

**Town of Westborough
Road Management System
Executive Summary
FY14**

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>
Local Gravel Roads	1.19	6.42
Local Stone Sealed Roads	40.12	6.94
Local Paved (Bituminous)	26.34	7.46
Urban Collector/Rural Minor Collector Stone Sealed	9.69	7.18
Urban Collector/Rural Minor Collector Paved	1.12	7.50
Urban Minor Collector/Rural Major Collector Stone Sealed	14.69	7.26
Urban Minor Collector/Rural Major Collector Paved	4.03	7.21

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>2010 Miles</u>	<u>2011 Miles</u>	<u>2012 Miles</u>	<u>3-Yr Change</u>
Unacceptable	5.40	6.34	6.07	0.67
Acceptable	7.87	4.06	5.43	(2.44)
Good	4.09	10.74	8.37	4.28
Very Good	26.64	22.70	26.58	(0.06)
Excellent	50.89	50.83	50.73	(0.16)

Overall, the Town’s roads declined slightly in 2012 with a rating of 6.86² compared to an overall rating of 7.05 in 2011. During 2012 the following roads were paved: Beachmont, Beach, Willow, Cottage, Summer Street Extension and Adams Street (#23 to #71 sewer line to be installed before completion). Fisher Street and Smith Valve Parkway were stone sealed and School Street, Forbes Street, Denny Street, Primrose Lane, W. Main Street, Nourse Street, Cross Street, and Lyman Street (from E. Main to Route 9) were crack sealed. Additionally, the Town installed new granite curbs and sidewalks on Milk Street and Water Street and will be paving Milk Street from the Rotary to the Northborough Town Line in 2013. The Town also prepped and paved the Senior Center Parking Lot.

Three Year Plan

Using the analysis of town road conditions, life expectancy and current funding amounts budgeted the following roads are planned to be re-paved and/or stone-sealed based on the road’s

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

present road surface over the next three years (those roads listed in bold italics are planned for FY14):

GLEN STREET	BAYLOR AVENUE	KAY STREET
<i>ADAMS STREET</i>	CANFIELD STREET	OAK STREET
GILMORE ROAD	CEDAR STREET	BICKFORD LANE
WALKUP STREET	ENDICOTT STREET	BUTTERFIELD DRIVE
<i>WASHINGTON STREET</i>	HEATH STREET	CHAMBERLAIN COURT
<i>BRIDLE LANE</i>	OLD FLANDERS ROAD	COOK STREET
BELKNAP STREET	SMITH STREET	DENNY STREET
BAXTER STREET	WALKER STREET	GARFIELD DRIVE
FRANKLIN AVENUE	RUGGLES POND ROAD	ROCKLAWN ROAD
<i>GARY CIRCLE</i>	RUGGLES STREET	SLEIGH LANE
HOPKINTON ROAD	UPTON ROAD	WHIPPLETREE LANE
<i>JUNIPER CIRCLE</i>	WATER STREET	BYARD LANE
<i>KINGS GRANT ROAD</i>	WEST END AVENUE	DAVID WAY
<i>MAYBERRY DRIVE</i>	WEST STREET	FLANDERS LANE
<i>MAYBERRY DRIVE</i>	LEE ANN CIRCLE	FLANDERS ROAD
BOWMAN STREET	RUGGLES STREET	GRANT STREET
<i>MILK STREET</i>	HIGH STREET	HASKELL STREET
ROBINSON PLACE	HIGH STREET	JASPER STREET
CHESTNUT STREET	EXTENSION	MYRTLE STREET
WOODMAN AVENUE	HOLMES STREET	SAMPSON DRIVE
PARK STREET	MILL ROAD	SHEPHERD ROAD
WATER STREET	ONEIL DRIVE	SPRING ROAD
UNDERWOOD COURT	STATE STREET	UHLMAN DRIVE
	FORREST LANE	JASPER STREET
<i>WEST STREET</i>	MAIN STREET ROTARY	EXTENSION
BREEN ROAD	ARCH STREET	LONG DRIVE
VALLEY BROOK ROAD	CHAUNCY STREET	RAYMOND STREET
BOWMAN LANE	CAROLYN DRIVE	REED AVENUE
BELLOWS ROAD	ERIC DRIVE	ROY STREET
JOHN STREET	HYDER STREET	FAIRVIEW COURT
KIMBALL ROAD	LINDA STREET	FAIRVIEW ROAD
MEADOW ROAD	ROGERS ROAD	STEVENS ROAD
WARREN STREET	CHAUNCY CIRCLE	EDMUND BRIGHAM WAY
WALKER STREET	GLEN STREET	FAIRVIEW CIRCLE ROAD
		BOARDMAN STREET

It must be noted that the streets listed above are based on the overall ratings for these roads under their existing condition and funds available. The variables that will affect the Town's ability to maintain the infrastructure include:

1. The rate that a road may deteriorate – based on traffic patterns and road base, some roads will deteriorate at a faster rate than others, this rating system needs to be reviewed and analyzed on an annual basis. Based upon this, some roads that are not on the list currently may move up and others may drop off.
2. Funding – Using the current cost to stone seal and re-pave with bituminous pavement (asphalt) and a useful life expectancy of 12 years for the average paved road and 6 years for the average stone sealed road, the Town needs to be spending \$1,082,937 on an annual basis for the roads in town to be maintained before the useful life expectancy of the road expires. Currently, the Town receives \$824,286 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 \$151,962. Not funding road maintenance adequately will result in long-term road conditions being unacceptable and replacement cost of roads to be higher if the roads need to be completely reconstructed.
3. Whether the Town chooses to upgrade or widen roads will add to expense, but may be necessary based on heavier traffic, or road conditions or the availability of lower cost stone seal.

