Town of Westborough
Street Management System
Executive Summary
FY18

Purpose

To develop a prioritized rating system based on the functional classification of streets, street type and street 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 streets, functional classification of streets (as per MA DOT) and the street surface. The Town Manager and DPW Manager inspected the street condition of every street in the community and rated these streets 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 streets in Town was developed. In the attached summary spreadsheet streets are listed in order of condition with the worse streets in town (priorities to receive maintenance) listed first.

Rating Process

Functional Classification of Streets (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 street for the street program include:

1. Year Street was paved – If a street was paved within the past five years, it's possible for the street to be rated a 9 or above. If a street has been paved over five years ago and less than ten years ago, it's possible for the street to be rated up to a 9. If a street has been paved over 10 years ago and less than 15 years ago, it's possible for a street to be rated up

to an 8. The actual street rating will depend on the other factors below affecting street condition.

2. Crack-Sealed – Has the street 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 street surface provide a smooth ride for vehicles? If so, add +2. If not, subtract -1.

4. Utility Work – Has the street 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 street flood? If not, add +1, if so, subtract -1.

6. Cracking – Is the street 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 street are in good condition add +1. If the roadsides are deteriorating and there are sections missing, subtract -1.

8. Street Classification – If the street is a Class 5 and considered in excellent condition, add +1, if it is in poor condition, subtract -1. If the street is a Class 6 and in excellent condition add +.75, if it is in poor condition, subtract -.75. If the street is a Class 0 street 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 street 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.

Street Surface Rating

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

Functional Classification	Surface Type		
0 - 3	**6**	**5**	**2**
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 Streets

The Massachusetts DOT defines the functional classification of streets as follows[1]:

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 streets:

Type	2016 Miles	2014 Avg Condition	2015 Condition	2016 Condition	+/-
Local Gravel Roads	1.14	6.54	5.71	6.60	0.89
Local Stone Sealed Roads	40.15	7.51	7.39	7.33	(0.06)
Local Paved (Bituminous)	25.92	7.58	7.16	7.50	0.34
Urban Minor Arterial/Rural Major Collector Stone Sealed	14.69	7.70	8.17	8.07	(0.10)
Urban Minor Arterial/Rural Major Collector Paved	4.03	7.50	6.90	7.15	0.25
Urban Collector/Rural Minor Collector Stone Sealed	9.69	7.55	7.45	7.38	(0.07)
Urban Collector/Rural Minor Collector Paved	1.12	7.15	7.25	7.25	-

[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, 2015 and 2016 the Town undertook a major reconstruction of sidewalks on both sides of West Main Street and the downtown area around the Rotary. In the Fall of 2014, the Board of Selectmen requested that staff develop a sidewalk plan similar to the street program that would include sidewalk improvements and establishing additional connectivity throughout the community. Kristi Williams, Assistant Town Manager worked with the Rich Voutas, Assistant DPW Manager and Carl Balduf, Town Engineer to develop both a sidewalk management plan for repair and/or replacement of existing sidewalks and a sidewalk expansion plan for development of new sidewalks to provide better connectivity to existing sidewalks. Both of these reports are attached and the DPW staff are working on developing cost estimates for the top 5 in both categories to present warrant articles at the 2017 Annual Town Meeting for voters to consider. 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:

Sidewalks	Miles
1 Side	27.16
Both Sides	14.56
No Sidewalks	54.79

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

Road Condition	2014 Miles	2015 Miles	2016 Miles	3-Yr Change	1-Yr Change
Unacceptable	1.96	1.96	2.85	0.89	0.89
Acceptable	0.94	1.69	0.30	(0.64)	(1.39)
Good	6.71	7.26	5.92	(0.79)	(1.34)
Very Good	28.64	32.77	33.17	4.53	0.40
Excellent	58.71	52.84	54.50	(4.21)	1.66

Overall, the Town's streets improved slightly in 2016 with a rating of 7.42[2] compared to an overall rating of 7.34 in 2015. During 2016 the following streets were paved: E. Main Street (8,000 linear feet). Additionally, the Town undertook substantial work in the downtown area related to sidewalk replacement.

[2] The total of each individual street rating multiplied by the length of that section of street divided by total miles of streets.

2016 Street Management

For the upcoming three years, the list of streets included in the attached Street 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 street may deteriorate – based on traffic patterns and road base, some streets 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 streets 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 street and 6 years for the average stone sealed street, the Town needs to be spending $1,082,937 on an annual basis for the streets in town to be maintained before the useful life expectancy of the street expires. After one year of sufficient funding, Chapter 90 was reduced by the State and the Town currently receives $790,190 from the State in Chapter 90 funds for streets. The Town budgets another $106,689 for street maintenance/materials leaving the Town *short* of meeting this funding level by $186,058. Not funding street maintenance adequately will result in long-term street conditions being unacceptable and replacement cost of streets to be higher if the streets need to be completely reconstructed.
3. Whether the Town chooses to upgrade or widen streets will add to expense, but may be necessary based on heavier traffic, or street conditions or the availability of lower cost stone seal.

Summary

Overall, the Town's streets are in relatively good condition through the efforts of the Public Works Department. However, without a systematic maintenance schedule that maintains streets on a rotating schedule based on the street conditions and adequate funding, the streets in Town will continue to deteriorate faster than they are maintained. Chapter 90 has not been increased to match the cost of paving. The Town's share has gone from over $900,000 to less than $800,000 with the exception of one year (FY15 when it was funded at an adequate level).

Last year, the Town submitted a home rule petition for special legislation to create a local fuel excise tax of 2.0% which has been introduced but has been sent to the Committee on Revenue for study. At the same time, legislation allowing a local fuel excise tax statewide has been introduced as well. The Town will continue to monitor and push for passage of this item to ensure the Town can adequately maintain roads.

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

Road Management System
FY18 Summary

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	Rating	Cost to Replace In-Kind	If Paved, Cost
GLEN STREET	GRAFTON TOWN LINE - NOURSE STREET	6	16	5	2	0			1	50	0.72	0.750	$ 11,827	130,596
GILMORE ROAD	FLANDERS LANE - SOUTHBOROUGH TOWN LINE	0	14	5	1	0			2	40	0.37	1.250	$ 5,318	58,723
BELKNAP STREET	WARREN STREET -	0	19	5	2	0			2	40	0.80	2.500	$ 15,644	172,744
FRANKLIN AVENUE	FISHER STREET - DEAD END	0	24	5	2	0	5		1	35	0.07	2.750	$ 1,725	19,045
HEATH STREET	CHURCH STREET - DEAD END	0	17	5	2	0	5		3	35	0.19	4.000	$ 3,316	36,617
JOHN STREET		0	28	5	2	1	4	4	2	45	0.07	4.000	$ 1,955	21,585
UNDERWOOD COURT	GROVE STREET - DEAD END	0	16	5	2	0	2	2	3	25	0.04	4.000	$ 657	7,255
WASHINGTON STREET	FLANDERS ROAD - SOUTHBOROUGH TOWN LINE	5	23	5	2	0			1	40	0.89	4.000	$ 21,016	232,057
CHAUNCY STREET	LYMAN STREET - OAK STREET	0	18	5	2	0			2	35	0.51	4.250	$ 9,425	104,068
OLD FLANDERS ROAD	FLANDERS ROAD - FRUIT STREET	0	18	5	2	0			3	40	0.11	4.500	$ 2,107	23,262
BELLOWS ROAD	BOSTON WORCESTER TPK - E MAIN ST EXT SOUTH	0	19	2	2	0			3	40	0.18	4.750	$ 3,511	38,771
CEDAR STREET	BEACHMONT STREET - SOUTH STREET	0	18	5	2	0		5	2	35	0.14	4.750	$ 2,587	28,568
HASKELL STREET	EAST MAIN STREET - LYMAN STREET	0	19	5	2	0			2	30	0.89	4.750	$ 17,361	191,699
RUGGLES STREET		0	21	6	2	0			2	40	0.73	4.750	$ 173,787	173,787
JOHN STREET	WELD STREET - WEST MAIN STREET	0	28	5	2	0		4	2	45	0.05	5.000	$ 1,495	16,506
ROBINSON PLACE	EAST MAIN STREET - DEAD END	0	15	5	1	0			3	30	0.03	5.000	$ 462	5,101
RUGGLES STREET		0	21	6	2	0		4	2	40	0.10	5.000	$ 23,806	23,806
FAY STREET	MILK STREET - CHURCH STREET	0	26	5	2	0	4	4	3	36	0.10	5.250	$ 2,669	29,475
FLANDERS ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	5	25	5	2	0		5	1	40	0.30	5.250	$ 7,700	85,023
NOTTINGHAM STREET	HUNDREDS ROAD - LONGMEADOW ROAD	0	24	6	2	3			1	40	0.29	5.250	$ 78,902	78,902
OAK STREET	CHAUNCY CIRCLE - MILK STREET	0	18	5	2	0			2	40	0.36	5.250	$ 6,727	74,276
OLD FLANDERS ROAD		0	16	5	2	0			3	40	0.23	5.250	$ 3,712	40,993
WALKUP STREET	FLANDERS ROAD - CUL_DE_SAC	0	14	2	1	0			3	20	0.23	5.250	$ 3,306	36,503
JASPER STREET EXTENSION	LINDA STREET - GLEN STREET	0	24	6	2	2			1	40	0.13	5.500	$ 35,370	35,370
WATER STREET	ORCHARD STREET - HIGH STREET	0	23	5	2	0		4	1	40	0.16	5.500	$ 3,778	41,718
WEST STREET	FISHER STREET - WEST MAIN STREET	0	22	5	2	0		5	2	35	0.18	5.500	$ 4,066	44,892
BAXTER STREET	SOUTH STREET - RUGGLES STREET	0	23	5	2	0	4		3	40	0.19	5.750	$ 4,487	49,540
ELM STREET	SPRUCE STREET - GREEN STREET	0	22	5	2	0	5	5	2	40	0.09	5.750	$ 2,033	22,446
ELM STREET		0	22	5	2	0		5	2	40	0.07	5.750	$ 1,581	17,458
FLANDERS ROAD		5	22	5	2	0			1	40	2.44	5.750	$ 55,111	608,539
FLANDERS ROAD		5	22	5	2	0			1	40	0.32	5.750	$ 7,228	79,808
GRANT STREET	WEST STREET - CHURCH STREET	0	26	5	2	0	4	4	1	45	0.08	5.750	$ 2,135	23,580
KIMBALL ROAD	FISHER STREET - MILL ROAD	0	22	5	2	0			1	30	0.12	5.750	$ 2,710	29,928
MAIN STREET ROTARY	MILK STREET - MILK STREET	5	18	6	2	3			1	25	0.04	5.750	$ 8,162	8,162
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.01	5.750	$ 2,041	2,041
MAIN STREET ROTARY		5	18	6	2	3			1	25	0.03	5.750	$ 6,122	6,122
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	39	6	2	3	8	10	1	60	0.09	5.750	$ 39,791	39,791
ARCH STREET	GLEN STREET - FISHER STREET	6	19	5	2	0			3	40	0.87	6.000	$ 16,971	187,391
BOARDMAN STREET	CHURCH STREET - MILK STREET	0	21	5	2	0	4	4	3	35	0.12	6.000	$ 2,587	28,568
BUCKSKIN DRIVE	DEERSLAYER LANE - CUL_DE_SAC	0	30	6	2	3	5		1		0.14	6.000	$ 47,613	47,613
CHESTNUT STREET	RUGGLES STREET - WEST MAIN STREET	0	20	5	2	0			2	30	0.91	6.000	$ 18,685	206,323

