_SAC	0	30	6	2	3	5		1		0.140	6.50	12	43,473	43,473
BUTTERFIELD DRIVE	CONNECTOR ROAD - BUTTERFIELD DRIVE	0	26	6	2	3	5		1	50	0.466	6.50	12	125,408	125,408
BYARD LANE	HASKELL STREET - BYARD LANE	0	24	5	2	3	6	6	2	40	0.590	6.50	6	16,116	146,565
CHAMBERLAIN COURT	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3		5	1	50	0.094	6.50	12	25,297	25,297
COLONIAL DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3	5		1		0.110	6.50	12	34,157	34,157
DEERSLAYER LANE	RUGGLES STREET - MOUNT PLEASANT STREET	0	30	6	2	3		5	1		0.250	6.50	12	77,630	77,630
ELM STREET	SPRUCE STREET - GREEN STREET	0	22	5	2	0	5	5	2	40	0.090	6.50	6	2,254	20,494
ELM STREET		0	22	5	2	0		5	2	40	0.070	6.50	6	1,753	15,940
FAIRVIEW COURT	MEADOW ROAD - FAIRVIEW ROAD	0	19	5	2	0			2	30	0.060	6.50	6	1,297	11,800
FLANDERS LANE	FLANDERS ROAD - FLANDERS ROAD	0	14	5	1	0			2	30	0.170	6.50	6	2,709	24,635
GRANGER ROAD		0	14	2	1	0			3	40	0.051	6.50	6	813	7,390
HASKELL STREET	EAST MAIN STREET - LYMAN STREET	0	19	5	2	0			2	30	0.890	6.50	6	19,246	175,029
ROCKLAWN ROAD	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3	5		1	50	0.166	6.50	12	44,673	44,673
SLEIGH LANE	GARFIELD DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1	40	0.130	6.50	12	40,368	40,368

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk	Right Sidewalk	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to Replace in Kind	If Paved, Cost
							Width	Width							
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	39	6	2	3	8	10	1	60	0.090	6.50	12	36,331	36,331
WHITNEY STREET	CHURCH STREET - FOLLY LANE	0	23	5	2	0	4	4	2	35	0.180	6.50	6	4,712	42,852
CHESTNUT STREET	RUGGLES STREET - WEST MAIN STREET	0	20	5	2	0			2	30	0.910	6.75	6	20,714	188,382
FAIRVIEW CIRCLE ROAD	FAIRVIEW ROAD - CUL_DE_SAC	0	20	6	2	3			1	40	0.030	6.75	12	6,210	6,210
FAIRVIEW ROAD	MILK STREET - FAIRVIEW CIRCLE ROAD	0	20	5	2	0			3	30	0.180	6.75	6	4,097	37,262
FRUIT STREET	HOPKINTON TOWN LINE - FLANDERS ROAD	0	30	5	2	3		5	1	50	0.149	6.75	6	5,087	46,267
JASPER STREET	WEST MAIN STREET - NOURSE STREET	0	18	5	2	0			1	40	0.450	6.75	6	9,219	83,840
LONG DRIVE	RUGGLES STREET - COOK STREET	0	24	6	2	3	5		1	50	0.583	6.75	12	144,826	144,826
RAYMOND STREET	ARCH STREET - HYDER STREET	0	25	6	2	3	5	5	1	40	0.050	6.75	12	12,938	12,938
REED AVENUE	LONG DRIVE - Cul-de-sac	0	24	6	2	3	5		1	50	0.176	6.75	12	43,721	43,721
ROY STREET	REED AVENUE - Cul-de-sac	0	24	6	2	3	5		1	50	0.101	6.75	12	25,090	25,090
SAMPSON DRIVE	FLANDERS ROAD - FLANDERS ROAD	0	22	5	2	0			2	30	0.200	6.75	6	5,008	45,543
SPRUCE STREET	COTTAGE STREET - ELM STREET	0	18	5	2	0	5	5	2	40	0.050	6.75	6	1,024	9,316
STATE STREET	HIGH STREET - EAST MAIN STREET	0	20	5	2	0	4	4	1	30	0.090	6.75	6	2,049	18,631
STATE STREET		0	20	5	2	0			1	30	0.050	6.75	6	1,138	10,351
THOMAS NEWTON DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3		5	1	40	0.740	6.75	12	229,784	229,784
COOK STREET	RUGGLES STREET - LONG DRIVE	0	24	6	2	3		5	1	50	0.498	7.00	12	123,711	123,711
COTTAGE STREET	SOUTH STREET - BRIGHAM STREET	0	26	5	2	0		5	2	40	0.170	7.00	6	5,031	45,750
GLEN STREET	NOURSE ST TO NOURSE ST	0	16	5	2	0			1	50	0.340	7.00	6	6,191	56,308
GROVE STREET	MILK STREET - CHURCH STREET	0	22	5	2	3	5	5	1	35	0.190	7.00	6	4,757	43,266