Summary

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

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

Street Name	From St - To St	Functional Classification	Surface		Lanes	Curbs	Left		Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	
			Width	Type			Sidewalk Width	Sidewalk Width							Replace In Kind	IF Paved, Cost
GLEN STREET	GRAFTON TOWN LINE - NOURSE STREET	6	16	5	2	0				1	50	0.720	1.00	6	11,827	130,596
ADAMS STREET		0	27	5	2	0				2	40	0.310	1.50	6	8,593	94,886
GILMORE ROAD	FLANDERS LANE - SOUTHBOROUGH TOWN LINE	0	14	5	1	0				2	40	0.370	1.50	6	5,318	58,723
WALKUP STREET	FLANDERS ROAD - CUL_DE_SAC	0	14	2	1	0				3	20	0.230	2.50	6	3,306	36,503
WASHINGTON STREET	FLANDERS ROAD - SOUTHBOROUGH TOWN LINE	5	23	5	2	0				1	40	0.890	2.50	6	21,016	232,057
BRIDLE LANE	OAK STREET - CUL_DE_SAC	0	30	6	2	3				2	40	0.290	2.50	12	98,627	98,627
BELKNAP STREET	WARREN STREET -	0	19	5	2	0				2	40	0.802	2.75	6	15,644	172,744
BAXTER STREET	SOUTH STREET - RUGGLES STREET	0	23	5	2	0	4			3	40	0.190	3.00	6	4,487	49,540
FRANKLIN AVENUE	FISHER STREET - DEAD END	0	24	5	2	0	5			1	35	0.070	3.00	6	1,725	19,045
GARY CIRCLE	FISHER STREET - FISHER STREET	0	24	5	2	3	5			3	45	0.340	3.00	6	8,378	92,505
HOPKINTON ROAD	HOPKINTON TOWN LINE - UPTON ROAD	5	24	5	2	0				1	40	1.145	3.00	6	28,213	311,525
JUNIPER CIRCLE	KING GRANT ROAD - CUL_DE_SAC	0	24	5	2	3	5			1	45	0.110	3.00	6	2,710	29,928
KINGS GRANT ROAD	GARY CIRCLE - MILK STREET	0	24	5	2	3	5			3	45	0.260	3.00	6	6,406	70,739
MAYBERRY DRIVE	WATER STREET - HIGH STREET EXTENSION	0	24	6	2	3	5			1	35	0.183	3.00	12	49,790	49,790
MAYBERRY DRIVE		0	24	6	2	3				1	35	0.157	3.00	12	42,716	42,716
BOWMAN STREET	UPTON ROAD - UPTON ROAD	0	19	5	2	0				2	40	1.025	3.25	6	19,994	220,777
BOWMAN STREET		0	23	5	2	0				2	40	0.495	3.25	6	11,689	129,065
MILK STREET		6	30	5	2	2	4			1	50	2.300	3.25	12	70,840	782,213
ROBINSON PLACE	EAST MAIN STREET - DEAD END	0	15	5	1	0				3	30	0.030	3.25	6	462	5,101
CHESTNUT STREET	RUGGLES STREET - WEST MAIN STREET	0	20	5	2	0				2	30	0.910	3.75	6	18,685	206,323
WOODMAN AVENUE	OAK STREET - BOSTON WORCESTER TURNPIKE	0	16	5	2	0				1	30	0.080	3.75	6	1,314	14,511
PARK STREET	MILK STREET - OAK STREET	0	24	5	2	0				2	40	0.080	4.00	6	1,971	21,766
PARK STREET		0	22	5	2	0				3	35	0.390	4.00	6	8,809	97,267
WATER STREET	HIGH STREET EXTENSION - EAST MAIN STREET	0	25	5	2	0	4			1	40	0.120	4.00	6	3,080	34,009
UNDERWOOD COURT	GROVE STREET - DEAD END	0	16	5	2	0	2			3	25	0.040	4.25	6	657	7,255
WEST STREET	FISHER STREET - WEST MAIN STREET	0	22	5	2	0				2	35	0.180	4.25	6	4,066	44,892
BREEN ROAD	VALLEY BROOK ROAD - ELI WHITNEY STREET	0	24	5	2	3	5			2	40	0.060	4.50	6	1,478	16,324
VALLEY BROOK ROAD	RUGGLES STREET - BREEN ROAD	0	24	5	2	3	5			2	40	0.270	4.50	6	5,421	59,856
BOWMAN LANE	RUGGLES STREET - BOWMAN STREET	0	19	5	2	0				3	35	0.330	4.75	6	6,437	71,079
BELLOWS ROAD	BOSTON WORCESTER TPK - E MAIN ST EXT SOUTH	0	19	2	2	0				3	40	0.180	5.00	6	3,511	38,771
JOHN STREET	WELD STREET - WEST MAIN STREET	0	28	5	2	0				2	45	0.052	5.25	6	1,495	16,506
JOHN STREET		0	28	5	2	1	4			2	45	0.068	5.25	6	1,955	21,585
KIMBALL ROAD	FISHER STREET - MILL ROAD	0	22	5	2	0				1	30	0.120	5.25	6	2,710	29,928
MEADOW ROAD	MILK STREET - DEAD END	0	13	5	1	0				3	20	0.050	5.25	6	667	7,369
MEADOW ROAD		0	21	5	2	0				3	30	0.210	5.25	6	4,528	49,994
MEADOW ROAD		5	32	5	2	2				1	50	0.173	5.25	6	5,684	62,768

Street Name	From St - To St	Functional Classification	Surface		Left		Right		ROW	Section	Rating	Est	Cost to	
			Width	Type	Lanes	Curbs	Sidewalk Width	Sidewalk Width					Replace in Kind	If Paved, Cost
MEADOW ROAD		5	32	5	2	2		4	1	0.480	5.25	6	15,770	174,127
MEADOW ROAD		5	26	5	2	0			1	1.000	5.25	6	26,693	294,747
MEADOW ROAD		5	40	5	2	3		6	1	0.154	5.25	6	6,324	69,832
WARREN STREET	MOUNT PLEASANT STREET - BELKNAP STREET	0	19	5	2	0			2	1.045	5.25	6	20,384	225,085
WALKER STREET		0	15	2	1	0			3	0.155	5.50	6	2,387	26,357
BAYLOR AVENUE	CANFIELD STREET - ENDICOTT STREET	0	22	5	2	0			2	0.150	5.50	6	3,388	37,410
CANFIELD STREET	LYMAN STREET - ENDICOTT STREET	0	24	5	2	0			3	0.080	5.50	6	1,971	21,766
CEDAR STREET	BEACHMONT STREET - SOUTH STREET	0	18	5	2	0		5	2	0.140	5.50	6	2,587	28,568
ENDICOTT STREET	BAYLOR AVENUE - DEAD END	0	22	5	2	0			1	0.160	5.50	6	3,614	39,904
HEATH STREET	CHURCH STREET - DEAD END	0	17	5	2	0	5		3	0.190	5.50	6	3,316	36,617
OLD FLANDERS ROAD	FLANDERS ROAD - FRUIT STREET	0	18	5	2	0			3	0.114	5.50	6	2,107	23,262
OLD FLANDERS ROAD		0	16	5	2	0			3	0.226	5.50	6	3,712	40,993
SMITH STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	19	5	2	0			2	0.450	5.50	6	8,778	96,926
WALKER STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	18	5	2	0			2	0.320	5.50	6	5,914	66,298
WALKER STREET		0	15	5	1	0			2	0.175	5.50	6	2,695	29,758
RUGGLES POND ROAD	SOUTH STREET - CUL_DE_SAC	0	30	6	2	3		5	1	0.130	5.50	12	44,212	44,212
RUGGLES STREET	WEST MAIN STREET - UPTON TOWN LINE	0	28	5	2	0	4		2	0.530	5.75	6	15,236	168,233
RUGGLES STREET		0	21	5	2	0			2	1.360	5.75	6	29,322	323,768
UPTON ROAD	HOPKINTON ROAD - UPTON TOWN LINE	5	23	5	2	0			3	2.260	5.75	6	53,366	589,267
WATER STREET		0	25	5	2	0	4		1	0.210	5.75	6	5,390	59,516
WATER STREET	ORCHARD STREET - HIGH STREET	0	23	5	2	0		4	1	0.160	5.75	6	3,778	41,718
WEST END AVENUE	ONEIL DRIVE - WEST MAIN STREET	0	29	5	2	0			3	0.210	5.75	6	6,252	69,039
WEST STREET		0	22	5	2	0	4		2	0.310	5.75	6	7,002	77,314
LEE ANN CIRCLE	SPRING ROAD - CUL_DE_SAC	0	30	6	2	3		5	1	0.130	5.75	12	44,212	44,212
RUGGLES STREET		0	21	6	2	0			2	0.100	5.75	12	23,806	23,806
RUGGLES STREET		0	21	6	2	0			2	0.730	5.75	12	173,787	173,787
HIGH STREET	WATER STREET - EAST MAIN STREET	0	28	5	2	0		4	1	0.170	6.00	6	4,887	53,961
HIGH STREET		0	28	5	2	2	5		1	0.110	6.00	6	3,162	34,916
HIGH STREET EXTENSION	WATER STREET - SUMMER STREET EXTENSION	0	20	5	2	0			1	0.160	6.00	6	3,285	36,277
HIGH STREET EXTENSION		0	20	5	2	0			1	0.040	6.00	6	821	9,069
HOLMES STREET	STATE STREET - DEAD END	0	19	5	2	0		4	2	0.060	6.00	6	1,170	12,924
HOLMES STREET	WATER STREET - DEAD END	0	18	5	2	0	5		1	0.050	6.00	6	924	10,203
MILL ROAD	FISHER STREET - WEST MAIN STREET	6	19	5	2	0			3	0.870	6.00	6	16,971	187,391
ONEIL DRIVE	WEST MAIN STREET - HARVEY LANE	0	26	5	2	0			3	0.389	6.00	6	10,384	114,657
ONEIL DRIVE		0	19	5	2	0			3	0.121	6.00	6	2,360	26,062
STATE STREET	HIGH STREET - EAST MAIN STREET	0	20	5	2	0	4		1	0.090	6.00	6	1,848	20,406
STATE STREET		0	20	5	2	0			1	0.050	6.00	6	1,027	11,336
FORREST LANE	ROGERS ROAD - CUL_DE_SAC	0	20	6	2	0			1	0.090	6.00	12	20,406	20,406
MAIN STREET ROTARY	MILK STREET - MILK STREET	5	18	6	2	3			1	0.040	6.00	12	8,162	8,162
MAIN STREET ROTARY		5	18	6	2	3			1	0.010	6.00	12	2,041	2,041