Road Management System
FY18 Summary

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	Rating	Cost to Replace In-Kind	If Paved, Cost
DEERSLAYER LANE	RUGGLES STREET - MOUNT PLEASANT STREET	0	30	6	2	3		5	1		0.25	6.000	$ 85,023	85,023
FAY MOUNTAIN DRIVE	MOUNTAIN VIEW DRIVE - CUL_DE_SAC	0	30	6	2	3			2		0.12	6.000	$ 40,811	40,811
GARFIELD DRIVE	RUGGLES STREET - CUL_DE_SAC	0	30	6	2	3		5	1	40	0.29	6.000	$ 98,627	98,627
SLEIGH LANE	GARFIELD DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1	40	0.13	6.000	$ 44,212	44,212
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	3	8	10	1	70	0.08	6.000	$ 43,532	43,532
WHITNEY STREET		0	23	5	2	0			2	35	0.10	6.000	$ 2,361	26,074
BICKFORD LANE	CHAUNCY CIRCLE - DEAD END	0	23	6	2	0			1		0.08	6.250	$ 20,859	20,859
BYARD LANE	HASKELL STREET - BYARD LANE	0	24	5	2	3	6	6	2	40	0.59	6.250	$ 14,538	160,524
COLONIAL DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3	5		1		0.11	6.250	$ 37,410	37,410
FAIRVIEW CIRCLE ROAD	FAIRVIEW ROAD - CUL_DE_SAC	0	20	5	2	3			1	40	0.03	6.250	$ 6,802	6,802
FLANDERS LANE	FLANDERS ROAD - FLANDERS ROAD	0	14	5	1	0			2	30	0.17	6.250	$ 2,443	26,981
GRANGER ROAD	EAST MAIN STREET - DEAD END	0	21	5	2	0			2	40	0.12	6.250	$ 2,566	28,330
ISSAC MILLER ROAD	ADAMS STREET - CUL_DE_SAC	0	20	5	2	0			1	40	0.27	6.250	$ 5,544	61,217
PINECREST DRIVE	WEST MAIN STREET - PINECREST DRIVE	0	23	5	2	3	5	5	1	35	0.09	6.250	$ 2,125	23,466
PINECREST DRIVE		0	23	5	2	3		5	1	35	0.23	6.250	$ 5,431	59,970
WAYSIDE ROAD	RUGGLES STREET - RUGGLES STREET	0	30	6	2	3		5	1		0.88	6.250	$ 299,282	299,282
CRESTVIEW DRIVE	HILLCREST DRIVE - LYONS STREET	0	23	5	2	0	4	4	2	40	0.14	6.500	$ 3,306	36,503
CRESTVIEW DRIVE		0	23	5	2	3	4	4	2	40	0.20	6.500	$ 4,723	52,148
ELI WHITNEY STREET	RUGGLES STREET - WEST MAIN STREET	0	27	6	2	3		5	2	50	0.42	6.500	$ 129,473	129,473
ELI WHITNEY STREET		0	27	5	2	0		5	2	50	0.21	6.500	$ 5,821	64,278
ELI WHITNEY STREET		0	27	5	2	3		5	2	50	0.10	6.500	$ 2,689	29,690
FRUIT STREET	HOPKINTON TOWN LINE - FLANDERS ROAD	0	30	5	2	3		5	1	50	0.15	6.500	$ 4,589	50,674
GLEN STREET	NOURSE ST TO NOURSE ST	0	16	5	2	0			1	50	0.34	6.500	$ 5,585	61,670
GREEN STREET	BRIGHAM STREET - PINE STREET	0	25	5	2	0	5	5	2	35	0.08	6.500	$ 2,053	22,673
GROVE STREET	MILK STREET - CHURCH STREET	0	22	5	2	3	5	5	1	35	0.19	6.500	$ 4,291	47,386
LAWTON'S WAY	MILK STREET - CUL_DE_SAC	0	26	6	2	3		4	1	35	0.15	6.500	$ 44,212	44,212
LONGFELLOW ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.11	6.500	$ 37,410	37,410
RAYMOND STREET	ARCH STREET - HYDER STREET	0	25	6	2	3	5	5	1	40	0.05	6.500	$ 14,171	14,171
SAMUEL HARRINGTON ROAD	JACOB AMSDEN ROAD - SAMUEL HARRINGTON RD	0	26	6	2	3			1	35	0.50	6.500	$ 147,374	147,374
SPRUCE STREET	COTTAGE STREET - ELM STREET	0	18	5	2	0	5	5	2	40	0.05	6.500	$ 924	10,203
STATE STREET	HIGH STREET - EAST MAIN STREET	0	20	5	2	0	4	4	1	30	0.09	6.500	$ 1,848	20,406
STATE STREET		0	20	5	2	0			1	30	0.05	6.500	$ 1,027	11,336
THOMAS NEWTON DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3		5	1	40	0.74	6.500	$ 251,669	251,669
UHLMAN DRIVE	BYARD LANE - BYARD LANE	0	24	5	2	3	5	5	1	40	0.19	6.500	$ 4,682	51,694
WARBURTON DRIVE	EAST MAIN STREET - EAST MAIN STREET	0	23	5	2	0			2	40	0.16	6.500	$ 3,778	41,718
WEST STREET		0	22	5	2	0	4	4	2	35	0.31	6.500	$ 7,002	77,314
ALPINE DRIVE	CRESTVIEW DRIVE - CUL_DE_SAC	0	24	5	2	0	4	4	2	40	0.08	6.750	$ 1,971	21,766
BREEN ROAD	VALLEY BROOK ROAD - ELI WHITNEY STREET	0	24	5	2	3	5	5	2	40	0.06	6.750	$ 1,478	16,324
CAROLYN DRIVE	JASPER STREET EXTENSION - LINDA STREET	0	24	6	2	3	5	5	1	40	0.25	6.750	$ 68,019	68,019
CHAUNCY CIRCLE	CHAUNCY STREET - OAK STREET	0	19	5	2	0			2	30	0.20	6.750	$ 3,901	43,078
EDGEWOOD ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.11	6.750	$ 37,410	37,410
HILLCREST DRIVE	EAST MAIN STREET - CRESTVIEW DRIVE	0	24	5	2	3	4	4	2	40	0.22	6.750	$ 5,421	59,856