HUNDREDS ROAD	LONGMEADOW ROAD - BOSTON WORCESTER TPK	0	24	6	2	3		8	1	40	0.223	7.00	12	55,397	55,397
HUNDREDS ROAD		0	24	6	2	3	5	5	1	40	0.197	7.00	12	48,938	48,938
HUNDREDS ROAD		0	24	6	2	3		5	1	40	0.251	7.00	12	62,352	62,352
HUNDREDS ROAD		0	24	6	2	3			1	40	0.179	7.00	12	44,466	44,466
ISSAC MILLER ROAD	ADAMS STREET - CUL_DE_SAC	0	20	5	2	0			1	40	0.270	7.00	6	6,146	55,893
JEFFERSON ROAD	HUNDREDS ROAD - DEAD END	0	24	6	2	3	5		1	40	0.110	7.00	12	27,326	27,326
NOTTINGHAM STREET	HUNDREDS ROAD - LONGMEADOW ROAD	0	24	6	2	3			1	40	0.290	7.00	12	72,041	72,041
PINECREST DRIVE	WEST MAIN STREET - PINECREST DRIVE	0	23	5	2	3	5	5	1	35	0.090	7.00	6	2,356	21,426
PINECREST DRIVE		0	23	5	2	3		5	1	35	0.230	7.00	6	6,021	54,755
ROGERS ROAD	EAST MAIN STREET - DEAD END	0	26	6	2	3			1		0.300	7.00	12	80,735	80,735
SHERBURN ROAD	JEFFERSON ROAD - HUNDREDS ROAD	0	24	6	2	3	5		1	40	0.170	7.00	12	42,231	42,231
UHLMAN DRIVE	BYARD LANE - BYARD LANE	0	24	5	2	3	5	5	1	40	0.190	7.00	6	5,190	47,199
WAYSIDE ROAD	RUGGLES STREET - RUGGLES STREET	0	30	6	2	3		5	1		0.880	7.00	12	273,257	273,257
YORKSHIRE CIRCLE	LONGMEADOW ROAD - CUL_DE_SAC	0	24	6	2	3	5	5	1	40	0.110	7.00	12	27,326	27,326
ALPINE DRIVE	CRESTVIEW DRIVE - CUL_DE_SAC	0	24	5	2	0	4	4	2	40	0.080	7.25	6	2,185	19,873
BREEN ROAD	VALLEY BROOK ROAD - ELI WHITNEY STREET	0	24	5	2	3	5	5	2	40	0.060	7.25	6	1,639	14,905
CRESTVIEW DRIVE	HILLCREST DRIVE - LYONS STREET	0	23	5	2	0	4	4	2	40	0.140	7.25	6	3,665	33,329
CRESTVIEW DRIVE		0	23	5	2	3	4	4	2	40	0.200	7.25	6	5,235	47,613
DOHERTY ROAD	WALKER STREET - STOREY ROAD	0	22	5	2	0			2	35	0.090	7.25	6	2,254	20,494
FAY MOUNTAIN DRIVE	MOUNTAIN VIEW DRIVE - CUL_DE_SAC	0	30	6	2	3			2		0.120	7.25	12	37,262	37,262
GREEN STREET	BRIGHAM STREET - PINE STREET	0	25	5	2	0	5	5	2	35	0.080	7.25	6	2,276	20,701
HILLCREST DRIVE	EAST MAIN STREET - CRESTVIEW DRIVE	0	24	5	2	3	4	4	2	40	0.220	7.25	6	6,009	54,651

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left Sidewalk	Right Sidewalk	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	
							Width	Width						Replace in Kind	If Paved, Cost
INDIAN POND ROAD	MEADOW ROAD - Cul-de-sac	0	34	6	2	3	5		1	50	0.197	7.25	12	69,329	69,329
JACOB AMSDEN ROAD	THOMAS NEWTON DRIVE - EAST MAIN STREET	0	30	6	2	3		5	1	40	0.480	7.25	12	149,049	149,049
LAWTON'S WAY	MILK STREET - CUL_DE_SAC	0	26	6	2	3		4	1	35	0.150	7.25	12	40,368	40,368
LONGFELLOW ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.110	7.25	12	34,157	34,157
MAPLE AVENUE	SOUTH STREET - DEAD END	0	20	5	2	0			1	30	0.070	7.25	6	1,593	14,491
MOUNT PLEASANT STREET	SOUTH STREET - RUGGLES STREET	0	21	5	2	0			2	40	0.304	7.25	6	7,266	66,079
MOUNT PLEASANT STREET		0	20	5	2	0			2	40	0.696	7.25	6	15,843	144,081
PARKMAN STREET	GROVE STREET - WEST MAIN STREET	0	22	5	2	3	5	5	1	32	0.120	7.25	6	3,005	27,326
PINE STREET	GREEN STREET - ELM STREET	0	18	5	2	0			2	35	0.120	7.25	6	2,458	22,357
STOREY ROAD	EAST MAIN STREET - WALKER STREET	0	21	5	2	0			3	30	0.070	7.25	6	1,673	15,215
WARBURTON DRIVE	EAST MAIN STREET - EAST MAIN STREET	0	23	5	2	0			2	40	0.160	7.25	6	4,188	38,090
EDGEWOOD ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.110	7.50	12	34,157	34,157
HARVEY LANE		0	18	5	2	0			3	30	0.208	7.50	6	4,261	38,753