Street Name	From St - To St	Functional Classification	Surface			Left			Right	Structural Condition	ROW		Section Length	Rating Total	Est Life	Cost to	
			Width	Type	Lanes	Curbs	Sidewalk Width	Sidewalk Width			Width	in Kind				Replace	If Paved, Cost
MAIN STREET ROTARY		5	18	6	2	3				1	25	0.030	6.00	12	6,122	6,122	
ARCH STREET	GLEN STREET - FISHER STREET	6	19	5	2	0				3	40	0.870	6.25	6	16,971	187,391	
CHAUNCEY STREET	LYMAN STREET - OAK STREET	0	18	5	2	0				2	35	0.510	6.25	6	9,425	104,068	
CAROLYN DRIVE	JASPER STREET EXTENSION - LINDA STREET	0	24	6	2	3	5	5		1	40	0.250	6.25	12	68,019	68,019	
ERIC DRIVE	HYDER STREET - ARCH STREET	0	24	6	2	3	5	5		1	40	0.050	6.25	12	13,604	13,604	
HYDER STREET	GLEN STREET - ARCH STREET	0	24	6	2	3	5	5		1	40	0.520	6.25	12	141,479	141,479	
LINDA STREET	HYDER STREET - JASPER STREET EXTENSION	0	24	6	2	3	5	5		1	40	0.470	6.25	12	127,875	127,875	
ROGERS ROAD	EAST MAIN STREET - DEAD END	0	26	6	2	3				1		0.300	6.25	12	88,424	88,424	
CHAUNCEY CIRCLE	CHAUNCEY STREET - OAK STREET	0	19	5	2	0				2	30	0.200	6.50	6	3,901	43,078	
GLEN STREET	NOURSE ST TO NOURSE ST	0	16	5	2	0				1	50	0.340	6.50	6	5,585	61,670	
KAY STREET	ADAMS STREET - WEST MAIN STREET	0	24	5	2	0	5	5		1	45	0.370	6.50	6	9,117	100,667	
OAK STREET	CHAUNCEY CIRCLE - MILK STREET	0	18	5	2	0				2	40	0.364	6.50	6	6,727	74,276	
BICKFORD LANE	CHAUNCEY CIRCLE - DEAD END	0	23	6	2	0				1		0.080	6.50	12	20,859	20,859	
BUTTERFIELD DRIVE	CONNECTOR ROAD - BUTTERFIELD DRIVE	0	26	6	2	3	5	5		1	50	0.466	6.50	12	137,352	137,352	
CHAMBERLAIN COURT	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3				1	50	0.094	6.50	12	27,706	27,706	
COOK STREET	RUGGLES STREET - LONG DRIVE	0	24	6	2	3				1	50	0.498	6.50	12	135,493	135,493	
DENNY STREET	RUGGLES STREET - SOUTH STREET	0	17	6	2	0				2	40	0.180	6.50	12	34,689	34,689	
GARFIELD DRIVE	RUGGLES STREET - CUL DE SAC	0	30	6	2	3				1	40	0.290	6.50	12	98,627	98,627	
ROCKLAWN ROAD	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	2	3	5	5		1	50	0.166	6.50	12	48,928	48,928	
SLEIGH LANE	GARFIELD DRIVE - CUL DE SAC	0	30	6	2	3				1	40	0.130	6.50	12	44,212	44,212	
WHIPPLETREE LANE	FISHER STREET - CUL DE SAC	0	30	6	2	3				1		0.100	6.50	12	34,009	34,009	
BYARD LANE	HASKELL STREET - BYARD LANE	0	24	5	2	3	6	6		2	40	0.590	6.75	6	14,538	160,524	
DAVID WAY	BYARD LANE - HASKELL STREET	0	25	5	2	3	5	5		1	40	0.090	6.75	6	1,283	14,171	
FLANDERS LANE	FLANDERS ROAD - FLANDERS ROAD	0	14	5	1	0				2	30	0.170	6.75	6	2,443	26,981	
FLANDERS ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	5	25	5	2	0				1	40	0.300	6.75	6	7,700	85,023	
FLANDERS ROAD		5	22	5	2	0				1	40	2.440	6.75	6	55,111	608,539	
FLANDERS ROAD		5	22	5	2	0				1	40	0.320	6.75	6	7,228	79,808	
GRANT STREET	WEST STREET - CHURCH STREET	0	26	5	2	0	4	4		1	45	0.080	6.75	6	2,135	23,580	
HASKELL STREET	EAST MAIN STREET - LYMAN STREET	0	19	5	2	0				2	30	0.890	6.75	6	17,361	191,699	
JASPER STREET	WEST MAIN STREET - NOURSE STREET	0	18	5	2	0				1	40	0.450	6.75	6	8,316	91,825	
MYRTLE STREET	SCHOOL STREET - CHARLES STREET	0	24	5	2	0				2	45	0.190	6.75	6	4,682	51,694	
SAMPSON DRIVE	FLANDERS ROAD - FLANDERS ROAD	0	22	5	2	0				2	30	0.200	6.75	6	4,517	49,880	
SHEPHERD ROAD	EAST MAIN STREET - STEVENS ROAD	0	21	5	2	0				2	40	0.180	6.75	6	3,881	42,852	
SPRING ROAD	UPTON ROAD - HOPKINTON TOWN LINE	0	17	5	2	0				3	40	0.840	6.75	6	14,661	161,884	
UHLMAN DRIVE	BYARD LANE - BYARD LANE	0	24	5	2	3	5	5		1	40	0.190	6.75	6	4,682	51,694	
JASPER STREET EXTENSION	LINDA STREET - GLEN STREET	0	24	6	2	2				1	40	0.130	6.75	12	35,370	35,370	
LONG DRIVE	RUGGLES STREET - COOK STREET	0	24	6	2	3	5	5		1	50	0.583	6.75	12	158,619	158,619	
RAYMOND STREET	ARCH STREET - HYDER STREET	0	25	6	2	3	5	5		1	40	0.050	6.75	12	14,171	14,171	
REED AVENUE	LONG DRIVE - Cul-de-sac	0	24	6	2	3	5	5		1	50	0.176	6.75	12	47,885	47,885	
ROY STREET	REED AVENUE - Cul-de-sac	0	24	6	2	3	5	5		1	50	0.101	6.75	12	27,479	27,479	