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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	Rating	Cost to Replace In-Kind	If Paved, Cost
HUNDREDS ROAD	LONGMEADOW ROAD - BOSTON WORCESTER TPK	0	24	6	2	3		8	1	40	0.22	6.750	$ 60,673	60,673
HUNDREDS ROAD		0	24	6	2	3	5	5	1	40	0.20	6.750	$ 53,599	53,599
HUNDREDS ROAD		0	24	6	2	3		5	1	40	0.25	6.750	$ 68,291	68,291
HUNDREDS ROAD		0	24	6	2	3			1	40	0.18	6.750	$ 48,701	48,701
JACOB AMSDEN ROAD	THOMAS NEWTON DRIVE - EAST MAIN STREET	0	30	6	2	3		5	1	40	0.48	6.750	$ 163,245	163,245
JEFFERSON ROAD	HUNDREDS ROAD - DEAD END	0	24	6	2	3	5		1	40	0.11	6.750	$ 29,928	29,928
LYONS STREET	EAST MAIN STREET - COMPUTER DRIVE	6	18	5	2	0			1	40	0.18	6.750	$ 3,326	36,730
MOUNT PLEASANT STREET	SOUTH STREET - RUGGLES STREET	0	21	5	2	0			2	40	0.30	6.750	$ 6,554	72,372
MOUNT PLEASANT STREET		0	20	5	2	0			2	40	0.70	6.750	$ 14,291	157,803
NASH STREET	ADAMS STREET - DEAD END	0	20	2	2	0			3	40	0.51	6.750	$ 10,472	115,632
PHILLIPS STREET	CHURCH STREET - SUMMER STREET	0	31	5	2	0	4	4	1	50	0.11	6.750	$ 3,565	39,360
RUGGLES POND ROAD	SOUTH STREET - CUL_DE_SAC	0	30	6	2	3		5	1		0.13	6.750	$ 44,212	44,212
RUGGLES STREET	WEST MAIN STREET - UPTON TOWN LINE	0	28	5	2	0	4	6	2	40	0.53	6.750	$ 15,236	168,233
RUGGLES STREET		0	21	5	2	0			2	40	1.36	6.750	$ 29,322	323,768
SAMPSON DRIVE	FLANDERS ROAD - FLANDERS ROAD	0	22	5	2	0			2	30	0.20	6.750	$ 4,517	49,880
VALLEY BROOK ROAD	RUGGLES STREET - BREEN ROAD	0	24	5	2	3	5	5	2	40	0.22	6.750	$ 5,421	59,856
WOODCREST ROAD	WAYSIDE ROAD - WAYSIDE ROAD	0	30	6	2	3		5	1		0.28	6.750	$ 95,226	95,226
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4	4	2	40	0.17	7.000	$ 4,287	47,341
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4		2	40	0.02	7.000	$ 394	4,353
BRADY ROAD EXTENSION	BRADY ROAD - CUL_DE_SAC	0	26	5	2	0			2	40	0.13	7.000	$ 3,497	38,612
BRADY ROAD EXTENSION		0	26	5	2	0	4		2	40	0.06	7.000	$ 1,575	17,390
BRICKYARD LANE	HASKELL STREET - THOMAS NEWTON DRIVE	0	30	6	2	3		5	1	40	0.28	7.000	$ 95,226	95,226
BROOK WAY	OLD NOURSE STREET - OLD NOURSE STREET	0	30	6	2	3			1		0.24	7.000	$ 81,622	81,622
CARROLL DRIVE	FRANCES DRIVE - Cul-de-sac	0	30	6	2	3	5		1	50	0.16	7.000	$ 53,735	53,735
CROSSMAN AVENUE	UPTON ROAD - PHYLMOR DRIVE	0	24	5	2	3		5	1	45	0.04	7.000	$ 986	10,883
DOHERTY ROAD	WALKER STREET - STOREY ROAD	0	22	5	2	0			2	35	0.09	7.000	$ 2,033	22,446
ERIC DRIVE	HYDER STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.05	7.000	$ 13,604	13,604
HYDER STREET	GLEN STREET - ARCH STREET	0	24	6	2	3	5	5	1	40	0.52	7.000	$ 141,479	141,479
INDIAN POND ROAD	MEADOW ROAD - Cul-de-sac	0	34	6	2	3	5		1	50	0.20	7.000	$ 75,931	75,931
JOHN PRATT CIRCLE	SAMUEL HARRINGTON ROAD - CUL_DE_SAC	0	26	6	2	3		5	1	35	0.12	7.000	$ 35,370	35,370
LINDA STREET	HYDER STREET - JASPER STREET EXTENSION	0	24	6	2	3	5	5	1	40	0.47	7.000	$ 127,875	127,875
LYMAN STREET	EAST MAIN STREET - NORTHBOROUGH TOWN LINE	6	30	5	2	3			1	50	1.48	7.000	$ 45,584	503,337
LYMAN STREET		6	30	5	2	3	4		1	50	0.41	7.000	$ 12,628	139,438
MAPLE AVENUE	SOUTH STREET - DEAD END	0	20	5	2	0			1	30	0.07	7.000	$ 1,437	15,871
OAK STREET	CHAUNCY CIRCLE TO CHAUNCY ST	0	24	5	2	0			2	40	0.90	7.000	$ 22,151	244,595
OLD NOURSE STREET	NOURSE STREET - NOURSE STREET	0	22	5	2	0			2	40	0.55	7.000	$ 12,423	137,171
PARKMAN STREET	GROVE STREET - WEST MAIN STREET	0	22	5	2	3	5	5	1	32	0.12	7.000	$ 2,710	29,928
PINE STREET	GREEN STREET - ELM STREET	0	18	5	2	0			2	35	0.12	7.000	$ 2,218	24,487
ROSEWOOD PLACE	PARTRIDGE ROAD - CUL_DE_SAC	0	30	6	2	3	5		1		0.14	7.000	$ 47,613	47,613
SHERBURN ROAD	JEFFERSON ROAD - HUNDREDS ROAD	0	24	6	2	3	5		1	40	0.17	7.000	$ 46,253	46,253
STOREY ROAD	EAST MAIN STREET - WALKER STREET	0	21	5	2	0			3	30	0.07	7.000	$ 1,509	16,665
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	1	4	4	1	60	0.04	7.000	$ 23,398	23,398

Road Management System
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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	Rating	Cost to Replace In-Kind	If Paved, Cost
YORKSHIRE CIRCLE	LONGMEADOW ROAD - CUL_DE_SAC	0	24	6	2	3	5	5	1	40	0.11	7.000	$ 29,928	29,928
ANDREWS STREET	OLD NOURSE STREET - DEAD END	0	22	5	2	0			2	40	0.30	7.250	$ 6,866	75,818
ANDREWS STREET		0	13	5	1	0			2	40	0.31	7.250	$ 4,084	45,096
CAPTAIN SAMUEL FORBUSH RD	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3	5		1		0.30	7.250	$ 102,028	102,028
COOK STREET	RUGGLES STREET - LONG DRIVE	0	24	6	2	3		5	1	50	0.50	7.250	$ 135,493	135,493
FISHER STREET	ARCH STREET - MILK STREET	5	25	5	2	0		5	3	40	0.66	7.250	$ 16,940	187,051
FRANCES DRIVE	KENDALL DRIVE -	0	30	6	2	3	5		1	50	0.20	7.250	$ 68,359	68,359
GALE MEADOW WAY	WACHUSETT VIEW DRIVE - CUL_DE_SAC	0	30	6	2	3		5	1	40	0.09	7.250	$ 30,608	30,608
HEYWOOD DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	30	6	2	3	5		1		0.15	7.250	$ 51,014	51,014
LACKEY STREET		0	16	5	2	0			3	40	0.32	7.250	$ 5,273	58,224
LINCOLN STREET	WINTER STREET - SPRING STREET	0	24	5	2	0		4	1	35	0.10	7.250	$ 2,464	27,207
LONG DRIVE	RUGGLES STREET - COOK STREET	0	24	6	2	3	5		1	50	0.58	7.250	$ 158,619	158,619
LONGMEADOW ROAD	FLANDERS ROAD - BOSTON WORCESTER TPK	0	23	6	2	3		8	1	40	0.49	7.250	$ 127,761	127,761
MCTAGGART STREET	HEYWOOD DRIVE - CAPTAIN SAMUEL FORBUSH RD	0	30	6	2	3	5		1		0.23	7.250	$ 78,221	78,221
PHYLMOR DRIVE	LACKEY STREET - CUL_DE_SAC	0	24	6	2	3	5		1	40	0.33	7.250	$ 89,784	89,784
REED AVENUE	LONG DRIVE - Cul-de-sac	0	24	6	2	3	5		1	50	0.18	7.250	$ 47,885	47,885
ROY STREET	REED AVENUE - Cul-de-sac	0	24	6	2	3	5		1	50	0.10	7.250	$ 27,479	27,479
SMITH STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	19	5	2	0			2	35	0.45	7.250	$ 8,778	96,926
STONE HILL ROAD	WOODCREST ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.11	7.250	$ 37,410	37,410
STRATTON DRIVE	LACKEY STREET - CUL_DE_SAC	0	30	6	2	3			1		0.12	7.250	$ 40,811	40,811
WACHUSETT VIEW DRIVE	HASKELL STREET - BRICKYARD LANE	0	30	6	2	3		5	1	40	0.55	7.250	$ 187,051	187,051
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2	4	4	1	50	0.26	7.250	$ 76,634	76,634
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2			1	40	0.44	7.250	$ 129,689	129,689
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	3	4		1	40	0.29	7.250	$ 104,114	104,114
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	0			1	40	0.42	7.250	$ 152,362	152,362
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	5	2	0			1	40	0.26	7.250	$ 6,673	73,687
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3			1	40	0.34	7.250	$ 96,360	96,360
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	32	6	2	1	4	4	1	50	0.34	7.250	$ 122,252	122,252
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	51	6	2	3		12	1	73	0.14	7.250	$ 80,942	80,942
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	26	6	2	2			1	40	0.07	7.250	$ 21,517	21,517
WINTER STREET	HIGH STREET - SUMMER STREET	0	20	5	2	0	4	4	3	35	0.08	7.250	$ 1,643	18,138
ARROWHEAD LANE	CHESTNUT STREET - Cul-de-sac	0	24	6	2	3		5	1	50	0.49	7.500	$ 132,772	132,772
BENJAMIN DRIVE	JASPER STREET - WEST MAIN STREET	0	30	6	2	3		5	1	40	0.18	7.500	$ 61,217	61,217
BERTIS ADAMS WAY	GABLE RIDGE ROAD - WARREN STREET	0	30	6	2	3		5	1	50	0.37	7.500	$ 124,814	124,814
CHARLES STREET	RUGGLES STREET - WEST MAIN STREET	0	21	5	2	0	4	4	3	40	0.20	7.500	$ 4,312	47,613
CHARLES STREET		0	21	5	2	0	4		3	40	0.07	7.500	$ 1,509	16,665
DAVID WAY	BYARD LANE - HASKELL STREET	0	25	5	2	3	5	5	1	40	0.05	7.500	$ 1,283	14,171
JACKSTRAW ROAD	OLDE COACH ROAD - CUL_DE_SAC	0	24	6	2	3		5	1	40	0.12	7.500	$ 32,649	32,649
JASPER STREET	WEST MAIN STREET - NOURSE STREET	0	18	5	2	0			1	40	0.45	7.500	$ 8,316	91,825
KENDALL DRIVE	WEST MAIN STREET - WEST MAIN STREET	0	24	6	2	3		5	1	50	0.37	7.500	$ 100,940	100,940
LYDIAS PATH	MAYNARD STREET - Cul-de-sac	0	24	6	2	3		5	1	50	0.12	7.500	$ 31,561	31,561
NAUSET AVENUE	MILK STREET - NIPMUCK DRIVE	0	28	6	2	3	5		1	50	0.11	7.500	$ 34,281	34,281