LACKEY STREET	SPRING ROAD - PHYLMOR DRIVE	0	23	5	2	0			3	40	0.479	7.50	6	12,539	114,033
LACKEY STREET		0	16	5	2	0			3	40	0.321	7.50	6	5,845	53,161
LINCOLN STREET	WINTER STREET - SPRING STREET	0	24	5	2	0		4	1	35	0.100	7.50	6	2,732	24,842
LONGMEADOW ROAD	FLANDERS ROAD - BOSTON WORCESTER TPK	0	23	6	2	3		8	1	40	0.490	7.50	12	116,652	116,652
LYMAN STREET	EAST MAIN STREET - NORTHBOROUGH TOWN LINE	6	30	5	2	3			1	50	1.480	7.50	6	50,533	459,569
LYONS STREET	EAST MAIN STREET - COMPUTER DRIVE	6	18	5	2	0			1	40	0.180	7.50	6	3,688	33,536
ONEIL DRIVE	WEST MAIN STREET - HARVEY LANE	0	26	5	2	0			3	40	0.389	7.50	6	11,511	104,686
PHYLMOR DRIVE	LACKEY STREET - CUL_DE_SAC	0	24	6	2	3	5		1	40	0.330	7.50	12	81,977	81,977
SHEPHERD ROAD	EAST MAIN STREET - STEVENS ROAD	0	21	5	2	0			2	40	0.180	7.50	6	4,302	39,125
SMITH STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	19	5	2	0			2	35	0.450	7.50	6	9,731	88,498
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	3	8	10	1	70	0.080	7.50	12	39,746	39,746
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	1	4	4	1	60	0.043	7.50	12	21,364	21,364
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2	4	4	1	50	0.260	7.50	12	69,970	69,970
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2			1	40	0.440	7.50	12	118,411	118,411
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	3	4		1	40	0.287	7.50	12	95,060	95,060
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	0			1	40	0.420	7.50	12	139,113	139,113
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	5	2	0			1	40	0.260	7.50	6	7,398	67,279
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3			1	40	0.340	7.50	12	87,981	87,981
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	32	6	2	1	4	4	1	50	0.337	7.50	12	111,621	111,621
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	51	6	2	3		12	1	73	0.140	7.50	12	73,904	73,904
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	26	6	2	2			1	40	0.073	7.50	12	19,646	19,646
WINTER STREET	HIGH STREET - SUMMER STREET	0	20	5	2	0	4	4	3	35	0.080	7.50	6	1,821	16,561
ANDREWS STREET	OLD NOURSE STREET - DEAD END	0	22	5	2	0			2	40	0.304	7.75	6	7,612	69,225
ANDREWS STREET		0	13	5	1	0			2	40	0.306	7.75	6	4,527	41,175
ASSABET DRIVE	FISHER STREET - Cul-de-sac	0	24	6	2	3	5		1	50	0.192	7.75	12	47,696	47,696
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4	4	2	40	0.174	7.75	6	4,753	43,224
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4		2	40	0.016	7.75	6	437	3,975
BRADY ROAD EXTENSION	BRADY ROAD - CUL_DE_SAC	0	26	5	2	0			2	40	0.131	7.75	6	3,876	35,254
BRADY ROAD EXTENSION		0	26	5	2	0	4		2	40	0.059	7.75	6	1,746	15,878

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	If Paved, Cost
							Sidewalk Width	Sidewalk Width						Replace in Kind	
BRICKYARD LANE	HASKELL STREET - THOMAS NEWTON DRIVE	0	30	6	2	3		5	1	40	0.280	7.75	12	86,945	86,945
CROSSMAN AVENUE	UPTON ROAD - PHYLMOR DRIVE	0	24	5	2	3		5	1	45	0.040	7.75	6	1,093	9,937
ELI WHITNEY STREET	RUGGLES STREET - WEST MAIN STREET	0	27	6	2	3		5	2	50	0.423	7.75	12	118,215	118,215
ELI WHITNEY STREET		0	27	5	2	0		5	2	50	0.210	7.75	6	6,453	58,688
ELI WHITNEY STREET		0	27	5	2	3		5	2	50	0.097	7.75	6	2,981	27,108
FISHER STREET	ARCH STREET - MILK STREET	5	25	5	2	0		5	3	40	0.660	7.75	6	18,779	170,786