Street Name	From St - To St	Functional Classification	Surface		Lanes	Curbs	Left		Right	Structural Condition	ROW		Section Length	Rating Total	Est Life	Cost to	
			Width	Type			Sidewalk Width	Sidewalk			Width	Width				Replace in Kind	If Paved, Cost
FAIRVIEW COURT	MEADOW ROAD - FAIRVIEW ROAD	0	19	5	2	0				2	30	0.060	7.00	6	1,170	12,924	
FAIRVIEW ROAD	MILK STREET - FAIRVIEW CIRCLE ROAD	0	20	5	2	0				3	30	0.180	7.00	6	3,696	40,811	
STEVENS ROAD	LYMAN STREET - EAST MAIN STREET	0	23	5	2	0				1	40	0.300	7.00	6	7,084	78,221	
EDMUND BRIGHAM WAY	MOUNT PLEASANT STREET - CUL-DE-SAC	0	24	6	2	3	5			1	50	0.199	7.00	12	54,143	54,143	
FAIRVIEW CIRCLE ROAD	FAIRVIEW ROAD - CUL-DE-SAC	0	20	6	2	3				1	40	0.030	7.00	12	6,802	6,802	
BOARDMAN STREET	CHURCH STREET - MILK STREET	0	21	5	2	0	4			3	35	0.120	7.25	6	2,587	28,568	
DOHERTY ROAD	WALKER STREET - STOREY ROAD	0	22	5	2	0				2	35	0.090	7.25	6	2,033	22,446	
ELM STREET	SPRUCE STREET - GREEN STREET	0	22	5	2	0	5			2	40	0.090	7.25	6	2,033	22,446	
ELM STREET		0	22	5	2	0				2	40	0.070	7.25	6	1,581	17,458	
FAY STREET	MILK STREET - CHURCH STREET	0	26	5	2	0	4			3	36	0.100	7.25	6	2,669	29,475	
GREEN STREET	BRIGHAM STREET - PINE STREET	0	25	5	2	0	5			2	35	0.080	7.25	6	2,053	22,673	
GROVE STREET	MILK STREET - CHURCH STREET	0	22	5	2	3	5			1	35	0.190	7.25	6	4,291	47,386	
HADLEY LANE	MAPLE CIRCLE - CUL-DE-SAC	0	25	5	2	0				3	35	0.120	7.25	6	3,080	34,009	
MAPLE AVENUE	SOUTH STREET - DEAD END	0	20	5	2	0				1	30	0.070	7.25	6	1,437	15,871	
ORCHARD STREET	SPRING STREET - WATER STREET	0	26	5	2	0				1	40	0.080	7.25	6	2,135	23,580	
PARKMAN STREET	GROVE STREET - WEST MAIN STREET	0	22	5	2	3	5			1	32	0.120	7.25	6	2,710	29,928	
PINE STREET	GREEN STREET - ELM STREET	0	18	5	2	0				2	35	0.120	7.25	6	2,218	24,487	
PINECREST DRIVE	WEST MAIN STREET - PINECREST DRIVE	0	23	5	2	3	5			1	35	0.090	7.25	6	2,125	23,466	
PINECREST DRIVE		0	23	5	2	3				1	35	0.230	7.25	6	5,431	59,970	
SPRUCE STREET	COTTAGE STREET - ELM STREET	0	18	5	2	0	5			2	40	0.050	7.25	6	924	10,203	
STOREY ROAD	EAST MAIN STREET - WALKER STREET	0	21	5	2	0				3	30	0.070	7.25	6	1,509	16,665	
WELD STREET	BLAKE STREET - DEAD END	0	18	5	2	0				2	30	0.240	7.25	6	4,435	48,973	
INDIAN POND ROAD	MEADOW ROAD - CUL-DE-SAC	0	34	6	2	3	5			1	50	0.197	7.25	12	75,931	75,931	
LAWTON'S WAY	MILK STREET - CUL-DE-SAC	0	26	6	2	3				1	35	0.150	7.25	12	44,212	44,212	
WAYSIDE ROAD	RUGGLES STREET - RUGGLES STREET	0	30	6	2	3				1		0.880	7.25	12	299,282	299,282	
HARVEY LANE	ONEIL DRIVE - WEST END AVENUE	0	26	5	2	0				3	36	0.232	7.50	6	6,193	68,381	
HARVEY LANE		0	18	5	2	0				3	30	0.208	7.50	6	3,844	42,444	
JENNINGS ROAD	HARVEY LANE - CHESTNUT STREET	0	23	5	2	0				1	35	0.220	7.50	6	5,195	57,362	
LINCOLN STREET	WINTER STREET - SPRING STREET	0	24	5	2	0				1	35	0.100	7.50	6	2,464	27,207	
MORSE STREET	HOPKINTON ROAD - WARREN STREET	0	18	5	2	0				3	30	0.790	7.50	6	14,599	161,204	
MOUNT PLEASANT STREET	SOUTH STREET - RUGGLES STREET	0	21	5	2	0				2	40	0.304	7.50	6	6,554	72,372	
MOUNT PLEASANT STREET		0	20	5	2	0				2	40	0.696	7.50	6	14,291	157,803	
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	5	2	0				1	40	0.260	7.50	6	6,673	73,687	
WINTER STREET	HIGH STREET - SUMMER STREET	0	20	5	2	0	4			3	35	0.080	7.50	6	1,643	18,138	
BUCKSKIN DRIVE	DEERSLAYER LANE - CUL-DE-SAC	0	30	6	2	3	5			1		0.140	7.50	12	47,613	47,613	
DEERSLAYER LANE	RUGGLES STREET - MOUNT PLEASANT STREET	0	30	6	2	3				1		0.250	7.50	12	85,023	85,023	
HUNDREDS ROAD	LONGMEADOW ROAD - BOSTON WORCESTER TPK	0	24	6	2	3				1	40	0.223	7.50	12	60,673	60,673	
HUNDREDS ROAD		0	24	6	2	3	5			1	40	0.197	7.50	12	53,599	53,599	
HUNDREDS ROAD		0	24	6	2	3				1	40	0.251	7.50	12	68,291	68,291	
HUNDREDS ROAD		0	24	6	2	3				1	40	0.179	7.50	12	48,701	48,701	