Road Management System
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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	Rating	Cost to Replace In-Kind	If Paved, Cost
NIPMUCK DRIVE	MILK STREET - Cul-de-sac	0	30	6	2	3			1	50	0.41	7.500	$ 139,098	139,098
OLDE CONNECTICUT PATH	BERTIS ADAMS WAY - Cul-de-sac	0	30	6	2	3		5	1	50	0.11	7.500	$ 36,050	36,050
OLDE STONEBRIDGE PATH	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3		5	2	40	0.14	7.500	$ 47,613	47,613
ORCHARD STREET	SPRING STREET - WATER STREET	0	26	5	2	0		4	1	40	0.08	7.500	$ 2,135	23,580
RICHARDSON COURT	PARTRIDGE ROAD - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.16	7.500	$ 3,942	43,532
SPRING STREET	HIGH STREET - MILK STREET	0	26	5	2	0		5	1	40	0.22	7.500	$ 5,873	64,844
APPLESEED DRIVE	ADAMS STREET - Cul-de-sac	0	30	6	2	3	5		1	50	0.40	7.750	$ 135,697	135,697
BAKER WAY	EAST MAIN STREET - DEAD END	0	18	5	2	0			1	30	0.03	7.750	$ 554	6,122
BLAKE STREET	WEST MAIN STREET - WHITNEY STREET	0	20	5	2	0		4	3	30	0.18	7.750	$ 3,696	40,811
BLAKE STREET		0	20	5	2	0	4	4	3	30	0.11	7.750	$ 2,259	24,940
BREWER DRIVE	NOURSE STREET - NOURSE STREET	0	30	6	2	3	5		1	40	0.45	7.750	$ 153,042	153,042
CABOT CIRCLE	OLD COLONY DRIVE - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.07	7.750	$ 1,725	19,045
CATIE DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3			1	40	0.11	7.750	$ 37,410	37,410
CENTRAL STREET	WEST MAIN STREET - CROSS STREET	0	21	5	2	3	5	5	2	35	0.11	7.750	$ 2,372	26,187
DANE WAY	OLD COLONY DRIVE - WESTMINSTER WAY	0	24	5	2	3	5	5	1	45	0.04	7.750	$ 986	10,883
EDMUND BRIGHAM WAY	MOUNT PLEASANT STREET - Cul-de-sac	0	24	6	2	3	5		1	50	0.20	7.750	$ 54,143	54,143
ELIZABETH DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1	40	0.09	7.750	$ 30,608	30,608
FORBES STREET	RUGGLES STREET - SOUTH STREET	0	24	5	2	0	4	4	1	45	0.20	7.750	$ 4,928	54,415
GABLE RIDGE ROAD	WARREN STREET - BERTIS ADAMS WAY	0	30	6	2	3	5		1	50	0.25	7.750	$ 86,043	86,043
HARRISON AVENUE	RUGGLES STREET - SCHOOL STREET	0	19	5	2	0	4	4	2	35	0.10	7.750	$ 1,951	21,539
HARVEST WAY	NASH STREET - Cul-de-sac	0	30	6	2	3		5	1	50	0.20	7.750	$ 68,699	68,699
HERON WAY	ARROWHEAD LANE - OLD COLONY DRIVE	0	12	6	1	0			1	50	0.09	7.750	$ 12,107	12,107
HIGH STREET	WATER STREET - EAST MAIN STREET	0	28	5	2	0		4	1	40	0.17	7.750	$ 4,887	53,961
JANLYN CIRCLE	WATER STREET - CUL_DE_SAC	0	30	6	2	3			1		0.06	7.750	$ 20,406	20,406
JENNINGS ROAD	HARVEY LANE - CHESTNUT STREET	0	23	5	2	0			1	35	0.22	7.750	$ 5,195	57,362
LACKEY STREET	SPRING ROAD - PHYLMOR DRIVE	0	23	5	2	0			3	40	0.48	7.750	$ 11,311	124,893
MAPLE CIRCLE	MILK STREET - MILK STREET	0	21	5	2	0			3	30	0.20	7.750	$ 4,312	47,613
MARY LOU CIRCLE	MATHIEU DRIVE - CUL_DE_SAC	0	30	6	2	3	5		1		0.07	7.750	$ 23,806	23,806
MATHIEU DRIVE	OLD NOURSE STREET - ANDREWS STREET	0	30	6	2	3	5		1		0.31	7.750	$ 105,429	105,429
MAYNARD STREET	MILK STREET - FISHER STREET	0	19	5	2	0			3	30	0.59	7.750	$ 11,509	127,081
MILK STREET		6	30	5	2	2	4		1	50	2.30	7.750	$ 70,840	782,213
MYRTLE STREET	SCHOOL STREET - CHARLES STREET	0	24	5	2	0		4	2	45	0.19	7.750	$ 4,682	51,694
NICHOLS TERRACE	FISHER STREET - Cul-de-sac	0	30	6	2	3		5	1	50	0.17	7.750	$ 58,496	58,496
OAK STREET BRANCH	MILK STREET - OAK STREET	0	24	5	2	0			3	40	0.08	7.750	$ 2,070	22,854
OLDE COACH ROAD	BOWMAN STREET - BOWMAN LANE	0	25	5	2	3	5		1	40	0.25	7.750	$ 6,391	70,569
OLDE COACH ROAD		0	25	5	2	3			1	40	0.08	7.750	$ 2,079	22,956
OLDE MEETING HOUSE ROAD	REV THOMAS HOOKER ROAD - CUL_DE_SAC	0	24	6	2	3			1		0.29	7.750	$ 78,902	78,902
OTIS STREET		5	23	5	2	0			3	40	0.63	7.750	$ 14,971	165,308
OTIS STREET		5	17	5	2	0			3	40	0.53	7.750	$ 9,163	101,178
OTIS STREET		6	16	5	2	0			3	40	0.08	7.750	$ 1,314	14,511
PHILLIPS STREET		0	31	5	2	1	4	4	1	50	0.11	7.750	$ 3,437	37,954
PROSPECT STREET	EAST MAIN STREET - STATE STREET	0	14	5	1	0			3	30	0.05	7.750	$ 719	7,935

Road Management System
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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	Rating	Cost to Replace In-Kind	If Paved, Cost
PROSPECT STREET		0	21	5	2	0			3	30	0.05	7.750	$ 1,078	11,903
QUAIL HOLLOW	BROOK WAY - CUL_DE_SAC	0	30	6	2	3		5	1		0.10	7.750	$ 34,009	34,009
REV THOMAS HOOKER ROAD	BOWMAN LANE - OLDE MEETING HOUSE ROAD	0	24	6	2	3			1		0.28	7.750	$ 76,181	76,181
SANDRA POND ROAD	BOWMAN STREET - THOMAS RICE LANE	0	24	6	2	3			1	40	0.08	7.750	$ 21,766	21,766
SHEPHERD ROAD	EAST MAIN STREET - STEVENS ROAD	0	21	5	2	0			2	40	0.18	7.750	$ 3,881	42,852
SMITH PARKWAY	OTIS STREET - FISHER STREET	0	36	6	2	3			1	40	0.42	7.750	$ 171,407	171,407
STEVENS ROAD	LYMAN STREET - EAST MAIN STREET	0	23	5	2	0			1	40	0.30	7.750	$ 7,084	78,221
SUMMER STREET	MILK STREET - Dead end	0	21	5	2	0		5	2	40	0.13	7.750	$ 2,803	30,948
SUMMER STREET		0	27	5	2	0	5	5	2	40	0.11	7.750	$ 3,049	33,669
SUMMER STREET		0	27	5	2	0	5	5	2	40	0.12	7.750	$ 3,326	36,730
THOMAS RICE LANE	CUL_DE_SAC - CUL_DE_SAC	0	24	6	2	3			1	40	0.16	7.750	$ 43,532	43,532
UNION STREET	EAST MAIN STREET - Dead end	0	37	5	2	3	4		1	50	0.18	7.750	$ 6,800	75,081
WALKER STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	18	5	2	0			2	35	0.32	7.750	$ 5,914	65,298
WALKER STREET		0	15	5	1	0			2	35	0.18	7.750	$ 2,695	29,758
WALKER STREET		0	15	2	1	0			3	35	0.16	7.750	$ 2,387	26,357
WARD LANE	WEST MAIN STREET - DEAD END	0	24	5	2	3	5	5	1	45	0.25	7.750	$ 6,160	68,019
WEST END AVENUE	ONEIL DRIVE - WEST MAIN STREET	0	29	5	2	0			3	40	0.21	7.750	$ 6,252	69,039
WESTMINSTER WAY	WARD LANE - DEAD END	0	24	5	2	3	5	5	1	45	0.31	7.750	$ 7,638	84,343
CROSS STREET		0	20	5	2	3	3	4	2	32	0.05	8.000	$ 1,027	11,336
CROSS STREET	CHARLES STREET - SOUTH STREET	0	22	5	2	3	3	4	2	32	0.12	8.000	$ 2,710	29,928
CROSS STREET		0	20	5	2	0	3	4	2	32	0.08	8.000	$ 1,643	18,138
EAST MAIN STREET	MAIN STREET ROTARY - SOUTHBORO TOWN LINE	5	40	6	2	3			1	53	1.34	8.000	$ 607,632	607,632
FISHER STREET		5	20	5	2	0			3	30	0.37	8.000	$ 7,597	83,890
HADLEY LANE	MAPLE CIRCLE - CUL_DE_SAC	0	25	5	2	0			3	35	0.12	8.000	$ 3,080	34,009
HARVEY LANE	ONEIL DRIVE - WEST END AVENUE	0	26	5	2	0			3	36	0.23	8.000	$ 6,193	68,381
HARVEY LANE		0	18	5	2	0			3	30	0.21	8.000	$ 3,844	42,444
MOUNTAIN VIEW DRIVE	ADAMS STREET - DEAD END	0	24	5	2	3	5	5	1	35	0.22	8.000	$ 5,421	59,856
NOURSE STREET	WEST MAIN STREET - GRAFTON TOWN LINE	5	28	5	2	0			3	50	2.38	8.000	$ 68,417	755,459
OTIS STREET	FISHER STREET - NORTHBOROUGH TOWN LINE	6	23	5	2	0			3	40	0.04	8.000	$ 945	10,430
SCHOOL STREET	SOUTH STREET - WEST MAIN STREET	6	28	5	2	0	3	5	2	40	0.33	8.000	$ 9,486	104,749
WHIPPLETREE LANE	FISHER STREET - CUL_DE_SAC	0	30	6	2	3		5	1		0.10	8.000	$ 34,009	34,009
BEACH STREET		0	23	5	2	0		5	2	40	0.10	8.250	$ 2,314	25,552
BIRCH DRIVE	OVERLOOK DRIVE - WHEELER ROAD	0	24	6	2	3	5	5	1	35	0.07	8.250	$ 19,045	19,045
BOWMAN LANE	RUGGLES STREET - BOWMAN STREET	0	19	5	2	0			3	35	0.33	8.250	$ 6,437	71,079
BOWMAN STREET	UPTON ROAD - UPTON ROAD	0	19	5	2	0			2	40	1.03	8.250	$ 19,994	220,777
BOWMAN STREET		0	23	5	2	0			2	40	0.50	8.250	$ 11,689	129,065
CHURCH STREET	WEST MAIN STREET - MILK STREET	6	29	5	2	0	5	6	3	45	0.47	8.250	$ 13,993	154,515
CIDER CIRCLE		0	15	6	2		5		1	50	0.01	8.250	$ 2,381	2,381
COTTAGE STREET	SOUTH STREET - BRIGHAM STREET	0	26	5	2	0		5	2	40	0.17	8.250	$ 4,538	50,107
GARY CIRCLE	FISHER STREET - FISHER STREET	0	24	5	2	3	5	5	3	45	0.34	8.250	$ 8,378	92,505
GRINDSTONE COURT	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3	5		1	50	0.14	8.250	$ 39,179	39,179
HIGH STREET		0	28	5	2	2	5	5	1	40	0.11	8.250	$ 3,162	34,916