GALE MEADOW WAY	WACHUSETT VIEW DRIVE - CUL_DE_SAC	0	30	6	2	3		5	1	40	0.090	7.75	12	27,947	27,947
GRANGER ROAD	EAST MAIN STREET - DEAD END	0	21	5	2	0			2	40	0.119	7.75	6	2,844	25,866
JOHN PRATT CIRCLE	SAMUEL HARRINGTON ROAD - CUL_DE_SAC	0	26	6	2	3		5	1	35	0.120	7.75	12	32,294	32,294
LYDIAS PATH	MAYNARD STREET - Cul-de-sac	0	24	6	2	3		5	1	50	0.116	7.75	12	28,816	28,816
LYMAN STREET		6	30	5	2	3	4		1	50	0.410	7.75	6	13,999	127,313
MAYNARD STREET	MILK STREET - FISHER STREET	0	19	5	2	0			3	30	0.590	7.75	6	12,758	116,031
OAK STREET	CHAUNCY CIRCLE TO CHAUNCY ST	0	24	5	2	0			2	40	0.899	7.75	6	24,556	223,326
OLD COLONY DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	24	5	2	3	4	4	1	45	0.570	7.75	6	15,570	141,597
OLD NOURSE STREET	NOURSE STREET - NOURSE STREET	0	22	5	2	0			2	40	0.550	7.75	6	13,771	125,243
OLDE STONEBRIDGE PATH	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3		5	2	40	0.140	7.75	12	43,473	43,473
ORCHARD STREET	SPRING STREET - WATER STREET	0	26	5	2	0		4	1	40	0.080	7.75	6	2,367	21,529
RUGGLES POND ROAD	SOUTH STREET - CUL_DE_SAC	0	30	6	2	3		5	1		0.130	7.75	12	40,368	40,368
RUGGLES STREET	WEST MAIN STREET - UPTON TOWN LINE	0	28	5	2	0	4	6	2	40	0.530	7.75	6	16,890	153,604
RUGGLES STREET		0	21	5	2	0			2	40	1.360	7.75	6	32,505	295,615
SAMUEL HARRINGTON ROAD	JACOB AMSDEN ROAD - SAMUEL HARRINGTON RD	0	26	6	2	3			1	35	0.500	7.75	12	134,558	134,558
SPRING STREET	HIGH STREET - MILK STREET	0	26	5	2	0		5	1	40	0.220	7.75	6	6,510	59,206
STEVENS ROAD	LYMAN STREET - EAST MAIN STREET	0	23	5	2	0			1	40	0.300	7.75	6	7,853	71,419
STONE HILL ROAD	WOODCREST ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.110	7.75	12	34,157	34,157
UPTON ROAD	HOPKINTON ROAD - UPTON TOWN LINE	5	23	5	2	0			3	40	2.260	7.75	6	59,160	538,027
VALLEY BROOK ROAD	RUGGLES STREET - BREEN ROAD	0	24	5	2	3	5	5	2	40	0.220	7.75	6	6,009	54,651
WACHUSETT VIEW DRIVE	HASKELL STREET - BRICKYARD LANE	0	30	6	2	3		5	1	40	0.550	7.75	12	170,786	170,786
WOODCREST ROAD	WAYSIDE ROAD - WAYSIDE ROAD	0	30	6	2	3		5	1		0.280	7.75	12	86,945	86,945
ARROWHEAD LANE	CHESTNUT STREET - Cul-de-sac	0	24	6	2	3		5	1	50	0.488	8.00	12	121,227	121,227
BAKER WAY	EAST MAIN STREET - DEAD END	0	18	5	2	0			1	30	0.030	8.00	6	615	5,589
BENJAMIN DRIVE	JASPER STREET - WEST MAIN STREET	0	30	6	2	3		5	1	40	0.180	8.00	12	55,893	55,893
BERTIS ADAMS WAY	GABLE RIDGE ROAD - WARREN STREET	0	30	6	2	3		5	1	50	0.367	8.00	12	113,961	113,961
BLAKE STREET	WEST MAIN STREET - WHITNEY STREET	0	20	5	2	0		4	3	30	0.180	8.00	6	4,097	37,262
BLAKE STREET		0	20	5	2	0	4	4	3	30	0.110	8.00	6	2,504	22,771
BREWER DRIVE	NOURSE STREET - NOURSE STREET	0	30	6	2	3	5		1	40	0.450	8.00	12	139,734	139,734
BROOK WAY	OLD NOURSE STREET - OLD NOURSE STREET	0	30	6	2	3			1		0.240	8.00	12	74,525	74,525
CABOT CIRCLE	OLD COLONY DRIVE - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.070	8.00	6	1,912	17,389
CAPTAIN SAMUEL FORBUSH RD	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3	5		1		0.300	8.00	12	93,156	93,156
CARROLL DRIVE	FRANCES DRIVE - Cul-de-sac	0	30	6	2	3	5		1	50	0.158	8.00	12	49,062	49,062
CATIE DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3			1	40	0.110	8.00	12	34,157	34,157
CENTRAL STREET	WEST MAIN STREET - CROSS STREET	0	21	5	2	3	5	5	2	35	0.110	8.00	6	2,629	23,910