Street Name	From St. - To St	Functional Classification	Surface		Lanes	Curbs	Left		Right	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Replace in Kind	If Paved, Cost
			Width	Type			Sidewalk Width	Sidewalk								
JEFFERSON ROAD	HUNDREDS ROAD - DEAD END	0	24	6	2	3	5			1	40	0.110	7.50	12	29,928	29,928
LONGFELLOW ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3			5	1		0.110	7.50	12	37,410	37,410
LONGMEADOW ROAD	FLANDERS ROAD - BOSTON WORCESTER TPK	0	23	6	2	3			8	1	40	0.490	7.50	12	127,761	127,761
NOTTINGHAM STREET	HUNDREDS ROAD - LONGMEADOW ROAD	0	24	6	2	3				1	40	0.290	7.50	12	78,902	78,902
PHYLIMOR DRIVE	LACKEY STREET - CUL_DE_SAC	0	24	6	2	3	5			1	40	0.330	7.50	12	89,784	89,784
SHERBURN ROAD	JEFFERSON ROAD - HUNDREDS ROAD	0	24	6	2	3	5			1	40	0.170	7.50	12	46,253	46,253
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	39	6	2	3	8		10	1	60	0.090	7.50	12	39,791	39,791
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	3	8		10	1	70	0.080	7.50	12	43,532	43,532
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	48	6	2	1	4		4	1	60	0.043	7.50	12	23,398	23,398
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2	4		4	1	50	0.260	7.50	12	76,634	76,634
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	26	6	2	2				1	40	0.440	7.50	12	129,689	129,689
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	3	4			1	40	0.287	7.50	12	104,114	104,114
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	32	6	2	0				1	40	0.420	7.50	12	152,362	152,362
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	25	6	2	3				1	40	0.340	7.50	12	96,360	96,360
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	32	6	2	1	4		4	1	50	0.337	7.50	12	122,252	122,252
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	5	51	6	2	3			12	1	73	0.140	7.50	12	80,942	80,942
WEST MAIN STREET	MAIN STREET ROTARY - GRAFTON TOWN LINE	6	26	6	2	2				1	40	0.073	7.50	12	21,517	21,517
YORKSHIRE CIRCLE	LONGMEADOW ROAD - CUL_DE_SAC	0	24	6	2	3	5		5	1	40	0.110	7.50	12	29,928	29,928
ALPINE DRIVE	CRESTVIEW DRIVE - CUL_DE_SAC	0	24	5	2	0	4		4	2	40	0.080	7.75	6	1,971	21,766
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4		4	2	40	0.174	7.75	6	4,287	47,341
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	2	0	4			2	40	0.016	7.75	6	394	4,353
BRADY ROAD EXTENSION	BRADY ROAD - CUL_DE_SAC	0	26	5	2	0				2	40	0.131	7.75	6	3,497	38,612
BRADY ROAD EXTENSION		0	26	5	2	0				2	40	0.059	7.75	6	1,575	17,390
CRESTVIEW DRIVE	HILLCREST DRIVE - LYONS STREET	0	23	5	2	0	4		4	2	40	0.140	7.75	6	3,306	36,503
CRESTVIEW DRIVE		0	23	5	2	3	4		4	2	40	0.200	7.75	6	4,723	52,148
CROSS STREET		0	20	5	2	3	3		4	2	32	0.050	7.75	6	1,027	11,336
DAVIS STREET	MILK STREET - NORTHBOROUGH TOWN LINE	6	17	5	2	0				3	40	0.053	7.75	6	925	10,214
FISHER STREET	ARCH STREET - MILK STREET	5	25	5	2	0			5	3	40	0.660	7.75	6	16,940	187,051
FRUIT STREET	HOPKINTON TOWN LINE - FLANDERS ROAD	0	30	5	2	3			5	1	50	0.149	7.75	6	4,589	50,674
HILLCREST DRIVE	EAST MAIN STREET - CRESTVIEW DRIVE	0	24	5	2	3	4		4	2	40	0.220	7.75	6	5,421	59,856
LYONS STREET	EAST MAIN STREET - COMPUTER DRIVE	6	18	5	2	0				1	40	0.180	7.75	6	3,326	36,730
MAYNARD STREET	MILK STREET - FISHER STREET	0	19	5	2	0				3	30	0.590	7.75	6	11,509	127,081
SPRING STREET	HIGH STREET - MILK STREET	0	26	5	2	0			5	1	40	0.220	7.75	6	5,873	64,844
WARBURTON DRIVE	EAST MAIN STREET - EAST MAIN STREET	0	23	5	2	0				2	40	0.160	7.75	6	3,778	41,718
BIRCH DRIVE	OVERLOOK DRIVE - WHEELER ROAD	0	24	6	2	3	5		5	1	35	0.070	7.75	12	19,045	19,045
BRICKYARD LANE	HASKELL STREET - THOMAS NEWTON DRIVE	0	30	6	2	3			5	1	40	0.280	7.75	12	95,226	95,226
CROWNRISE ROAD	SPRING ROAD - SPRING ROAD	0	30	6	2	3			5	1	50	0.320	7.75	12	108,830	108,830
EAST MAIN STREET	MAIN STREET ROTARY - SOUTHBORO TOWN LINE	5	40	6	2	3				1	53	1.340	7.75	12	607,632	607,632
EAST MAIN STREET		5	40	6	2	3			6	1	53	0.620	7.75	12	281,143	281,143
EAST MAIN STREET		5	30	6	2	3	6		6	1	53	0.600	7.75	12	204,056	204,056