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	Rating	Cost to Replace In-Kind	If Paved, Cost
KINGS GRANT ROAD	GARY CIRCLE - MILK STREET	0	24	5	2	3	5	5	3	45	0.26	8.250	$ 6,406	70,739
ONEIL DRIVE	WEST MAIN STREET - HARVEY LANE	0	26	5	2	0			3	40	0.39	8.250	$ 10,384	114,657
ONEIL DRIVE		0	19	5	2	0			3	40	0.12	8.250	$ 2,360	26,062
PARTRIDGE ROAD	OLDHAM ROAD - MOUNTAIN VIEW DRIVE	0	24	6	2	3	5	5	2	45	0.15	8.250	$ 40,811	40,811
PICCADILLY WAY	MORSE STREET - MORSE STREET	0	24	6	2	3	5		1	50	0.95	8.250	$ 258,470	258,470
PRIMROSE LANE	ADAMS STREET - Cul-de-sac	0	26	6	2	3		5	1	50	0.21	8.250	$ 61,897	61,897
SAWMILL DRIVE	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3	5		1	50	0.14	8.250	$ 38,907	38,907
ASSABET DRIVE	FISHER STREET - Cul-de-sac	0	24	6	2	3	5		1	50	0.19	8.500	$ 52,238	52,238
BAYLOR AVENUE	CANFIELD STREET - ENDICOTT STREET	0	22	5	2	0			2	40	0.15	8.500	$ 3,388	37,410
BRIGHAM STREET	COTTAGE PLACE - GREEN STREET	0	31	5	2	3		5	1	40	0.04	8.500	$ 1,146	12,651
BRIGHAM STREET	EAST MAIN STREET - Dead end	0	31	5	2	3		5	1	40	0.20	8.500	$ 6,365	70,286
BUTTERFIELD DRIVE	CONNECTOR ROAD - BUTTERFIELD DRIVE	0	26	6	2	3	5		1	50	0.47	8.500	$ 137,352	137,352
CANFIELD STREET	LYMAN STREET - ENDICOTT STREET	0	24	5	2	0			3	40	0.08	8.500	$ 1,971	21,766
CHAMBERLAIN COURT	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3		5	1	50	0.09	8.500	$ 27,706	27,706
DENNY STREET	RUGGLES STREET - SOUTH STREET	0	17	6	2	0			2	40	0.18	8.500	$ 34,689	34,689
EDWARD DUNN WAY	ASSABET DRIVE - Cul-de-sac	0	24	6	2	3	5		1	50	0.18	8.500	$ 48,973	48,973
ENDICOTT STREET	BAYLOR AVENUE - DEAD END	0	22	5	2	0			1	40	0.16	8.500	$ 3,614	39,904
FAIRVIEW COURT	MEADOW ROAD - FAIRVIEW ROAD	0	19	5	2	0			2	30	0.06	8.500	$ 1,170	12,924
FAIRVIEW ROAD	MILK STREET - FAIRVIEW CIRCLE ROAD	0	20	5	2	0			3	30	0.18	8.500	$ 3,696	40,811
FISHER STREET		6	20	5	2	0			3	30	1.24	8.500	$ 25,441	280,917
IRVING STREET	WHITNEY STREET - CUL_DE_SAC	0	26	5	2	0			1	35	0.06	8.500	$ 1,602	17,685
KAY STREET	ADAMS STREET - WEST MAIN STREET	0	24	5	2	0	5	5	1	45	0.37	8.500	$ 9,117	100,667
MEADOW ROAD	MILK STREET - DEAD END	0	13	5	1	0			3	20	0.05	8.500	$ 667	7,369
MEADOW ROAD		0	21	5	2	0			3	30	0.21	8.500	$ 4,528	49,994
MEADOW ROAD		5	32	5	2	2		6	1	50	0.17	8.500	$ 5,684	62,758
MEADOW ROAD		5	32	5	2	2		4	1	50	0.48	8.500	$ 15,770	174,127
MEADOW ROAD		5	26	5	2	0			1	50	1.00	8.500	$ 26,693	294,747
MEADOW ROAD		5	40	5	2	3		6	1	50	0.15	8.500	$ 6,324	69,832
MOHAWK CIRCLE	MOHAWK DRIVE - CUL_DE_SAC	0	24	6	2	3	5		1	40	0.07	8.500	$ 19,045	19,045
MOHAWK DRIVE	MAYNARD STREET - MOHAWK CIRCLE	0	24	6	2	3	5		1	40	0.07	8.500	$ 19,045	19,045
ROBIN CIRCLE	ROBIN LANE - DEAD END	0	24	5	2	0	4	4	3	40	0.08	8.500	$ 1,971	21,766
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	24	5	2	0	4	4	3	40	0.08	8.500	$ 1,971	21,766
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	14	2	1	0			3	40	0.06	8.500	$ 862	9,523
ROBIN ROAD	MILK STREET - ROBIN LANE	0	24	5	2	0	4		3	35	0.20	8.500	$ 4,953	54,687
ROBIN ROAD		0	24	5	2	0		4	3	35	0.29	8.500	$ 7,121	78,629
ROCKLAWN ROAD	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3	5		1	50	0.17	8.500	$ 48,928	48,928
WARREN STREET	MOUNT PLEASANT STREET - BELKNAP STREET	0	19	5	2	0			2	40	1.05	8.500	$ 20,384	225,085
ARMSTRONG DRIVE	WHEELER ROAD - OLDHAM ROAD	0	24	5	2	0			1	45	0.22	8.750	$ 5,421	59,856
BEACH STREET	SOUTH STREET - DEAD END	0	23	5	2	0	4	5	2	40	0.07	8.750	$ 1,700	18,773
BEACHMONT STREET	PINE STREET - BEACH STREET	0	23	5	2	0			1	40	0.15	8.750	$ 3,542	39,111
FOLLY LANE	WHITNEY STREET - DEAD END	0	20	5	2	0			1	35	0.08	8.750	$ 1,643	18,138
JOANNE DRIVE	ELI WHITNEY STREET - OVERLOOK DRIVE	0	24	6	2	3	5	5	1	40	0.18	8.750	$ 48,973	48,973