CHARLES STREET	RUGGLES STREET - WEST MAIN STREET	0	21	5	2	0	4	4	3	40	0.200	8.00	6	4,780	43,473

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	
							Sidewalk Width	Sidewalk Width						Replace in Kind	If Paved, Cost
CHARLES STREET		0	21	5	2	0	4		3	40	0.070	8.00	6	1,673	15,215
DANE WAY	OLD COLONY DRIVE - WESTMINSTER WAY	0	24	5	2	3	5	5	1	45	0.040	8.00	6	1,093	9,937
EDMUND BRIGHAM WAY	MOUNT PLEASANT STREET - Cul-de-sac	0	24	6	2	3	5		1	50	0.199	8.00	12	49,435	49,435
EDWARD DUNN WAY	ASSABET DRIVE - Cul-de-sac	0	24	6	2	3	5		1	50	0.180	8.00	12	44,715	44,715
ELIZABETH DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1	40	0.090	8.00	12	27,947	27,947
FORBES STREET	RUGGLES STREET - SOUTH STREET	0	24	5	2	0	4	4	1	45	0.200	8.00	6	5,463	49,683
FRANCES DRIVE	KENDALL DRIVE -	0	30	6	2	3	5		1	50	0.201	8.00	12	62,414	62,414
GABLE RIDGE ROAD	WARREN STREET - BERTIS ADAMS WAY	0	30	6	2	3	5		1	50	0.253	8.00	12	78,561	78,561
GRINDSTONE COURT	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3	5		1	50	0.144	8.00	12	35,772	35,772
HARRISON AVENUE	RUGGLES STREET - SCHOOL STREET	0	19	5	2	0	4	4	2	35	0.100	8.00	6	2,162	19,666
HARVEST WAY	NASH STREET - Cul-de-sac	0	30	6	2	3		5	1	50	0.202	8.00	12	62,725	62,725
HERON WAY	ARROWHEAD LANE - OLD COLONY DRIVE	0	12	6	1	0			1	50	0.089	8.00	12	11,054	11,054
HEYWOOD DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	30	6	2	3	5		1		0.150	8.00	12	46,578	46,578
JACKSTRAW ROAD	OLDE COACH ROAD - CUL_DE_SAC	0	24	6	2	3		5	1	40	0.120	8.00	12	29,810	29,810
JANLYN CIRCLE	WATER STREET - CUL_DE_SAC	0	30	6	2	3			1		0.060	8.00	12	18,631	18,631
KENDALL DRIVE	WEST MAIN STREET - WEST MAIN STREET	0	24	6	2	3		5	1	50	0.371	8.00	12	92,162	92,162
MAPLE CIRCLE	MILK STREET - MILK STREET	0	21	5	2	0			3	30	0.200	8.00	6	4,780	43,473
MCTAGGART STREET	HEYWOOD DRIVE - CAPTAIN SAMUEL FORBUSH RD	0	30	6	2	3	5		1		0.230	8.00	12	71,419	71,419
MILK STREET		6	30	5	2	2	4		1	50	2.300	8.00	12	78,531	714,195
MYRTLE STREET	SCHOOL STREET - CHARLES STREET	0	24	5	2	0		4	2	45	0.190	8.00	6	5,190	47,199
NICHOLS TERRACE	FISHER STREET - Cul-de-sac	0	30	6	2	3		5	1	50	0.172	8.00	12	53,409	53,409
OLDE COACH ROAD	BOWMAN STREET - BOWMAN LANE	0	25	5	2	3	5		1	40	0.249	8.00	6	7,085	64,433
OLDE COACH ROAD		0	25	5	2	3			1	40	0.081	8.00	6	2,305	20,960
OLDE CONNECTICUT PATH	BERTIS ADAMS WAY - Cul-de-sac	0	30	6	2	3		5	1	50	0.106	8.00	12	32,915	32,915
OLDE MEETING HOUSE ROAD	REV THOMAS HOOKER ROAD - CUL_DE_SAC	0	24	6	2	3			1		0.290	8.00	12	72,041	72,041
ONEIL DRIVE		0	19	5	2	0			3	40	0.121	8.00	6	2,617	23,796
PHILLIPS STREET		0	31	5	2	1	4	4	1	50	0.108	8.00	6	3,810	34,654
PICCADILLY WAY	MORSE STREET - MORSE STREET	0	24	6	2	3	5		1	50	0.950	8.00	12	235,995	235,995
PROSPECT STREET	EAST MAIN STREET - STATE STREET	0	14	5	1	0			3	30	0.050	8.00	6	797	7,245
PROSPECT STREET		0	21	5	2	0			3	30	0.050	8.00	6	1,195	10,868
REV THOMAS HOOKER ROAD	BOWMAN LANE - OLDE MEETING HOUSE ROAD	0	24	6	2	3			1		0.280	8.00	12	69,556	69,556
SANDRA POND ROAD	BOWMAN STREET - THOMAS RICE LANE	0	24	6	2	3			1	40	0.080	8.00	12	19,873	19,873
SAWMILL DRIVE	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3	5		1	50	0.143	8.00	12	35,523	35,523