Street Name	From St. - To St	Functional Classification	Surface		Lanes	Curbs	Left		Right	Structural Condition	ROW		Section Length	Rating Total	Est Life	Cost to	
			Width	Type			Sidewalk Width	Sidewalk			Width	Condition				Replace In Kind	If Paved, Cost
FOX LANE	CROWNIDGE ROAD - CUL-DE-SAC	0	30	6	2	3			5	1		1	0.160	7.75	12	54,415	54,415
GALE MEADOW WAY	WACHUSETT VIEW DRIVE - CUL-DE-SAC	0	30	6	2	3			5	1	40	1	0.090	7.75	12	30,608	30,608
JACOB AMSDEN ROAD	THOMAS NEWTON DRIVE - EAST MAIN STREET	0	30	6	2	3			5	1	40	1	0.480	7.75	12	163,245	163,245
JOANNE DRIVE	ELI WHITNEY STREET - OVERLOOK DRIVE	0	24	6	2	3	5		5	1	40	1	0.180	7.75	12	48,973	48,973
JOHN PRATT CIRCLE	SAMUEL HARRINGTON ROAD - CUL-DE-SAC	0	26	6	2	3			5	1	35	1	0.120	7.75	12	35,370	35,370
LYDIAS PATH	MAYNARD STREET - Cul-de-sac	0	24	6	2	3			5	1	50	1	0.116	7.75	12	31,561	31,561
MOHAWK CIRCLE	MOHAWK DRIVE - CUL-DE-SAC	0	24	6	2	3	5			1	40	1	0.070	7.75	12	19,045	19,045
MOHAWK DRIVE	MAYNARD STREET - MOHAWK CIRCLE	0	24	6	2	3	5			1	40	1	0.070	7.75	12	19,045	19,045
OVERLOOK DRIVE	ELI WHITNEY STREET - WEST MAIN STREET	0	24	6	2	3	5		5	2	40	2	0.490	7.75	12	133,316	133,316
SAMUEL HARRINGTON ROAD	JACOB AMSDEN ROAD - SAMUEL HARRINGTON RD	0	26	6	2	3				1	35	1	0.500	7.75	12	147,374	147,374
THOMAS NEWTON DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3			5	1	40	1	0.740	7.75	12	251,669	251,669
WACHUSETT VIEW DRIVE	HASKELL STREET - BRICKYARD LANE	0	30	6	2	3			5	1	40	1	0.550	7.75	12	187,051	187,051
GRANGER ROAD		0	14	2	1	0				3	40	3	0.051	8.00	6	733	8,094
BAKER WAY	EAST MAIN STREET - DEAD END	0	18	5	2	0				1	30	1	0.030	8.00	6	554	6,122
BLAKE STREET	WEST MAIN STREET - WHITNEY STREET	0	20	5	2	0			4	3	30	3	0.180	8.00	6	3,696	40,811
BLAKE STREET		0	20	5	2	0	4	4	4	3	30	3	0.110	8.00	6	2,259	24,940
CABOT CIRCLE	OLD COLONY DRIVE - CUL-DE-SAC	0	24	5	2	3	5	5	5	1	45	1	0.070	8.00	6	1,725	19,045
CENTRAL STREET	WEST MAIN STREET - CROSS STREET	0	21	5	2	3	5	5	5	2	35	2	0.110	8.00	6	2,372	26,187
CHARLES STREET	RUGGLES STREET - WEST MAIN STREET	0	21	5	2	0	4	4	4	3	40	3	0.200	8.00	6	4,312	47,613
CHARLES STREET		0	21	5	2	0	4	4		3	40	3	0.070	8.00	6	1,509	16,665
CHURCH STREET	WEST MAIN STREET - MILK STREET	6	29	5	2	0	5	5	6	3	45	3	0.470	8.00	6	13,993	154,515
CROSSMAN AVENUE	UPTON ROAD - PHYLOR DRIVE	0	24	5	2	3			5	1	45	1	0.040	8.00	6	986	10,883
DANE WAY	OLD COLONY DRIVE - WESTMINSTER WAY	0	24	5	2	3	5	5	5	1	45	1	0.040	8.00	6	986	10,883
FORBES STREET	RUGGLES STREET - SOUTH STREET	0	24	5	2	0	4	4	4	1	45	1	0.200	8.00	6	4,928	54,415
GRANGER ROAD	EAST MAIN STREET - DEAD END	0	21	5	2	0				2	40	2	0.119	8.00	6	2,566	28,330
HARRISON AVENUE	RUGGLES STREET - SCHOOL STREET	0	19	5	2	0	4	4	4	2	35	2	0.100	8.00	6	1,951	21,539
LACKEY STREET	SPRING ROAD - PHYLOR DRIVE	0	23	5	2	0				3	40	3	0.479	8.00	6	11,311	124,893
LACKEY STREET		0	16	5	2	0				3	40	3	0.321	8.00	6	5,273	58,224
OLD COLONY DRIVE	WEST MAIN STREET - CUL-DE-SAC	0	24	5	2	3	4	4	4	1	45	1	0.570	8.00	6	14,045	155,082
PHILLIPS STREET	CHURCH STREET - SUMMER STREET	0	31	5	2	0	4	4	4	1	50	1	0.112	8.00	6	3,565	39,360
PHILLIPS STREET		0	31	5	2	1	4	4	4	1	50	1	0.108	8.00	6	3,437	37,954
PROSPECT STREET	EAST MAIN STREET - STATE STREET	0	14	5	1	0				3	30	3	0.050	8.00	6	719	7,935
PROSPECT STREET		0	21	5	2	0				3	30	3	0.050	8.00	6	1,078	11,903
SUMMER STREET	MILK STREET - Dead end	0	21	5	2	0			5	2	40	2	0.130	8.00	6	2,803	30,948
SUMMER STREET		0	27	5	2	0	5	5	5	2	40	2	0.110	8.00	6	3,049	33,669
SUMMER STREET		0	27	5	2	0	5	5	5	2	40	2	0.120	8.00	6	3,326	36,730
UNION STREET	EAST MAIN STREET - Dead end	0	37	5	2	3	4	4		1	50	1	0.179	8.00	6	6,800	75,081
WARD LANE	WEST MAIN STREET - DEAD END	0	24	5	2	3	5	5	5	1	45	1	0.250	8.00	6	6,160	68,019
WESTMINSTER WAY	WARD LANE - DEAD END	0	24	5	2	3	5	5	5	1	45	1	0.310	8.00	6	7,638	84,343
ARROWHEAD LANE	CHESTNUT STREET - Cul-de-sac	0	24	6	2	3			5	1	50	1	0.488	8.00	12	132,772	132,772