Road Management System
FY18 Summary

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	Rating	Cost to Replace In-Kind	If Paved, Cost
OLD COLONY DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	24	5	2	3	4	4	1	45	0.57	8.750	$ 14,045	155,082
OVERLOOK DRIVE	ELI WHITNEY STREET - WEST MAIN STREET	0	24	6	2	3	5	5	2	40	0.49	8.750	$ 133,316	133,316
SUMMER STREET EXTENSION	HIGH STREET EXTENSION - DEAD END	0	20	5	2	0			2	40	0.17	8.750	$ 3,491	38,544
CORTLAND DRIVE	OLDHAM ROAD - WHEELER ROAD	0	23	5	2	0			1	45	0.23	9.000	$ 5,431	59,970
DENFIELD DRIVE	OLDHAM ROAD - WHEELER ROAD	0	25	5	2	0	4	4	1	45	0.21	9.000	$ 5,390	59,516
OLDE HICKORY PATH	NOURSE STREET - Dead end	0	28	6	2	3		5	1	50	0.48	9.000	$ 150,774	150,774
OLDHAM ROAD	WEST MAIN STREET - WHEELER ROAD	0	23	5	2	0			1	45	0.09	9.000	$ 2,125	23,466
OLDHAM ROAD		0	23	5	2	0	4	4	1	45	0.26	9.000	$ 6,139	67,792
SPRING ROAD	UPTON ROAD - HOPKINTON TOWN LINE	0	17	5	2	0			3	40	0.84	9.000	$ 14,661	161,884
WELD STREET	BLAKE STREET - DEAD END	0	18	5	2	0			2	30	0.24	9.000	$ 4,435	48,973
WHEELER ROAD	WEST MAIN STREET - DENFIELD DRIVE	0	20	5	2	0			1	40	0.15	9.000	$ 3,080	34,009
WHEELER ROAD		0	20	5	2	3	5		1	40	0.22	9.000	$ 4,517	49,880
WHEELER ROAD		0	20	5	2	0	4	4	1	40	0.05	9.000	$ 1,027	11,336
WHITNEY STREET	CHURCH STREET - FOLLY LANE	0	23	5	2	0	4	4	2	35	0.18	9.000	$ 4,250	46,933
WOODMAN AVENUE	OAK STREET - BOSTON WORCESTER TURNPIKE	0	16	5	2	0			1	30	0.08	9.000	$ 1,314	14,511
ADAMS STREET	RUGGLES STREET - WEST MAIN STREET	0	17	5	2	0			2	40	1.56	9.250	$ 27,227	300,642
CIDER CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2		5		1	50	0.01	9.250	$ 2,041	2,041
COPPERBEECH CIRCLE	OLDE HICKORY PATH - Cul-de-sac	0	26	6	2	3	5		1	50	0.12	9.250	$ 34,485	34,485
DAVIS STREET	MILK STREET - NORTHBOROUGH TOWN LINE	6	17	5	2	0			3	40	0.05	9.250	$ 925	10,214
EDEN CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2			5	1	50	0.03	9.250	$ 4,421	4,421
GLEASON STREET	FISHER STREET - SHREWSBURY TOWN LINE	6	18	5	2	0			3	40	0.39	9.250	$ 7,207	79,582
HIGH STREET EXTENSION	WATER STREET - SUMMER STREET EXTENSION	0	20	5	2	0			1	40	0.16	9.250	$ 3,285	36,277
HIGH STREET EXTENSION		0	20	5	2	0		4	1	40	0.04	9.250	$ 821	9,069
HOLMES STREET	STATE STREET - DEAD END	0	19	5	2	0		4	2	30	0.06	9.250	$ 1,170	12,924
HOLMES STREET	WATER STREET - DEAD END	0	18	5	2	0	5		1	30	0.05	9.250	$ 924	10,203
HOPKINTON ROAD	HOPKINTON TOWN LINE - UPTON ROAD	5	24	5	2	0			1	40	1.15	9.250	$ 28,213	311,525
MAYBERRY DRIVE	WATER STREET - HIGH STREET EXTENSION	0	24	6	2	3	5	5	1	35	0.18	9.250	$ 49,790	49,790
MAYBERRY DRIVE		0	24	6	2	3		5	1	35	0.16	9.250	$ 42,716	42,716
MILL ROAD	FISHER STREET - WEST MAIN STREET	6	19	5	2	0			3	40	0.87	9.250	$ 16,971	187,391
MORSE STREET	HOPKINTON ROAD - WARREN STREET	0	18	5	2	0			3	30	0.79	9.250	$ 14,599	161,204
PARK STREET	Milk Street - Route 9	0	22	5	2	0			3	35	0.39	9.250	$ 8,809	97,267
SOUTH STREET	MAIN STREET ROTARY - HOPKINTON ROAD	5	65	5	2	3		6	1	81	0.13	9.250	$ 8,675	95,793
THISTLE HILL LANE	Dead end - OLDE HICKORY PATH	0	24	6	2	3		5	1	50	0.04	9.250	$ 11,971	11,971
WATER STREET	HIGH STREET EXTENSION - EAST MAIN STREET	0	25	5	2	0	4	4	1	40	0.12	9.250	$ 3,080	34,009
WATER STREET		0	25	5	2	0	4		1	40	0.21	9.250	$ 5,390	59,516
WHISPERING PINE	NOURSE STREET - OLDE HICKORY PATH	0	28	6	2	3	5		1	50	0.19	9.250	$ 58,723	58,723
WILLOW STREET	EAST MAIN STREET - WATER STREET	0	23	5	2	0		5	1	40	0.17	9.250	$ 4,014	44,325
JUNIPER CIRCLE	KING GRANT ROAD - CUL_DE_SAC	0	24	5	2	3	5	5	1	45	0.11	9.500	$ 2,710	29,928
LEE ANN CIRCLE	SPRING ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.13	9.500	$ 44,212	44,212
PARK STREET	Route 9 - OAK STREET	0	24	5	2	0			2	40	0.08	9.500	$ 1,971	21,766
SOUTH STREET		5	48	5	2	2	6	6	1	60	0.15	9.500	$ 7,392	81,622
SOUTH STREET		5	48	5	2	0	5	5	1	60	0.24	9.500	$ 11,827	130,596

Road Management System
FY18 Summary

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	Rating	Cost to Replace In-Kind	If Paved, Cost
SOUTH STREET		5	28	5	2	0			1	40	0.24	9.500	$ 6,899	76,181
SOUTH STREET		5	28	5	2	0	5		1	40	0.18	9.500	$ 5,174	57,136
SOUTH STREET		5	40	5	2			10	1	81	0.01	9.500	$ 575	6,348
ADAMS STREET		0	27	5	2	0			2	40	0.31	9.750	$ 8,593	94,886
BRIDLE LANE	OAK STREET - CUL_DE_SAC	0	30	6	2	3			2	40	0.29	9.750	$ 98,627	98,627
CROWNRIDGE ROAD	SPRING ROAD - SPRING ROAD	0	30	6	2	3		5	1	50	0.32	10.000	$ 108,830	108,830
EAST MAIN STREET		5	40	6	2	3		6	1	53	0.62	10.000	$ 281,143	281,143
EAST MAIN STREET		5	30	6	2	3	6	6	1	53	0.60	10.000	$ 204,056	204,056
FOX LANE	CROWNRIDGE ROAD - CUL_DE_SAC	0	30	6	2	3		5	1		0.16	10.000	$ 54,415	54,415
UPTON ROAD	HOPKINTON ROAD - UPTON TOWN LINE	5	23	5	2	0			3	40	2.26	10.000	$ 53,366	589,267
RICE LANE	MILK STREET - LYMAN SCHOOL ROAD	0	13	5	1	0			3	30	0.22	n/a	$ 2,936	32,422
											96.73		11,425,726	26,790,543

0 = Local

5 = Urban minor arterial or rural major collector

6 = Urban collector or rural minor collector

2 = Gravel

5 = Surface Treated Road

6 = Bituminous Pavement

Sidewalk Expansion Plan

Purpose

The Town of Westborough has 53.152 miles of road that currently does not have sidewalks on it. While the Town does not intend to build sidewalks on every road, the Town recognizes that residents would benefit from the expansion of the sidewalk system to create connections and pedestrian access to various parts of town. This plan seeks to identify those roads where the addition of a sidewalk would provide access to neighborhoods, desirable public buildings and recreational facilities but do not present such topographical, conservation and right of way issues that would make the addition of a sidewalk unfavorable.

Background

Beginning in 2015 the Assistant Town Manager, Town Engineer, Town Planner and Assistant Town Planner/Conservation Officer worked to develop this sidewalk expansion plan. For the purpose of this analysis, only roads or sections of road absent a sidewalk on either side were considered. They looked at the location of every road that do not currently have sidewalks and evaluated the merits of adding sidewalks based on the road's proximity to schools, the downtown, connection to residential neighborhoods, recreation facilities and the current trail system. Additionally, these roads were evaluated for sufficient right of way to build the sidewalk and various topographical and conservation issues that would present challenges to adding sidewalks.

Criteria and Rating

Each criteria is rated based on the parameters outlined below. Roads with the highest score are considered to be the most desirable locations for sidewalk expansion. While many of the criteria below will be rated the same for both sides of the street, topographical, drainage and conservation considerations are made for each side of the road. Therefore, total scores are given to each side of the road.

Connectivity: This criteria rates development of the sidewalk based on the number of connections to existing sidewalks that would be achieved by adding a new sidewalk. Roads where a sidewalk would provide connectivity to existing sidewalks are rated higher. Ratings were based on the number of connections that would be gained.
Roads where a sidewalk would connect 0-1 existing sidewalks received a rating of 0.
Roads where a sidewalk would connect 2-3 existing sidewalks received a rating of 1.
Roads where a sidewalk would connect 4-6 existing sidewalks received a rating of 2.
Roads where a sidewalk would connect 7 or more existing sidewalks received a rating of 3.

Connection to Residential Neighborhoods: This criteria rates development of the sidewalk based whether or not adding a new sidewalk would connect neighborhoods.
Roads where a sidewalk would connect residential neighborhoods received a rating of +1.

Proximity to School: This criteria rates the distance the new sidewalk is from a school.
Roads within .5 miles of a school received a rating of +3.
Roads within 1 mile of a school received a rating of +2.

Proximity to Downtown: This criteria rates the distance the new sidewalk is from downtown.
Roads within .5 miles of downtown received a rating of +3.
Roads within 1 mile of downtown received a rating of +2.

Connection to Recreation Facility: This criteria gives higher ratings to roads where a public recreation facility is located.
Roads on which a Recreation Facility is located received a rating of +2.
Roads on which a Recreation Facility is not located received a rating of 0.

Connection to Trail System: This criteria gives higher ratings to roads that have access to the public trail system.
Roads that have a connection to the trail system received a rating of +2.
Roads that do not have a connection to the trail system received a rating of 0.

Pedestrian Safety: This criteria gives higher ratings to roads that have a speed limit that is 30mph or lower.
Roads where the speed limit is 30mph or less received a rating of +1.
Roads where the speed limit is over 30mph a rating of 0.

Sufficient Right of Way: This measures the width of the Town right of way and gives higher ratings to roads where the Town has enough land to build the sidewalk.
Roads that have a sufficient right of way were given a +1.
Roads where the right of way was sufficient in some areas but insufficient in other were given a rating of 0.
Roads that did not have sufficient right of way were given a rating of -1.

Wetlands Filling Alterations: This measures the various sections of land within or just outside the right-of-way that would require filling a wetland to install enough shoulder to support a sidewalk.
Roads requiring the filling of wetlands in order to build sidewalks were given a rating of -1.

Wetland Buffer Zone: This measures the various sections of land within or just outside the right-of-way where the construction of a sidewalk would be within 100 feet of a significant wetland resource area buffer zone.
Roads that would require construction of sidewalks in a wetland buffer zone or within 100 feet of a significant wetland buffer zone were given a rating of -1.

Drainage Conflicts: This measures the various sections of land within or just outside the right-of-way where the construction of a sidewalk would be impeded from a stormwater structure such as a catch basin, drop-inlet catch basin, paved drainage swale, open drainage swale, culvert, or a headwall.
Roads that presented drainage conflicts to build a sidewalk given a rating of -1.