SMITH PARKWAY	OTIS STREET - FISHER STREET	0	36	6	2	3			1	40	0.420	8.00	12	156,502	156,502
STRATTON DRIVE	LACKEY STREET - CUL_DE_SAC	0	30	6	2	3			1		0.120	8.00	12	37,262	37,262
SUMMER STREET	MILK STREET - Dead end	0	21	5	2	0		5	2	40	0.130	8.00	6	3,107	28,257
SUMMER STREET		0	27	5	2	0	5	5	2	40	0.110	8.00	6	3,380	30,741
SUMMER STREET		0	27	5	2	0	5	5	2	40	0.120	8.00	6	3,688	33,536
THOMAS RICE LANE	CUL_DE_SAC - CUL_DE_SAC	0	24	6	2	3			1	40	0.160	8.00	12	39,746	39,746
UNION STREET	EAST MAIN STREET - Dead end	0	37	5	2	3	4		1	50	0.179	8.00	6	7,538	68,552
WARD LANE	WEST MAIN STREET - DEAD END	0	24	5	2	3	5	5	1	45	0.250	8.00	6	6,829	62,104
WEST END AVENUE	ONEIL DRIVE - WEST MAIN STREET	0	29	5	2	0			3	40	0.210	8.00	6	6,931	63,035

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to Replace in Kind	If Paved, Cost
							Sidewalk Width	Sidewalk Width							
WESTMINSTER WAY	WARD LANE - DEAD END	0	24	5	2	3	5	5	1	45	0.310	8.00	6	8,468	77,009
APPLESEED DRIVE	ADAMS STREET - Cul-de-sac	0	30	6	2	3	5		1	50	0.399	8.25	12	123,897	123,897
CROSS STREET		0	20	5	2	3	3	4	2	32	0.050	8.25	6	1,138	10,351
CROSS STREET	CHARLES STREET - SOUTH STREET	0	22	5	2	3	3	4	2	32	0.120	8.25	6	3,005	27,326
CROSS STREET		0	20	5	2	0	3	4	2	32	0.080	8.25	6	1,821	16,561
HADLEY LANE	MAPLE CIRCLE - CUL_DE_SAC	0	25	5	2	0			3	35	0.120	8.25	6	3,414	31,052
HARVEY LANE	ONEIL DRIVE - WEST END AVENUE	0	26	5	2	0			3	36	0.232	8.25	6	6,865	62,435
JENNINGS ROAD	HARVEY LANE - CHESTNUT STREET	0	23	5	2	0			1	35	0.220	8.25	6	5,759	52,374
JOANNE DRIVE	ELI WHITNEY STREET - OVERLOOK DRIVE	0	24	6	2	3	5	5	1	40	0.180	8.25	12	44,715	44,715
MOHAWK CIRCLE	MOHAWK DRIVE - CUL_DE_SAC	0	24	6	2	3	5		1	40	0.070	8.25	12	17,389	17,389
MOHAWK DRIVE	MAYNARD STREET - MOHAWK CIRCLE	0	24	6	2	3	5		1	40	0.070	8.25	12	17,389	17,389
MOUNTAIN VIEW DRIVE	ADAMS STREET - DEAD END	0	24	5	2	3	5	5	1	35	0.220	8.25	6	6,009	54,651
NASH STREET	ADAMS STREET - DEAD END	0	20	2	2	0			3	40	0.510	8.25	6	11,609	105,577
NAUSET AVENUE	MILK STREET - NIPMUCK DRIVE	0	28	6	2	3	5		1	50	0.108	8.25	12	31,300	31,300
NIPMUCK DRIVE	MILK STREET - Cul-de-sac	0	30	6	2	3			1	50	0.409	8.25	12	127,002	127,002
NOURSE STREET	WEST MAIN STREET - GRAFTON TOWN LINE	5	28	5	2	0			3	50	2.380	8.25	6	75,845	689,767
OVERLOOK DRIVE	ELI WHITNEY STREET - WEST MAIN STREET	0	24	6	2	3	5	5	2	40	0.490	8.25	12	121,724	121,724
QUAIL HOLLOW	BROOK WAY - CUL_DE_SAC	0	30	6	2	3		5	1		0.100	8.25	12	31,052	31,052
RICHARDSON COURT	PARTRIDGE ROAD - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.160	8.25	6	4,370	39,746
ROSEWOOD PLACE	PARTRIDGE ROAD - CUL_DE_SAC	0	30	6	2	3	5		1		0.140	8.25	12	43,473	43,473
SCHOOL STREET	SOUTH STREET - WEST MAIN STREET	6	28	5	2	0	3	5	2	40	0.330	8.25	6	10,516	95,640
SPRING ROAD	UPTON ROAD - HOPKINTON TOWN LINE	0	17	5	2	0			3	40	0.840	8.25	6	16,253	147,807
BIRCH DRIVE	OVERLOOK DRIVE - WHEELER ROAD	0	24	6	2	3	5	5	1	35	0.070	8.50	12	17,389	17,389
CHURCH STREET	WEST MAIN STREET - MILK STREET	6	29	5	2	0	5	6	3	45	0.470	8.50	6	15,513	141,079
CIDER CIRCLE		0	15	6	2		5		1	50	0.014	8.50	12	2,174	2,174
DAVID WAY	BYARD LANE - HASKELL STREET	0	25	5	2	3	5	5	1	40	0.050	8.50	6	1,423	12,938
FISHER STREET		5	20	5	2	0			3	30	0.370	8.50	6	8,422	76,595
HIGH STREET	WATER STREET - EAST MAIN STREET	0	28	5	2	0		4	1	40	0.170	8.50	6	5,418	49,269