Street Name	From St. - To St	Functional Classification	Surface		Lanes	Curbs	Left		Right	Structural Condition	ROW		Section Length	Rating Total	Est Life	Cost to	
			Width	Type			Sidewalk Width	Sidewalk			Width	Width				Replace in Kind	If Paved, Cost
ASSABET DRIVE	FISHER STREET - Cul-de-sac	0	24	6	2	3	5			1	50	0.192	8.00	12	52,238	52,238	
BENJAMIN DRIVE	JASPER STREET - WEST MAIN STREET	0	30	6	2	3			5	1	40	0.180	8.00	12	61,217	61,217	
BERTIS ADAMS WAY	GABLE RIDGE ROAD - WARREN STREET	0	30	6	2	3				1	50	0.367	8.00	12	124,814	124,814	
BREWER DRIVE	NOURSE STREET - NOURSE STREET	0	30	6	2	3	5			1	40	0.450	8.00	12	153,042	153,042	
CAPTAIN SAMUEL FORBUSH RD	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3	5			1	50	0.300	8.00	12	102,028	102,028	
CARROLL DRIVE	FRANCES DRIVE - Cul-de-sac	0	30	6	2	3	5			1	50	0.158	8.00	12	53,735	53,735	
CATIE DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3				1	40	0.110	8.00	12	37,410	37,410	
COPPERBEECH CIRCLE	OLDE HICKORY PATH - Cul-de-sac	0	26	6	2	3	5			1	50	0.117	8.00	12	34,485	34,485	
EDGEWOOD ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6	2	3			5	1	50	0.110	8.00	12	37,410	37,410	
EDWARD DUNN WAY	ASSABET DRIVE - Cul-de-sac	0	24	6	2	3	5			1	50	0.180	8.00	12	48,973	48,973	
ELIZABETH DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	2	3	5			1	40	0.090	8.00	12	30,608	30,608	
FRANCES DRIVE	KENDALL DRIVE -	0	30	6	2	3	5			1	50	0.201	8.00	12	68,359	68,359	
GABLE RIDGE ROAD	WARREN STREET - BERTIS ADAMS WAY	0	30	6	2	3	5			1	50	0.253	8.00	12	86,043	86,043	
GRINDSTONE COURT	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3	5			1	50	0.144	8.00	12	39,179	39,179	
HERON WAY	ARROWHEAD LANE - OLD COLONY DRIVE	0	12	6	1	0				1	50	0.089	8.00	12	12,107	12,107	
HEYWOOD DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	30	6	2	3	5			1	50	0.150	8.00	12	51,014	51,014	
JANILYN CIRCLE	WATER STREET - CUL_DE_SAC	0	30	6	2	3				1		0.060	8.00	12	20,406	20,406	
KENDALL DRIVE	WEST MAIN STREET - WEST MAIN STREET	0	24	6	2	3			5	1	50	0.371	8.00	12	100,940	100,940	
MCTAGART STREET	HEYWOOD DRIVE - CAPTAIN SAMUEL FORBUSH RD	0	30	6	2	3	5			1		0.230	8.00	12	78,221	78,221	
NICHOLS TERRACE	FISHER STREET - Cul-de-sac	0	30	6	2	3			5	1	50	0.172	8.00	12	58,496	58,496	
OLDE CONNECTICUT PATH	BERTIS ADAMS WAY - Cul-de-sac	0	30	6	2	3			5	1	50	0.106	8.00	12	36,050	36,050	
OLDE HICKORY PATH	NOURSE STREET - Dead end	0	28	6	2	3			5	1	50	0.475	8.00	12	150,774	150,774	
OLDE MEETING HOUSE ROAD	REV THOMAS HOOKER ROAD - CUL_DE_SAC	0	24	6	2	3				1		0.290	8.00	12	78,902	78,902	
OLDE STONEBRIDGE PATH	NOURSE STREET - CUL_DE_SAC	0	30	6	2	3			5	2	40	0.140	8.00	12	47,613	47,613	
PICCADILLY WAY	MORSE STREET - MORSE STREET	0	24	6	2	3	5			1	50	0.950	8.00	12	258,470	258,470	
REV THOMAS HOOKER ROAD	BOWMAN LANE - OLDE MEETING HOUSE ROAD	0	24	6	2	3				1		0.280	8.00	12	76,181	76,181	
SANDRA POND ROAD	BOWMAN STREET - THOMAS RICE LANE	0	24	6	2	3				1	40	0.080	8.00	12	21,766	21,766	
SAWMILL DRIVE	PICCADILLY WAY - Cul-de-sac	0	24	6	2	3				1	50	0.143	8.00	12	38,907	38,907	
STONE HILL ROAD	WOODCREST ROAD - CUL_DE_SAC	0	30	6	2	3			5	1		0.110	8.00	12	37,410	37,410	
STRATTON DRIVE	LACKEY STREET - CUL_DE_SAC	0	30	6	2	3				1		0.120	8.00	12	40,811	40,811	
THISTLE HILL LANE	Dead end - OLDE HICKORY PATH	0	24	6	2	3			5	1	50	0.044	8.00	12	11,971	11,971	
THOMAS RICE LANE	CUL_DE_SAC - CUL_DE_SAC	0	24	6	2	3				1	40	0.160	8.00	12	43,532	43,532	
WOODCREST ROAD	WAYSIDE ROAD - WAYSIDE ROAD	0	30	6	2	3			5	1		0.280	8.00	12	95,226	95,226	
NASH STREET	ADAMS STREET - DEAD END	0	20	2	2	0				3	40	0.510	8.25	6	10,472	115,632	
ANDREWS STREET	OLD NOURSE STREET - DEAD END	0	22	5	2	0				2	40	0.304	8.25	6	6,866	75,818	
ANDREWS STREET		0	13	5	1	0				2	40	0.306	8.25	6	4,084	45,096	
ELI WHITNEY STREET		0	27	5	2	0			5	2	50	0.210	8.25	6	5,821	64,278	
ELI WHITNEY STREET		0	27	5	2	3			5	2	50	0.097	8.25	6	2,689	29,690	
MAPLE CIRCLE	MILK STREET - MILK STREET	0	21	5	2	0				3	30	0.200	8.25	6	4,312	47,613	
NOURSE STREET	WEST MAIN STREET - GRAFTON TOWN LINE	5	28	5	2	0				3	50	2.380	8.25	6	68,417	755,459	

Street Name	From St. To St	Functional Classification	Surface		Lanes	Curbs	Left		Right		Cost to								
			Width	Type			Sidewalk Width	Sidewalk Width	Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Replace in Kind	If Paved, Cost				
OLD NOURSE STREET	NOURSE STREET - NOURSE STREET	0	22	5	2	0					2	40	2	40	0.550	8.25	6	12,423	137,171
OLDE COACH ROAD	BOWMAN STREET - BOWMAN LANE	0	25	5	2	3	5				1	40	1	40	0.249	8.25	6	6,391	70,569
OLDE COACH ROAD		0	25	5	2	3					1	40	1	40	0.081	8.25	6	2,079	22,956
ROBIN CIRCLE	ROBIN LANE - DEAD END	0	24	5	2	0	4				3	40	3	40	0.080	8.25	6	1,971	21,766
SCHOOL STREET	SOUTH STREET - WEST MAIN STREET	6	28	5	2	0	3				2	40	2	40	0.330	8.25	6	9,486	104,749
APPLESEED DRIVE	ADAMS STREET - Cul-de-sac	0	30	6	2	3	5				1	50	1	50	0.399	8.25	12	135,697	135,697
BROOK WAY	OLD NOURSE STREET - OLD NOURSE STREET	0	30	6	2	3					1		1		0.240	8.25	12	81,622	81,622
EDEN CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2						1	50	1	50	0.026	8.25	12	4,421	4,421
ELI WHITNEY STREET	RUGGLES STREET - WEST MAIN STREET	0	27	6	2	3					2	50	2	50	0.423	8.25	12	129,473	129,473
HARVEST WAY	NASH STREET - Cul-de-sac	0	30	6	2	3					1	50	1	50	0.202	8.25	12	68,699	68,699
JACKSTRAW ROAD	OLDE COACH ROAD - CUL_DE_SAC	0	24	6	2	3					1	40	1	40	0.120	8.25	12	32,649	32,649
MARY LOU CIRCLE	MATHIEU DRIVE - CUL_DE_SAC	0	30	6	2	3	5				1		1		0.070	8.25	12	23,806	23,806
MATHIEU DRIVE	OLD NOURSE STREET - ANDREWS STREET	0	30	6	2	3	5				1	50	1	50	0.310	8.25	12	105,429	105,429
NAUSET AVENUE	MILK STREET - NIPMUCK DRIVE	0	28	6	2	3					1	50	1	50	0.108	8.25	12	34,281	34,281
NIPMUCK DRIVE	MILK STREET - Cul-de-sac	0	30	6	2	3					1	50	1	50	0.409	8.25	12	139,098	139,098
PRIMROSE LANE	ADAMS STREET - Cul-de-sac	0	26	6	2	3					1	50	1	50	0.210	8.25	12	61,897	61,897
QUAIL HOLLOW	BROOK WAY - CUL_DE_SAC	0	30	6	2	3					1		1		0.100	8.25	12	34,009	34,009
FISHER STREET		5	20	5	2	0					3	30	3	30	0.370	8.50	6	7,597	83,890
FISHER STREET		6	20	5	2	0					3	30	3	30	1.239	8.50	6	25,441	280,917
ISSAC MILLER ROAD	ADAMS STREET - CUL_DE_SAC	0	20	5	2	0					1	40	1	40	0.270	8.50	6	5,544	61,217
LYMAN STREET	EAST MAIN STREET - NORTHBOROUGH TOWN LINE	6	30	5	2	3					1	50	1	50	1.480	8.50	6	45,584	503,337
LYMAN STREET		6	30	5	2	3	4				1	50	1	50	0.410	8.50	6	12,628	139,438
OAK STREET	CHAUNCY CIRCLE TO CHAUNCY ST	0	24	5	2	0					2	40	2	40	0.899	8.50	6	22,151	244,595
OAK STREET BRANCH	MILK STREET - OAK STREET	0	24	5	2	0					3	40	3	40	0.084	8.50	6	2,070	22,854
OTIS STREET	FISHER STREET - NORTHBOROUGH TOWN LINE	6	23	5	2	0					3	40	3	40	0.040	8.50	6	945	10,430
OTIS STREET		5	23	5	2	0					3	40	3	40	0.634	8.50	6	14,971	165,308
OTIS STREET		5	17	5	2	0					3	40	3	40	0.525	8.50	6	9,163	101,178
OTIS STREET		6	16	5	2	0					3	40	3	40	0.080	8.50	6	1,314	14,511
CIDER CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	2		5				1	50	1	50	0.012	8.50	12	2,041	2,041
CIDER CIRCLE		0	15	6	2			5			1	50	1	50	0.014	8.50	12	2,381	2,381
COLONIAL DRIVE	EAST MAIN STREET - DEAD END	0	30	6	2	3	5				1	40	1	40	0.110	8.50	12	37,410	37,410
SMITH PARKWAY	OTIS STREET - FISHER STREET	0	36	6	2	3					1	40	1	40	0.420	8.50	12	171,407	171,407
WHISPERING PINE	NOURSE STREET - OLDE HICKORY PATH	0	28	6	2	3	5				1	50	1	50	0.185	8.50	12	58,723	58,723
ARMSTRONG DRIVE	WHEELER ROAD - OLDHAM ROAD	0	24	5	2	0					1	45	1	45	0.220	8.75	6	5,421	59,856
BRIGHAM STREET	COTTAGE PLACE - GREEN STREET	0	31	5	2	3					1	40	1	40	0.036	8.75	6	1,146	12,651
BRIGHAM STREET	EAST MAIN STREET - Dead end	0	31	5	2	3					1	40	1	40	0.200	8.75	6	6,365	70,286
CORTLAND DRIVE	OLDHAM ROAD - WHEELER ROAD	0	23	5	2	0					1	45	1	45	0.230	8.75	6	5,431	59,970
DENFIELD DRIVE	OLDHAM ROAD - WHEELER ROAD	0	25	5	2	0	4				1	45	1	45	0.210	8.75	6	5,390	59,516
IRVING STREET	WHITNEY STREET - CUL_DE_SAC	0	26	5	2	0		4			1	35	1	35	0.060	8.75	6	1,602	17,685
MOUNTAIN VIEW DRIVE	ADAMS STREET - DEAD END	0	24	5	2	3	5				1	35	1	35	0.220	8.75	6	5,421	59,856