Steep Slopes Present: This measures the various sections of land within or just outside the right-of-way where the construction of a sidewalk would be impeded from the presence of steep slopes especially adjacent to a wetland resource area. Significant slopes are identified in the spreadsheet though others may exist.
Roads that are found to have steep slopes making it difficult to build a sidewalk given a rating of -1.

Guardrails Present: This measures the various sections of land within or just outside the right-of-way where the construction of a sidewalk would be impeded from the presence of guardrails many of which are adjacent to wetlands, steep slopes or bridge abutments. Significant guardrails are identified in the spreadsheet though others may exist.
Roads that have guardrails were given a rating of -1.

Other Obstacles: Roads that presented additional challenges such as bridges, state roads, retaining walls or the existence of sidewalks currently in a wetland on another part of the road where considered negatively.
Roads that present additional obstacles were given a -1.

Summary
The results of this rating yielded total scores ranging from -5 to 8. As shown above, the development of sidewalks on roads was only given a negative rating when the road presented obstacles that would increase the cost of developing a sidewalk. Roads that did not present any obstacles would receive a total score of not less than 0 while any road where building a sidewalk would present added value to residents that exceeds any obstacles identified would receive a final rating of 1 or above. Therefore, going forward the Town should consider building sidewalks only on roads that received a total final score of 1 or above with most consideration given to roads with the highest total rating.

Future Considerations
As the Town considers whether or not to expand the current sidewalk system, planning for this expansion should be done with consideration given to the following:

Layout: This plan considers sides of the road in total but does not specifically layout the sidewalks. Future sidewalks could be built to avoid some of the drainage, right of way, conservation and topographical obstacles identified by laying out a sidewalk that uses different sides of the roads in various sections and adding crosswalks for safe pedestrian access to cross.

Road Management: The development of any new sidewalk should be considered when that road is being repaved as it presents a good opportunity for performing the work necessary to build a sidewalk without negatively impacting the road.

Potential Use: This plan largely considers cost and location but does not take into account the number of houses on a street. A dead end road for example may receive a high rating due to low potential costs and proximity to certain areas but would not be widely used by residents.

Resident Requests: One important factor that this plan does not take into account is the desired of the residents to have a sidewalk added to a certain part of town. Resident interest in adding a sidewalk to a particular road should be documented by the Department of Public Works and/or the Bicycle and Pedestrian Advisory Committee and be considered as the town makes future recommendations for expansion.

Sidewalk Expansion Plan

			Connectivity				Proximity					Wetlands						
Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling/ Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total
Odd	Baker Way		0	0	0	2	3	2	1	1		-1					8
Even	Baker Way		0	0	0	2	3	2	1	1		-1					8
Even	Harvey Lane		0	1	0	0	3	2	1	1							8
Odd	Maple Ave		0	0	0	0	3	3	1	1							8
Even	Maple Ave		0	0	0	0	3	3	1	1							8
Odd	Samson Drive		1	0	0	2	3	0	1	1							8
Even	Samson Drive		1	0	0	2	3	0	1	1							8
Even	Weld Street		1	0	0	0	3	2	1	1							8
Even	West Main Street	Jasper to Nourse	3	1	0	2	2	0	1	1	-1				-1		8
Odd	Harvey Lane		0	1	0	0	3	2	1	1					-1		7
Even	Janlyn Circle		0	0	0	0	3	2	1	1							7
Odd	Jennings Road		0	1	0	0	3	2	1	1					-1		7
Even	Jennings Road		0	1	0	0	3	2	1	1					-1		7
Odd	Maple Circle		0	1	0	0	2	2	1	1							7
Even	Maple Circle		0	1	0	0	2	2	1	1							7
Odd	O'Neill Drive		0	0	0	0	3	2	1	1							7
Odd	Pine Street		1	1	0	0	2	3	1	-1		-1					6
Even	Pine Street		1	1	0	0	2	3	1	-1		-1					6
Odd	West End Ave		1	0	0	0	3	2	1								7
Even	West End Ave		1	0	0	0	3	2	1								7
Odd	West Main Street	Jasper to Nourse	3	1	0	2	2	0	1	1	-1		-1		-1		7
Even	Beachmont Street		0	1	0	0	2	2	1	1							7
Odd	Denny Street		1	0	0	0	2	2	1	-1							5
Even	Heath Street		0	1	0	0	3	2	1	-1							6
Odd	Janlyn Circle		0	0	0	0	3	2	1	1		-1					6
Even	Lyman Street	East Main to Hospital Road	2	1	2	0	1	0	1	1					-1	-1	6
Odd	Weld Street		1	0	0	0	3	2	1	1		-1			-1		6
Odd	Fisher Street	Otis to Smith Parkway	2	1	0	2	2	0	1	-1	-1				-1		5
Even	Fisher Street	Otis to Smith Parkway	2	1	0	2	2	0	1	-1	-1				-1		5
Odd	Folly Lane		0	0	0	0	3	2	1	-1							5
Even	Folly Lane		0	0	0	0	3	2	1	-1							5
Odd	Irving Street		0	0	0	0	3	2	1	-1							5
Even	Irving Street		0	0	0	0	3	2	1	-1							5
Odd	Nourse Street	Jasper to West Main	3	1	0	0	3	0	0	1	-1		-1	-1			5
Even	O'Neill Drive		0	0	0	0	3	2	1	1		-1			-1		5
Odd	Otis Street		3	0	2	0	0	0	0	1						-1	5
Even	Otis Street		3	0	2	0	0	0	0	1						-1	5
Even	Reverend Thomas Hooker		0	1	0	0	2	0	1	1							5
Odd	Shepherd Rd		0	0	0	0	3	0	1	1							5
Even	Shepherd Rd		0	0	0	0	3	0	1	1							5
Even	South Street		0	0	0	0	2	2	1								5
Odd	Steven Road		1	0	0	0	2	0	1	1							5
Even	Steven Road		1	0	0	0	2	0	1	1							5
Odd	Andrews Street	End to Old Nourse	0	1	0	2	2	0	1	-1		-1					4
Even	Andrews Street	End to Old Nourse	0	1	0	2	2	0	1	-1		-1					4
Odd	Catie Drive		0	0	0	0	3	0	1	1		-1					4
Even	Catie Drive		0	0	0	0	3	0	1	1		-1					4
Even	Chestnut Street	West Main to Ruggles	1	0	0	0	3	2	1	-1			-1		-1		4
Even	Denny Street		1	0	0	0	2	2	1	-1		-1			-1		3
Odd	Hadley Lane		0	0	0	0	2	2	1	1		-1			-1		4
Even	Hadley Lane		0	0	0	0	2	2	1	1		-1			-1		4
Odd	Haskell Street		2	1	2	2	0	0	1	-1	-1	-1			-1		4

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total
Even	Haskell Street		2	1	2	2	0	0	1	-1	-1			-1	-1		4
Odd	Heath Street		0	1	0	0	3	2	1	-1		-1	-1				4
Odd	Kimball Road		0	0	0	0	3	0	1	1							5
Even	Kimball Road		0	0	0	0	3	0	1	1							5
Odd	Maynard St.		2	1	0	0	2	0	1	-1					-1		4
Odd	Mount Pleasant Street	South St. to Ruggles	2	1	0	0	3	0	1	-1			-1			-1	4
Even	Nourse Street	Jasper to West Main	3	1	0	0	3	0	0	1	-1	-1	-1		-1		4
Odd	Reverend Thomas Hooker		0	1	0	0	2	0	1	1		-1					4
Odd	Adams Street	Nash St. to West Main	2	1	0	2	0	0	1	-1					-1	-1	3
Odd	Baylor Ave		0	1	0	0	0	0	1	1							3
Even	Baylor Ave		0	1	0	0	0	0	1	1							3
Odd	Beachmont Street		0	1	0	0	2	2	1	1	-1			-1	-1		4
Even	Bowman Lane		0	1	0	0	2	0	1	-1							3
Odd	Canfield Drive		0	1	0	0	0	0	1	1							3
Even	Canfield Drive		0	1	0	0	0	0	1	1							3
Odd	Chestnut Street	West Main to Ruggles	1	0	0	0	3	2	1	-1	-1		-1		-1		3
Odd	Crossman Ave		1	0	0	0	0	0	1	1							3
Even	Crossman Ave		1	0	0	0	0	0	1	1							3
Odd	East Main	Bellows Road to Brady Road	2	1	0	0	0	0	0	0							3
Even	Endicott Drive		0	1	0	0	0	0	1	1							3
Odd	Fairview		1	0	0	0	0	0	1	1							3
Even	Fairview		1	0	0	0	0	0	1	1							3
Odd	Lyman Street	East Main to Hospital Road	2	1	2	0	0	0	1	1	-1	-1	-1			-1	3
Odd	Mill Road		1	0	2	2	2	0	1	-1		-1	-1	-1	-1		3
Even	Mill Road		1	0	2	2	2	0	1	-1		-1	-1	-1	-1		3
Even	Mount Pleasant Street	South St. to Ruggles	2	1	0	0	3	0	1	-1		-1	-1			-1	3
Odd	Ruggles Street	Deerslayer Lane to Denny	1	0	0	0	3	2	1	-1		-1	-1		-1		3
Odd	Ruggles Street	Cook to Eli Whitney	2	1	0	0	3	0	1	-1	-1	-1			-1		3
Odd	Upton Road	Belknap to Upton Town Line	0	0	2	2	0	0	1	1	-1				-1	-1	3
Even	Adams Street	Nash St. to Ruggles	1	1	0	2	0	0	1	-1		-1			-1		2
Even	Adams Street	Nash St. to West Main	2	1	0	2	0	0	1	-1	-1				-1		2
Odd	Bowman Lane		0	1	0	0	2	0	1	-1	-1						2
Odd	Bowman Street	Bowman Lane to Upton Road	0	0	0	2	0	0	1	-1							2
Even	East Main	Bellows Road to Brady Road	2	1	0	0	0	0	0	0		-1					2
Odd	Endicott Drive		0	1	0	0	0	0	1	1		-1					2
Odd	Flanders Road	Longmeadow to Connector Road	0	1	0	0	2	0	1	0	-1				-1		2
Even	Flanders Road	Longmeadow to Connector Road	0	1	0	0	2	0	1	0	-1				-1		2
Odd	Fruit Street		0	0	0	0	0	0	1	1							2
Odd	Granger Road		0	0	0	0	0	0	1	1							2
Even	Granger Road		0	0	0	0	0	0	1	1							2
Odd	Jasper Street Ext.	Linda to End	0	0	0	0	2	0	1	-1							2
Even	Jasper Street Ext.	Linda to End	0	0	0	0	2	0	1	-1							2
Odd	Lyman Street	Hospital Road to Northborough	0	0	0	2	0	0	0	1						-1	2