HIGH STREET		0	28	5	2	2	5	5	1	40	0.110	8.50	6	3,505	31,880
MARY LOU CIRCLE	MATHIEU DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1		0.070	8.50	12	21,736	21,736
MATHIEU DRIVE	OLD NOURSE STREET - ANDREWS STREET	0	30	6	2	3	5		1		0.310	8.50	12	96,261	96,261
OAK STREET BRANCH	MILK STREET - OAK STREET	0	24	5	2	0			3	40	0.084	8.50	6	2,294	20,867
OTIS STREET	FISHER STREET - NORTHBOROUGH TOWN LINE	6	23	5	2	0			3	40	0.040	8.50	6	1,047	9,523
OTIS STREET		5	23	5	2	0			3	40	0.634	8.50	6	16,596	150,933
OTIS STREET		5	17	5	2	0			3	40	0.525	8.50	6	10,158	92,380
OTIS STREET		6	16	5	2	0			3	40	0.080	8.50	6	1,457	13,249
PARTRIDGE ROAD	OLDHAM ROAD - MOUNTAIN VIEW DRIVE	0	24	6	2	3	5	5	2	45	0.150	8.50	12	37,262	37,262
PRIMROSE LANE	ADAMS STREET - Cul-de-sac	0	26	6	2	3		5	1	50	0.210	8.50	12	56,515	56,515
BRIDLE LANE	OAK STREET - CUL_DE_SAC	0	30	6	2	3			2	40	0.290	8.75	12	90,051	90,051
BRIGHAM STREET	COTTAGE PLACE - GREEN STREET	0	31	5	2	3		5	1	40	0.036	8.75	6	1,270	11,551
BRIGHAM STREET	EAST MAIN STREET - Dead end	0	31	5	2	3		5	1	40	0.200	8.75	6	7,056	64,174
COPPERBEECH CIRCLE	OLDE HICKORY PATH - Cul-de-sac	0	26	6	2	3	5		1	50	0.117	8.75	12	31,487	31,487

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface Type	Lanes	Curbs	Left	Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to Replace in Kind	If Paved, Cost
							Sidewalk Width	Sidewalk Width							
EAST MAIN STREET	MAIN STREET ROTARY - SOUTHBORO TOWN LINE	5	40	6	2	3			1	53	1.340	8.75	12	554,795	554,795
EAST MAIN STREET		5	40	6	2	3		6	1	53	0.620	8.75	12	256,696	256,696
EAST MAIN STREET		5	30	6	2	3	6	6	1	53	0.600	8.75	12	186,312	186,312
IRVING STREET	WHITNEY STREET - CUL_DE_SAC	0	26	5	2	0			1	35	0.060	8.75	6	1,775	16,147
OLDE HICKORY PATH	NOURSE STREET - Dead end	0	28	6	2	3		5	1	50	0.475	8.75	12	137,664	137,664
THISTLE HILL LANE	Dead end - OLDE HICKORY PATH	0	24	6	2	3		5	1	50	0.044	8.75	12	10,930	10,930
WHIPPLETREE LANE	FISHER STREET - CUL_DE_SAC	0	30	6	2	3		5	1		0.100	8.75	12	31,052	31,052
WHISPERING PINE	NOURSE STREET - OLDE HICKORY PATH	0	28	6	2	3	5		1	50	0.185	8.75	12	53,616	53,616
ARMSTRONG DRIVE	WHEELER ROAD - OLDHAM ROAD	0	24	5	2	0			1	45	0.220	9.00	6	6,009	54,651
BEACH STREET	SOUTH STREET - DEAD END	0	23	5	2	0	4	5	2	40	0.072	9.00	6	1,885	17,141
BEACH STREET		0	23	5	2	0		5	2	40	0.098	9.00	6	2,565	23,330
BEACHMONT STREET	PINE STREET - BEACH STREET	0	23	5	2	0			1	40	0.150	9.00	6	3,927	35,710
FOLLY LANE	WHITNEY STREET - DEAD END	0	20	5	2	0			1	35	0.080	9.00	6	1,821	16,561
GARY CIRCLE	FISHER STREET - FISHER STREET	0	24	5	2	3	5	5	3	45	0.340	9.00	6	9,287	84,461
JUNIPER CIRCLE	KING GRANT ROAD - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.110	9.00	6	3,005	27,326
KINGS GRANT ROAD	GARY CIRCLE - MILK STREET	0	24	5	2	3	5	5	3	45	0.260	9.00	6	7,102	64,588
SUMMER STREET EXTENSION	HIGH STREET EXTENSION - DEAD END	0	20	5	2	0			2	40	0.170	9.00	6	3,870	35,192
WILLOW STREET	EAST MAIN STREET - WATER STREET	0	23	5	2	0		5	1	40	0.170	9.00	6	4,450	40,471
CORTLAND DRIVE	OLDHAM ROAD - WHEELER ROAD	0	23	5	2	0			1	45	0.230	9.25	6	6,021	54,755
DENFIELD DRIVE	OLDHAM ROAD - WHEELER ROAD	0	25	5	2	0	4	4	1	45	0.210	9.25	6	5,975	54,341
FISHER STREET		6	20	5	2	0			3	30	1.239	9.25	6	28,203	256,489