Street Name	From St - To St	Functional Classification	Surface		Lanes	Curbs	Left Sidewalk		Right Sidewalk		Structural Condition	ROW Width	Section Length	Rating Total	Est Life	Cost to	
			Width	Type			Width	Width	Width	Width						Replace in Kind	If Paved, Cost
OLDHAM ROAD	WEST MAIN STREET - WHEELER ROAD	0	23	5	2	0					1	45	0.090	8.75	6	2,125	23,466
OLDHAM ROAD		0	23	5	2	0		4		4	1	45	0.260	8.75	6	6,139	67,792
RICHARDSON COURT	PARTRIDGE ROAD - CUL DE SAC	0	24	5	2	3		5		5	1	45	0.160	8.75	6	3,942	43,532
ROBIN ROAD	MILK STREET - ROBIN LANE	0	24	5	2	0		4			3	35	0.201	8.75	6	4,953	54,687
ROBIN ROAD		0	24	5	2	0				4	3	35	0.289	8.75	6	7,121	78,629
WHEELER ROAD	WEST MAIN STREET - DENFIELD DRIVE	0	20	5	2	0					1	40	0.150	8.75	6	3,080	34,009
WHEELER ROAD		0	20	5	2	3		5			1	40	0.220	8.75	6	4,517	49,880
WHEELER ROAD		0	20	5	2	0		4		4	1	40	0.050	8.75	6	1,027	11,336
FAY MOUNTAIN DRIVE	MOUNTAIN VIEW DRIVE - CUL DE SAC	0	30	6	2	3					2		0.120	8.75	12	40,811	40,811
PARTRIDGE ROAD	OLDHAM ROAD - MOUNTAIN VIEW DRIVE	0	24	6	2	3		5		5	2	45	0.150	8.75	12	40,811	40,811
ROSEWOOD PLACE	PARTRIDGE ROAD - CUL DE SAC	0	30	6	2	3		5			1		0.140	8.75	12	47,613	47,613
BEACH STREET	SOUTH STREET - DEAD END	0	23	5	2	0		4		5	2	40	0.072	9.00	6	1,700	18,773
BEACH STREET		0	23	5	2	0				5	2	40	0.098	9.00	6	2,314	25,552
BEACHMONT STREET	PINE STREET - BEACH STREET	0	23	5	2	0					1	40	0.150	9.00	6	3,542	39,111
COTTAGE STREET	SOUTH STREET - BRIGHAM STREET	0	26	5	2	0				5	2	40	0.170	9.00	6	4,538	50,107
CROSS STREET	CHARLES STREET - SOUTH STREET	0	22	5	2	3		3		4	2	32	0.120	9.00	6	2,710	29,928
CROSS STREET		0	20	5	2	0		3		4	2	32	0.080	9.00	6	1,643	18,138
FOLLY LANE	WHITNEY STREET - DEAD END	0	20	5	2	0					1	35	0.080	9.00	6	1,643	18,138
SUMMER STREET EXTENSION	HIGH STREET EXTENSION - DEAD END	0	20	5	2	0					2	40	0.170	9.00	6	3,491	38,544
WILLOW STREET	EAST MAIN STREET - WATER STREET	0	23	5	2	0				5	1	40	0.170	9.00	6	4,014	44,325
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	14	2	1	0					3	40	0.060	9.25	6	862	9,523
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	24	5	2	0		4		4	3	40	0.080	9.25	6	1,971	21,766
WHITNEY STREET	CHURCH STREET - FOLLY LANE	0	23	5	2	0		4		4	2	35	0.180	9.25	6	4,250	46,933
WHITNEY STREET		0	23	5	2	0					2	35	0.100	9.25	6	2,361	26,074
ADAMS STREET	RUGGLES STREET - WEST MAIN STREET	0	17	5	2	0					2	40	1.560	9.50	6	27,227	300,642
GLEASON STREET	FISHER STREET - SHREWSBURY TOWN LINE	6	18	5	2	0					3	40	0.390	9.50	6	7,207	79,582
SOUTH STREET	MAIN STREET ROTARY - HOPKINTON ROAD	5	65	5	2	3				6	1	81	0.130	9.75	6	8,675	95,793
SOUTH STREET		5	48	5	2	2		6		6	1	60	0.150	9.75	6	7,392	81,622
SOUTH STREET		5	48	5	2	0		5		5	1	60	0.240	9.75	6	11,827	130,596
SOUTH STREET		5	28	5	2	0					1	40	0.240	9.75	6	6,899	76,181
SOUTH STREET		5	28	5	2	0		5			1	40	0.180	9.75	6	5,174	57,136
SOUTH STREET		5	40	5	2					10	1	81	0.014	9.75	6	575	6,348
RICE LANE	MILK STREET - LYMAN SCHOOL ROAD	0	13	5	1	0					3	30	0.220	n/a	6	2,936	32,422