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total
Even	Lyman Street	Hospital Road to Northborough	0	0	0	2	0	0	0	1						-1	2
Even	Maynard St.		2	1	0	0	2	0	1	-1	-1	-1			-1		2
Even	Old Nourse Street		1	1	0	0	2	0	1	-1	-1			-1			2
Even	Ruggles Street	Deerslayer Lane to Denny	1	0	0	0	3	2	1	-1		-1	-1	-1	-1		2
Even	Spring Road		1	1	0	0	0	0	1	-1							2
Even	Upton Road	South St. to Belknap Street	0	0	2	0	0	0	1	1			-1		-1		2
Even	Upton Road	Belknap to Upton Town Line	0	0	2	2	0	0	1	1	-1	-1	-1		-1		2
Odd	Woodman Ave		0	0	0	0	0	0	1	1							2
Even	Woodman Ave		0	0	0	0	0	0	1	1							2
Odd	Adams Street	Nash St. to Ruggles	1	1	0	2	0	0	1	-1		-1		-1	-1		1
Odd	Belknap Street		0	1	0	0	0	0	1	-1	-1						0
Even	Belknap Street		0	1	0	0	0	0	1	-1	-1						0
Even	Bowman Street	Bowman Lane to Upton Road	0	0	0	2	0	0	1	-1	-1						1
Odd	Bridle Lane		0	0	0	0	0	0	1	1					-1		1
Even	Chauncey Circle		0	0	0	0	0	0	1	0							1
Odd	Doherty Road		0	0	0	0	0	0	1	1							2
Even	Doherty Road		0	0	0	0	0	0	1	1							2
Odd	Glen Street	Jasper St. Ext. to Nourse (West)	0	0	0	0	2	0	1	-1					-1		1
Odd	Milk Street	Northborough to Nauset	0	1	0	0	0	0	0	1		-1					1
Even	Milk Street	Northborough to Nauset	0	1	0	0	0	0	0	1		-1					1
Odd	Old Nourse Street		1	1	0	0	2	0	1	-1	-1			-1	-1		1
Even	Ruggles Street	Cook to Eli Whitney	2	1	0	0	3	0	1	-1	-1	-1	-1	-1	-1		1
Odd	Storey Road		0	0	0	0	0	0	1	1							2
Even	Storey Road		0	0	0	0	0	0	1	1							2
Odd	Stratton Drive		0	0	0	0	0	0	1	1							2
Even	Stratton Drive		0	0	0	0	0	0	1	1							2
Even	Arch Street	Glen St to Fisher	1	0	0	0	0	0	1	-1						-1	0
Odd	Bickford Lane		0	0	0	0	0	0	1	1		-1					1
Even	Bickford Lane		0	0	0	0	0	0	1	1		-1					1
Even	Bridle Lane		0	0	0	0	0	0	1	1							0
Odd	Chauncey Circle		0	0	0	0	0	0	1	0		-1					0
Odd	Gleason Street		0	0	0	0	0	0	1	-1							0
Even	Gleason Street		0	0	0	0	0	0	1	-1							0
Even	Glen Street	Jasper St. Ext. to Nourse (West)	0	0	0	0	2	0	1	-1		-1			-1		0
Odd	Hopkinton Road		0	0	0	2	0	0	0	1	-1				-1	-1	0
Odd	Isaac Miller Road		0	0	0	0	0	0	1	-1							0
Even	Isaac Miller Road		0	0	0	0	0	0	1	-1							0
Odd	Lyons Street		0	0	0	0	0	0	1	-1							0
Even	Lyons Street		0	0	0	0	0	0	1	-1							0
Odd	Milk Street	Nauset to Meadow Road	1	0	0	0	0	0	0	1		-1			-1		0
Even	Milk Street	Nauset to Meadow Road	1	0	0	0	0	0	0	1		-1			-1		0
Odd	Oak Street		1	0	0	0	0	0	1	-1				-1			0
Even	Oak Street		1	0	0	0	0	0	1	-1						-1	0
Odd	Smith Street		0	0	0	0	0	0	1	0		-1					0

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total
Even	Smith Street		0	0	0	0	0	0	1	0		-1					0
Odd	Summer Street Ext.		0	0	0	0	0	0	1	1		-1					1
Even	Summer Street Ext.		0	0	0	0	0	0	1	1		-1					1
Odd	Walker Street		0	0	0	0	0	0	1	-1							0
Odd	Walkup Drive		0	0	0	0	0	0	1	1	-1				-1		0
Even	Walkup Drive		0	0	0	0	0	0	1	1	-1				-1		0
Odd	Warren Street		1	1	0	0	0	0	1	-1	-1				-1		0
Even	Warren Street		1	1	0	0	0	0	1	-1		-1		-1			0
Odd	Glen Street	Nourse to Grafton Townline	0	0	0	0	2	0	1	-1			-1	-1	-1		-1
Odd	Glen Street	Nourse to Jasper St. Ext. (North)	1	0	0	0	0	0	1	-1		-1			-1		-1
Even	Glen Street	Nourse to Jasper St. Ext. (North)	1	0	0	0	0	0	1	-1		-1			-1		-1
Even	Hopkinton Road		0	0	0	2	0	0	0	1	-1	-1	-1	-1			-1
Even	Lackey Street		0	0	0	0	0	0	1	-1					-1		-1
Odd	Morse Street	Upton Road to Hopkinton Road	1	0	0	0	0	0	1	0	-1	-1		-1			-1
Odd	Nash Street	Upton Townline to Adams Street	0	0	0	0	0	0	1	-1		-1					-1
Even	Nash Street	Upton Townline to Adams Street	0	0	0	0	0	0	1	-1		-1					-1
Odd	Nourse Street	Grafton Townline to Jasper	0	0	0	0	2	0	0	1	-1		-1	-1	-1		-1
Even	Nourse Street	Grafton Townline to Jasper	0	0	0	0	2	0	0	1	-1	-1		-1	-1		-1
Odd	Old Flanders Road		0	0	0	0	0	0	1	0	-1				-1		-1
Even	Old Flanders Road		0	0	0	0	0	0	1	0	-1				-1		-1
Odd	Ruggles Street	Upton Townline to Cook Street (JJW)	1	0	0	0	0	0	1	-1	-1				-1		-1
Even	Ruggles Street	Upton Townline to Cook Street (JJW)	1	0	0	0	0	0	1	-1	-1				-1		-1
Odd	Spring Road		1	1	0	0	0	0	1	-1	-1		-1		-1		-1
Odd	Upton Road	South St. to Belknap Street	0	0	2	0	0	0	1	1	-1	-1	-1		-1	-1	-1
Even	Walker Street		0	0	0	0	0	0	1	-1		-1					-1
Odd	Bowman Street	Bowman Lane to Upton Road toward belknap	1	1	0	0	0	0	1	-1	-1	-1			-1	-1	-2
Even	Bowman Street	Bowman Lane to Upton Road toward belknap	1	1	0	0	0	0	1	-1	-1	-1		-1	-1		-2
Odd	Chauncey Street		0	0	0	0	0	0	1	0	-1	-1			-1		-2
Even	Fruit Street		0	0	0	0	0	0	1	1		-1	-1	-1	-1		-2
Odd	Gilmore Road		0	0	0	0	0	0	1	-1	-1				-1		-2
Even	Glen Street	Nourse to Grafton Townline	0	0	0	0	2	0	1	-1	-1	-1		-1	-1		-2
Odd	Lackey Street		0	0	0	0	0	0	1	-1	-1				-1		-2
Odd	Washington Street		0	0	0	0	0	0	1	-1			-1			-1	-2
Odd	Arch Street	Glen St to Fisher	1	0	0	0	0	0	1	-1	-1		-1	-1		-1	-3
Even	Chauncey Street		0	0	0	0	0	0	1	0	-1	-1		-1	-1		-3

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total
Odd	East Main	Brady Road to Southborough Town Line	0	0	0	0	0	0	0	0		-1	-1		-1		-3
Even	East Main	Brady Road to Southborough Town Line	0	0	0	0	0	0	0	0		-1	-1		-1		-3
Even	Gilmore Road		0	0	0	0	0	0	1	-1	-1			1	-1		-3
Even	Morse Street	Upton Road to Hopkinton Road	1	0	0	0	0	0	1	0	-1	-1		-1	-1	-1	-3
Even	Washington Street		0	0	0	0	0	0	1	-1		-1	-1			-1	-3
Odd	Morse Street	Warren Street to Upton Road	0	0	0	0	0	0	1	0	-1	-1		-1	-1	-1	-4
Even	Morse Street	Warren Street to Upton Road	0	0	0	0	0	0	1	0	-1	-1		-1	-1	-1	-4
Odd	Flanders Road	Connector Road to Southborough	0	0	0	0	0	0	0	1	-1	-1	-1	-1	-1	-1	-5
Even	Flanders Road	Connector Road to Southborough	0	0	0	0	0	0	0	1	-1	-1	-1	-1	-1	-1	-5

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total

Sidewalk Expansion Plan

Street Side	Road Name	Street To Street	Existing Sidewalks	Residential Neighborhoods	Recreation Facility	Trail System	Schools	Downtown	Pedestrian Safety	Sufficient Right of Way	Filling Alterations	Buffer Zone	Steep Slopes Present	Guardrails Present	Drainage Conflicts	Other Obstacles Present	Total