OLDHAM ROAD	WEST MAIN STREET - WHEELER ROAD	0	23	5	2	0			1	45	0.090	9.25	6	2,356	21,426
OLDHAM ROAD		0	23	5	2	0	4	4	1	45	0.260	9.25	6	6,806	61,897
ROBIN CIRCLE	ROBIN LANE - DEAD END	0	24	5	2	0	4	4	3	40	0.080	9.25	6	2,185	19,873
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	24	5	2	0	4	4	3	40	0.080	9.25	6	2,185	19,873
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	14	2	1	0			3	40	0.060	9.25	6	956	8,695
ROBIN ROAD	MILK STREET - ROBIN LANE	0	24	5	2	0	4		3	35	0.201	9.25	6	5,490	49,932
ROBIN ROAD		0	24	5	2	0		4	3	35	0.289	9.25	6	7,894	71,792
WELD STREET	BLAKE STREET - DEAD END	0	18	5	2	0			2	30	0.240	9.25	6	4,917	44,715
WHEELER ROAD	WEST MAIN STREET - DENFIELD DRIVE	0	20	5	2	0			1	40	0.150	9.25	6	3,414	31,052
WHEELER ROAD		0	20	5	2	3	5		1	40	0.220	9.25	6	5,008	45,543
WHEELER ROAD		0	20	5	2	0	4	4	1	40	0.050	9.25	6	1,138	10,351
WHITNEY STREET		0	23	5	2	0			2	35	0.100	9.25	6	2,618	23,806
ADAMS STREET	RUGGLES STREET - WEST MAIN STREET	0	17	5	2	0			2	40	1.560	9.50	6	30,183	274,499
CIDER CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2		5		1	50	0.012	9.50	12	1,863	1,863
DAVIS STREET	MILK STREET - NORTHBOROUGH TOWN LINE	6	17	5	2	0			3	40	0.053	9.50	6	1,025	9,326
EDEN CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2			5	1	50	0.026	9.50	12	4,037	4,037
GLEASON STREET	FISHER STREET - SHREWSBURY TOWN LINE	6	18	5	2	0			3	40	0.390	9.50	6	7,990	72,662
HIGH STREET EXTENSION	WATER STREET - SUMMER STREET EXTENSION	0	20	5	2	0			1	40	0.160	9.50	6	3,642	33,122
HIGH STREET EXTENSION		0	20	5	2	0		4	1	40	0.040	9.50	6	911	8,281
HOLMES STREET	STATE STREET - DEAD END	0	19	5	2	0		4	2	30	0.060	9.50	6	1,297	11,800
HOLMES STREET	WATER STREET - DEAD END	0	18	5	2	0	5		1	30	0.050	9.50	6	1,024	9,316

Road Management System
FY15 Summary

Street Name	From St - To St	Functional Classification	Surface Width	Surface		Curbs	Left Sidewalk		Right Sidewalk		Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	
				Type	Lanes		Width	Width	Width	Width						Replace in Kind	If Paved, Cost
MAYBERRY DRIVE	WATER STREET - HIGH STREET EXTENSION	0	24	6	2	3	5		5		1	35	0.183	9.50	12	45,460	45,460
MAYBERRY DRIVE		0	24	6	2	3			5		1	35	0.157	9.50	12	39,001	39,001
MORSE STREET	HOPKINTON ROAD - WARREN STREET	0	18	5	2	0					3	30	0.790	9.50	6	16,184	147,186
WATER STREET	HIGH STREET EXTENSION - EAST MAIN STREET	0	25	5	2	0	4		4		1	40	0.120	9.50	6	3,414	31,052
WATER STREET		0	25	5	2	0	4				1	40	0.210	9.50	6	5,975	54,341
WOODMAN AVENUE	OAK STREET - BOSTON WORCESTER TURNPIKE	0	16	5	2	0					1	30	0.080	9.50	6	1,457	13,249
SOUTH STREET	MAIN STREET ROTARY - HOPKINTON ROAD	5	65	5	2	3			6		1	81	0.130	9.75	6	9,617	87,463
SOUTH STREET		5	48	5	2	2	6		6		1	60	0.150	9.75	6	8,195	74,525
SOUTH STREET		5	48	5	2	0	5		5		1	60	0.240	9.75	6	13,111	119,239
SOUTH STREET		5	28	5	2	0					1	40	0.240	9.75	6	7,648	69,556
SOUTH STREET		5	28	5	2	0	5				1	40	0.180	9.75	6	5,736	52,167
SOUTH STREET		5	40	5	2				10		1	81	0.014	9.75	6	637	5,796
RICE LANE	MILK STREET - LYMAN SCHOOL ROAD	0	13	5	1	0					3	30	0.220	n/a	6	3,255	29,603

0 = Local

2 = Gravel

5 = Urban minor
arterial or rural
major collector

5 = Surface
Treated Road

5 = Urban minor
arterial or rural
major collector

5 = Surface
Treated Road